
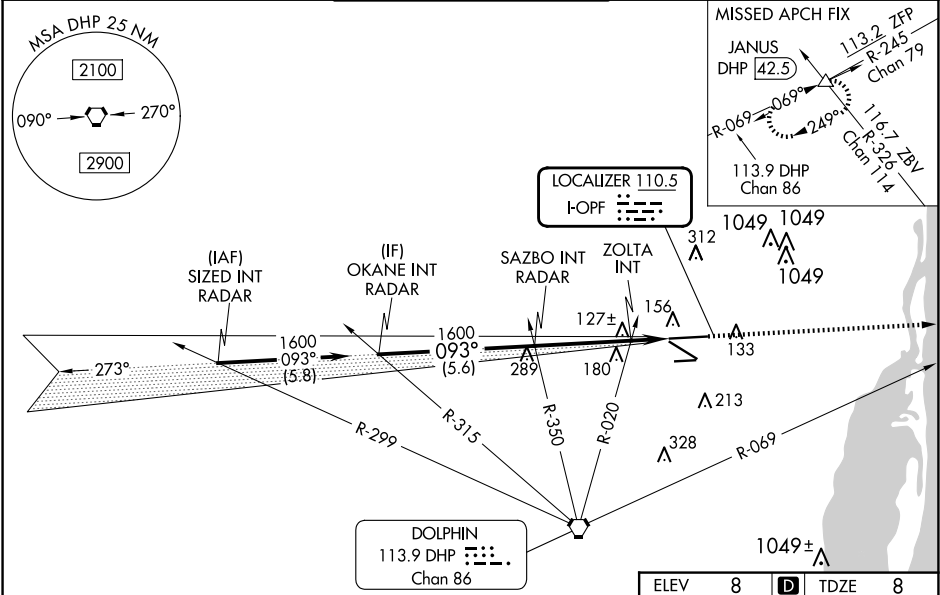


LOC I-OPF 110.5	APP CRS 093°	Rwy Ldg TDZE Apt Elev 8002 8 8
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ILS or LOC RWY 9L
MIAMI-OPA LOCKA EXEC (OPF)

RADAR required.			<div>MALSR</div> <div></div>	MISSED APPROACH: Climb to 2000 on heading 093° and DHP VORTAC R-069 to JANUS INT/DHP 42.5 DME and hold.		
<div><div><div>T</div><div>A</div></div><div>Inop table does not apply to S-ILS 9L all Cats. Rwy 9L helicopter visibility reduction below ¾ SM NA. For inop ALS, increase S-LOC 9L Cats A and B visibility to 1 SM and Cats C and D visibility to 1 ¾ SM. ZOLTA Fix Minimums, for inop ALS, increase S-LOC 9L all Cats visibility to 1 SM. Autopilot coupled approach NA below 400 feet. Caution: Lights on highway 0.7 NM north may be mistaken for runway.</div></div>						
ATIS 125.9	MIAMI APP CON 128.6 306.975	OPA LOCKA TOWER ★ 134.675 (CTAF) 0	GND CON 120.025	CLNC DEL 119.2	GCO 119.45	



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).		2000 hdg 093°	DHP R-069	JANUS
OKANE INT RADAR 1600 093° GS 3.00° TCH 51		SAZBO INT RADAR 1600	ZOLTA INT 480	
5.6 NM		3.3 NM	1.5 NM	
CATEGORY	A	B	C	D
S-ILS 9L	258-¾ 250 (300-¾)			
S-LOC 9L	480-¾	472 (500-¾)	480-1	472 (500-1)
CIRCLING	480-1 472 (500-1)	520-1 512 (600-1)	620-1¾ 612 (700-1¾)	740-2¼ 732 (800-2¼)
ZOLTA FIX MINIMUMS				
S-LOC 9L	380-¾ 372 (400-¾)			
CIRCLING	480-1 472 (500-1)	520-1 512 (600-1)	620-1¾ 612 (700-1¾)	740-2¼ 732 (800-2¼)

ELEV	8	TDZE	8
MIRL Rwy 9R-27L HIRL Rwys 9L-27R and 12-30			
FAF to MAP 4.8 NM			
Knots	60	90	120 150 180
Min:Sec	4:48	3:12	2:24 1:55 1:36