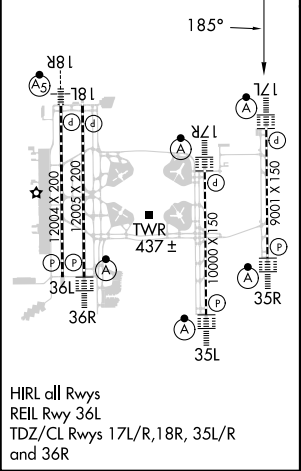
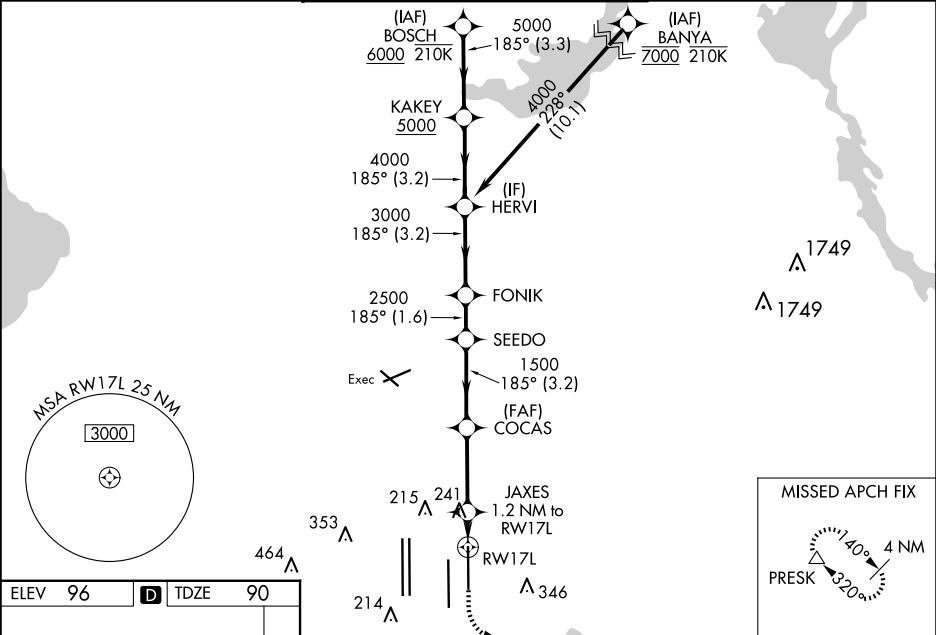


WAAS CH 69214 W17B	APP CRS 185°	Rwy Idg 9001 TDZE 90 Apt Elev 96
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RNAV (GPS) RWY 17L

ORLANDO INTL (MCO)

RNP APCH - GPS.		MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct PRESK and hold, continue climb-in-hold to 3000.	
▼ 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 	
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		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 72).		500	3000	PRESK
6000		185°		↑	↘	△
KAKEY		HERVI				
5000		FONIK				
4000		SEEDO				
3000		COCAS				
2500		JAXES				
1500		1.2 NM to RWY 17L				
540		RWY 17L				
GP 3.00°		TCH 55				
3.3		3.2 NM				
3.2 NM		1.6 NM				
3.2 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)		