

WAAS CH 86314 W35A	APP CRS 005°	Rwy Idg 9001 TDZE 90 Apt Elev 96
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RNAV (GPS) RWY 35R

ORLANDO INTL (MCO)

RNP APCH.

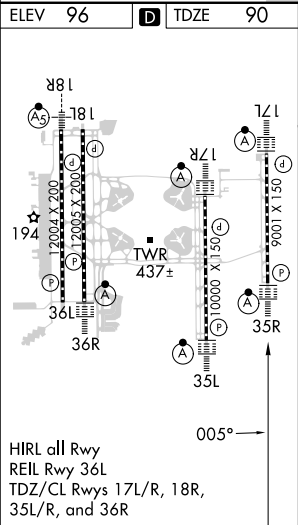
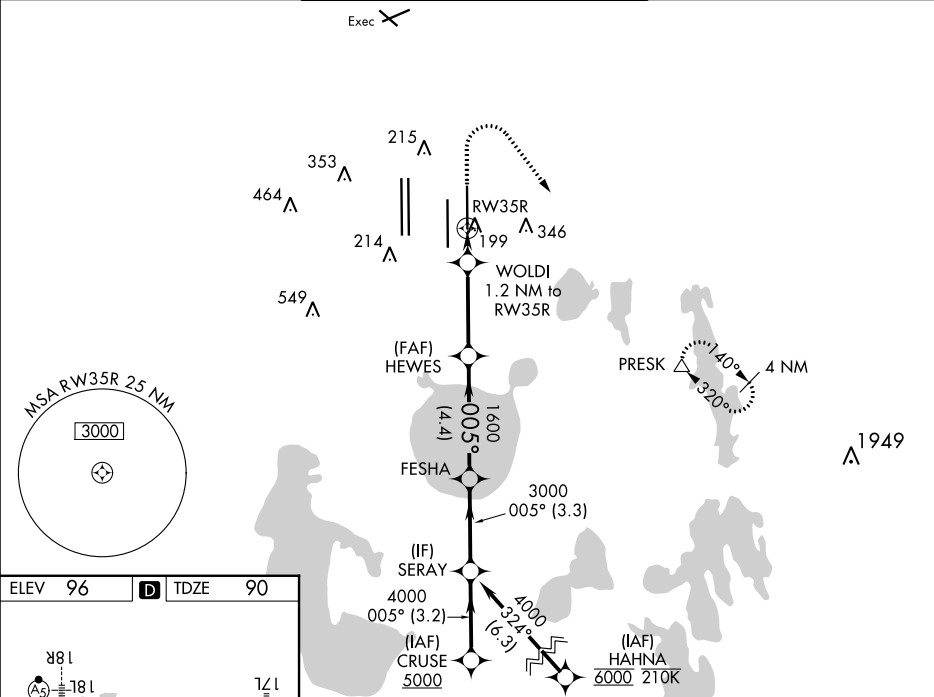
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500, and LNAV Cats C/D visibility to RVR 5500. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights.

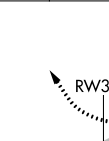
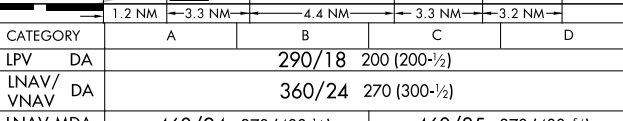
ALSF-2



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

D-ATIS ARR 121.25 DEP 120.525	ORLANDO APP CON 124.8 307.0	ORLANDO TOWER 118.45 253.5 (Rwys 17L-35R, 17R-35L) 124.3 253.5 (Rwys 18L-36R, 18R-36L)	GND CON 126.4 (East) 121.8 (West)	CLNC DEL 134.7 341.7	CPDLC
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500	3000	PRESK △	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).				
							
			WOLDI 1.2 NM to RW35R	HEWES 1600	FESHA 3000	SERAY 4000	CRUSE 5000
			540	1600			GP 3.00° TCH 55
			1.2 NM	3.3 NM	4.4 NM	3.3 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 (400-¾)	
CIRCLING		740-1	644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)	