

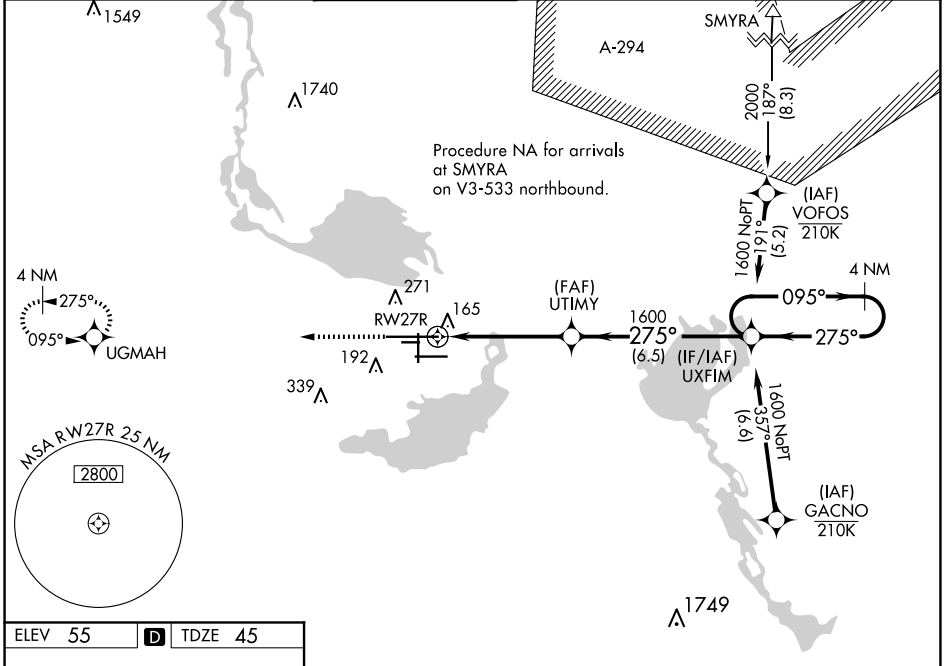
WAAS CH <b>63209</b> <b>W27A</b>	APP CRS <b>275°</b>	Rwy Idg <b>11002</b> TDZE <b>45</b> Apt Elev <b>55</b>
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# RNAV (GPS) RWY 27R

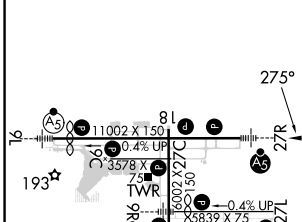
ORLANDO SANFORD INTL (SF'B)

<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.</p> <p>For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM, increase LNAV Cat C/D visibility to 1 SM.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 2000 direct UGMH and hold.</p>
	<p>2000 UGMH</p>	

ATIS <b>125.975</b>	ORLANDO APP CON <b>135.3 351.9 (NORTH)</b> <b>119.775 351.9 (SOUTH)</b>	SANFORD TOWER★ <b>120.3(CTAF) 0 254.35</b>	GND CON <b>121.35 254.35</b>	CLNC DEL <b>123.975</b>	CLNC DEL <b>121.35</b> (when twr dosed)
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ELEV 55	<b>D</b>	TDZE 45
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2000 UGMH VGSB and RNAV glidepath not coincident (VGSB Angle 3.00/TCH 72).

\*LNAV only.

UTIMY 1600 UXFIM 4 NM Holding Pattern

\*1.1 NM to RWY 27R

GP 3.00° TCH 55

CATEGORY	A	B	C	D
LPV DA	245-½		200 (200-½)	
LNAV/VNAV DA	425-⅞		380 (400-⅞)	
LNAV MDA	420-½	375 (400-½)	420-⅝	375 (400-⅝)
<b>C</b> CIRCLING	580-1	525 (600-1)	600-1½ 545 (600-1½)	640-2 585 (600-2)

MIRL Rwy 9C-27C and 18-36 **L**  
 HIRL Rwy 9L-27R and 9R-27L **L**  
 REIL Rws 9C, 18, 27L and 36

SE-3, 20 MAR 2025 to 17 APR 2025

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