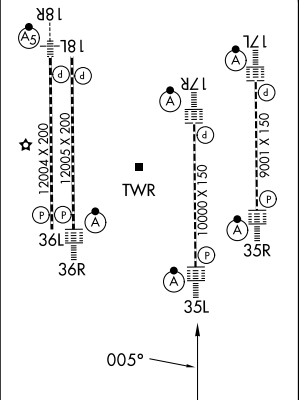
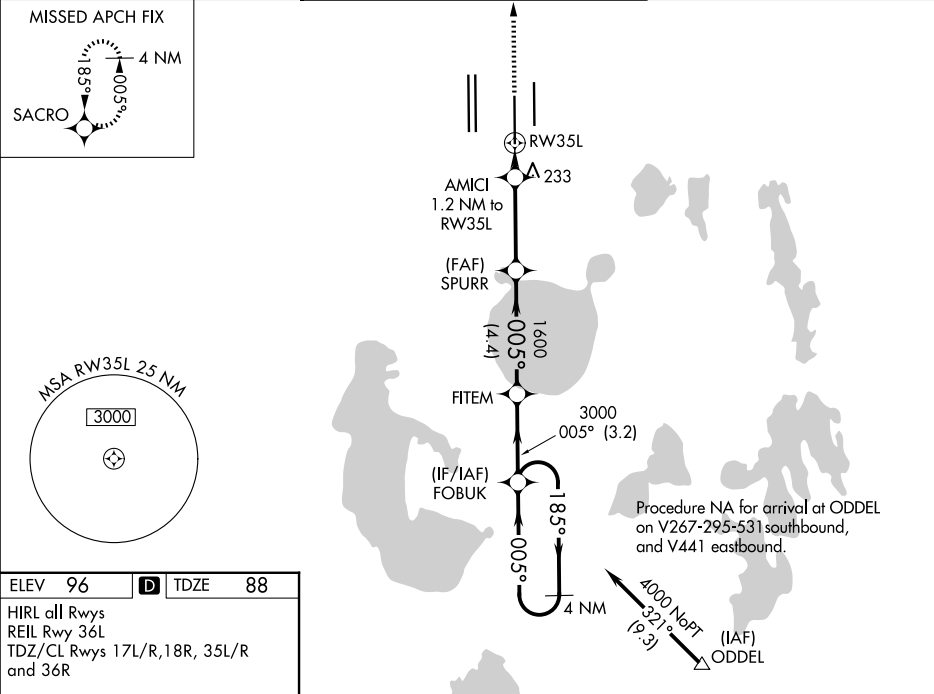


WAAS CH 45813 W35B	APP CRS 005°	Rwy Ldg 10000 TDZE 88 Apt Elev 96
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RNAV (GPS) RWY 35L

ORLANDO INTL (MCO)

RNP APCH - GPS.				ALSF-2	MISSED APPROACH: Climb to 4000 direct SACRO and hold.	
▼ 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.						
D-ATIS	ORLANDO APP CON	ORLANDO TOWER		GND CON	CLNC DEL	CPDLC
ARR 121.25		118.45 253.5	(17L-35R, 17R-35L)	126.4 (E)	134.7	
DEP 120.525	124.8 307.0	124.3 253.5	(18L-36R, 18R-36L)	121.8 (W)	341.7	



4000	SACRO	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).		4 NM Holding Pattern
		FOBUK	GP 3.00° TCH 57	
AMICI 1.2 NM to RW35L		SPURR	FITEM	
RW35L		1600	3000	
1.2 NM		3.3 NM	4.4 NM	
CATEGORY A		B	C	
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)