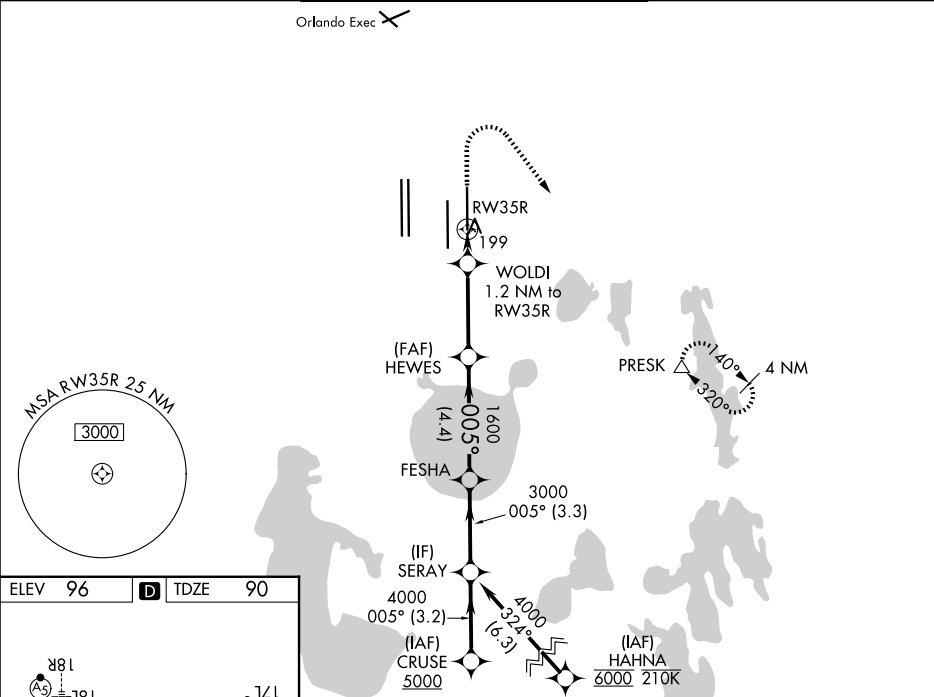


WAAS CH 86314 W35A	APP CRS 005°	Rwy Ldg 9001 TDZE 90 Apt Elev 96
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RNAV (GPS) RWY 35R

ORLANDO INTL (MCO)

RNP APCH: Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C or above 54°C. 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 ARR 121.25 DEP 120.525	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)	CLNC DEL 134.7 341.7	CPDLC



ELEV 96	D	TDZE 90	<div>500 3000 PRESK</div> <div>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).</div> <div></div>			
<div>HIRL all Rwy</div> <div>REIL Rwy 36L</div> <div>TDZ/CL Rwy 17L/R, 18R, 35L/R, and 36R</div>			<div>CRUISE 5000</div> <div>FESHA 3000</div> <div>SERAY 4000</div> <div>GP 3.00° TCH 55</div> <div>HAHNA 5000 210K</div> <div>WOLDI 1.2 NM to RWY 35R</div> <div>HEWES 1600</div> <div>540 1600</div> <div>1.2 NM 3.3 NM 4.4 NM 3.3 NM 3.2 NM</div>			
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)