

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

ORLANDO INTL (MCO)

RNP APCH-GPS.

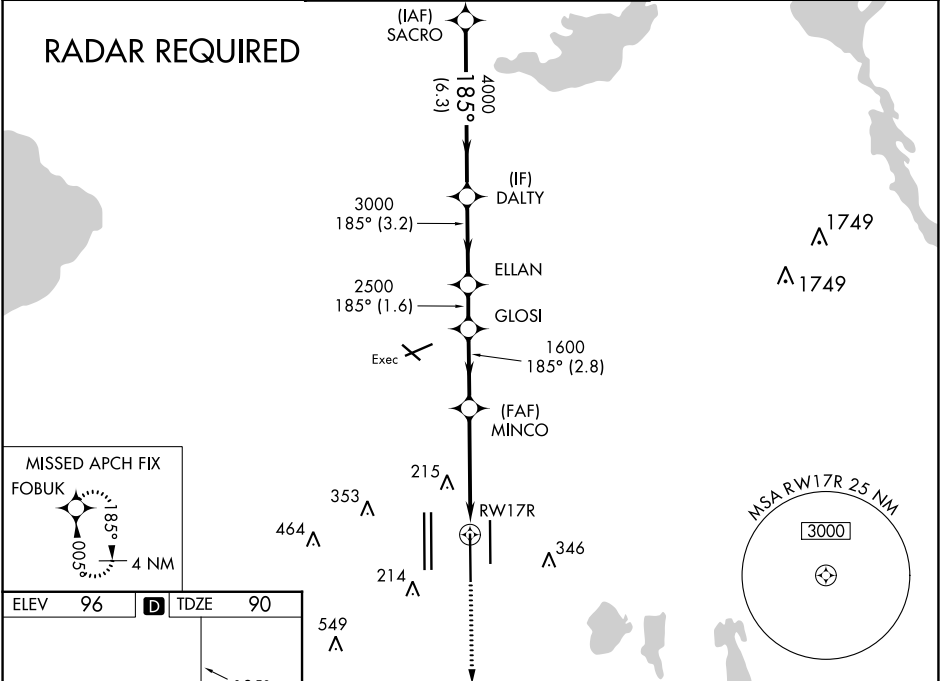
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1° C or above 54° C. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. Simultaneous approach authorized with Rwy 17L and Rwy 18L, or Rwy 17L and Rwy 18R. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV Cats C/D visibility to 1/8 SM.



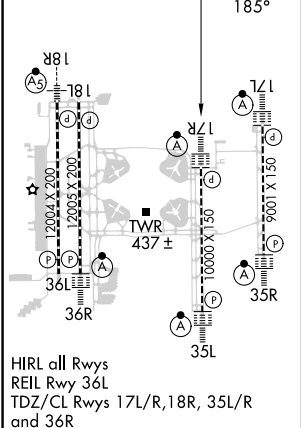
MISSED APPROACH:  
Climb to 3000 direct  
FOBUK and hold.

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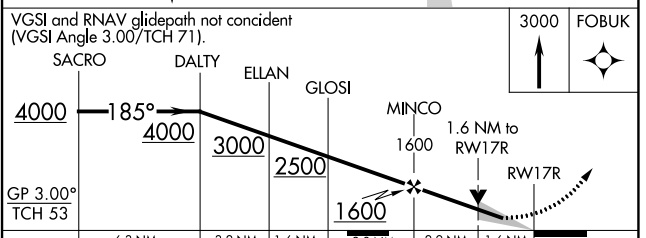
## RADAR REQUIRED



ELEV 96	<b>D</b>	TDZE 90
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HIRL all Rwys  
REIL Rwy 36L  
TDZ/CL Rwys 17L/R, 18R, 35L/R  
and 36R



CATEGORY	A	B	C	D
LPV DA		290/18	200 (200-1/2)	
LNAV/VNAV DA		526/50	436 (500-1)	
LNAV MDA	660/24	570 (600-1/2)	660-1/4	570 (600-1/4)
<b>C</b> CIRCLING	740-1	644 (700-1)	740-1/4	740-2
			644 (700-1/4)	644 (700-2)