

|                                        |                        |                                                              |
|----------------------------------------|------------------------|--------------------------------------------------------------|
| WAAS<br>CH <b>40212</b><br><b>W36A</b> | APP CRS<br><b>005°</b> | Rwy Idg <b>11601</b><br>TDZE <b>92</b><br>Apt Elev <b>96</b> |
|----------------------------------------|------------------------|--------------------------------------------------------------|

RNAV (GPS) RWY 36R

ORLANDO INTL (MCO)

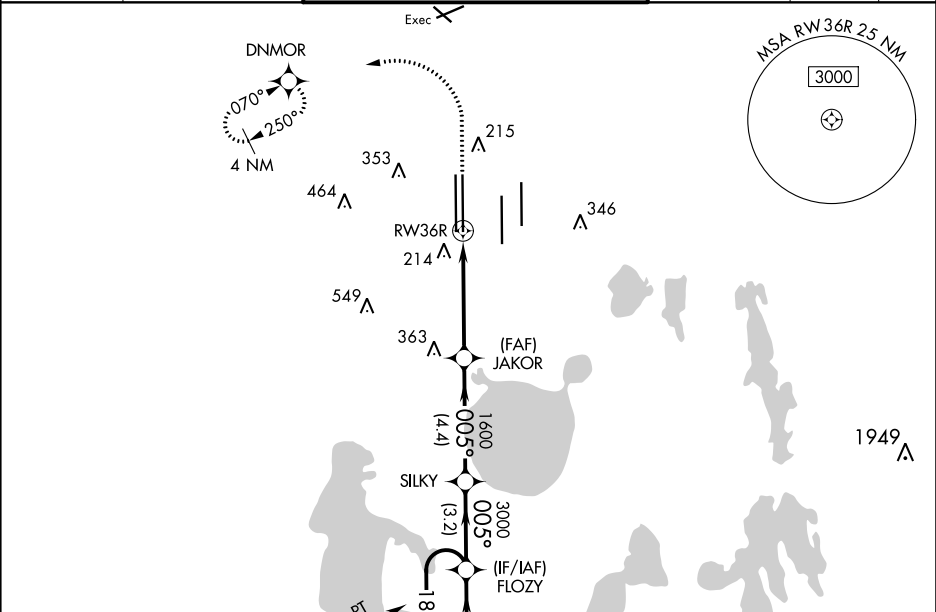
⚠

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. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct DNMOR and hold, continue climb-in-hold to 3000.

|                                                   |                                       |                                                                                                            |                                                       |                                          |       |
|---------------------------------------------------|---------------------------------------|------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|------------------------------------------|-------|
| D-ATIS<br>ARR <b>121.25</b><br>DEP <b>120.525</b> | ORLANDO APP CON<br><b>124.8 307.0</b> | ORLANDO TOWER<br><b>118.45 253.5</b> (Rwys 17L-35R, 17R-35L)<br><b>124.3 253.5</b> (Rwys 18L-36R, 18R-36L) | GND CON<br><b>126.4</b> (East)<br><b>121.8</b> (West) | CLNC DEL<br><b>134.7</b><br><b>341.7</b> | CPDLC |
|---------------------------------------------------|---------------------------------------|------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|------------------------------------------|-------|



500

3000

DNMOR

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).

4 NM Holding Pattern

\*LNAV only.

1.2

3.4 NM

4.4 NM

3.2 NM

RW36R

JAKOR

SILKY

FLOZY

1600

3000

4000

GP 3.00°

TCH 56

| CATEGORY     | A      | B           | C                     | D                    |
|--------------|--------|-------------|-----------------------|----------------------|
| LPV DA       |        | 292/18      | 200 (200-½)           |                      |
| LNAV/VNAV DA |        | 454/40      | 362 (400-¾)           |                      |
| LNAV MDA     | 540/24 | 448 (500-½) | 540/45                | 448 (500-¾)          |
| CIRCLING     | 740-1  | 644 (700-1) | 740-1¾<br>644 (700-¾) | 740-2<br>644 (700-2) |

