

MIAMI, FLORIDA

AL-256 (FAA)

24137

WAAS CH 53644 W30A	APP CRS 308°	Rwy Idg 6800 TDZE 8 Apt Elev 8
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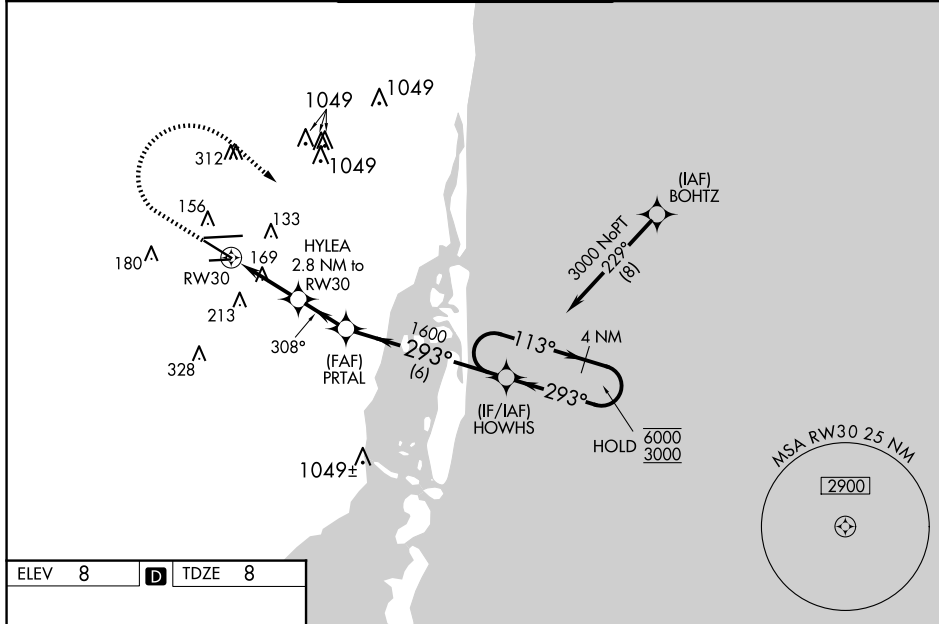
RNAV (GPS) RWY 30
MIAMI-OPA LOCKA EXEC (OPF)

RNP APCH - GPS.

T Baro-VNAV and VDP NA when using Miami Intl altimeter setting.
A Rwy 30 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 7°C or above 54°C. When local altimeter setting not received, use Miami Intl altimeter setting: increase LPV DA to 276 feet and all visibilities $\frac{1}{8}$ SM; increase LNAV/VNAV DA to 438 feet and all visibilities $\frac{1}{8}$ SM; increase all MDAs 20 feet and LNAV visibility Cat C/D $\frac{1}{8}$ SM and Circling visibility Cat D $\frac{1}{4}$ SM.

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct HOWHS and hold, continue climb-in-hold to 3000.

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	GCO 119.45
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Plan View: Shows the layout of the HIRL (8002 X 150) and MRL (4309 X 100) runways. The HIRL runway is oriented 113°/293°. The MRL runway is oriented 308°. The TWR is located 206 units from the HIRL runway. The HIRL Runway 9L-27R and 12-30 are also indicated.

Profile View: Shows the ILS profile with the following data:

- HYLEA:** 2.8 NM to RW30
- PRTAL:** 1600
- RW30:** 1.1 NM to RW30
- HOWHS:** 4 NM Holding Pattern
- GP 3.00° TCH 50**
- Altitudes:** 113°/293° (Runway), 1600 (PRTAL), 960 (RW30), 1600 (HOWHS)
- Distances:** 1.1 NM, 1.7 NM, 2 NM, 6 NM

ILS and Circling MDA Data Table:

CATEGORY	A	B	C	D
LPV DA	258- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)		
RNAV/VNAV DA	420-1 $\frac{1}{8}$	412 (500-1 $\frac{1}{8}$)		
RNAV MDA	420-1	412 (500-1)	420-1 $\frac{1}{8}$	412 (500- $\frac{1}{8}$)
CIRCLING	480-1 472 (500-1)	520-1 512 (600-1)	620-1 $\frac{3}{4}$ 612 (700-1 $\frac{3}{4}$)	740-2 $\frac{1}{4}$ 732 (800-2 $\frac{1}{4}$)

MIAMI, FLORIDA
Orig 03NOV22

MIAMI-OPA LOCKA EXEC (OPF)
RNAV (GPS) RWY 30

25°54'N-80°17'W

SE-3, 15 MAY 2025 to 12 JUN 2025

SE-3, 15 MAY 2025 to 12 JUN 2025