

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

ORLANDO INTL (MCO)

RNP APCH - GPS.

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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.

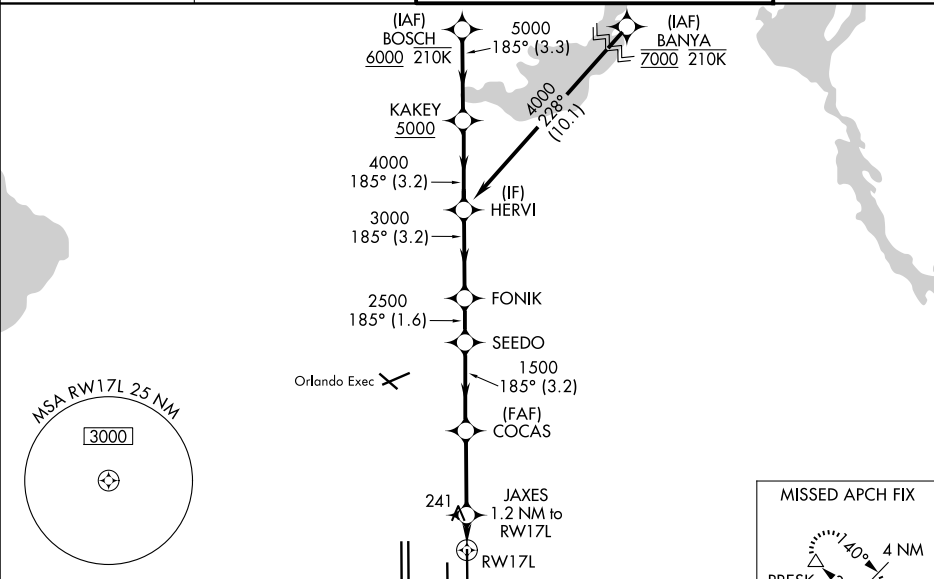
ALSF-2

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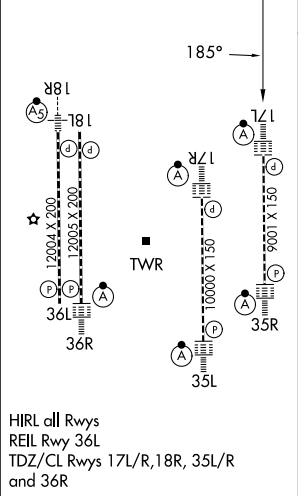
MISSED APPROACH:

Climb to 500 then climbing left turn to 3000 direct PRESK and hold, continue climb-in-hold to 3000.

D-ATIS 121.25	ORLANDO APP CON 124.8 307.0	ORLANDO TOWER 118.45 253.5 (17L/35R, 17R/35L) 124.3 253.5 (18L/36R, 18R/36L)	GND CON 126.4 (E) 121.8 (W)
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ELEV 96	D	TDZE 90
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BOSCH		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 72).		500	3000	PRESK
6000		KAKEY		HERVI	FONIK	SEEDO
5000		4000		3000	2500	COCAS
GP 3.00°		TCH 55		1500	540	JAXES
3.3		3.2 NM		3.2 NM	1.6 NM	3.2 NM
CATEGORY		A		B		C
LPV DA		290/18		200 (200-½)		
LNAV/VNAV DA		513/40		423 (500-¾)		
LNAV MDA		500/24		410 (500-½)		
CIRCLING		740-1		644 (700-1)		