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

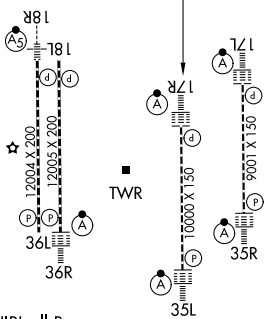
(IAF) SACRO
4000
185° (6.3)
(IF) DALTY
3000
185° (3.2)
ELLAN
2500
185° (1.6)
GLOSI
Orlando Exec
1600
185° (2.8)
(FAF) MINCO
RW17R

MISSED APCH FIX
FOBUK
185°
5000
4 NM

MSA RW17R 25 NM
3000

ELEV 96 | D | TDZE 90

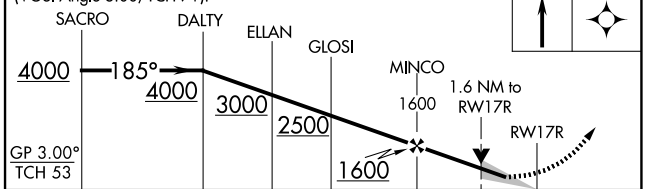
185°



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).

3000 FOBUK



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, 14 MAY 2026 to 11 JUN 2026

SE-3, 14 MAY 2026 to 11 JUN 2026