

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> KORL	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 7	<u>ORIGINAL/AMENDMENT</u> 2D	<u>CITY</u> ORLANDO	<u>STATE</u> FL		
<u>AIRPORT ELEVATION</u> 113	<u>TDZE</u> 109	<u>SUPERSEDED</u> RNAV (GPS) RWY 7	<u>ORIGINAL/AMENDMENT</u> 2C	<u>DATED</u> 11/05/2020	<u>MAG VAR</u> 6W	<u>EPOCH YEAR</u> 2015
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
ESRAQ	IF/IAF	DNMOR		TF	FB	1.00	072.60	6.21	2000
DNMOR	FAF	SWLTR/2.80 NM TO RW07		TF	FB	0.30	072.65	2.98	
SWLTR/2.80 NM TO RW07		RW07	MAP	TF	FO	0.30	072.65	2.80	
RW07	MAP	391 MSL		CA			072.65		
391 MSL		MSHEL		DF	FB				1500
MSHEL		OVIDO		TF	FO		039.46	7.01	1600

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW07

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1500 DIRECT MSHEL, CROSS MSHEL AT 1500, THEN CLIMB TO 1600 ON TRACK 039.46 TO OVIDO AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2. HOLD W ESRAQ, RT, 072.60 INBOUND, 2000 FT. IN LIEU OF PT (IAF), MAX 6000.					
3. FAC:	072.65	FAF: DNMOR	DIST FAF TO MAP: 5.79	DIST FAF TO THLD: 5.79	
4. MIN ALT:	ESRAQ 2000, DNMOR 2000, SWLTR/2.80 NM TO RW07 1020				
5. DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	282 HAT: 0.73	GS ANT:
6. MIN GP INCPT:	2000	GP ALT AT PFAF :	DNMOR 2000	OM:	MM:
7. GP ANGLE:	3.00	34:1:	IS NOT CLEAR	20:1:	IS CLEAR
			TCH: 51.5		
8. MSA FROM:	RW07 3000				

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: CIRCLING RWY 31 NA AT NIGHT.
CHART NOTE: RWY 7 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW 2°C OR ABOVE 54°C.
CHART NOTES: FOR INOPERATIVE 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.
CHART NOTE: IN MINIMUM VISIBILITY CONDITIONS, BRIGHT LIGHTS ON HIGHWAY 1/2 MILE SOUTH OF AIRPORT MAY BE MISTAKEN FOR RUNWAY LIGHTS.

ADDITIONAL FLIGHT DATA:

CHART KMCO IN PLANVIEW.
CHART MANDATORY 1020 AT SWLTR.
CHART MANDATORY 1500 AT MSHEL.
HOLD NE, RT, 235.00 INBOUND.
CHART FAS OBST: 546 BLDG 283224N/0812247W.
CHART 463 TOWER 283013N/0812642W.
CHART VDP AT 1.86 NM TO RW07.
WAAS CHANNEL # 70729
REFERENCE PATH ID: W07A
CHART CIRCLING ICON.
LTP HAE: 4.5 M



MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ STANDARD - CAT C 800-2 1/4, CAT D 800-2 1/2

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
LPV DA	391	4000	282	391	4000	282	391	4000	282	391	4000	282			
LNAV/VNAV DA	447	4000	338	447	4000	338	447	4000	338	447	4000	338			
LNAV MDA	740	4000	631	740	4000	631	740	1 3/8	631	740	1 3/8	631			
CIRCLING	740	1	627	740	1	627	860	2 1/4	747	860	2 1/2	747			

CHANGES - REASONS

1. INCORPORATED CHANGES 2A THROUGH 2C.
2. ADDED NOTE: 20:1 IS CLEAR, 20:1 NOTE NOW REQUIRED
3. CHANGED RNP APCH TO RNP APCH - GPS -IAW FAAO 8260.19I PARAGRAPH 8-6-8
4. CHANGED VERTICAL ALERT LIMIT FROM 35 TO 50 LTP LONGITUDE FROM 0812021.3870W TO 0812021.3855W AND CRC REMAINDER FROM 8025A959 TO 0DA5D6A8 ALL IN FAS DATA. - LPV HAT CHANGE FROM 200 TO 282 IN AMDT 2C.
5. ADDED MAX ALTITUDE OF 6000 IN LINE 2 OF PROFILE VIEW. - HOLD-IN-LIEU MAX ALTITUDE NOW REQUIRED.
6. DELETED *LNAV ONLY NOTE AND * BY SWLTR ALT IN LINE 4. - NO LONGER REQUIRED.

