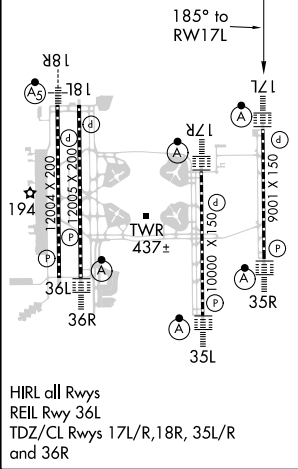
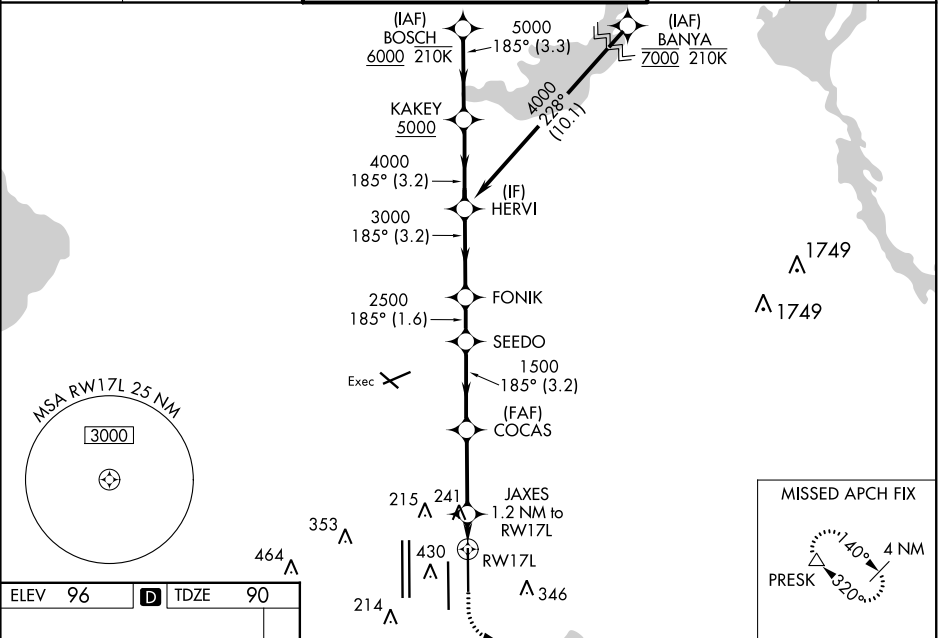


WAAS CH 69214 W17B	APP CRS 185°	Rwy Idg 9000 TDZE 90 Apt Elev 96
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RNAV (GPS) RWY 17L
ORLANDO INTL (MCO)

RNP APCH - GPS. ▼ LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. Simultaneous approach authorized with Rwy 17R and 18L, or Rwy 17R and Rwy 18R. 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. For inop ALS, increase 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 121.25 DEP 120.525	ORLANDO APP CON 124.8 307.0	ORLANDO TOWER 118.45 253.5 (Rwys 17L-35R, 17R-35L) 124.3 253.5 (Rwys 18L-36R, 18R-36L)	GND CON 126.4 (East) 121.8 (West)	CLNC DEL 134.7 341.7	CPDLC



BOSCH				VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 72).				500	3000	PRESK	
KAKEY				HERVI				↑	↘	△	
6000				185°							
5000				4000							
				FONIK							
				3000							
				2500							
				SEEDO							
				COCAS							
				1500							
				JAXES							
				1.2 NM to RW17L							
				RW17L							
GP 3.00° TCH 55											
3.3				3.2 NM				3.2 NM			
1.6 NM				3.2 NM				3 NM			
1.2 NM											
CATEGORY		A		B		C		D			
LPV	DA			290/18		200 (200-½)					
LNAV/ VNAV	DA			513/40		423 (500-¾)					
LNAV	MDA	500/24		410 (500-½)		500/40		410 (500-¾)			
CIRCLING		740-1		644 (700-1)		740-1¾ 644 (700-1¾)		740-2 644 (700-2)			

SE-3, 27 JAN 2022 to 24 FEB 2022

SE-3, 27 JAN 2022 to 24 FEB 2022