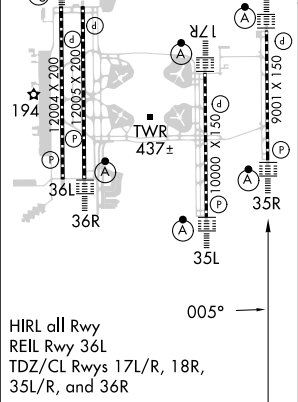
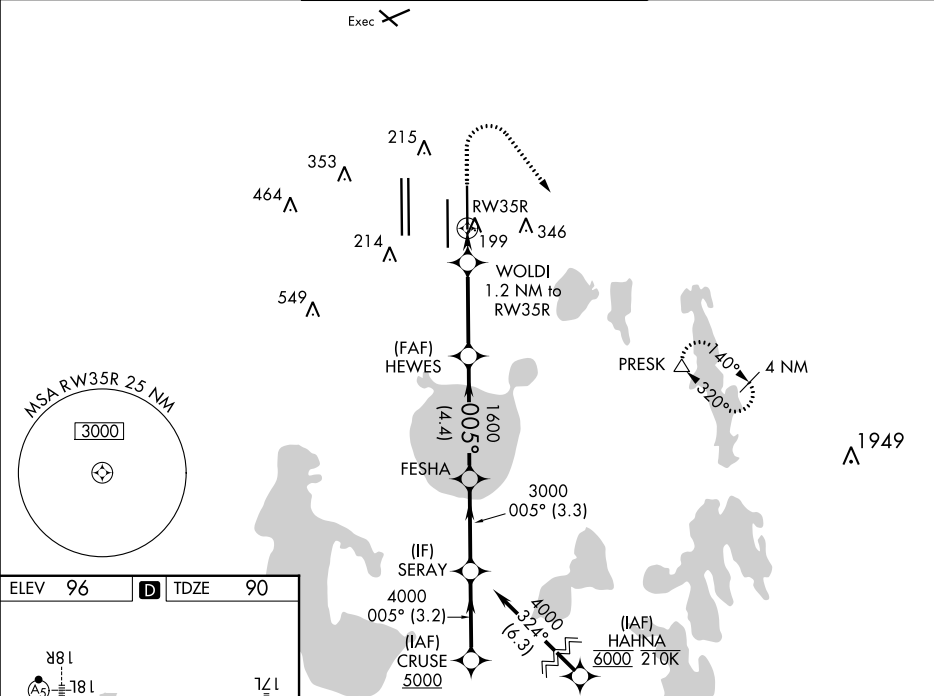


WAAS CH 86314 W35A	APP CRS 005°	Rwy Idg 9000 TDZE 90 Apt Elev 96
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RNAV (GPS) RWY 35R

ORLANDO INTL (MCO)

RNP APCH: Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C or above 54°C. For inop ALS, increase 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.		ALSIF-2 	MISSED APPROACH: Climb to 500 then climbing right turn to 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 118.45 253.5 (Rwys 17L-35R, 17R-35L) 124.3 253.5 (Rwys 18L-36R, 18R-36L)		GND CON 126.4 (East) 121.8 (West)
		CLNC DEL 134.7 341.7		CPDLC



ELEV 96		D	TDZE 90
500		3000	PRESK
VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 73).			
WOLDI 1.2 NM to RWY 35R		HEWES 1600	FESHA 3000
SERAY 4000		CRUZE 5000	GP 3.00° TCH 55
CATEGORY A		B	C
LPV DA 290/18		200 (200-½)	D
LNAV/VNAV DA 360/24		270 (300-½)	
LNAV MDA 460/24		370 (400-½)	460/35 370 (400-¾)
CIRCLING 740-1		644 (700-1)	740-1¾ 644 (700-1¾)
			740-2 644 (700-2)