

LOC I-ORL <u>109.9</u>	APP CRS 073°	Rwy Idg TDZE Apt Elev	5604 109 113
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ILS or LOC RWY 7
EXEC (ORL)

RADAR required for procedure entry. DME or RADAR required.

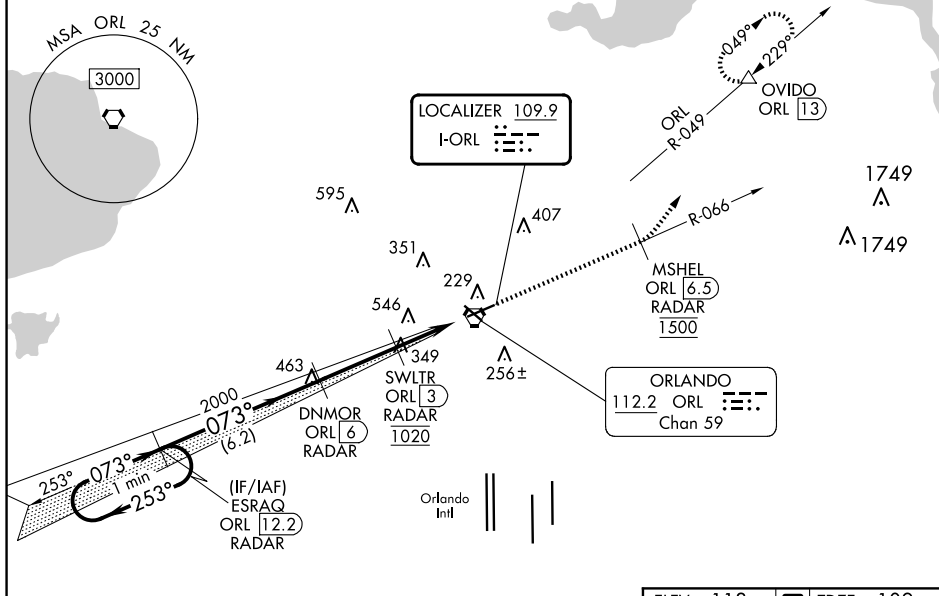
▼ Circling Rwy 31 NA at night. In minimum visibility conditions, bright lights on highway 1/2 mile south of airport may be mistaken for runway lights. For inop ALS, increase S-ILS 7 all Cats visibility to RVR 4500 and S-LOC 7 Cats A/B visibility to RVR 5500. Rwy 7 helicopter visibility reduction below 3/4 SM NA. Autopilot coupled approach NA below 320.

MALSR



MISSED APPROACH: Climb on ORL VORTAC R-066 to cross MSHEL/ORL 6.5 DME/RADAR at 1500 then climbing left turn to 1600 on heading 020° and ORL VORTAC R-049 to OVIDO/ORL 13 DME and hold.

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
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One Minute Holding Pattern

ESRAQ ORL 12.2 RADAR

DNMR ORL 6 RADAR

MSHEL ORL 6.5 RADAR

1600 hdg 020° ORL R-049

OVIDO ORL 13

*LOC only.

2000 ← 253°

073° →

2000

2000

GS 3.00° TCH 52

6.2 NM

3 NM

2.8 NM

ORL VORTAC

ORL 0.2

*1020

CATEGORY	A	B	C	D
S-ILS 7	391/40 282 (300-¾)			
S-LOC 7	660/40 551 (600-¾)		660/60 551 (600-1½)	
CIRCLING	660-1 547 (600-1)	680-1 567 (600-1)	860-2¼ 747 (800-2¼)	860-2½ 747 (800-2½)

REIL Rwy 13 and 31

HIRL Rwy 7-25 and 13-31

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

ILS or LOC RWY 7