

WAAS CH <b>70729</b> <b>W07A</b>	APP CRS <b>073°</b>	Rwy Idg <b>5704</b> TDZE <b>109</b> Apt Elev <b>113</b>
--	------------------------	---

# RNAV (GPS) RWY 7

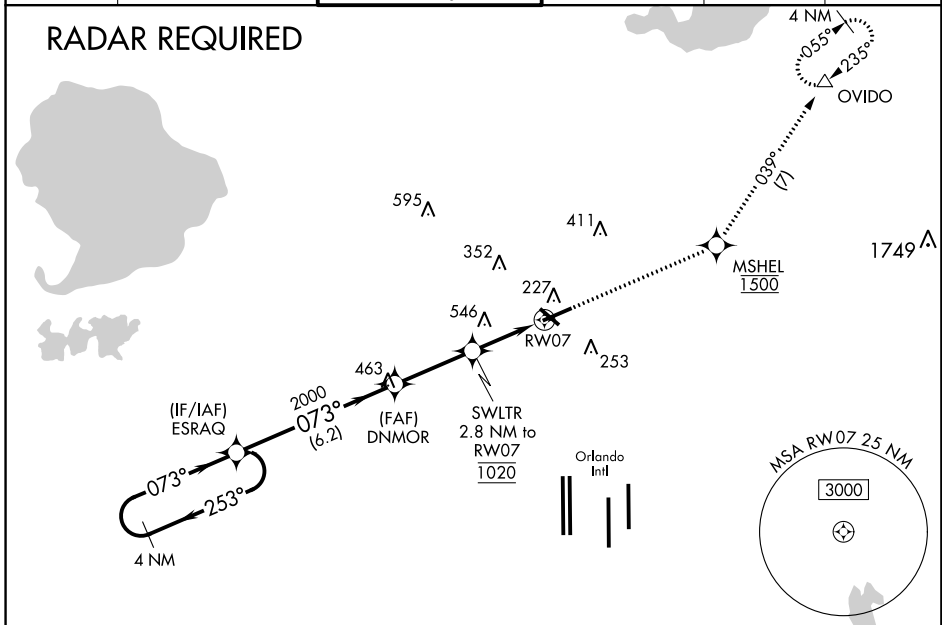
## EXECUTIVE (ORL)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C (36°F) or above 54°C (130°F). Circling Rwy 31 NA at night. DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV Cats C/D visibility to 1 $\frac{1}{4}$ . In minimum visibility conditions, bright lights on highway  $\frac{1}{2}$  mile south of airport may be mistaken for runway lights. \*\*RVR 1800 authorized with use of FD or AP or HUD to DA.

**MALSR**  
MISSED APPROACH: Climb to 1500 direct MSHEL, cross MSHEL 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>	UNICOM <b>122.95</b>
-----------------------	---------------------------------------	--	-------------------------------	---------------------------	-------------------------

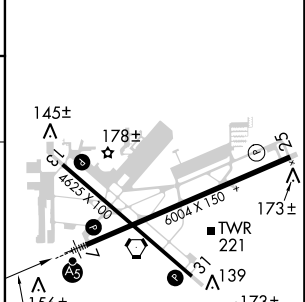
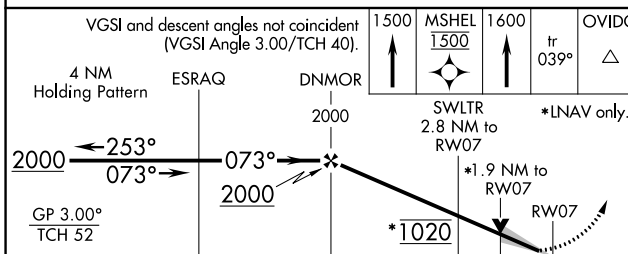
### RADAR REQUIRED



SE-3, 12 OCT 2017 to 09 NOV 2017

SE-3, 12 OCT 2017 to 09 NOV 2017

ELEV 113	TDZE 109
----------	----------



CATEGORY	A	B	C	D
LPV DA		**309/24	200 (200- $\frac{1}{2}$ )	
LNAV/VNAV DA		447/30	338 (400- $\frac{5}{8}$ )	
LNAV MDA	740/24	631 (700- $\frac{1}{2}$ )	740- $\frac{1}{8}$	631 (700- $\frac{1}{8}$ )
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 $\frac{1}{2}$ )

073° to RW07

REIL Rws 13, 25 and 31  
HIRL Rws 7-25 and 13-31