

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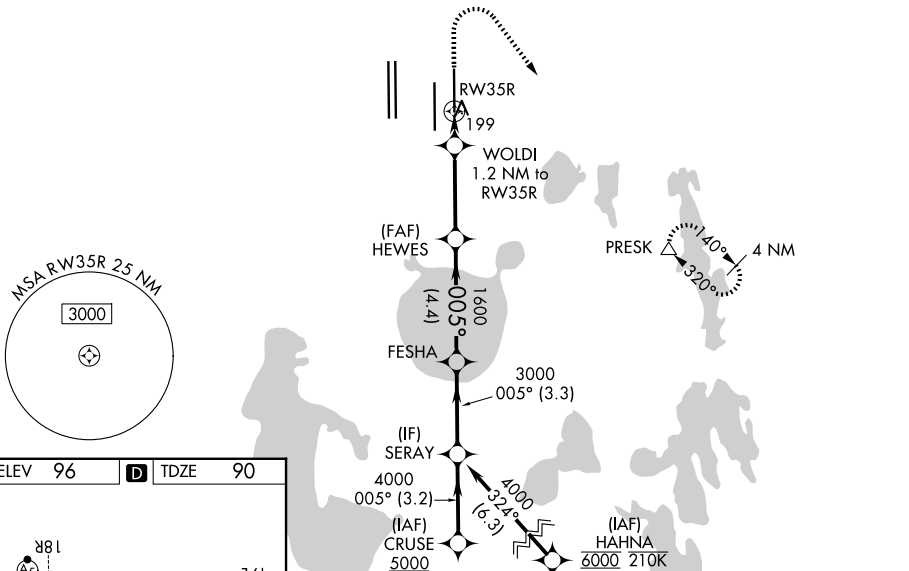
RNAV (GPS) Y RWY 35R

ORLANDO INTL (MCO)

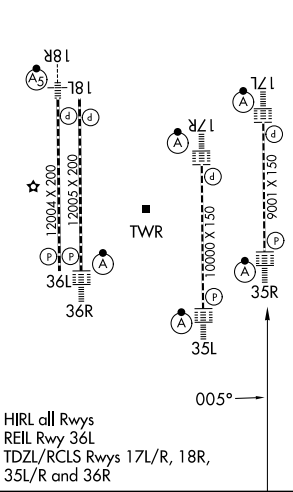
RNP APCH - GPS.	<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C or above 54°C. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500, 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>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct PRESK and hold, continue climb-in-hold to 3000.</p>
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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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Orlando Exec ✕

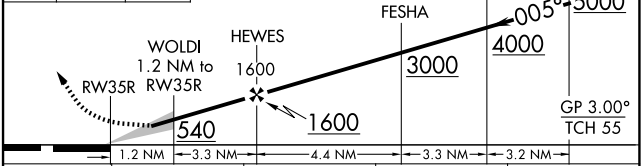


ELEV 96	D	TDZE 90
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HIRL all Rwy's
REIL Rwy 36L
TDZL/RCLS Rwy's 17L/R, 18R,
35L/R and 36R

500	3000	PRESK	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).
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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)