
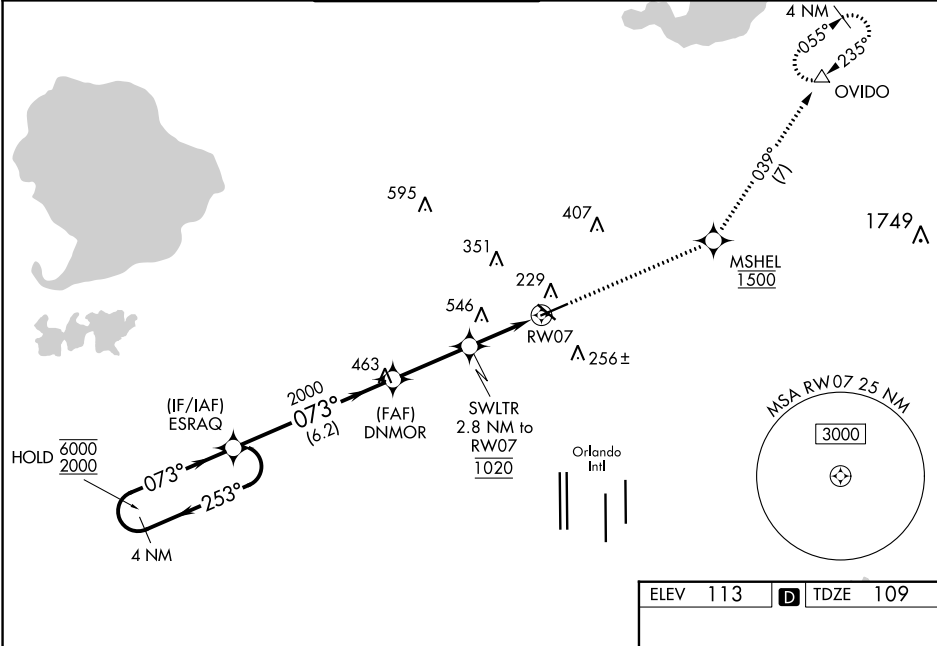


WAAS CH 70729 W07A	APP CRS 073°	Rwy Idg 5604 TDZE 109 Apt Elev 113
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RNAV (GPS) RWY 7

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>Circling Rwy 31 NA at night. Rwy 7 helicopter visibility reduction below ¾ SM NA.</div></div><div><div>⚠</div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.</div></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></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	UNICOM 122.95



4 NM Holding Pattern		ESRAQ	DNMR	1500 ↑	MSHEL 1500 ✦	1600 ↑ tr 039°	OVIDO △
6000 ← 253° 2000 → 073°		2000	2000	SWLTR 2.8 NM to RW07	1.9 NM to RW07	RW07	
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)	740-1⅞	631 (700-1⅞)			
CIRCLING	740-1	627 (700-1)	860-2¼ 747 (800-2¼)	860-2½ 747 (800-2½)			

