

WAAS CH 72913 W17A	APP CRS 185°	Rwy Ldg 10000 TDZE 90 Apt Elev 96
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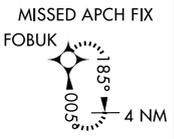
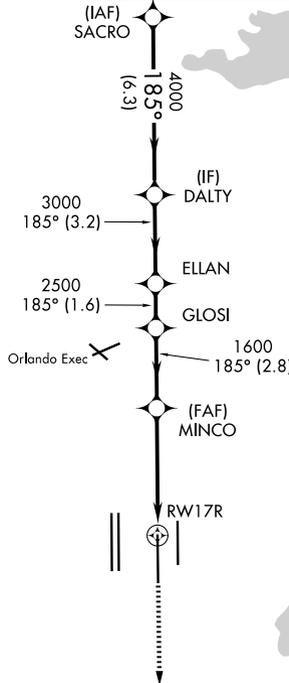
RNAV (GPS) RWY 17R

ORLANDO INTL (MCO)

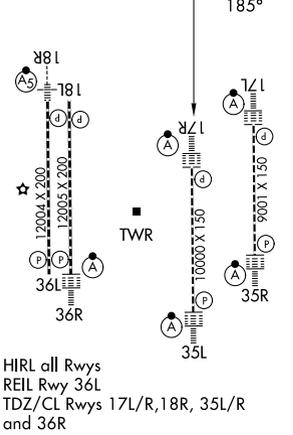
RNP APCH-GPS.		ALSF-2 	MISSED APPROACH: Climb to 3000 direct FOBUK and hold.
D-ATIS 121.25	ORLANDO APP CON 124.8 307.0	ORLANDO TOWER 118.45 253.5 (17L/35R, 17R/35L) 124.3 253.5 (18L/36R, 18R/36L)	GND CON 126.4 (E) 121.8 (W)

▼ 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 1½ SM.

RADAR REQUIRED



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

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).		3000	FOBUK
SACRO DALTY ELLAN GLOSI MINCO RWY 17R		↑	✦
4000 — 185° — 4000 — 3000 — 2500 — 1600 — 1.6 NM to RWY 17R			
GP 3.00° TCH 53			
6.3 NM — 3.2 NM — 1.6 NM — 2.8 NM — 2.9 NM — 1.6 NM			
CATEGORY	A	B	C
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)	740-2 644 (700-1¾) 644 (700-2)