

WAAS CH 45813 W35B	APP CRS 005°	Rwy Ldg 10000 TDZE 88 Apt Elev 96
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RNAV (GPS) RWY 35L

ORLANDO INTL (MCO)

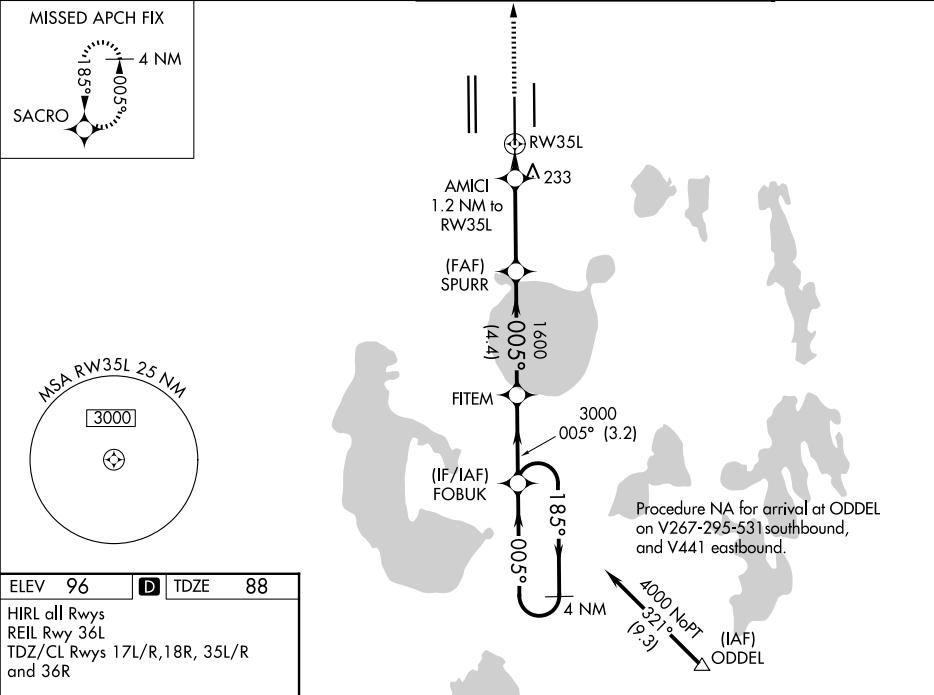
RNP APCH - GPS.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C or above 54°C. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. Simultaneous approach authorized with Rwy 35R, Rwy 36L, or Rwy 35R and Rwy 36R. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5100 and LNAV Cats C/D visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 4000 direct SACRO and hold.

D-ATIS 121.25	ORLANDO APP CON 124.8 307.0	ORLANDO TOWER 118.45 253.5 (17L/35R, 17R/35L) 124.3 253.5 (18L/36R, 18R/36L)	GND CON 126.4 (E) 121.8 (W)
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4000	SACRO	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).				4 NM Holding Pattern
		AMCI 1.2 NM to RW35L	SPURR	FITEM	FOBUK	
		1600	1600	3000	4000	
		540	1600	3000	4000	
		1.2 NM	3.3 NM	4.4 NM	3.2 NM	
CATEGORY	A	B	C	D		
LPV DA	288/18		200 (200-½)			
LNAV/VNAV DA	407/27		319 (400-¾)			
LNAV MDA	500/24	412 (500-½)	500/40	412 (500-¾)		
CIRCLING	740-1	644 (700-1)	740-1¾ 644 (700-1¾)	740-2 644 (700-2)		