

WAAS CH <b>78409</b> <b>W09A</b>	APP CRS <b>095°</b>	Rwy Idg <b>10002</b> TDZE <b>55</b> Apt Elev <b>55</b>
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RNAV (GPS) RWY 9L

ORLANDO SANFORD INTL (SF'B)

RNP APCH.

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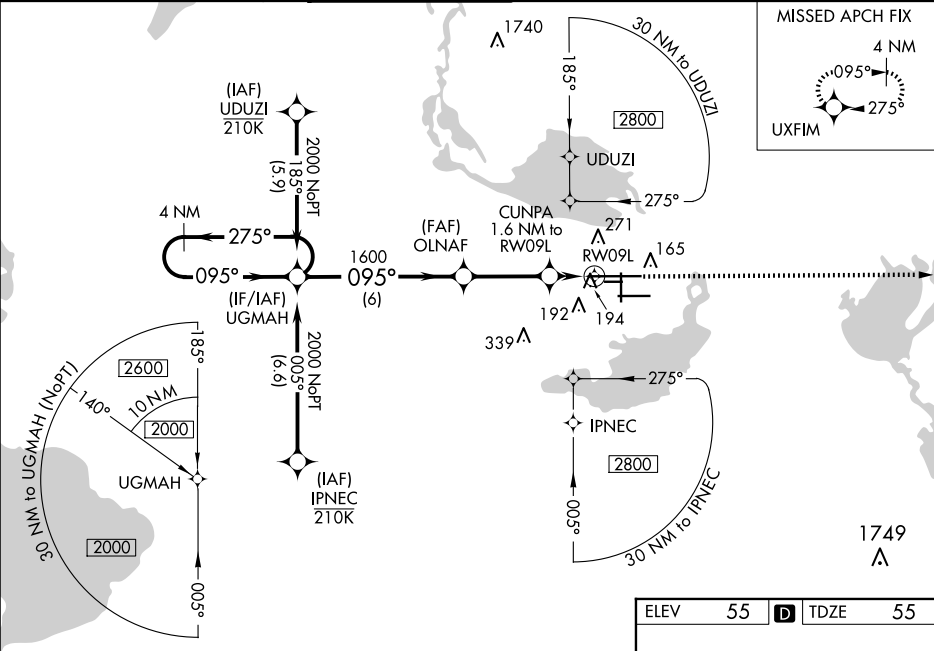
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C or above 54°C. Baro-VNAV and VDP NA when using Exec altimeter setting. When local altimeter setting not received, use Exec altimeter setting and increase LPV DA to 282, LNAV/VNAV DA to 501 and all MDA 60 feet; increase LNAV/VNAV all Cnts visibilities ¼ SM and LNAV Cat C/D visibility ¼ SM. Night landing: Rwy 27C NA.

MALSR

AS

MISSED APPROACH: Climb to 1600 direct UXFIM and hold.

ATIS <b>125.975</b>	ORLANDO APP CON <b>135.3 351.9</b> (NORTH) <b>119.775 351.9</b> (SOUTH)	SANFORD TOWER★ <b>120.3</b> (CTAF) <b>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 closed)
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

4 NM Holding Pattern UGMAH

GP 3.00° TCH 55

2000

275°

095°

1600

OLNAF

CUNPA 1.6 NM to RW09L

\*1.1 NM to RW09L

RW09L

\*600

1600

UXFIM

\*LNAV only.

CATEGORY	A	B	C	D
LPV DA	255-½	200 (200-½)		
LNAV/VNAV DA	355-½	300 (300-½)		
LNAV MDA	460-½ 405 (500-½)	460-¾ 405 (500-¾)		
CIRCLING	580-1 525 (600-1)	600-1½ 545 (600-1½)	640-2 585 (600-2)	

ELEV 55 D TDZE 55

095°

193

8L

0.4% UP

3578 X 150

36

0.4% UP

6002 X 270

0.4% UP

6839 X 75

27L

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