


LOC/DME I-OLX <b>111.55</b> Chan 52 (Y)	APP CRS <b>128°</b>	Rwy Idg TDZE Apt Elev	<b>6000</b> <b>8</b> <b>8</b>
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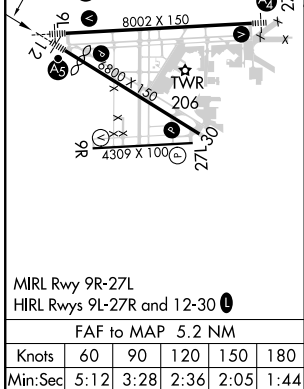
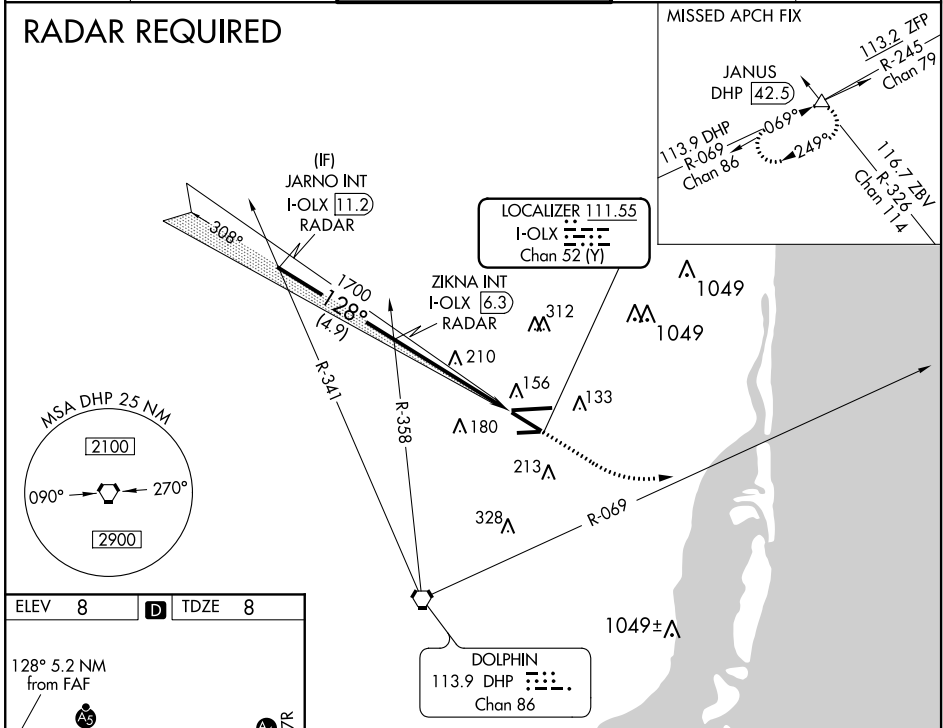
# ILS or LOC RWY 12

MIAMI-OPA LOCKA EXECUTIVE (OPF)

**⚠** Inoperative table does not apply to S-ILS 12. Helicopter visibility reduction below  $\frac{3}{4}$  SM NA. VDP NA with Miami Intl altimeter setting. When local altimeter setting not received, use Miami Intl altimeter setting and increase all DA/MDA 20 feet. For inoperative MALSRS, increase S-LOC 12 Cats A and B visibility to 1 mile and Cats C and D visibility to  $1\frac{3}{8}$  miles.

**MALSRS**  
  
**MISSED APPROACH:** Climb to 800 then climbing left turn to 2000 on heading 090° and DHP VORTAC R-069 to JANUS INT/DHP 42.5 DME 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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	JARNO INT I-OLX [11.2] RADAR	ZIKNA INT I-OLX [6.3] RADAR	800	2000	DHP R-069	JANUS △
	1700		hdg 090°		*LOC only.	
	1700		*I-OLX [2.6]		I-OLX [1.2]	
	GS 3.00° TCH 53		4.9 NM		3.7 NM	
			1.5 NM			
CATEGORY	A	B	C	D		
S-ILS 12	208- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$ )					
S-LOC 12	520- $\frac{3}{4}$	512 (600- $\frac{3}{4}$ )	520-1	512 (600-1)		
CIRCLING	540-1	532 (600-1)	540-1 $\frac{1}{2}$ 532 (600-1 $\frac{1}{2}$ )	560-2 552 (600-2)		