

25219

LOC/DME I-OLX <u>111.55</u> Chan 52 (Y)	APP CRS 128°	Rwy Ldg 6000 TDZE 8 Apt Elev 8
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ILS or LOC RWY 12
MIAMI-OPA LOCKA EXEC(OPF)

V Inop table does not apply to S-ILS 12. Helicopter visibility reduction
A 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 and Circling Cat D visibility
 $\frac{1}{4}$ SM. For inop MALSR, increase S-LOC 12 Cats A and B visibility
to 1 mile and Cats C and D visibility to $\frac{1}{2}$ miles.

MALSR



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 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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RADAR REQUIRED

MISSED APCH FIX

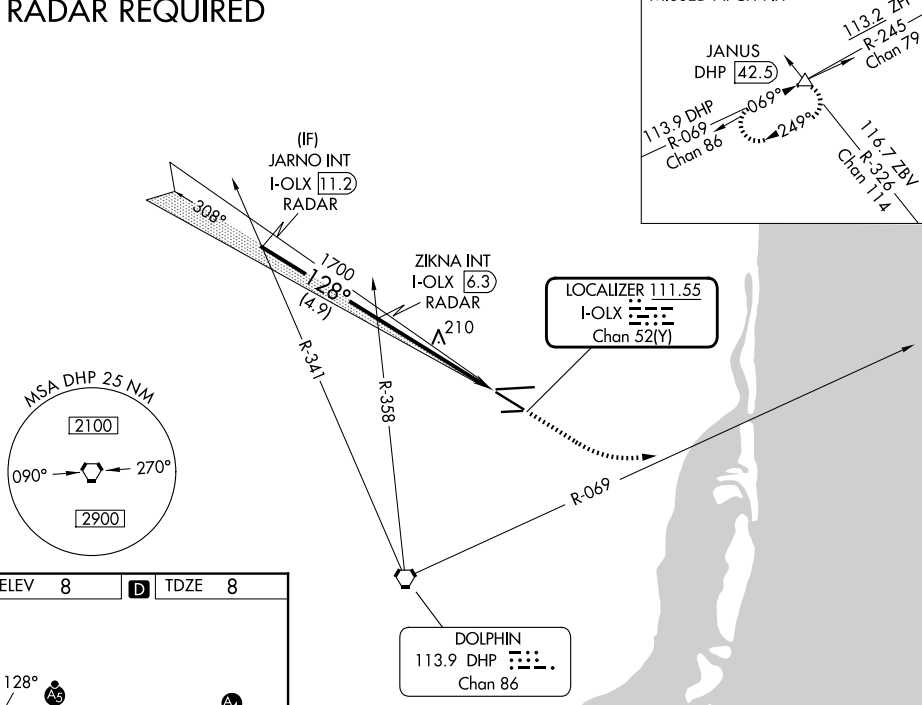


Diagram illustrating the HIRL (High Intensity Runway Lighting) system for MIRA AFB, showing the layout of the runway, taxiway, and the HIRL system components. The diagram includes a runway (A5) and a taxiway (A4) with dimensions 8002 X 150 and 6800 X 150. The HIRL system is shown with a 128° angle and a 27R heading. The diagram also includes a star symbol labeled TWR and a 4309 X 100 dimension.

JARNO INT I-OLX 11.2 RADAR		ZIKNA INT I-OLX 6.3 RADAR		800 ↑	2000 hdg 090°	DHP R-069	JANUS △
*LOC only.							
CATEGORY	A		B		C		D
S-ILS 12	208- ³ / ₄ 200 (200- ³ / ₄)						
S-LOC 12	520- ³ / ₄ 512 (600- ³ / ₄)				520-1 512 (600-1)		
CIRCLING	540-1 532 (600-1)				620- ¹ / ₄ 612 (700- ¹ / ₄)		740-2 ¹ / ₄ 732 (800-2 ¹ / ₄)

MIAMI, FLORIDA
Amdt 2C 02DEC21

25°54'N-80°17'W

MIAMI-OPA LOCKA EXEC (OPF)
ILS or LOC RWY 12

SE-3, 30 OCT 2025 to 27 NOV 2025