


WAAS CH 86314 W35A	APP CRS 005°	Rwy Idg TDZE Apt Elev	9000 90 96
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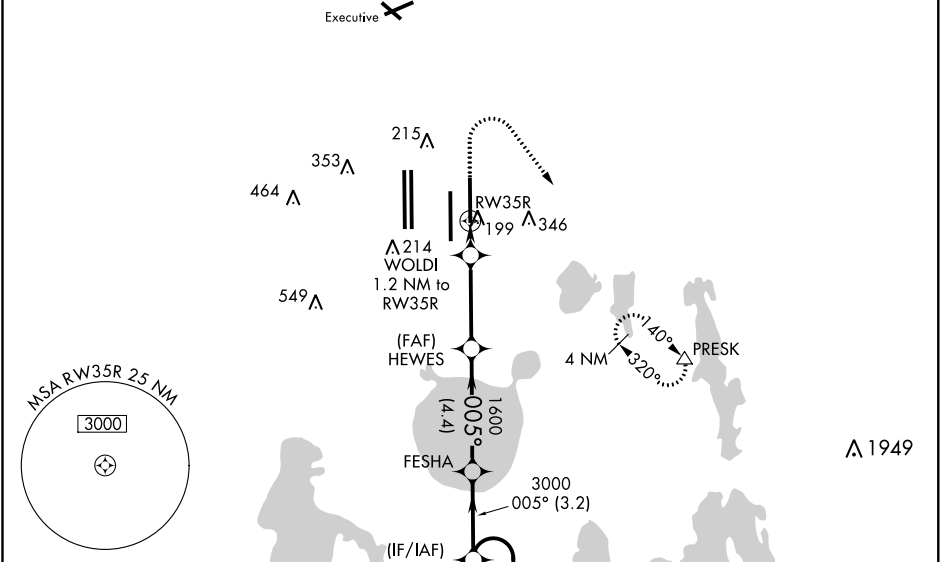
RNAV (GPS) RWY 35R

ORLANDO INTL (MCO)

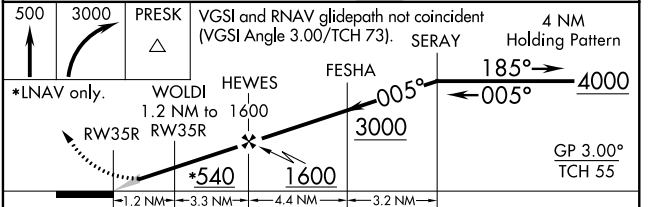
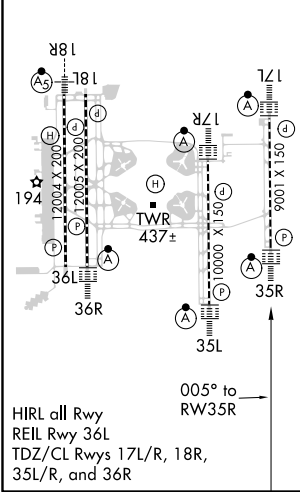
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALSF-2, increase LPV all Cats visibility to RVR 2800, LNAV/VNAV all Cats visibility to RVR 4500, and LNAV Cats C/D visibility to RVR 5500. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with Rwy 35L and Rwy 36L, or Rwy 35L and Rwy 36R. LNAV procedure NA during simultaneous operations.

ALSF-2  MISSED APPROACH: Climb to 500 then climbing right turn 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 124.3 (Rwys 18L-36R, 18R-36L) 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 90
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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 (400-⅝)
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