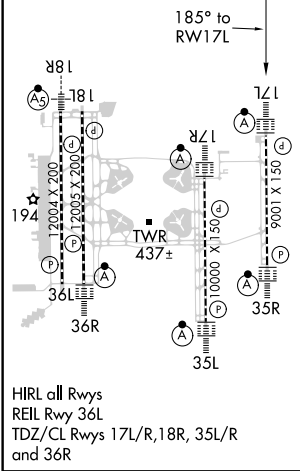
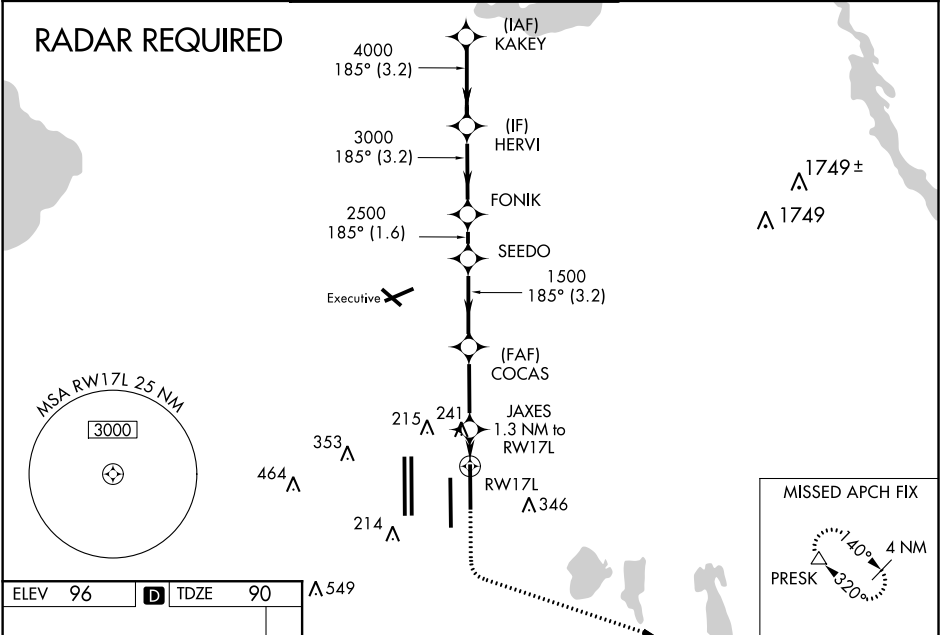


WAAS CH 69214 W17B	APP CRS 185°	Rwy Idg TDZE Apt Elev	9000 90 96
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RNAV (GPS) RWY 17L

ORLANDO INTL (MCO)

<p>▼ 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.</p>		<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct PRESK and hold, continue climb-in-hold to 3000.</p>		
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



500 3000 PRESK

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

*LNAV only.

	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, 31 DEC 2020 to 28 JAN 2021

SE-3, 31 DEC 2020 to 28 JAN 2021