COORDINATED WITH:A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: ZJX, MCO APP CON, ORL ATCT, AMGR**FLIGHT CHECKED BY****OFFICE****DATE****DEVELOPED BY**
LIAM DONAHUEDigitally signed by
LIAM DONAHUE

Apr 09, 2022

OFFICE
AJV-A431**DATE**
03/17/2022**APPROVED BY**
LONNIE EVERHART**OFFICE**
AJV-A430**DATE**
08/11/2022**TITLE**
MANAGER

FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KORL
RUNWAY	RW07
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W07A
LTP/FTP LATITUDE	283234.1815N
LTP/FTP LONGITUDE	0812021.3855W
LTP/FTP ELLIPSOIDAL HEIGHT	+00045
FPAP LATITUDE	283309.5095N
FPAP LONGITUDE	0811848.4615W
THRESHOLD CROSSING HEIGHT (TCH)	00051.5
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0920
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	0DA5D6A8

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K7
LTP ORTHOMETRIC HEIGHT	+00322
FPAP ORTHOMETRIC HEIGHT	+00322

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

<u>AIRPORT ID</u> KORL	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 7	<u>AMDT NO.</u> 2D	<u>CITY</u> ORLANDO	<u>STATE</u> FL	<u>AIRPORT ELEVATION</u> 113	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

FROM
ESRAQ (IF/IAF)

TO
DNMOR

<u>RNP</u>	<u>DISTANCE</u> 6.21	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
												1.TOWER (12-000616)	282952.00N/0812847.00W	502	500	50	5D	500				AT998	2000
												2.TERRAIN	283030.00N/0813030.00W	224 (200)								AS1500	1700

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LPV

FROM
DNMOR

TO
RW07

<u>RNP</u>	<u>DISTANCE</u> 5.79	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 282	<u>HMAS</u>							<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
												3.TREE (12-122347)	283228.20N/0812050.61W	196	20	3	1A		34:1			MA32	391

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV/VNAV

FROM
DNMOR

TO
RW07

<u>RNP</u>	<u>DISTANCE</u> 5.79	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 338			<u>HMAS</u>					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
4.TOWER (12-002522)	283244.58N/0812100.30W		263	20	20	1C	161				AC20	447

COMPUTATIONS

ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

FINAL: LNAV

FROM
DNMOR

TO
SWLTR/2.80 NM TO RW07

<u>RNP</u>	<u>DISTANCE</u> 2.98	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
5.TOWER (12-001128)	283013.00N/0812642.00W		463	500	50	5D	250				AC50 DG257	1020

COMPUTATIONS

ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



FINAL: LNAV STEPDOWN

FROM

SWLTR/2.80 NM TO RW07

TO

RW07

<u>RNP</u>	<u>DISTANCE</u> 2.80	<u>PAT</u>	<u>MAP</u> RW07	<u>HAT</u> 631			<u>HMAS</u>					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
6.BLDG (12-002437)	283224.00N/0812247.00W		546	20	3	1A	250				SA-75	740

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

HOLD-IN-LIEU OF PT

FROM

ESRAQ

TO

P-4

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-4	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
7.TOWER (12-020075)	282854.65N/0813942.82W	553	500	50	5D	1000				AT447	2000
2.TERRAIN	283030.00N/0813030.00W	224 (200)								AS1500	1700

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



MISSED APPROACH : LPV

FROM
DA

TO
OVIDO

RNP	DISTANCE	PAT	MAP	HAT			HMAS 187					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
3. TREE (12-122347)	283228.20N/0812050.61W		196	20	3	1A		ASC				1600
8.TOWER (12-004723)	283528.00N/0811216.00W		549	500	50	5D	1000					1600
9.TERRAIN	283509.00N/0811218.00W		138 (100)								AS1500	1600

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

MISSED APPROACH : LNAV/VNAV

FROM
DA

TO
OVIDO

RNP	DISTANCE	PAT	MAP	HAT			HMAS 286					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				1600
8.TOWER (12-004723)	283528.00N/0811216.00W		549	500	50	5D	1000					1600
9.TERRAIN	283509.00N/0811218.00W		138 (100)								AS1500	1600

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



MISSED APPROACH : LNAV

FROM

RW07

TO

OVIDO

RNP	DISTANCE	PAT	MAP	HAT			HMAS 640					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				1600
8.TOWER (12-004723)	283528.00N/0811216.00W		549	500	50	5D	1000					1600
9.TERRAIN	283509.00N/0811218.00W		138 (100)								AS1500	1600

COMPUTATIONS

ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
10.TOWER (12-002522)	283244.58N/0812100.30W	1.30	627	263	20	20	1C	300		SI	740
CATEGORY B											
11.BLDG (12-025182)	283230.84N/0812224.59W	1.81	627	375	20	10	1B	300		SI	740
CATEGORY C											
12.BLDG (12-002437)	283224.00N/0812247.00W	2.84	747	546	20	3	1A	300			860
CATEGORY D											
12.BLDG (12-002437)	283224.00N/0812247.00W	3.71	747	546	20	3	1A	300			860

CIRCLING REMARKS:



MSA

CENTER

RW07

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TWR (12-004140)	281645.00N/0810124.00W	139	23.0	1948	50	20	2C	1000			3000

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

100 FOOT TREES USED PER EASTERN FPT CHECKLIST.

TAA NOT DEVELOPED PER ATC REQUEST.

