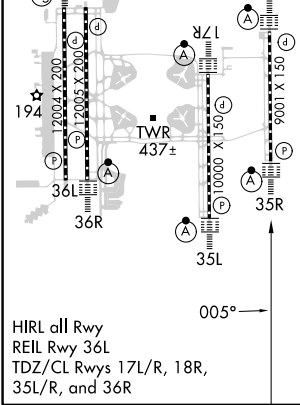
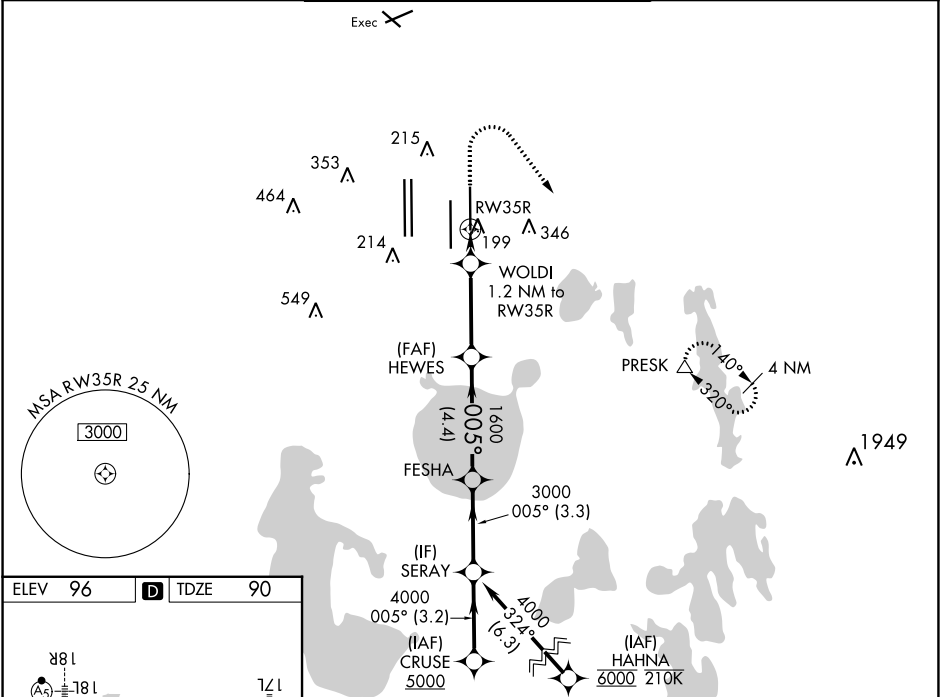


| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS CH 86314 W35A | APP CRS 005° | Rwy Idg TDZE Apt Elev | 9001 90 96 |
|--|------------------------|-----------------------------|---------------------------------------|

RNAV (GPS) RWY 35R

ORLANDO INTL (MCO)

| | | | | | | |
|---|---------------------------------------|---|--|---|---|-------|
| RNP APCH. | | <p>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.</p> | | 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 |



| | | | | |
|--|--------|-------------|------------------------|----------------------|
| ELEV 96 | D | TDZE 90 | | |
| <p>500 3000 PRESK VGSIs and RNAV glidepath not coincident (VGSIs Angle 3.00/TCH 73).</p> | | | | |
| <p>CRUZE 5000</p> <p>FESHA 3000 SERAY 4000</p> <p>HEWES 1600</p> <p>WOLDI 1.2 NM to RWY 35R</p> <p>540 1600</p> <p>GP 3.00° TCH 55</p> | | | | |
| 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) |

SE-3, 08 AUG 2024 TO 05 SEP 2024

SE-3, 08 AUG 2024 TO 05 SEP 2024