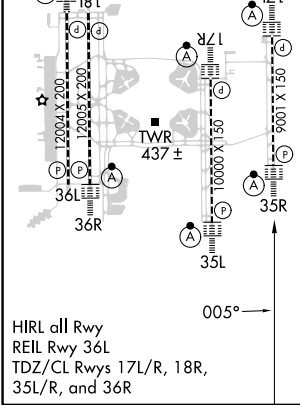
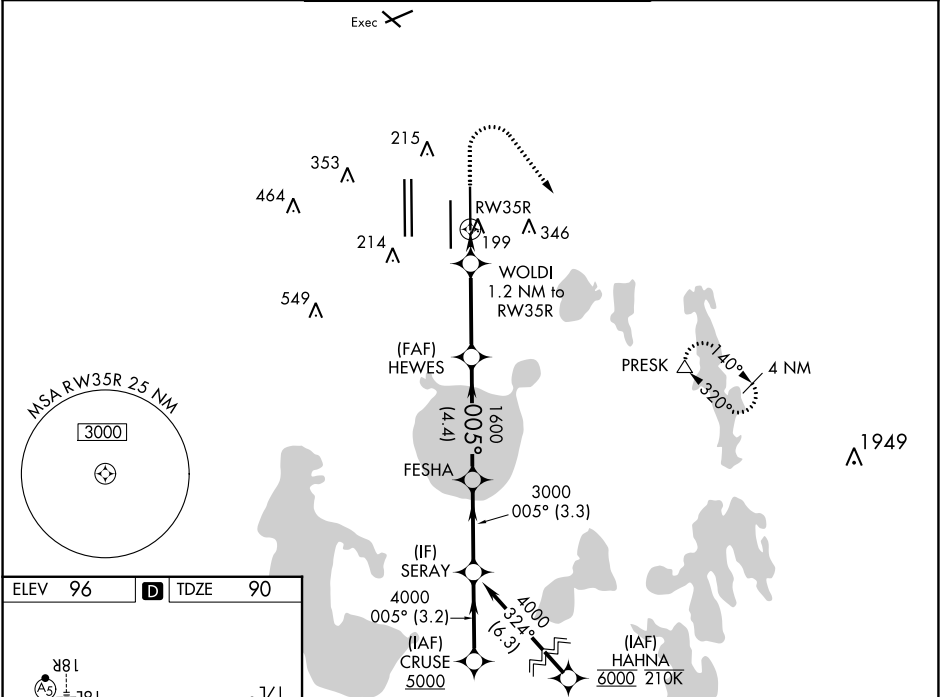


WAAS CH <b>86314</b> <b>W35A</b>	APP CRS <b>005°</b>	Rwy Idg <b>9001</b> TDZE <b>90</b> Apt Elev <b>96</b>
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# RNAV (GPS) RWY 35R

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.		ALSIF-2 A	MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct PRESK 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



ELEV 96	D	TDZE 90			
500	3000	PRESK	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).		
WORLDI 1.2 NM to RWY 35R		HEWES 1600	FESHA 3000	SERAY 4000	CRUSE 5000
540		1600	GP 3.00° TCH 55		
1.2 NM		3.3 NM	4.4 NM	3.3 NM	3.2 NM
CATEGORY	A	B	C	D	
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	740-2 644 (700-1¾)	

SE-3, 31 OCT 2024 to 28 NOV 2024

SE-3, 31 OCT 2024 to 28 NOV 2024