PROCEDURE ENTRY AND MISSED APPROACH NOT TIED TO ENROUTE ENVIRONMENT PER ATC REQUEST DUE TO AIRSPACE CONSTRAINTS. RADAR REQUIRED FOR PROCEDURE ENTRY.

SWLTR STEPDOWN FIX (MANDATORY ALTITUDE) DOES NOT ACHIEVE A 60 FOOT MDA OR VISIBILITY BENEFIT BUT IS NEEDED BY ATC TO SEPARATE AIRCRAFT FROM SIMULTANEOUS OPERATIONS AT KMCO.

MANDATORY ALTITUDE AT MSHEL REQUESTED BY ATC TO SEPARATE AIRCRAFT FROM SIMULTANEOUS OPERATIONS AT KMCO.

OBSTACLE #5 (LNAV STEPDOWN) LIES IN SECONDARY AREA 549 FEET FROM EDGE OF PRIMARY.

LPV, LNAV/VNAV, AND LNAV INTERMEDIATE SEGMENTS HAVE THE SAME CONTROLLING OBSTACLES.

LPV OCS SURFACE = 34:1

LNAV/VNAV OCS SURFACE = 21.70:1

AFS MEMO GUIDANCE FOR HANDLING PENETRATIONS TO THE 20:1 VISUAL AREA SURFACE, DATED 5/22/15, USED TO EVALUATE VISUAL SURFACES. THE FOLLOWING OBSTACLES PENETRATE: CIRCLING RWY 31
169 TREE (KORLT0219) 283217.26N/0811938.20W (4.25)
167 TREE (KORLT0221) 283217.36N/0811938.19W (2.55)

AVERAGE COLD TEMPERATURE BASED ON 5 YEAR HISTORY: (2011, 31F; 2012, 35F; 2013, 37F; 2014, 33F; 2015, 34F).
CRITICAL TEMPERATURES
CRITICAL LOW: 2C (36F). CRITICAL HIGH: 54C (130F). ACT: 2C. AIRPORT ISA: 14.78C. DELTA ISA LOW: -12.78C.
CRITICAL LOW TEMP BASED ON ACT
DESCENT RATE: STANDARD TEMP 955, HIGH TEMP 1115
TEMPERATURE LIMITS, DELTA ISA LOW, AND DESCENT VALUES DERIVED FROM AFS-400 CALCULATOR



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
MCO APP CON, ORL TOWER

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KORL	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KORL	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>

WX REMARKS:
BACK-UP ALTIMETER NOT REQUIRED, AIRPORT HAS REDUNDANT ALTIMETER SOURCES.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW13 - HIRL (PCL), REIL (PCL), PAPI-2L		BSC-F	
RW31 - HIRL (PCL), REIL (PCL), PAPI-2L		BSC-F	
RW07 - MALSR (PCL), HIRL (PCL), PAPI-2L		PIR-G	APPROACH
RW25 - HIRL (PCL), PAPI-4R		PIR-G	ROLL OUT

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 105.6	<u>TCH</u> 51.5	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 52.0
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:



"VISUAL PORTION OF FINAL" PENETRATIONS

Final Type	LNAV
34:1	
196 TREE (12-122347) 283228.20N/0812050.61W (18.95)	196 TREE (12-121687) 283228.43N/0812050.89W (18.54)
175 TREE (12-121793) 283230.29N/0812044.38W (15.41)	171 TREE (12-121665) 283222.69N/0812040.74W (11.25)
170 TREE (12-121612) 283222.93N/0812040.76W (10.49)	155 TREE (12-121986) 283229.64N/0812039.38W (6.70)
157 TREE (12-121710) 283231.02N/0812040.92W (6.61)	153 TREE (12-121940) 283229.89N/0812039.58W (4.51)
151 TREE (12-122178) 283230.10N/0812039.28W (3.48)	153 TREE (12-121784) 283229.53N/0812041.01W (0.64)
150 TREE (12-121982) 283229.58N/0812039.84W (0.52)	

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or
5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:
PRECIPITOUS TERRAIN EVALUATION COMPLETED.
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<div>AIRPORT ID</div> <div>KORL</div>	<div>PROCEDURE NAME</div> <div>RNAV (GPS) RWY 7</div>	<div>AMDT NO.</div> <div>2D</div>	<div>CITY</div> <div>ORLANDO</div>	<div>STATE</div> <div>FL</div>	<div>AIRPORT ELEVATION</div> <div>113</div>	<div>FACILITY</div> <div>RNAV</div>
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PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	2.96
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	066.65
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	132
DISTANCE FROM	THLD	TO 1500FT POINT	4.99
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.39
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	066.65
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	132

THRESHOLD COORDINATES (IF STR-IN)

283234.18N/0812021.39W

ARP COORDINATES

283243.66N/0811958.55W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 25 DISTANCE 0.62 NM

FAF COORDINATES

283016.33N/0812623.38W

FIX NAME COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED

QUALITY

2

CHECKED

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PART E: PREPARED BY

<u>NAME</u> LIAM DONAHUE	<u>OFFICE</u> AJV-A431	<u>DATE</u> 03/17/2022	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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