
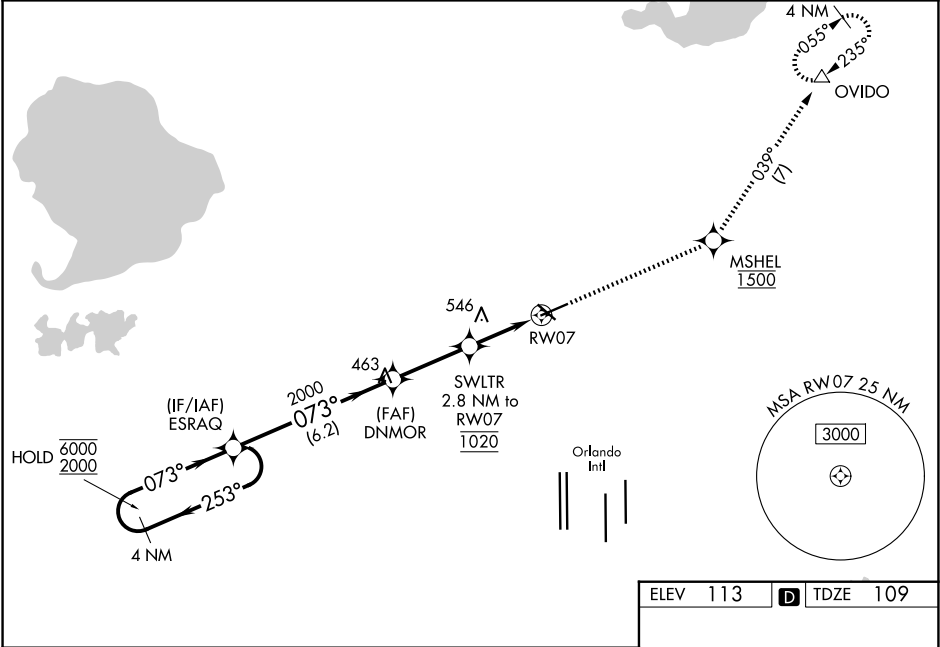


WAAS CH 70729 W07A	APP CRS 073°	Rwy Ldg TDZE 109 Apt Elev 113
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RNAV (GPS) RWY 7

ORLANDO EXEC (ORL)

RNP APCH-GPS.				<div>MALSR</div> <div></div>	<div>MISSED APPROACH:</div> <div>Climb to 1500 direct MSHEL, cross MSHEL at 1500, then climb to 1600 on track 039° to OVIDO and hold.</div>	
<div>▼ Circling Rwy 31 NA at night. Rwy 7 helicopter visibility reduction below ¾ SM NA.</div> <div>▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.</div> <div>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.</div>						
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	1500	MSHEL 1500	1600	OVIDO
6000 ← 253°		073° →	2000	SWLTR 2.8 NM to RWY 07	tr 039°		
2000		2000	1020	1.9 NM to RWY 07			
GP 3.00°							
TCH 52							
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	860-2½			
			747 (800-2¼)	747 (800-2½)			