

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)

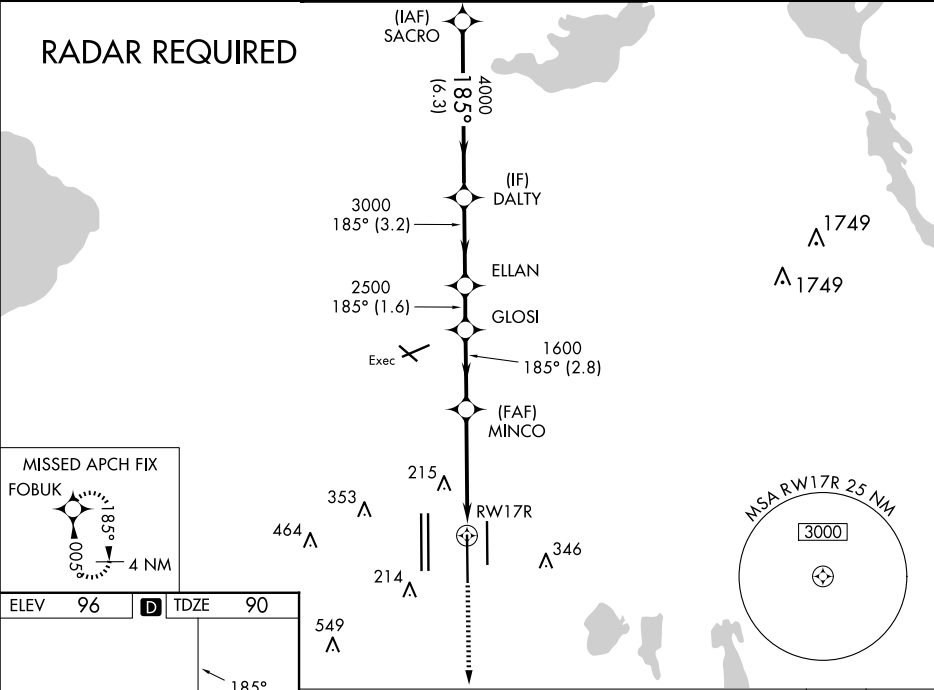
RNP APCH-GPS.

▼ 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 1½ SM.

ALSF-2

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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ELEV 96	D	TDZE 90
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).		
SACRO DALTY ELLAN GLOSI MINCO RW17R		
4000 185° 4000 3000 2500 1600 1.6 NM to RW17R		
GP 3.00° TCH 53		
6.3 NM 3.2 NM 1.6 NM 2.8 NM 2.9 NM 1.6 NM		
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)
CIRCLING	740-1 644 (700-1)	740-1¾ 644 (700-1¾) 740-2 644 (700-2)