

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)

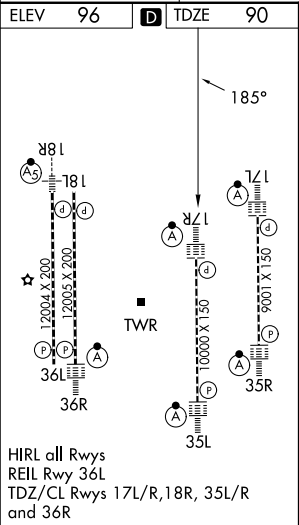
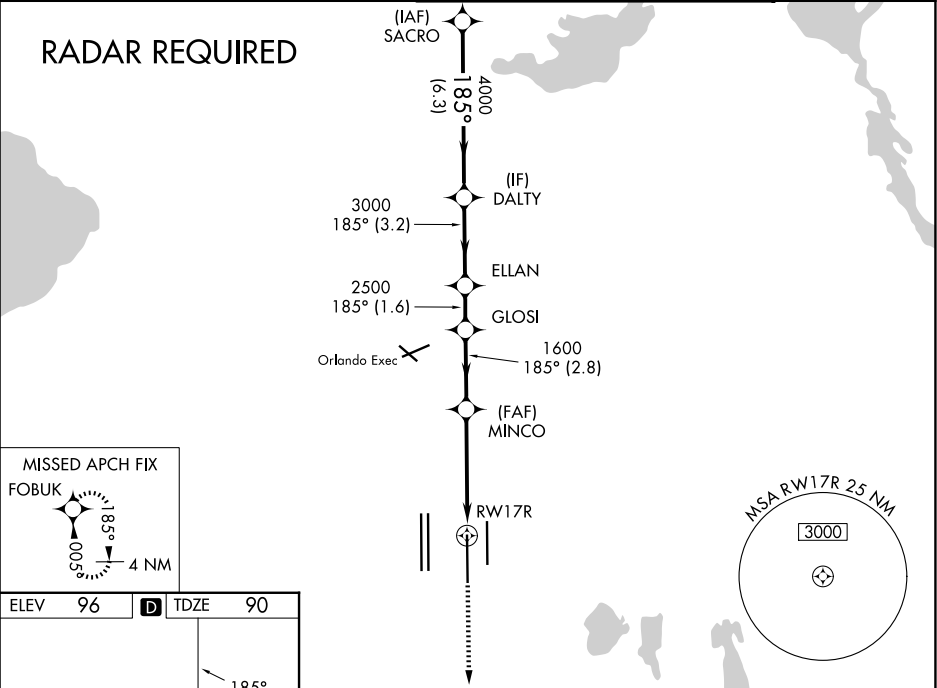
RNP APCH-GPS.

▼ 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.

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

3000 FOBUK

GP 3.00°
TCH 53

4000	185°	4000	3000	2500	1600	1.6 NM to RWY17R	RWY17R				
SACRO		DALTY		ELLAN		GLOSI		MINCO			
6.3 NM		3.2 NM		1.6 NM		2.8 NM		2.9 NM		1.6 NM	
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)						