

WAAS CH <b>45813</b> <b>W35B</b>	APP CRS <b>005°</b>	Rwy Idg <b>10000</b> TDZE <b>88</b> Apt Elev <b>96</b>
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RNAV (GPS) RWY 35L

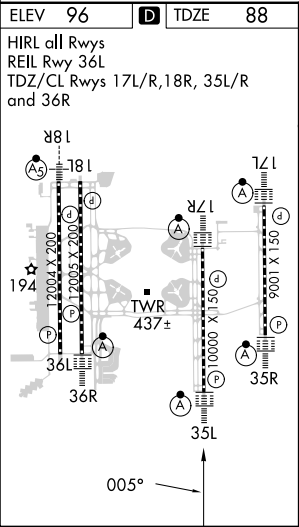
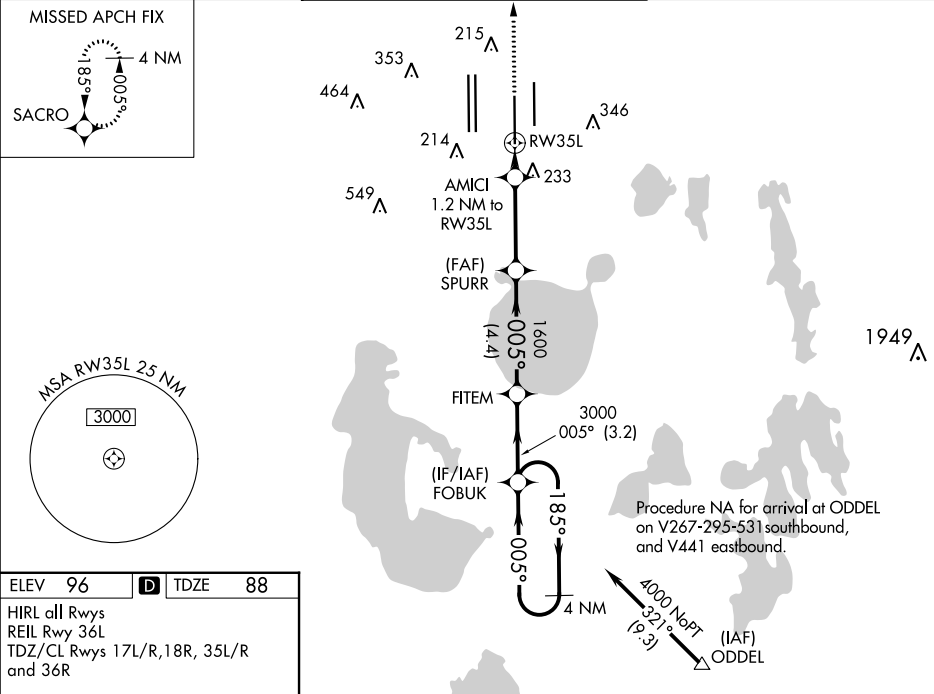
ORLANDO INTL (MCO)

⚠ 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 <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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4000

SACRO

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\*LNAV only.

AMICI

1.2 NM to RW35L

SPURR

1600

540\*

1600

FOBUK

4 NM Holding Pattern

005°

185°

←005°

→

4000

GP 3.00° TCH 57

1.2 NM

3.3 NM

4.4 NM

3.2 NM

A

B

C

D

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