

WAAS CH 69214 W17B	APP CRS 185°	Rwy Idg 9001 TDZE 90 Apt Elev 96
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RNAV (GPS) RWY 17L

ORLANDO INTL (MCO)

RNP APCH - GPS.

▼ LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. Simultaneous approach authorized with Rwy 17R and 18L, or Rwy 17R and Rwy 18R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C or above 54°C. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. For inop ALS, increase LNAV Cats C/D visibility to RVR 6000.

ALS-2



MISSED APPROACH:
Climb to 500 then climbing left 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)

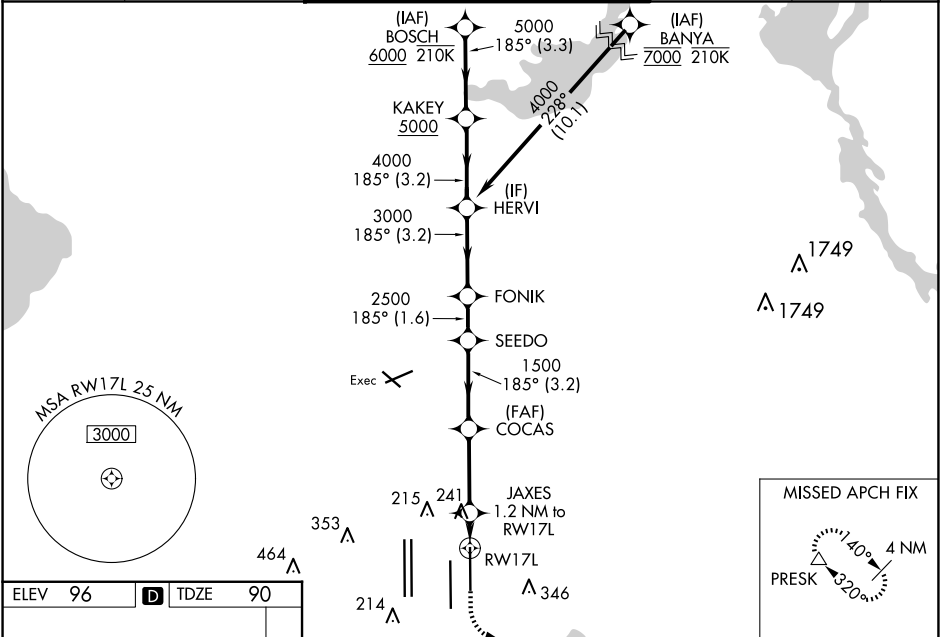
GND CON

126.4 (East)
121.8 (West)

CLNC DEL

134.7
341.7

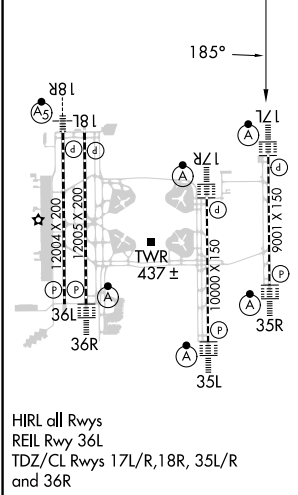
CPDLC



SE-3, 20 MAR 2025 to 17 APR 2025

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ELEV 96	D	TDZE 90
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HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36R

	BOSCH	KAKEY	HERVI	FONIK	SEEDO	COCAS	JAXES	RWY 17L
	6000	5000	4000	3000	2500	1500	540	
		3.3	3.2	3.2	1.6	3.2	3	1.2
		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).						
CATEGORY	A		B		C		D	
LPV DA	290/18		200 (200-½)					
LNAV/VNAV DA	513/40		423 (500-¾)					
LNAV MDA	500/24	410 (500-½)	500/40	410 (500-¾)				
C CIRCLING	740-1	644 (700-1)	740-1¾	644 (700-1¾)	740-2	644 (700-2)		