

WAAS CH 45813 W35E	APP CRS 005°	Rwy ldg 10000 TDZE 88 Apt Elev 96
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RNAV (GPS) RWY 35L

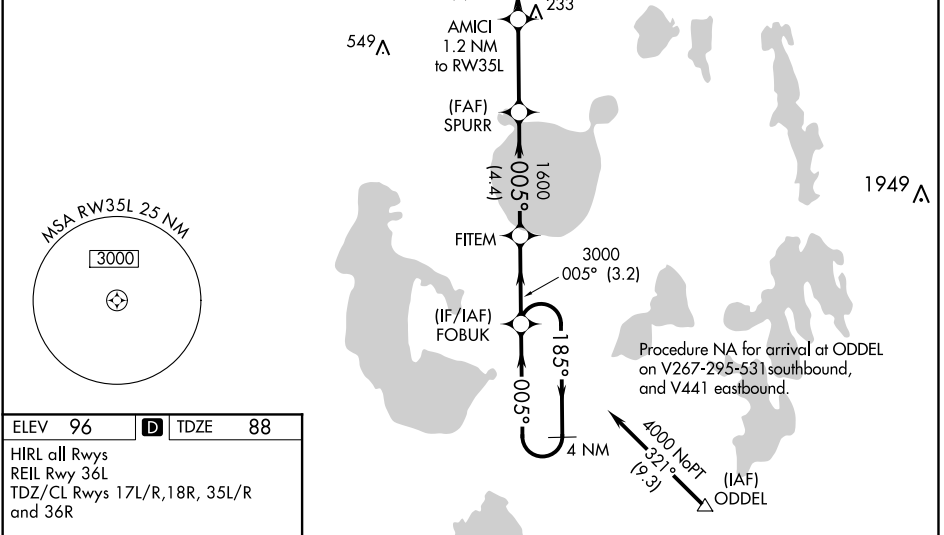
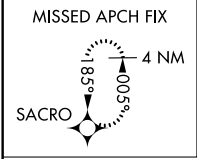
ORLANDO INTL (MCO)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. 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 providing RNAV track guidance required during simultaneous operations. For inop ALSF-2, increase LNAV/VNAV all Cats visibility to RVR 5100 and LNAV Cat C/D visibility to RVR 6000.

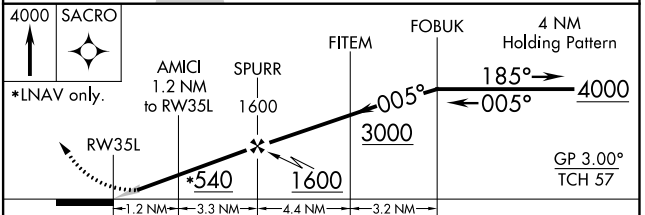
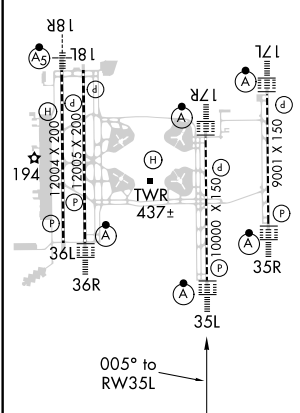
ALSF-2

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 124.3 (Rwys 18L-36R, 18R-36L) 253.5 118.45 (Rwys 17L-35R, 17R-35L) 253.5	GND CON 126.4 275.8 (East) 121.8 275.8 (West)	CLNC DEL 134.7 341.7	CPDLC
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ELEV 96	D TDZE 88
HIRL all Rwys REIL Rwy 36L TDZ/CL Rwys 17L/R, 18R, 35L/R and 36R	



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)
C CIRCLING	740-1	644 (700-1)	740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 10 OCT 2019 to 07 NOV 2019

SE-3, 10 OCT 2019 to 07 NOV 2019