

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

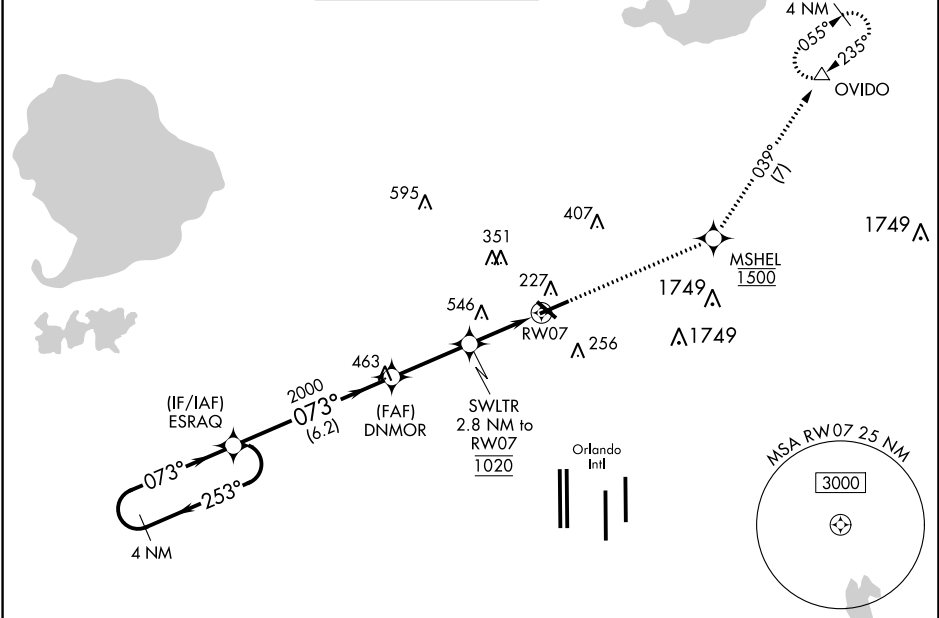
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C. Circling Rwy 31 NA at night. For inop ALS, increase LPV all Cnts visibility to RVR 4500, increase LNAV/VNAV all Cnts visibility to RVR 5000, increase LNAV Cat A/B visibility to RVR 5500 and Cnts C/D to 1¼ SM. In minimum visibility conditions, bright lights on highway ½ mile south of airport may be mistaken for runway lights. Rwy 7 helicopter visibility reduction below ¾ SM NA.



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>124.8 351.9</b>	EXECUTIVE TOWER ★ <b>118.7 (CTAF) 0 239.0</b>	GND CON <b>121.4 239.0</b>	CLNC DEL <b>128.45</b>	UNICOM <b>122.95</b>
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ELEV 113		D TDZE 109	
4 NM Holding Pattern		ESRAQ	
2000 ← 253°		DNMOR	
GP 3.00°		MSHEL 1500	
TCH 52		tr 039°	
← 073° →		OVIDO	
2000		*LNAV only.	
← 6.2 NM →		SWLTR 2.8 NM to RW07	
← 3 NM →		*1020	
← 0.9 NM →		RW07	
← 1.9 NM →		1.9 NM to RW07	
CATEGORY	A	B	C
LPV DA		391/40	282 (300-¾)
LNAV/VNAV DA		447/40	338 (400-¾)
LNAV MDA	740/40	631 (700-¾)	740-1⅓ 631 (700-1⅓)
CIRCLING	740-1	627 (700-1)	860-2¼ 747 (800-2¼) 860-2½ 747 (800-2½)

