RNAV (GPS) RWY 17L

ORLANDO INTL (MCO)

WAAS	APP CRS		
CH 69214	185°	Rwy Idg	9000
W17B		TDZE	90
		Apt Elev	96

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. Simultaneous approach authorized with Rwy 17R and 18L, or Rwy 17R and Rwy 18R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required for simultaneous operations. For inop ALSF, increase LNAV/VNAV all Cats visibility to 1⅜ mile, and LNAV Cats C/D visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct PRESK and hold, continue climb-in-hold to 3000.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7	CPDLC
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	341.7	

RADAR REQUIRED

(IAF) KAKEY
4000
185° (3.2)
(IF) HERVI
3000
185° (3.2)
FONIK
2500
185° (1.6)
SEEDO
1500
185° (3.2)
(FAF) COCAS
JAXES
1.3 NM to RW17L
RW17L

Executive

1749±
1749

MSA RW17L 25 NM
3000

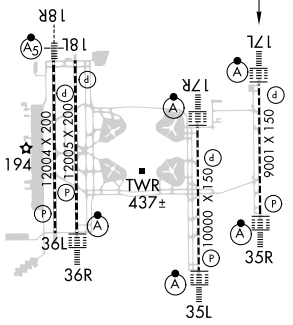
215 241 353 464 214 346

MISSED APCH FIX
140° 4 NM
PRESK 320°

ELEV 96 D TDZE 90

549

185° to RW17L

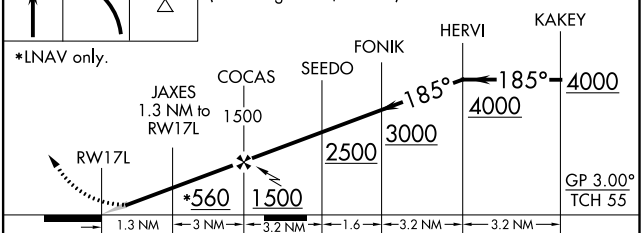


HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R,18R, 35L/R and 36R

500 | 3000 | PRESK

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	290/18 200 (200-½)			
LNAV/VNAV DA	515/48 425 (500-1)			
LNAV MDA	500/24 410 (500-½)		500/40 410 (500-¾)	
C CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 03 DEC 2020 to 31 DEC 2020
SE-3, 03 DEC 2020 to 31 DEC 2020