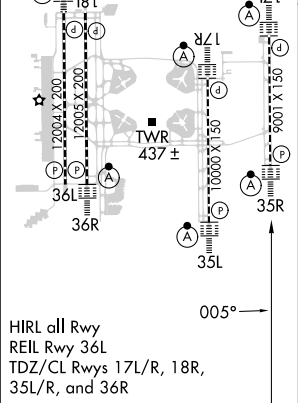
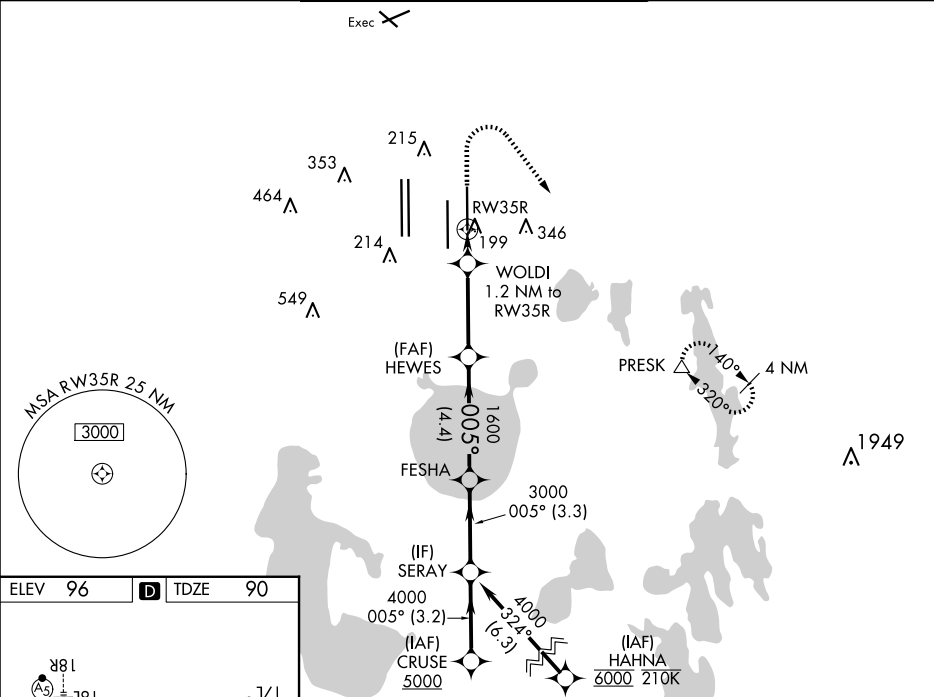


WAAS CH 86314 W35A	APP CRS 005°	Rwy Idg 9001 TDZE 90 Apt Elev 96
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RNAV (GPS) RWY 35R

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 (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	



ELEV 96		TDZE 90
D		
500		3000
PRESK		△
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).		
CRUSE		5000
SERAY		4000
FESHA		3000
HEWES		1600
WOLDI		1.2 NM to RW35R
RW35R		540
RW35R		1600
GP 3.00°		TCH 55
1.2 NM		3.3 NM
4.4 NM		3.3 NM
3.2 NM		
CATEGORY	A	B
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 (700-¾)
	740-2	644 (700-2)