

**TOP ALTITUDE:**  
7000

RNAV 1 - DME/DME/IRU or GPS.  
RADAR required.

ORLANDO DEP CON  
120.15 284.7  
D-ATIS DEP  
120.525  
CLNC DEP  
134.7 341.7  
CPDLC  
GND CON  
126.4 (E)  
121.8 (W)  
ORLANDO TOWER  
.5 (17L-35R, 17R-35L)  
.5 (18L-36R, 18R-36L)

R  
RBSOX1.RBSOX) 25219  
RDSOX ONE DEPA

(RDSOX1.RDSOX) 25219

AL-571 (FAA)

ORLANDO INTL (MCO)  
ORLANDO FLORIDA

TAKEOFF MINIMUMS  
Rwys 17L/R, 18L/R, 35L/R, 36L/R: Standard with minimum climb of 500' per NM to 600.

NOTE: Jet aircraft only.

Diagram illustrating network connections and bearing values between various nodes:

- LEFTI** (4000, 230K) connects to **275° (8)**, **338° (3)**, and **342° (3)**.
- EARRS** (3000) connects to **359° (2)**, **345° (2)**, **343° (2)**, and **355° (2)**.
- HANDD** (3000) connects to **338° (3)**, **345° (2)**, and **343° (2)**.
- SAWZZ** (2300) connects to **345° (2)**, **355° (2)**, **005° (2)**, and **185° (2)**.
- KYOTE** (2300) connects to **359° (2)**, **343° (2)**, and **005° (2)**.
- FACTS** (2300) connects to **355° (2)**, **343° (2)**, **005° (2)**, and **185° (2)**.
- VILNS** (1500) connects to **200° (2)**, **214° (2)**, **231° (2)**, and **236° (2)**.
- 600** connects to **359° (2)**, **343° (2)**, **005° (2)**, and **185° (2)**.
- ORLANDO EXEC** is an isolated node.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

**TAKEOFF RUNWAY 17L:** Climb on heading 185° to intercept course 236° to cross VILNS at or above 1500, then on track 237°, for vectors to RDSOX, thence. . .

**TAKEOFF RUNWAY 17R:** Climb on heading 185° to intercept course 237° to cross VILNS at or above 1500, then on track 237°, for vectors to RDSOX, thence. . .

**TAKEOFF RUNWAY 18L:** Climb on heading 185° to intercept course 214° to cross VILNS at or above 1500, then on track 237°, for vectors to RDSOX, thence. . .

**TAKEOFF RUNWAY 18R:** Climb on heading 185° to intercept course 209° to cross VILNS at or above 1500, then on track 237°, for vectors to RDSOX, thence. . .

**TAKEOFF RUNWAY 35L:** Climb on heading 005° to intercept course 355° to cross SAWZZ at or above 2300, then on track 345° to cross HANDD at or above 3000, then on track 338° to cross LEFTI at or above 4000 and at or below 230K, then on track 275° to cross BLOSM at or below 7000, then on track 252° to RDSOX, thence. . .

**TAKEOFF RUNWAY 35R:** Climb on heading 005° to intercept course 343° to cross SAWZZ at or above 2300, then on track 345° to cross HANDD at or above 3000, then on track 338° to cross LEFTI at or above 4000 and at or below 230K, then on track 275° to cross BLOSM at or below 7000, then on track 252° to RDSOX, thence. . .

**TAKEOFF RUNWAY 36L:** Climb on heading 005° to 600, then direct to cross KYOTE at or above 2300, then on track 006° to cross EARRS at or above 3000, then on track 342° to cross LEFTI at or above 4000 and at or below 230K, then on track 275° to cross BLOSM at or below 7000, then on track 252° to RDSOX, thence. . .

**TAKEOFF RUNWAY 36R:** Climb on heading 005° to 600, then direct to cross FACTS at or above 2300, then on track 359° to cross EARRS at or above 3000, then on track 342° to cross LEFTI at or above 4000 and at or below 230K, then on track 275° to cross BLOSM at or below 7000, then on track 252° to RDSOX, thence. . .

. . . on assigned transition. Maintain 7000, expect clearance to filed altitude 10 minutes after departure.

**ALL AIRCRAFT:** ATC climb gradients: If unable to accept climb rates advise ATC prior to taxi. RUNWAY 35R: 566 FT/NM to 2300, RUNWAY 36L: 637 FT/NM to 2300, RUNWAY 36R: 621 FT/NM to 2300.

JFRYS TRANSITION (RDSOX1.JFRYS)