

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>
--	------------------------	--

RNAV (GPS) RWY 18R

ORLANDO INTL (MCO)

RNP APCH - GPS.

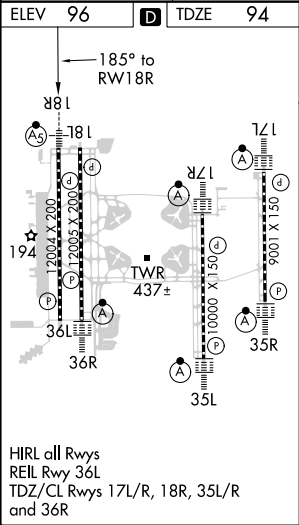
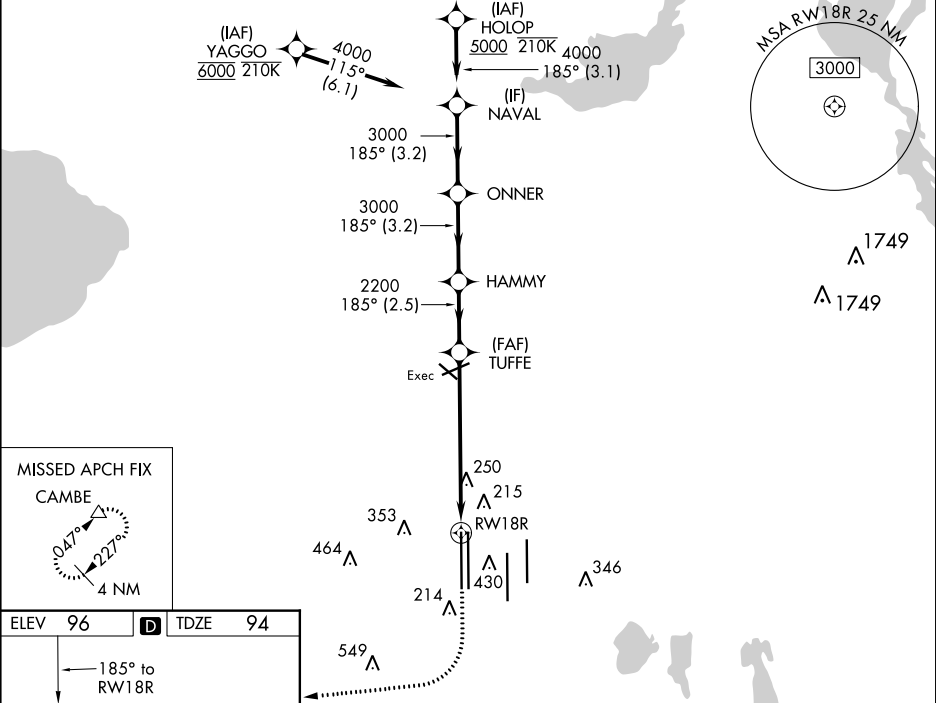
⚠ LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C or above 54°C.

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
---	---------------------------------------	--	---	--	-------



HOLOP		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 71).		500	4000	CAMBE
NAVAL		ONNER		HAMMY		TUFFE
5000		185°		3000		1.2 NM to RW18R
4000		GP 3.00°		3000		2200
TCH 55		3.2 NM		3.2 NM		5.2 NM
CATEGORY		A		B		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)