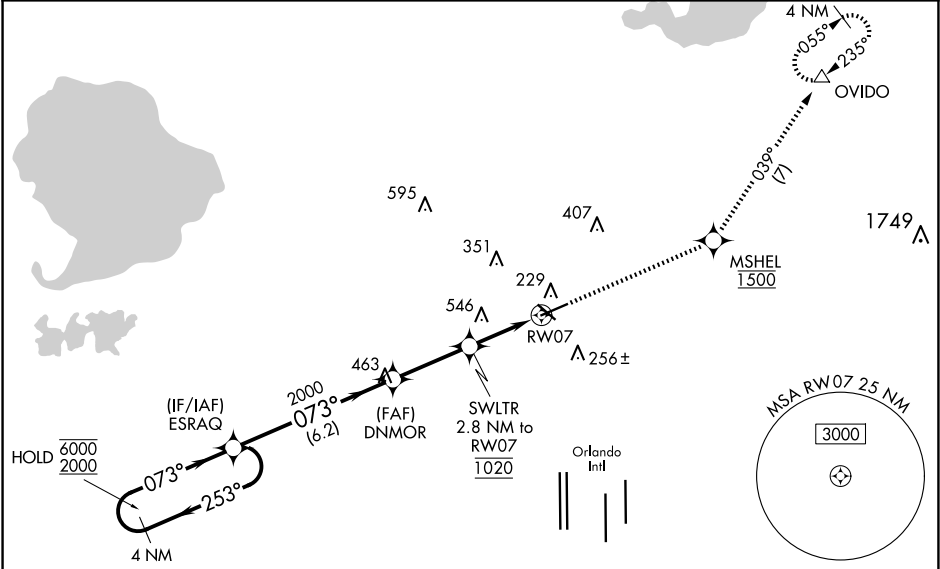


WAAS CH <b>70729</b> <b>W07A</b>	APP CRS <b>073°</b>	Rwy Idg <b>5604</b> TDZE <b>109</b> Apt Elev <b>113</b>
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RNAV (GPS) RWY 7

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 <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>	CLNC DEL <b>125.225</b> (when twr closed)	UNICOM <b>122.95</b>



HOLD 6000 2000 073° 253° 4 NM		ESRAQ (IF/IAF) 2000 073° (6-2)		DNMR (FAF) 2000 073°		SWLTR 2.8 NM to RW07 1020		Orlando Inlet		MSA RW07 25 NM 3000	
4 NM Holding Pattern		ESRAQ		DNMR		SWLTR 2.8 NM to RW07		RW07		OVIDO	
6000 ← 253°		073° →		2000		1.9 NM to RW07		RW07		178±	
GP 3.00°		TCH 52		1020		0.9		1.9		6004 X 150 ±	
CATEGORY		A		B		C		D		6004 X 150 ±	
LPV DA				391/40		282 (300-¾)				TWR 221	
LNAV/VNAV DA				447/40		338 (400-¾)				REIL Rwy 13 and 31	
LNAV MDA		740/40		631 (700-¾)		740-1⅜		631 (700-1⅜)		HIRL Rwy 7-25 and 13-31	
CIRCLING		740-1		627 (700-1)		860-2¼		860-2½			
						747 (800-2¼)		747 (800-2½)			