

LOC I-OPF 110.5	APP CRS 093°	Rwy Idg 8002
		TDZE 8
		Apt Elev 8

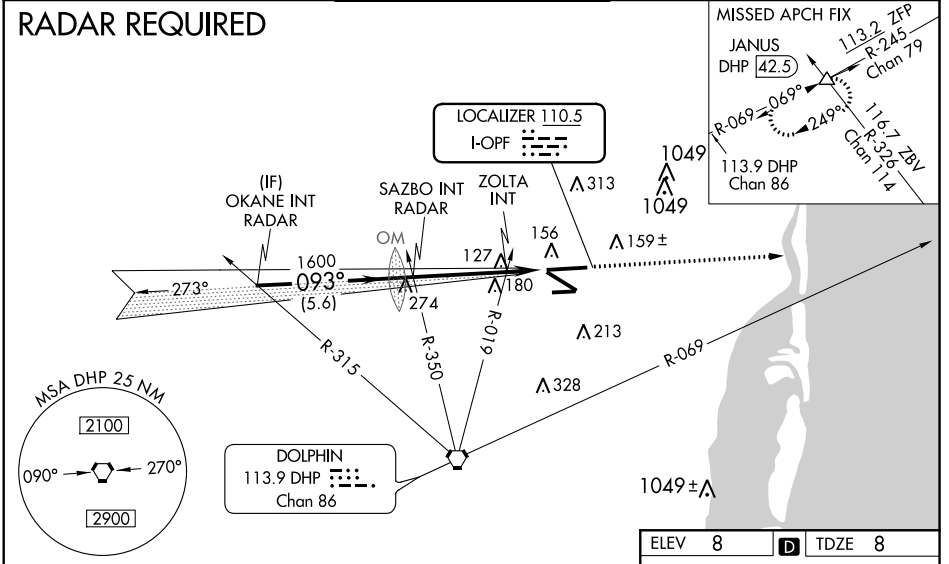
ILS or LOC RWY 9L
OPA-LOCKA EXECUTIVE (OPF)

⚠ Inoperative table does not apply. Helicopter visibility reduction below 3/4 SM NA.
⚠ Caution: Lights on highway 0.7 NM north may be mistaken for runway. When local altimeter setting not received, use Miami Intl altimeter setting and increase all DA/MDA 20 feet. For inoperative MALSR, increase S-LOC 9L Cats A and B visibility to 1 mile and Cats C and D visibility to 1 1/8 miles. ZOLTA Fix minimums, for inoperative MALSR, increase S-LOC 9L all Cats visibility to 1 mile. ZOLTA Fix minimums, for inoperative MALSR, when using Miami Intl altimeter setting, increase Cats A and B visibility to 1 mile and Cats C and D visibility to 1 1/8 miles. For inoperative MALSR, when using Miami Intl altimeter setting, increase S-ILS 9L all Cats visibility to 7/8 mile.

MALSR

MISSED APPROACH: Climb to 2000 heading 093° and DHP VORTAC R-069 to JANUS INT/DHP 42.5 DME and hold.

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
----------------------	---------------------------------------	----------------------------------------------	---------------------------	--------------------------



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 56).

OKANE INT RADAR SAZBO INT RADAR ZOLTA INT

1600 093° 1600

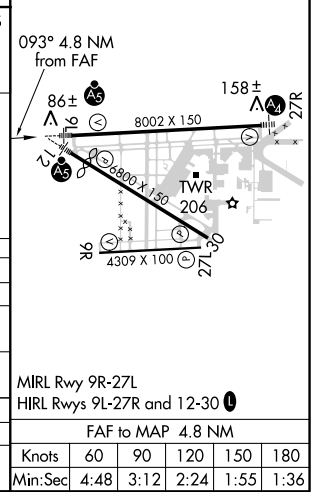
GS 3.00° TCH 51

2000 hdg 093°

JANUS DHP R-069

*500 when using Miami Intl altimeter setting.

CATEGORY	A	B	C	D
S-ILS 9L	258-3/4		250 (300-3/4)	
S-LOC 9L	480-3/4	472 (500-3/4)	480-1	472 (500-1)
CIRCLING	540-1	532 (600-1)	540-1 1/2 532 (600-1 1/2)	560-2 552 (600-2)
ZOLTA FIX MINIMUMS				
S-LOC 9L	380-3/4		372 (400-3/4)	
CIRCLING	540-1	532 (600-1)	540-1 1/2 532 (600-1 1/2)	560-2 552 (600-2)



SE-3, 01 MAR 2018 to 29 MAR 2018

SE-3, 01 MAR 2018 to 29 MAR 2018