ORLANDO, FLORIDA AL-571 (FAA) 21336 Rwy Idg 11621 WAAS RNAV (GPS) RWY 36L APP CRS CH 82313 TDŹE 93 005° ORLANDO INTL (MCO) **W36B** Apt Elev 96 RNP APCH MISSED APPROACH: Climb to 500 then climbing left turn to Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. 3000 direct DNMOR and hold, Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C or above 54°C continue climb-in-hold to 3000. D-ATIS **GND CON** ORLANDO TOWER CLNC DEL ORLANDO APP CON ARR 121.25 118.45 253.5 (Rwys 17L-35R,17R-35L) 126.4 (East) 134.7 **CPDLC** 124.8 307.0 DEP 120.525 253.5 (Rwys 18L-36R,18R-36L) 121.8 (West) 341.7 124.3 Exec > NSA RW 361 25 1/4 DNMOF 3000  $\bigcirc$ ^<sup>215</sup> 4 NM 353 223 Λ<sup>346</sup> **RW36I** 214 RUTNE <sup>549</sup>∧ 2 NM to RW36L (FAF) BERDY <sup>1949</sup>∧ 3000 **AMEBE** 005° (3.3) (IF/IAF) EXBAN 4000 NoPT ELEV 96 **TDZE** 93 041° (9.3 (IAF) HOLD 10000 LORRA 4000 7000 210K 18<sub>R</sub> 3000 500 **DNMOR** VGSI and RNAV glidepath not coincident 4 NM (VGSI Angle 3.00/TCH 69) Holding Pattern **EXBAN** (J) RUTNE 185° → 10000 2 NM to 205° RW36L 4000 1 NM to 1600 3000 RW36L TWR RW36L 437+ GP 3.00° 780 1600 TCH 55 36L  $3\bar{5}R$ 1 NM 2.6 NM 4 4 NM -3.3 NM 36R CATEGORY D LPV 293/40 DA 200 (200-3/4) 35L LNAV/ 00.5° to DA 406/45 313 (400-%) VNAV RW36L HIRL all Rwys LNAV MDA 480/55 387 (400-1) 480/60 387 (400-11/4) REIL Rwy 36L TDZ/CL Rwys 17L/R,

740-13/4

644 (700-134)

ORLANDO, FLORIDA Amdt 3 22APR21

740-1

644 (700-1)

C CIRCLING

ORLANDO INTL (MCO) RNAV (GPS) RWY 36L

18R, 35L/R and 36R

to 24 FEB 2022

27 JAN 2022

SE-3,

740-2

644 (700-2)