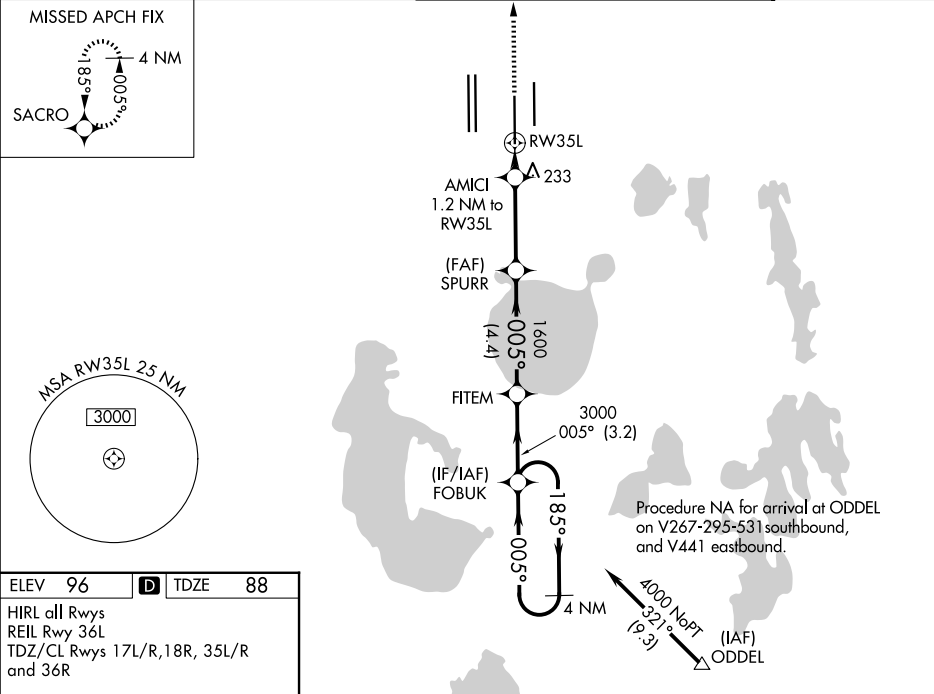


WAAS CH 45813 W35B	APP CRS 005°	Rwy Ldg 10000 TDZE 88 Apt Elev 96
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RNAV (GPS) RWY 35L

ORLANDO INTL (MCO)

RNP APCH - GPS.			ALSF-2 	MISSED APPROACH: Climb to 4000 direct SACRO and hold.
▼ 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.				
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)	



ELEV 96	D	TDZE 88
HIRL all Rwys REIL Rwy 36L TDZ/CL Rwys 17L/R, 18R, 35L/R and 36R		

4000 SACRO				VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).				4 NM Holding Pattern	
				FOBUK				GP 3.00° TCH 57	
CATEGORY				A		B		C	
LPV DA				288/18		200 (200-½)			
LNAV/VNAV DA				407/27		319 (400-¾)			
LNAV MDA				500/24		412 (500-½)		500/40	
CIRCLING				740-1		644 (700-1)		740-2	
						644 (700-¾)		644 (700-2)	