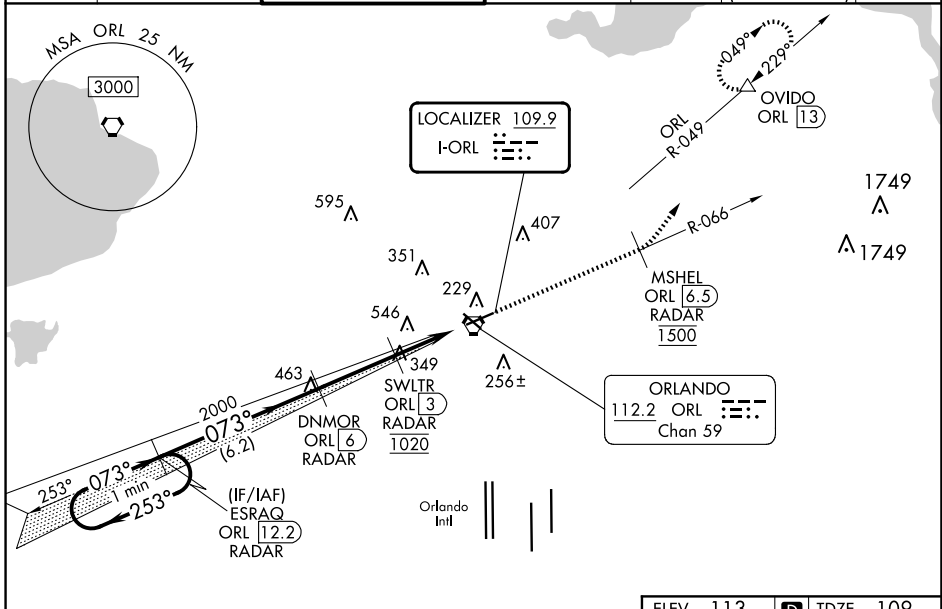


| | | |
|---------------------------|------------------------|------------------------|
| LOC I-ORL 109.9 | APP CRS 073° | Rwy Idg 5604 |
| | | TDZE 109 |
| | | Apt Elev 113 |

ILS or LOC RWY 7

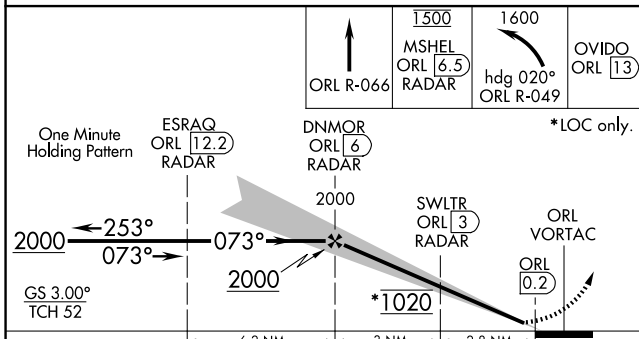
EXEC (ORL)

| | | | |
|--|---------------------------------------|--|---|
| RADAR required for procedure entry. DME or RADAR required. | | MISSED APPROACH: Climb on ORL VORTAC R-066 to cross MSHEL/ORL 6.5 DME/RADAR at 1500 then climbing left turn to 1600 on heading 020° and ORL VORTAC R-049 to OVIDO/ORL 13 DME and hold. | |
| ⚠ Circling Rwy 31 NA at night. In minimum visibility conditions, bright lights on highway 1/2 mile south of airport may be mistaken for runway lights. For inop ALS, increase S-ILS 7 all Cats visibility to RVR 4500 and S-LOC 7 Cats A/B visibility to RVR 5500. Rwy 7 helicopter visibility reduction below 3/4 SM NA. Autopilot coupled approach NA below 320. | | MALSR | |
| ATIS 127.25 | ORLANDO APP CON 124.8 351.9 | EXECUTIVE TOWER * 118.7 (CTAF) 239.0 | GND CON 121.4 239.0 |
| | | | CLNC DEL 128.45 |
| | | | CLNC DEL 125.225 (when twr closed) |
| | | | UNICOM 122.95 |

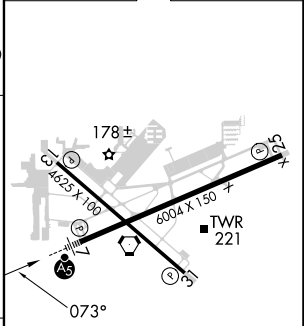


SE-3, 20 FEB 2025 to 20 MAR 2025

SE-3, 20 FEB 2025 to 20 MAR 2025



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



| | | | | |
|----------|----------------------|----------------------|------------------------------|------------------------------|
| CATEGORY | A | B | C | D |
| S-ILS 7 | 391/40 282 (300-3/4) | | | |
| S-LOC 7 | 660/40 | 551 (600-3/4) | 660/60 | 551 (600-1 1/4) |
| CIRCLING | 660-1 547 (600-1) | 680-1 567 (600-1) | 860-2 1/4 747 (800-2 1/4) | 860-2 1/2 747 (800-2 1/2) |

| | | | | |
|---------------------------|------|------|------|-----------|
| REIL Rwsys 13 and 31 | | | | |
| HIRL Rwsys 7-25 and 13-31 | | | | |
| FAF to MAP 5.8 NM | | | | |
| Knots | 60 | 90 | 120 | 150 180 |
| Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 1:56 |