

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

ORLANDO INTL (MCO)

RNP APCH.

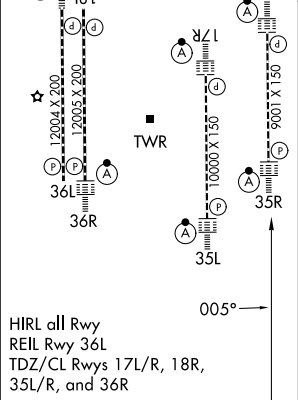
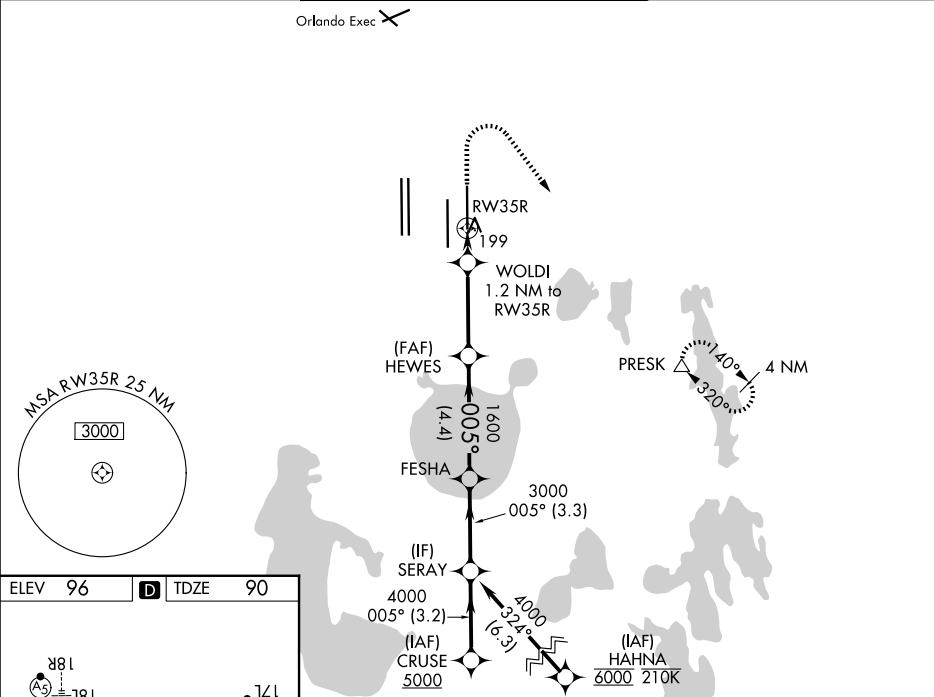
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500, and LNAV Cats C/D visibility 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
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500	3000	PRESK	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).	
500	3000	PRESK	CRUISE	5000
500	3000	PRESK	FESHA	4000
500	3000	PRESK	SERAY	4000
500	3000	PRESK	WOLDI	1600
500	3000	PRESK	HEWES	1600
500	3000	PRESK	CRUISE	5000
500	3000	PRESK	HAHNA	5000
500	3000	PRESK	GP 3.00°	TCH 55
500	3000	PRESK	1.2 NM	3.3 NM
500	3000	PRESK	4.4 NM	3.3 NM
500	3000	PRESK	3.2 NM	3.2 NM
500	3000	PRESK	290/18	200 (200-½)
500	3000	PRESK	360/24	270 (300-½)
500	3000	PRESK	460/24	370 (400-½)
500	3000	PRESK	460/35	370 (400-¾)
500	3000	PRESK	740-1¾	740-2
500	3000	PRESK	644 (700-1¾)	644 (700-2)