

WAAS CH <b>63212</b> <b>W18B</b>	APP CRS <b>185°</b>	Rwy Idg <b>12004</b> TDZE <b>94</b> Apt Elev <b>96</b>
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RNAV (GPS) RWY 18R

ORLANDO INTL (MCO)

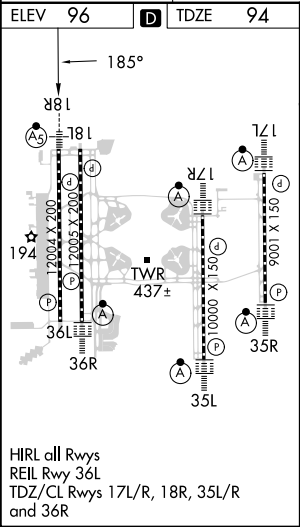
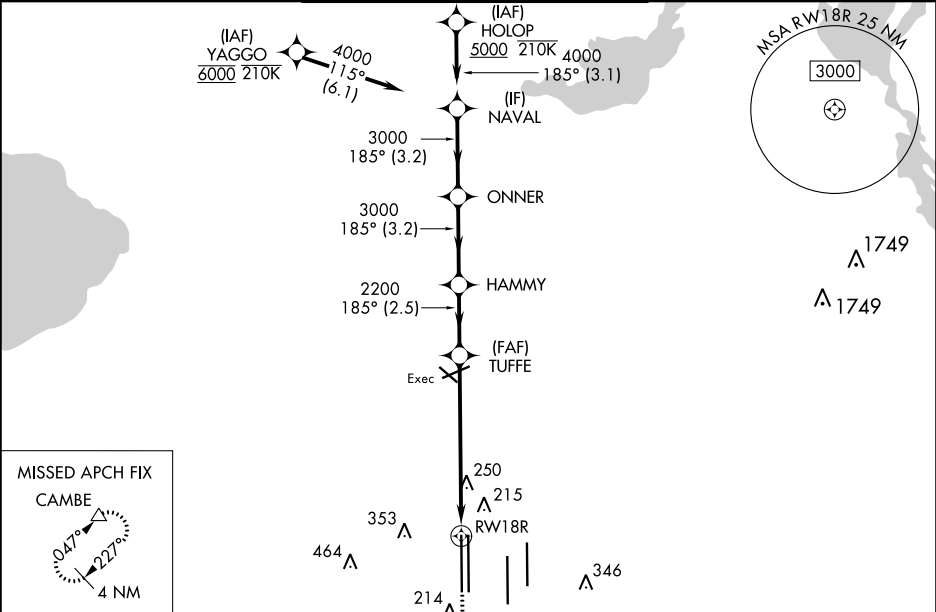
RNP APCH - GPS.

▼ LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C or above 54°C.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 4000 direct CAMBE and hold, continue climb-in-hold to 4000.

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
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ELEV <b>96</b>	<b>D</b>	TDZE <b>94</b>
HIRL all Rwys REIL Rwy 36L TDZ/CL Rwys 17L/R, 18R, 35L/R and 36R		
HOLOP VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 71).		
NAVAL ONNER HAMMY TUFFE		
5000 185° 4000 3000 3000 2200 2200 1.2 NM to RW18R RW18R		
GP 3.00° TCH 55		
3.2 NM 3.2 NM 2.5 NM 5.2 NM 1.2 NM		
CATEGORY	A	B C D
LPV DA	294/18	200 (200-½)
LNAV/VNAV DA	390/24	296 (300-½)
LNAV MDA	540/24 446 (500-½)	540/45 446 (500-¾)
CIRCLING	740-1 644 (700-1)	740-1¾ 644 (700-1¾) 740-2 644 (700-2)