RNAV (GPS) RWY 17R

ORLANDO INTL (MCO)

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

RNP APCH-GPS.

T 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 (6.3) 185°

(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°

18R 18L 17L 17R

12004 X 200 12005 X 200 10000 X 150 10006 X 150

TWR

36L 36R 35R 35L

HIRL all rwys
REIL Rwy 36L
TDZL/RCLS Rwys 17L/R, 35L/R and 36L/R

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

3000 FOBUK

SACRO DALTY ELLAN GLOSI MINCO

4000 185° 4000 3000 2500 1600

1.6 NM to RW17R

RW17R

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	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, 29 OCT 2026 to 26 NOV 2026
SE-3, 29 OCT 2026 to 26 NOV 2026