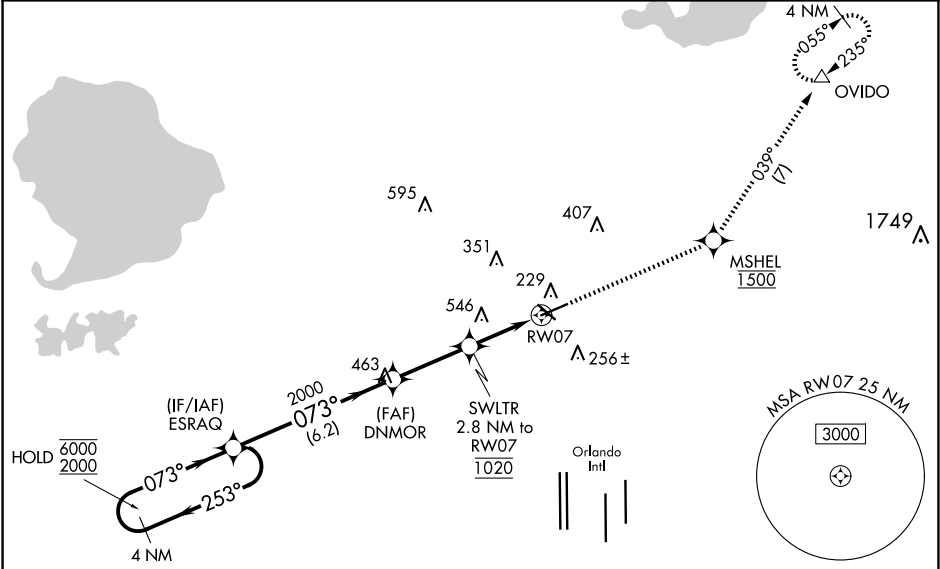


WAAS CH 70729 W07A	APP CRS 073°	Rwy Idg 5604 TDZE 109 Apt Elev 113
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RNAV (GPS) RWY 7

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

2000

073°

253°

6000

2000

GP 3.00°

TCH 52

1020

SWLTR 2.8 NM to RW07

1.9 NM to RW07

RW07

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

TDZE 109

178±

6004 X 150

TWR 221

073°

REIL Rwy 13 and 31

HIRL Rwy 7-25 and 13-31