

WAAS CH <b>70729</b> <b>W07A</b>	APP CRS <b>073°</b>	Rwy Ldg <b>5604</b> TDZE <b>109</b> Apt Elev <b>113</b>
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# RNAV (GPS) RWY 7

ORLANDO EXEC (ORL)

RNP APCH-GPS.

⚠ Circling Rwy 31 NA at night. Rwy 7 helicopter visibility reduction below 3/4 SM NA.

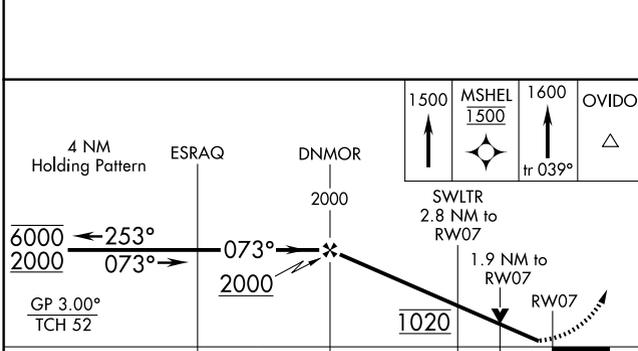
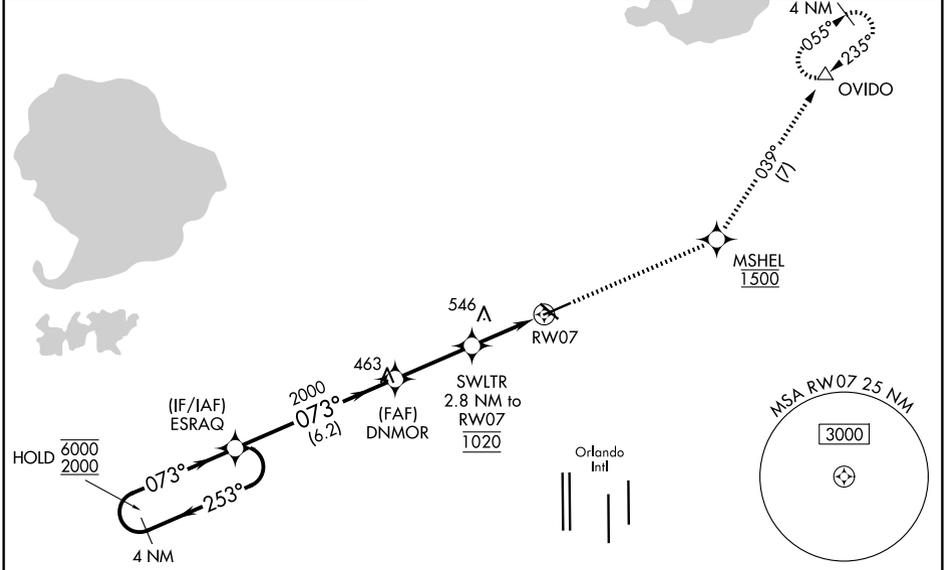
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

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 3/4 SM. In minimum visibility conditions, bright lights on highway 1/2 mile south of airport may be mistaken for runway lights.

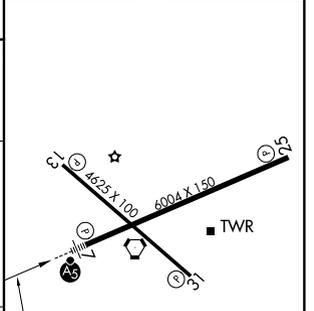
MALSR

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

ATIS <b>127.25</b>	ORLANDO APP CON <b>119.4 351.9 (7)</b> <b>125.225 351.9 (25)</b>	EXECUTIVE TOWER ★ <b>118.7 (CTAF) 0 239.0</b>	GND CON <b>121.4 239.0</b>	UNICOM <b>122.95</b>
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ELEV 113	<b>D</b> TDZE 109
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CATEGORY	A	B	C	D
LPV DA		391/40	282 (300-3/4)	
LNAV/VNAV DA		447/40	338 (400-3/4)	
LNAV MDA	740/40	631 (700-3/4)	740-1 3/8	631 (700-1 3/8)
CIRCLING	740-1	627 (700-1)	860-2 1/4	860-2 1/2
			747 (800-2 1/4)	747 (800-2 1/2)

REIL Rwy 13 and 31

HIRL Rwy 7-25 and 13-31

SE-3, 19 MAR 2026 to 16 APR 2026

SE-3, 19 MAR 2026 to 16 APR 2026