

WAAS CH 70729 W07A	APP CRS 073°	Rwy Idg 5604 TDZE 109 Apt Elev 113
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RNAV (GPS) RWY 7

EXEC (ORL)

RNP APCH-GPS.

⚠

Circling Rwy 31 NA at night. Rwy 7 helicopter visibility reduction below ¾ SM NA.

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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

⚠

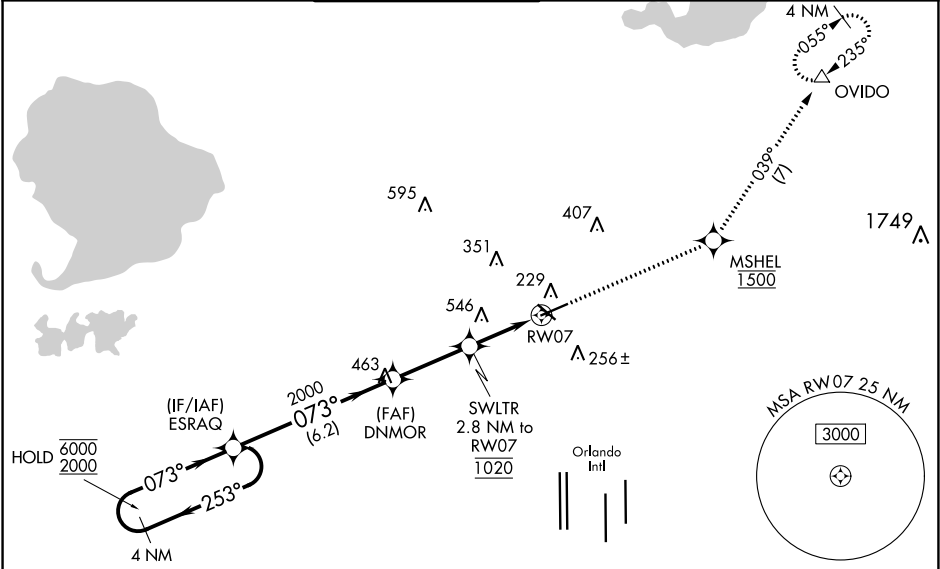
For inop ALS, increase LPV all Cats visibility to RVR 4500, increase LNAV/VNAV all Cats visibility to RVR 5000, increase LNAV Cat A/B visibility to RVR 5500 and Cats C/D to 1¾ SM. In minimum visibility conditions, bright lights on highway ½ mile south of airport may be mistaken for runway lights.

MALSR

MISSED APPROACH:

Climb to 1500 direct MSHEL, cross MSHEL at 1500, then climb to 1600 on track 039° to OVIDO and hold.

ATIS 127.25	ORLANDO APP CON 124.8 351.9	EXECUTIVE TOWER ★ 118.7 (CTAF) 0 239.0	GND CON 121.4 239.0	CLNC DEL 128.45	UNICOM 122.95
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ELEV 113

D TDZE 109

4 NM Holding Pattern

ESRAQ

DNMR

MSHEL 1500

OVIDO

SWLTR 2.8 NM to RW07

RW07

GP 3.00° TCH 52

6000 2000

253°

073°

2000

1020

1.9 NM to RW07

0.9

1.9

6.2 NM

3 NM

1500

MSHEL 1500

1600

tr 039°

178±

4525 X 100

6004 X 150

TWR 221

AS

073°

CATEGORY	A	B	C	D
LPV DA	391/40 282 (300-¾)			
LNAV/VNAV DA	447/40 338 (400-¾)			
LNAV MDA	740/40 631 (700-¾)	740-1⅜ 631 (700-1⅜)		
CIRCLING	740-1 627 (700-1)	860-2¼ 747 (800-2¼)	860-2½ 747 (800-2½)	

REIL Rwy 13 and 31

HIRL Rwy 7-25 and 13-31