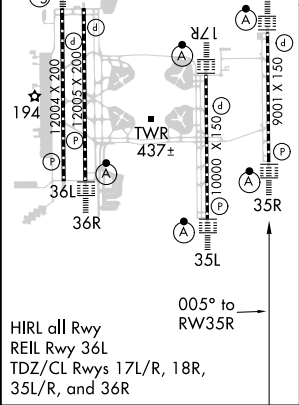
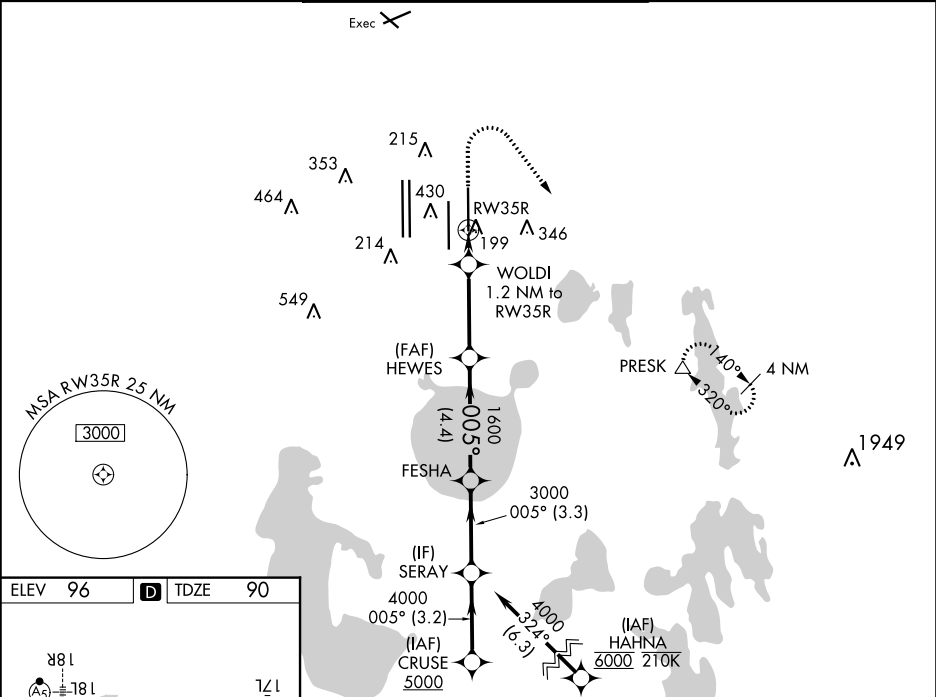


WAAS CH 86314 W35A	APP CRS 005°	Rwy Idg TDZE Apt Elev	9000 90 96
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RNAV (GPS) RWY 35R
ORLANDO INTL (MCO)

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 A	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



500 3000 PRESK		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).	
WOLDI 1.2 NM to RWY 35R		CRUZE 5000	
FESHA 1600		SERAY 4000	
RWY 35R 540		GP 3.00° TCH 55	
CATEGORY	A	B	C
LPV DA	290/18	200 (200-1/2)	
LNAV/VNAV DA	360/24	270 (300-1/2)	
LNAV MDA	460/24	370 (400-1/2)	460/35 370 (400-5/8)
CIRCLING	740-1	644 (700-1)	740-1 3/4 644 (700-1 3/4) 740-2 644 (700-2)