

WAAS CH <b>69214</b> <b>W17B</b>	APP CRS <b>185°</b>	Rwy Idg TDZE Apt Elev	<b>9000</b> <b>90</b> <b>96</b>
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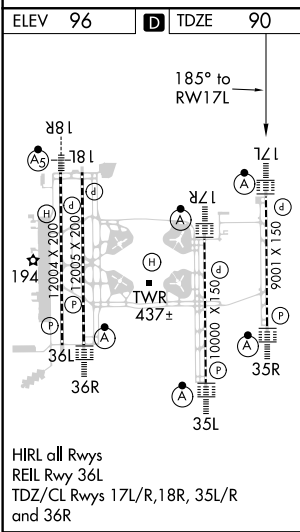
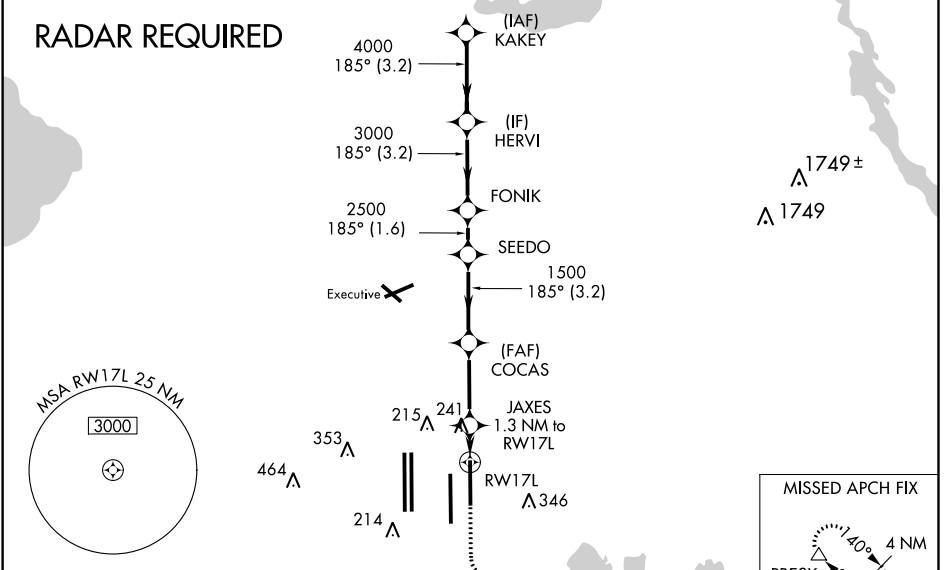
# RNAV (GPS) RWY 17L

ORLANDO INTL (MCO)

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 1½ 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 ARR <b>121.25</b> DEP <b>120.525</b>	ORLANDO APP CON <b>124.8 307.0</b>	ORLANDO TOWER <b>124.3</b> (Rwys 18L-36R, 18R-36L) <b>253.5</b> <b>118.45</b> (Rwys 17L-35R, 17R-35L) <b>253.5</b>	GND CON <b>126.4 275.8</b> (East) <b>134.7</b> <b>121.8 275.8</b> (West) <b>341.7</b>	CLNC DEL <b>134.7</b> <b>341.7</b>	CPDLC
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ELEV 96	<b>D</b> TDZE 90	△ 549		
500	3000	PRESK		
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).				
*LNAV only.				
RWY 17L	JAXES 1.3 NM to RWY 17L	COCAS 1500		
SEEDO 2500	FONIK 3000	HERVI 4000		
KAKY 4000	GP 3.00° TCH 55			
1.3 NM	3 NM	3.2 NM		
1.6 NM	3.2 NM	3.2 NM		
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)
<b>C</b> CIRCLING	740-1	644 (700-1)	740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 10 OCT 2019 to 07 NOV 2019

SE-3, 10 OCT 2019 to 07 NOV 2019