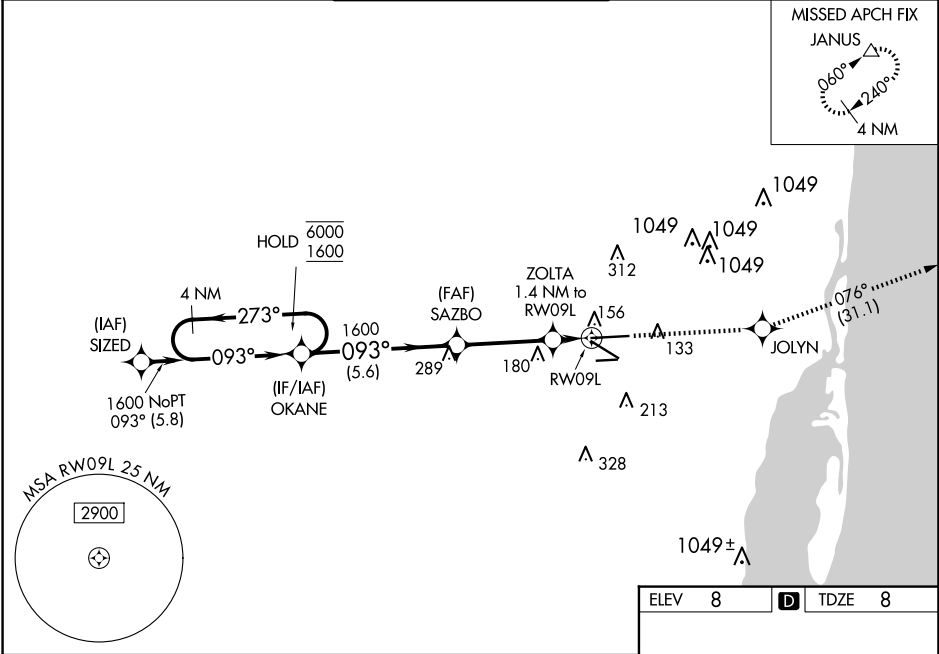


WAAS CH <b>53422</b> <b>W09A</b>	APP CRS <b>093°</b>	Rwy Idg TDZE Apt Elev	<b>8002</b> <b>8</b> <b>8</b>
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RNAV (GPS) RWY 9L  
MIAMI-OPA LOCKA EXEC (OPF)

RNP APCH - GPS. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 8°C or above 54°C. Rwy 9L helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LPV all Cats. For inop ALS, increase LNAV/VNAV all Cats and LNAV Cats A and B visibility to 1 SM, and LNAV Cats C and D visibility to 1½ SM. Caution: Lights on highway 0.7 NM north may be mistaken for runway. ▲ MALSR			MISSED APPROACH: Climb to 2000 direct JOLYN and on 076° track to JANUS and hold.		
ATIS <b>125.9</b>	MIAMI APP CON <b>128.6 306.975</b>	OPA LOCKA TOWER ★ <b>134.675 (CTAF) 0</b>	GND CON <b>120.025</b>	CLNC DEL <b>119.2</b>	GCO <b>119.45</b>



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 55). 4 NM Holding Pattern OKANE SAZBO 6000 ← 273° → 1600 093° → 1600 GP 3.00° TCH 51 5.6 NM 3.5 NM 1.4 NM CATEGORY A B C D LPV DA 258-¾ 250 (300-¾) LNAV/VNAV DA 337-¾ 329 (400-¾) LNAV MDA 420-¾ 412 (500-¾) CIRCLING 480-1 520-1 620-1¾ 740-2¼ 472 (500-1) 512 (600-1) 612 (700-1¾) 732 (800-2¼)				
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