

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

ORLANDO INTL (MCO)

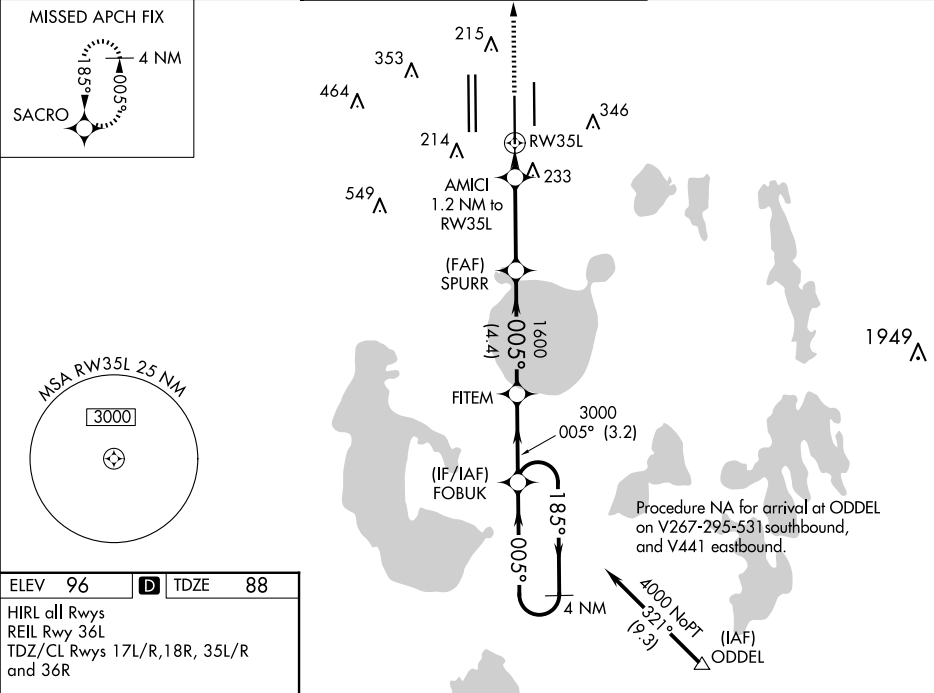
RNP APCH - GPS

▼ 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.

ALS-F-2

MISSED APPROACH: Climb to 4000 direct SACRO and hold.

D-ATIS ARR 121.25 DEP 120.525	ORLANDO APP CON 124.8 307.0	ORLANDO TOWER 118.45 253.5 (Rwys 17L-35R, 17R-35L) 124.3 253.5 (Rwys 18L-36R, 18R-36L)	GND CON 126.4 (East) 121.8 (West)	CLNC DEL 134.7 341.7	CPDLC
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4000

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SACRO

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 72).

4 NM Holding Pattern

AMCI
1.2 NM to
RW35L

SPURR
1600

FITEM

FOBUK

185° →

← 005°

4000

005°

3000

1600

540

GP 3.00°

TCH 57

1.2 NM

3.3 NM

4.4 NM

3.2 NM

CATEGORY	A	B	C	D
LPV DA	288/18		200 (200-½)	
LNAV/VNAV DA	407/27		319 (400-¾)	
LNAV MDA	500/24	412 (500-½)	500/40	412 (500-¾)
CIRCLING	740-1	644 (700-1)	740-1¾ 644 (700-1¾)	740-2 644 (700-2)