RNAV (GPS) RWY 17R
ORLANDO INTL (MCO)

WAAS CH 72913 W17A	APP CRS 185°	Rwy Ldg 10000 TDZE 90 Apt Elev 96

RNP APCH-GPS.

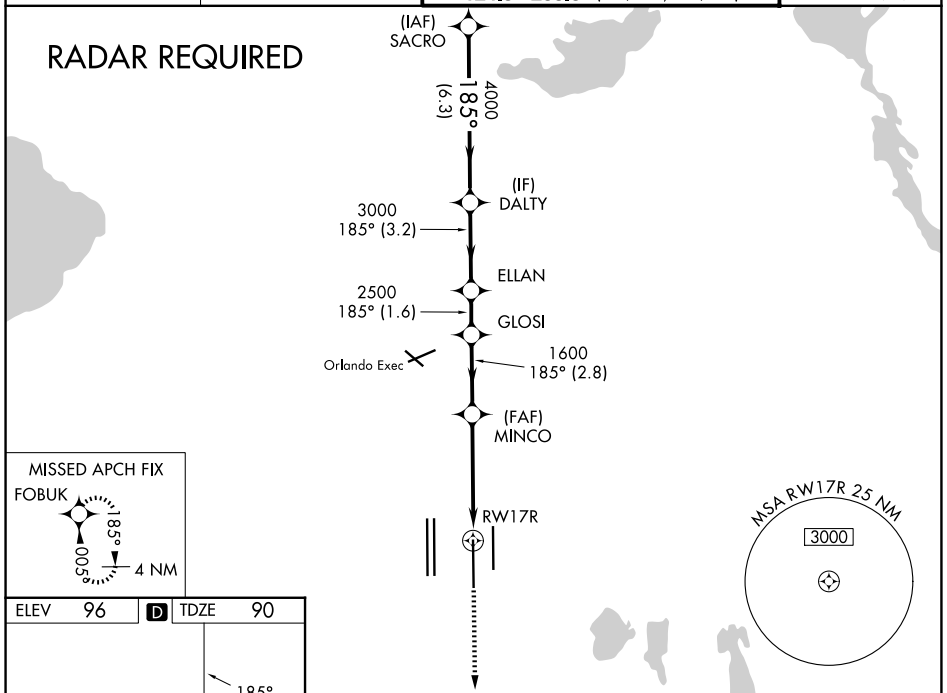
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1° C or above 54° C. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. Simultaneous approach authorized with Rwy 17L and Rwy 18L, or Rwy 17L and Rwy 18R. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV Cats C/D visibility to 1⅝ SM.

ALSF-2

MISSED APPROACH: Climb to 3000 direct FOBUK and hold.

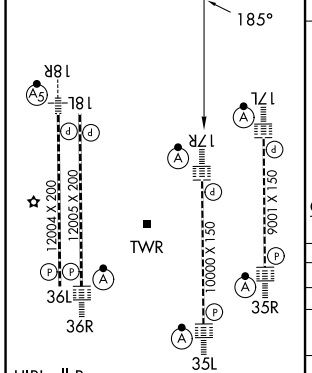
D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON
121.25	124.8 307.0	118.45 253.5 (17L/35R, 17R/35L) 124.3 253.5 (18L/36R, 18R/36L)	126.4 (E) 121.8 (W)

RADAR REQUIRED



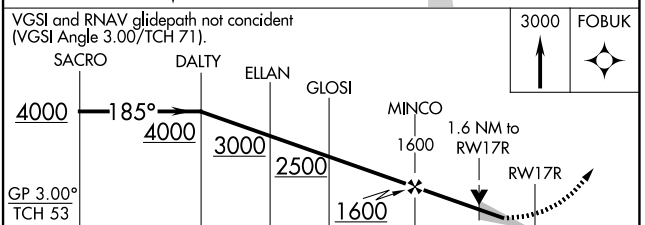
MISSED APCH FIX
FOBUK
185°
5005
4 NM

ELEV 96 | D | TDZE 90



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R,18R, 35L/R and 36R

VGSI and RNAV glidepath not concident (VGSI Angle 3.00/TCH 71).



CATEGORY	A	B	C	D
LPV DA	290/18 200 (200-½)			
LNAV/VNAV DA	526/50 436 (500-1)			
LNAV MDA	660/24 570 (600-½)		660-1¼ 570 (600-1¼)	
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 22 JAN 2026 to 19 FEB 2026

SE-3, 22 JAN 2026 to 19 FEB 2026