

WAAS CH <b>86314</b> <b>W35A</b>	APP CRS <b>005°</b>	Rwy Idg TDZE <b>90</b> Apt Elev <b>96</b>
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RNAV (GPS) RWY 35R

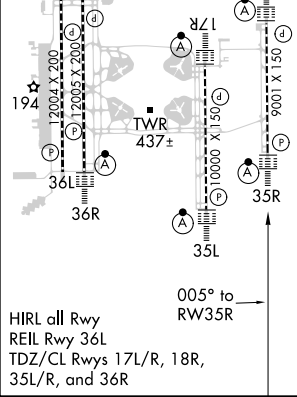
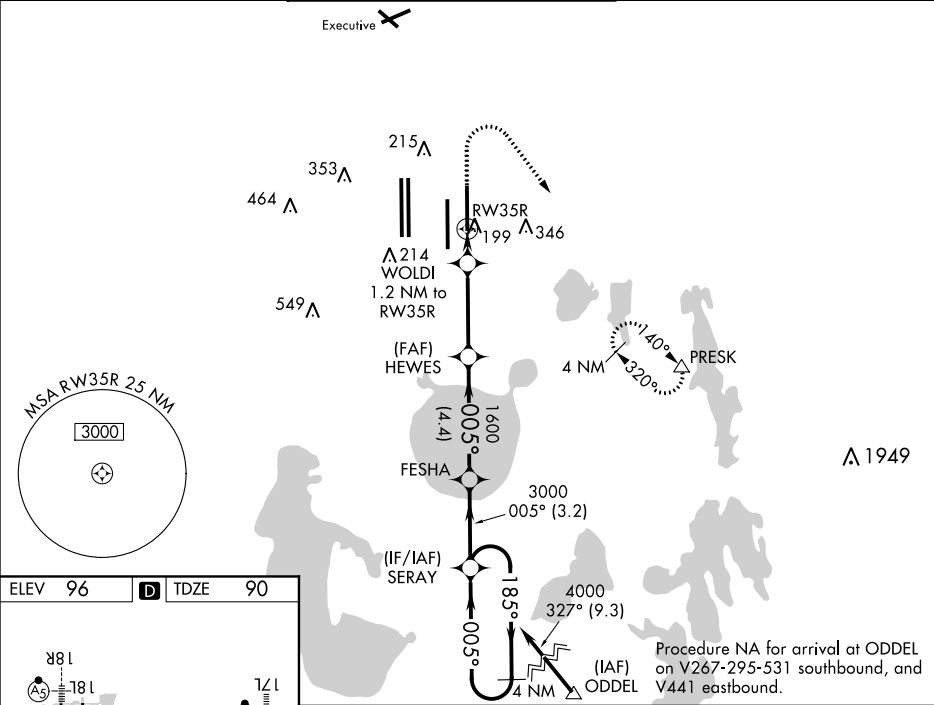
ORLANDO INTL (MCO)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALSF-2, increase LPV all Cats visibility to RVR 2800, LNAV/VNAV all Cats visibility to RVR 4500, and LNAV Cats C/D visibility to RVR 5500. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with Rwy 35L and Rwy 36L, or Rwy 35L and Rwy 36R. LNAV procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH:  
Climb to 500 then climbing right turn 3000 direct PRESK and hold, continue climb-in-hold to 3000.

D-ATIS ARR <b>121.25</b> DEP <b>120.525</b>	ORLANDO APP CON <b>124.8 307.0</b>	ORLANDO TOWER <b>124.3</b> (Rwys 18L-36R, 18R-36L) <b>253.5</b> <b>118.45</b> (Rwys 17L-35R, 17R-35L) <b>253.5</b>	GND CON <b>126.4 275.8</b> (East) <b>121.8 275.8</b> (West)	CLNC DEL <b>134.7</b> <b>341.7</b>	CPDLC
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500	3000	PRESK	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).	4 NM Holding Pattern
*LNAV only.	WOLDI 1.2 NM to RW35R	HEWES 1600	FESHA 3000	GP 3.00° TCH 55
	1.2 NM	3.3 NM	4.4 NM	3.2 NM
CATEGORY	A	B	C	D
LPV DA	290/18 200 (200-½)			
LNAV/VNAV DA	360/24 270 (300-½)			
LNAV MDA	460/24	370 (400-½)	460/35	370 (400-⅝)
CIRCLING	740-1	644 (700-1)	740-1¾ 644 (700-1¾)	740-2 644 (700-2)