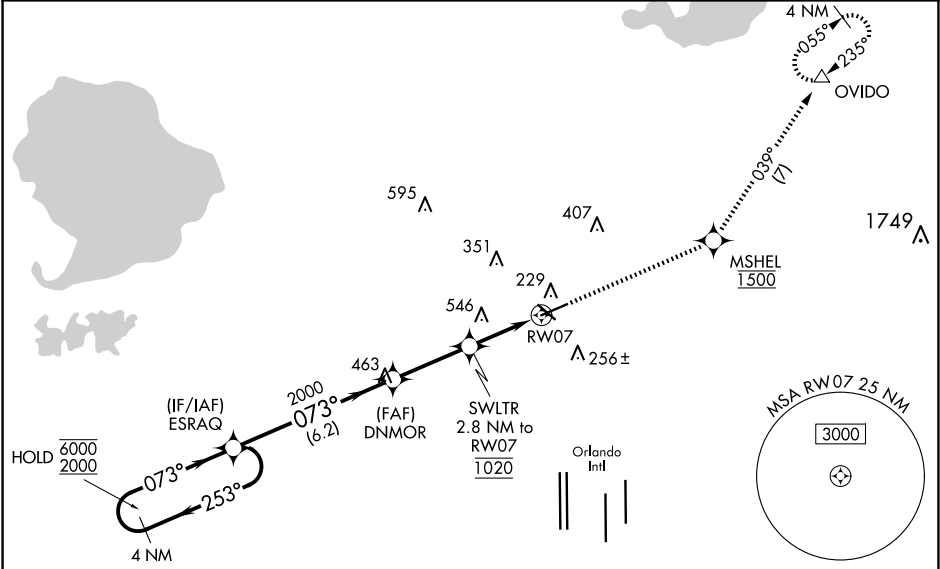


WAAS CH 70729 W07A	APP CRS 073°	Rwy Idg 5604 TDZE 109 Apt Elev 113
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RNAV (GPS) RWY 7

EXEC (ORL)

RNP APCH-GPS.				MALSR		MISSED APPROACH: Climb to 1500 direct MSHEL, cross MSHEL at 1500, then climb to 1600 on track 039° to OVIDO and hold.
▼ Circling Rwy 31 NA at night. Rwy 7 helicopter visibility reduction below ¾ 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 1¾ SM. In minimum visibility conditions, bright lights on highway ½ mile south of airport may be mistaken for runway lights.						
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



4 NM Holding Pattern		ESRAQ	DNMR	1500	MSHEL 1500	1600	OVIDO
6000 ← 253°		073° →	2000	SWLTR	2.8 NM to RW07	tr 039°	△
2000		2000	1020	1.9 NM to RW07	RW07		
GP 3.00°		TCH 52		6.2 NM	3 NM	0.9	1.9
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)		

ELEV 113 D TDZE 109