

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.

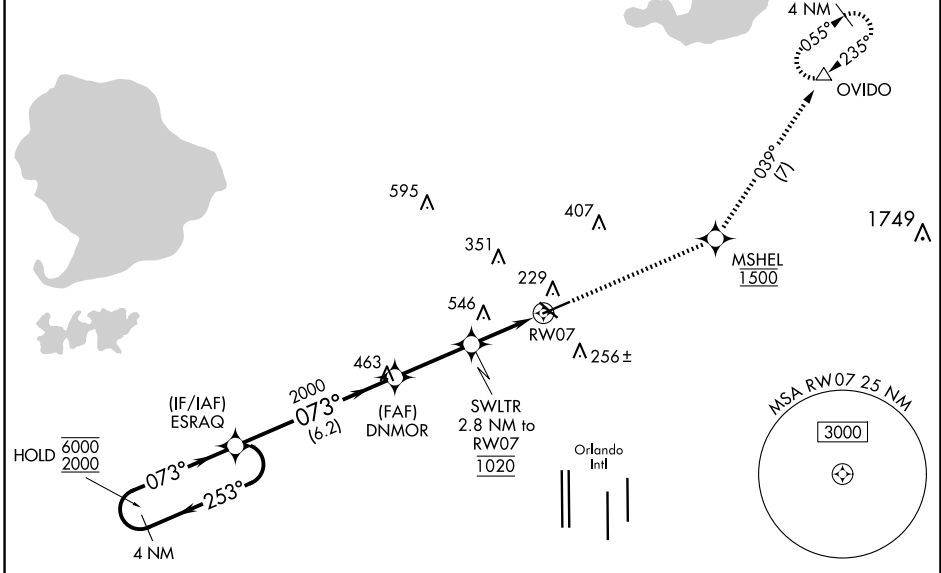
- ▼ Circling Rwy 31 NA at night. Rwy 7 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
- ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.
- For inop ALS, increase LPV all Cats visibility to RVR 4500, increase LNAV/VNAV all Cats visibility to RVR 5000, increase LNAV Cat A/B visibility to RVR 5500 and Cats C/D to $1\frac{3}{4}$ SM. In minimum visibility conditions, bright lights on highway $\frac{1}{2}$ 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.

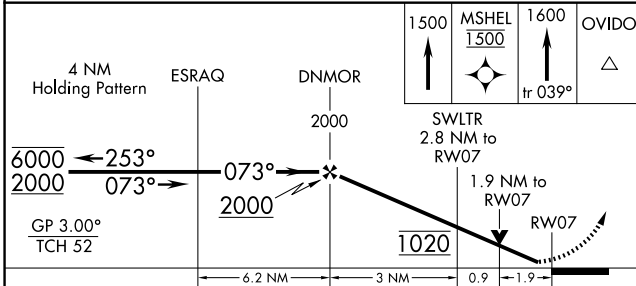
ATIS 127.25	ORLANDO APP CON 124.8 351.9	EXECUTIVE TOWER * 118.7 (CTAF) 0 239.0	GND CON 121.4 239.0	CLNC DEL 128.45	CLNC DEL 125.225 (when twr closed)	UNICOM 122.95
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SE-3, 17 APR 2025 to 15 MAY 2025

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ELEV 113	TDZE 109
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CATEGORY	A	B	C	D
LPV DA		391/40	282 (300- $\frac{3}{4}$)	
LNAV/VNAV DA		447/40	338 (400- $\frac{3}{4}$)	
LNAV MDA	740/40	631 (700- $\frac{3}{4}$)	740- $1\frac{3}{8}$	631 (700- $1\frac{3}{8}$)
CIRCLING	740-1	627 (700-1)	860-2 $\frac{1}{4}$ 747 (800-2 $\frac{1}{4}$)	860-2 $\frac{1}{2}$ 747 (800-2 $\frac{1}{2}$)

