

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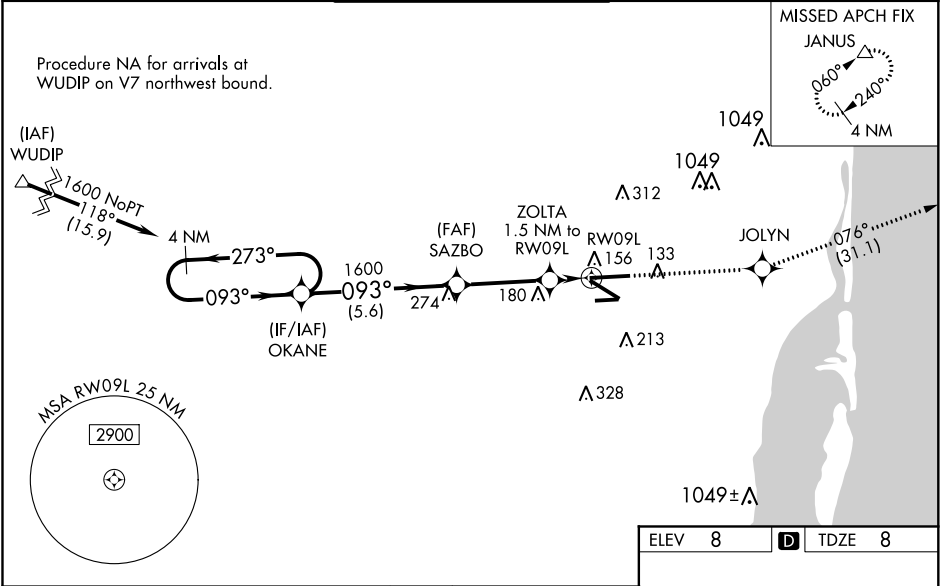
**RNAV (GPS) RWY 9L**  
MIAMI-OPA LOCKA EXECUTIVE (OPF)

**Baro-VNAV NA** when using Miami Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Miami Intl altimeter setting and increase all DA/MDA 20 feet. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 1 mile, LNAV Cats A and B visibility to 1 mile and Cats C and D visibility to 1 1/2 miles. For inoperative MALSR, when using Miami Intl altimeter setting, increase LPV all Cats visibility to 3/8 mile, LNAV/VNAV all Cats visibility to 1 1/8 miles and LNAV Cats A and B visibility to 1 mile. Inoperative table does not apply to LPV all Cats. Caution: Lights on highway 0.7 NM north may be mistaken for runway.

**MALSR**

**MISSED APPROACH:**  
Climb to 2000 direct JOLYN and on track 076° 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>
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 56).

4 NM Holding Pattern

OKANE

SAZBO

ZOLTA 1.5 NM to RWY 09L

RWY 09L

\*520

GP 3.00° TCH 51

273°

093°

1600

1600

5.6 NM

3.3 NM

1.5 NM

ELEV 8

TDZE 8

093° to RWY 09L

8002 X 150

8000 X 150

4309 X 100

27L

27R

TVWR 206

CATEGORY	A	B	C	D
LPV DA		258-3/4	250 (300-3/4)	
LNAV/VNAV DA		321-3/4	313 (400-3/4)	
LNAV MDA		420-3/4	412 (500-3/4)	
CIRCLING	540-1	532 (600-1)	540-1 1/2 532 (600-1 1/2)	560-2 552 (600-2)

MIRL Rwy 9R-27L  
HIRL Rwy 9L-27R and 12-30 0