

ORLANDO, FLORIDA

AL-571 (FAA)

24249

WAAS CH <b>40212</b> <b>W36A</b>	APP CRS <b>005°</b>	Rwy Idg <b>11601</b> TDZE <b>92</b> Apt Elev <b>96</b>
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# RNAV (GPS) RWY 36R

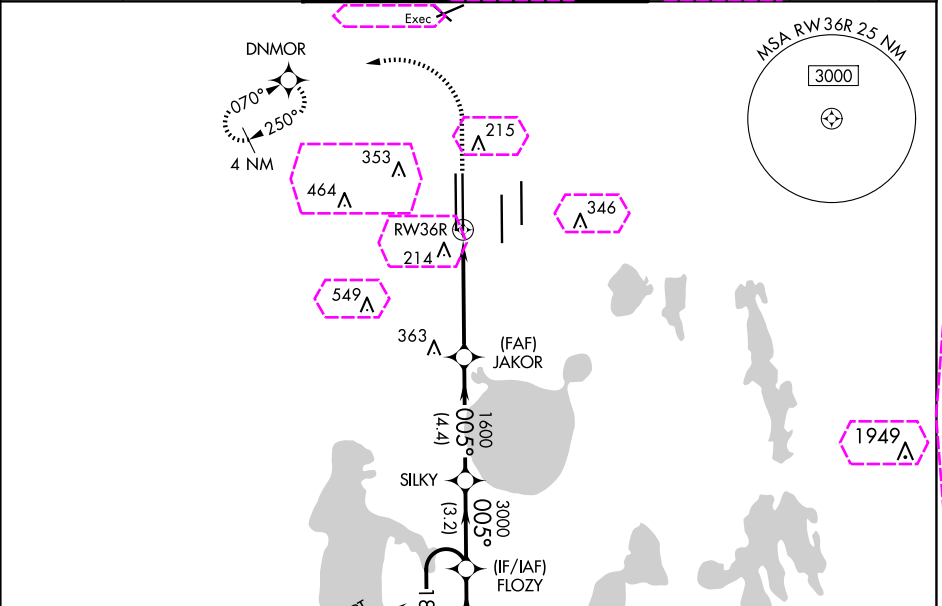
ORLANDO INTL (MCO)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct DNMOR and hold, continue climb-in-hold to 3000.

D-ATIS ARR <b>121.25</b> DEP <b>120.525</b>	ORLANDO APP CON <b>124.8 307.0</b>	ORLANDO TOWER <b>118.45 253.5</b> (Rwys 17L-35R, 17R-35L) <b>124.3 253.5</b> (Rwys 18L-36R, 18R-36L)	GND CON <b>126.4</b> (East) <b>121.8</b> (West)	CLNC DEL <b>134.7</b> <b>341.7</b>	CPDLC
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ELEV 96 TDZE 92

500 3000 DNMOR

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).

\*LNAV only.

4 NM Holding Pattern

GP 3.00° TCH 56

1.2 3.4 NM 4.4 NM 3.2 NM

CATEGORY A B C D

LPV DA 292/18 200 (200-½)

LNAV/VNAV DA 454/40 362 (400-¾)

LNAV MDA 540/24 448 (500-½) 540/45 448 (500-¾)

**CIRCLING** 740-1 644 (700-1) 740-1¾ 740-2 644 (700-¾) 644 (700-2)

HIRL all Rwys  
REIL Rwy 36L  
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36R

ORLANDO, FLORIDA  
Amdt 2 12OCT17

28°26'N-81°19'W

# RNAV (GPS) RWY 36R

ORLANDO, FLORIDA

AL-571 (FAA)

25219

WAAS CH <b>40212</b> <b>W36A</b>	APP CRS <b>005°</b>	Rwy Ldg <b>11601</b> TDZE <b>92</b> Apt Elev <b>96</b>
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RNAV (GPS) RWY 36R

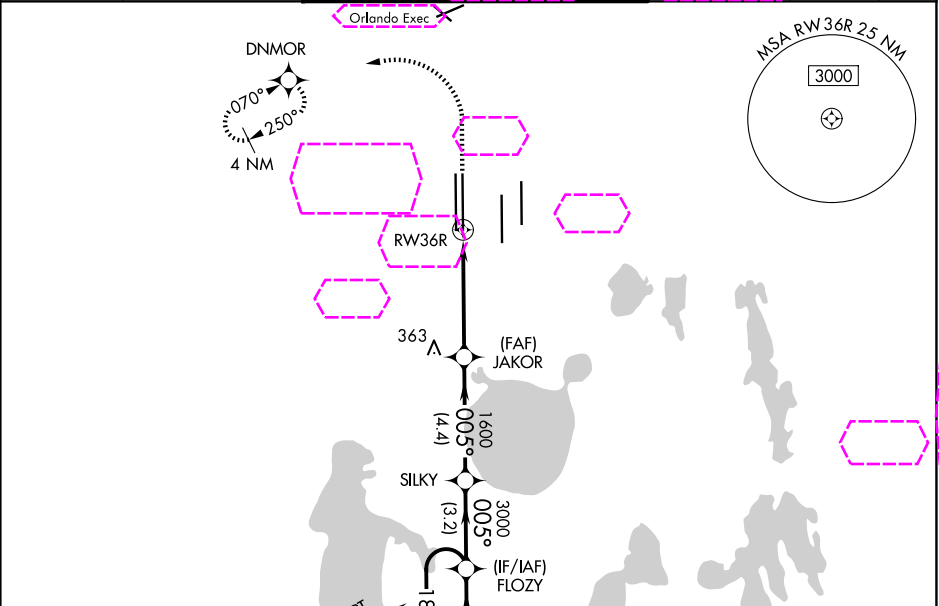
ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000.

ALS-F-2

MISSED APPROACH: Climb to 500 then dimbing left turn to 3000 direct DNMOR and hold, continue climb-in-hold to 3000.

D-ATIS ARR <b>121.25</b> DEP <b>120.525</b>	ORLANDO APP CON <b>124.8 307.0</b>	ORLANDO TOWER <b>118.45 253.5</b> (17L-35R, 17R-35L) <b>124.3 253.5</b> (18L-36R, 18R-36L)	GND CON <b>126.4 (E)</b> <b>121.8 (W)</b>	CLNC DEL <b>134.7</b> <b>341.7</b>	CPDLC
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ELEV 96 TDZE 92

500 3000 DNMOR

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).

\*LNAV only.

1.2 3.4 NM 4.4 NM 3.2 NM

JAKOR 1600

SILKY 3000

FLOZY 4000

GP 3.00° TCH 56

4 NM Holding Pattern

CATEGORY	A	B	C	D
LPV DA		292/18	200 (200-½)	
LNAV/VNAV DA		454/40	362 (400-¾)	
LNAV MDA	540/24	448 (500-½)	540/45	448 (500-¾)
CIRCLING	740-1	644 (700-1)	740-1¾ 644 (700-¾)	740-2 644 (700-2)

881 181 171

12004 X 200 12005 X 200 10000 X 150 9001 X 150

36L 36R 35L 35R

TWR

HIRL all Rwy's  
REIL Rwy 36L  
TDZ/CL Rwy's 17L/R,  
18R, 35L/R and 36R

ORLANDO, FLORIDA  
Amdt 2 12OCT17

28°26'N-81°19'W

ORLANDO INTL (MCO)

RNAV (GPS) RWY 36R

SE-3, 07 AUG 2025 to 04 SEP 2025

SE-3, 07 AUG 2025 to 04 SEP 2025