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

ILS or LOC RWY 9L

OPA-LOCKA EXECUTIVE (OPF)

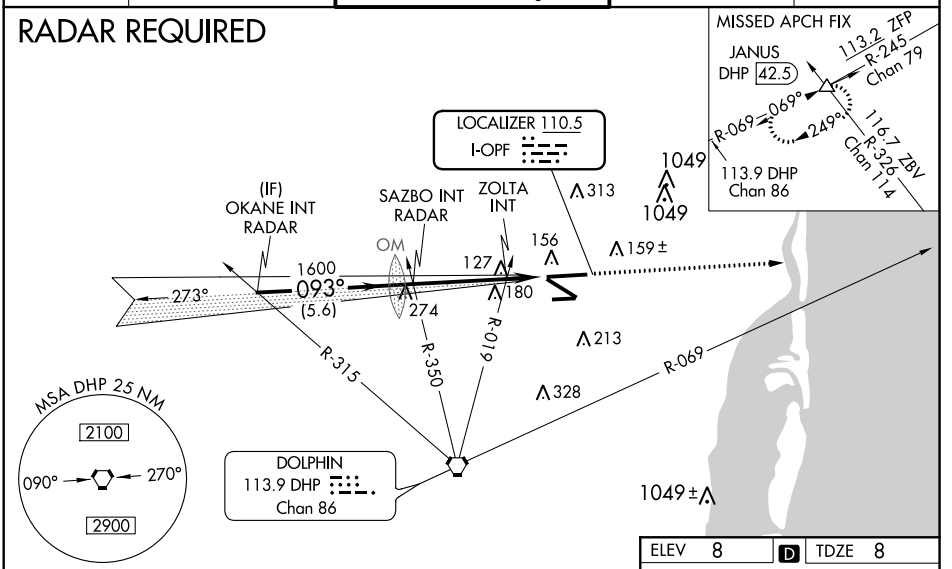
T Inoperative table does not apply. Helicopter visibility reduction below ¾ SM NA.
A Caution: Lights on highway 0.7 NM north may be mistaken for runway. When local altimeter setting not received, use Miami Intl altimeter setting and increase all DA/MDA 20 feet. For inoperative MALSR, increase S-LOC 9L Cats A and B visibility to 1 mile and Cats C and D visibility to 1⅜ 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 1⅛ miles. For inoperative MALSR, when using Miami Intl altimeter setting, increase S-ILS 9L all Cats visibility to ⅞ mile.

MALSR

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

ATIS	MIAMI APP CON	OPA LOCKA TOWER ★	GND CON	CLNC DEL
125.9	128.6 306.975	134.675 (CTAF) L	120.025	119.2

RADAR REQUIRED

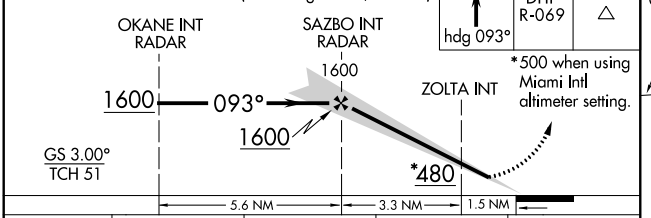


VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 56).

2000 ↑ hdg 093°

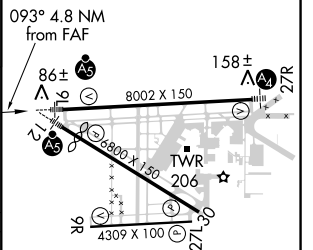
DHP R-069

JANUS △



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	540-1 532 (600-1)		540-1½ 532 (600-1½)	560-2 552 (600-2)
ZOLTA FIX MINIMUMS				
S-LOC 9L	380-¾ 372 (400-¾)			
CIRCLING	540-1 532 (600-1)		540-1½ 532 (600-1½)	560-2 552 (600-2)

ELEV 8 D TDZE 8



MIRL Rwy 9R-27L
HIRL Rwys 9L-27R and 12-30 L

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-3, 14 SEP 2017 to 12 OCT 2017
SE-3, 14 SEP 2017 to 12 OCT 2017