

ORLANDO, FLORIDA


AL-305 (FAA)

24361

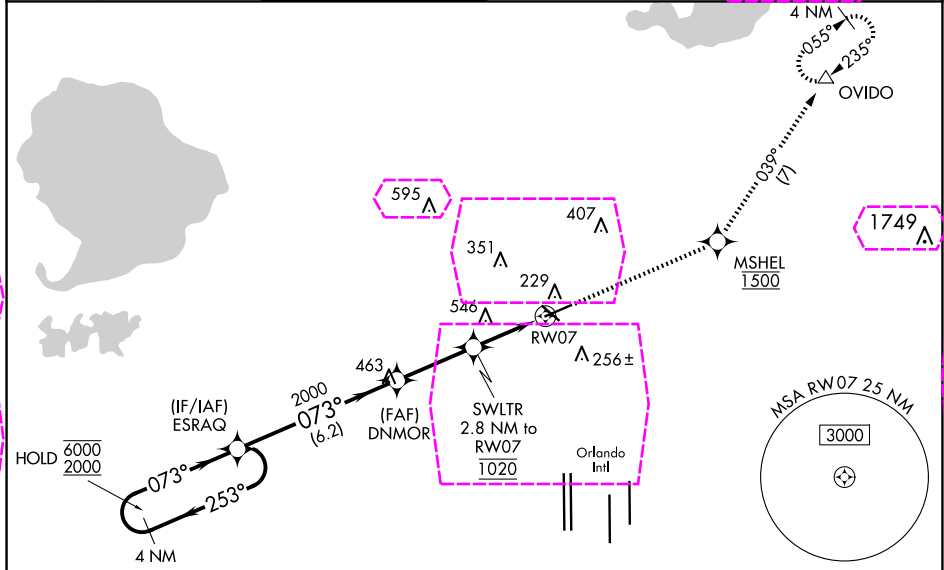
WAAS CH <b>70729</b> <b>W07A</b>	APP CRS <b>073°</b>	Rwy Idg <b>5604</b> TDZE <b>109</b> Apt Elev <b>113</b>
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# RNAV (GPS) RWY 7

EXEC (ORL)

RNP APCH-GPS.		<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><div>▼</div><div>▲</div></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 <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>
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HOLD 6000/2000 073° 253° 4 NM		(IF/IAF) ESRAQ 2000 073° (6-2)		(FAF) DNMR 463 2000		SWLTR 2.8 NM to RW07 1020		Orlando Intl	
4 NM Holding Pattern		ESRAQ		DNMR		SWLTR 2.8 NM to RW07		RW07	
6000 ← 253°		073° →		2000		1.9 NM to RW07		RW07	
GP 3.00°		TCH 52		1020		0.9		1.9	
CATEGORY		A		B		C		D	
LPV DA				391/40		282 (300-3/4)			
LNAV/VNAV DA				447/40		338 (400-3/4)			
LNAV MDA		740/40		631 (700-3/4)		740-1 3/8 631 (700-1 3/8)			
CIRCLING		740-1		627 (700-1)		860-2 1/4 747 (800-2 1/4)		860-2 1/2 747 (800-2 1/2)	

ORLANDO, FLORIDA  
Amdt 2D 06OCT22

28°33'N-81°20'W

EXEC (ORL)  
RNAV (GPS) RWY 7

ORLANDO, FLORIDA

AL-305 (FAA)

25219

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

ORLANDO EXEC (ORL)

RNP APCH-GPS.

▼ Circling Rwy 31 NA at night. Rwy 7 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

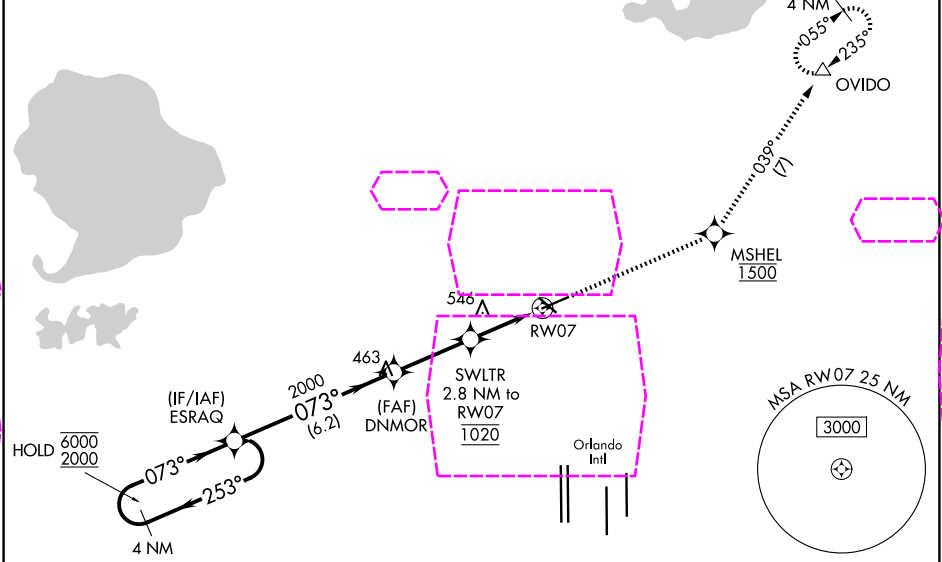
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

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  $1\frac{3}{4}$  SM. In minimum visibility conditions, bright lights on highway  $\frac{1}{2}$  mile south of airport may be mistaken for runway lights.

MALSR

MISSED APPROACH:  
Climb to 1500 direct MSHL, cross MSHL 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>	CLNC DEL <b>125.225</b> (When twr closed)	UNICOM <b>122.95</b>
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ELEV 113 **D** TDZE 109

4 NM Holding Pattern

ESRAQ

DNMR

1500

MSHL 1500

1600

OVIDO

SWLTR 2.8 NM to RW07

1.9 NM to RW07

RW07

GP 3.00° TCH 52

6000 ← 253°

2000 ← 073°

073° →

2000

1020

6.2 NM

3 NM

0.9

1.9

CATEGORY	A	B	C	D
LPV DA		391/40	282 (300- $\frac{3}{4}$ )	
LNAV/VNAV DA		447/40	338 (400- $\frac{3}{4}$ )	
LNAV MDA	740/40	631 (700- $\frac{3}{4}$ )	740- $1\frac{3}{8}$	631 (700- $1\frac{3}{8}$ )
CIRCLING	740-1	627 (700-1)	860-2 $\frac{1}{4}$ 747 (800-2 $\frac{1}{4}$ )	860-2 $\frac{1}{2}$ 747 (800-2 $\frac{1}{2}$ )

REIL Rwy 13 and 31

HIRL Rwy 7-25 and 13-31

ORLANDO, FLORIDA  
Amdt 2D 06OCT22

28°33'N-81°20'W

# RNAV (GPS) RWY 7