

WAAS CH 72913 W17A	APP CRS 185°	Rwy Idg 10000 TDZE 90 Apt Elev 96
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RNAV (GPS) RWY 17R

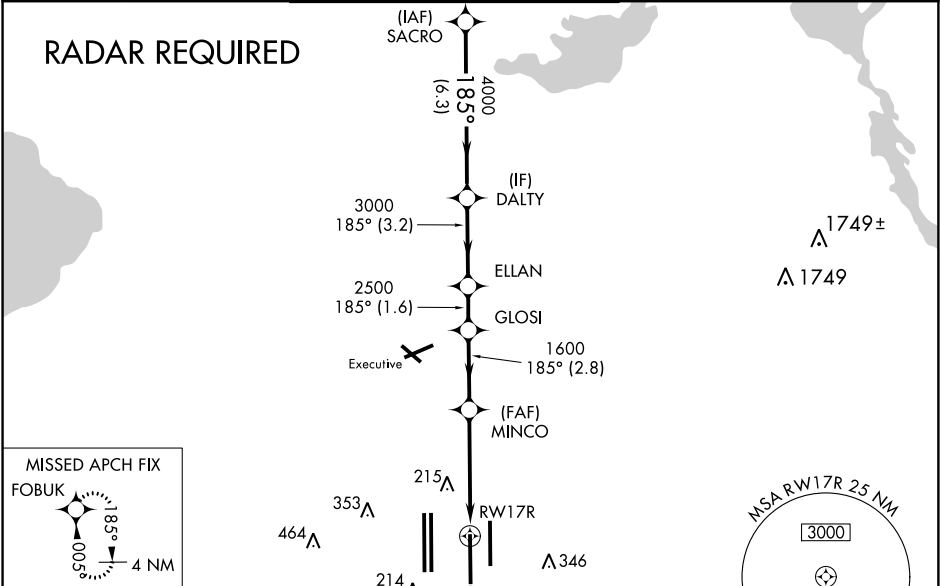
ORLANDO INTL (MCO)

▼ 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 17L and Rwy 18L, or Rwy 17L and Rwy 18R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALSF-2, increase LNAV Cats C/D visibility to 1½ mile.

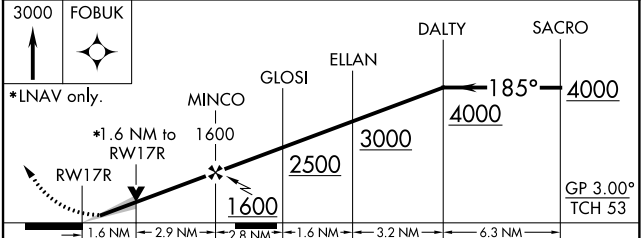
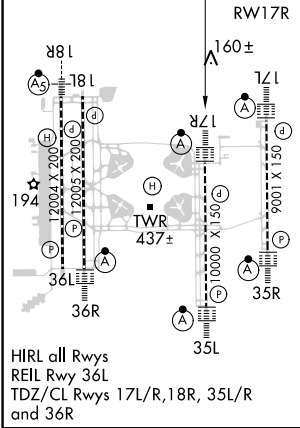
ALSF-2

MISSED APPROACH: Climb to 3000 direct FOBUK and hold.

D-ATIS ARR 121.25 DEP 120.525	ORLANDO APP CON 124.8 307.0	ORLANDO TOWER 124.3 (Rwys 18L-36R, 18R-36L) 253.5 118.45 (Rwys 17L-35R, 17R-35L) 253.5	GND CON 126.4 275.8 (East) 121.8 275.8 (West)	CLNC DEL 134.7 341.7	CPDLC
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ELEV 96	D	TDZE 90
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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)
C 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