

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.

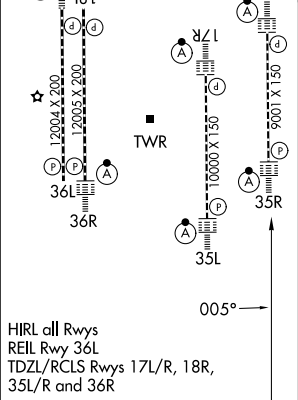
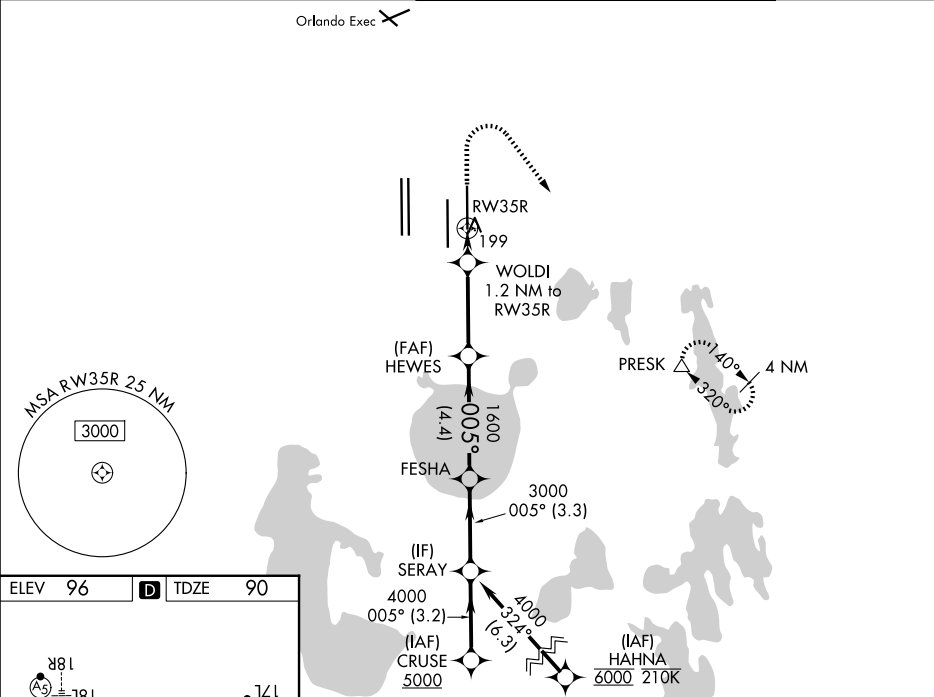
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C or above 54°C. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500, and LNAV Cats C/D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

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

Diagram illustrating the approach path and glidepath for the runway. The path starts at the IAF HAHNA and proceeds through various waypoints: RW35R, WOLDI (1.2 NM to RW35R), HEWES (1600), FESHA (3000), SERAY (4000), and CRUISE (5000). The glidepath angle is 3.00° and the threshold crossing height (TCH) is 55 feet. The diagram also shows the VGSi and RNAV glidepaths, which are not coincident. The VGSi glidepath angle is 3.00° and the TCH is 55 feet. The RNAV glidepath angle is 3.00° and the TCH is 55 feet. The diagram also shows the distance from the IAF HAHNA to the Rwy 35R threshold, which is 1.2 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)