Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 06/12/2025	APWS Task ID: 329B3BDD951E48E29F9D5452DA205B7F	APWS Project ID: 3B9EF53F2C5245AE87CF6CE2D62BFE35
Procedure: MCO JEEMY FOUR (RNAV) SID		Enroute: YES	Specialist: Bruno, John		Agreement Number:
Airport ID: KMCO			Airport City: ORLANDO		State: FL
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:
Contact Rob Hamilton 405-954-4608
WAIVER ON FILE TO NOT CHART IF ALTITUDE AT THE IF FOR RADAR VECTORS (RV).
WAIVER ON FILE TO PUBLISH ATC CLIMB GRADIENTS.
WAIVER ON FILE TO UTILIZE DEPARTURE SECTOR CRITERIA TO EVALUATE RWY 35L FOR OBSTACLES.
APPROVAL LETTER ON FILE FOR CLIMB GRADIENTS IN EXCESS OF 500 FEET PER NM.

04/02/25: THIS IS A UPDATED COPY OF THE FORM DEVELOPED ON ON 02/19/25
-EQUIPMENT REQUIREMENT NOTES - REMOVED NOTE "RADAR REQUIRED FOR NON-GPS EQUIPPED AIRCRAFT".

Data as of: 02/20/2025 10:58:10 CST

FIPC DME/DME FORM

PROCEDURE:	AIRPORT NAME:	AIRPORT ID:	SPECIAL CONTROL NO:
MCO JEEMY FOUR (RNAV) SID	ORLANDO INTL	KMCO	AG-02-283-25

FAC ID: JEEMY4	CITY: ORLANDO	ST: FL	ORIG CHART DATE: 06/12/2025

DFL TYPE:	THIRD PARTY:	EST. TIME ON SITE:	REIMB. NUMBER:	PTS TASK ID:
PROC/D	☐ YES	1.0		329B3BDD951E48E29F9D5452DA205B7F

PREFLIGHT NOTES

REVIEWER: ryan caramanica	DATE: 03/15/2025
COMMENTS:	CHECK ONE: ☐ FLT CK REQ ☒ NFCR ☐ REJECT

	YES	NO
CPV COMPLETE?	X	

PROCEDURE RESULTS

INSPECTION DATE:	CREW #:	N #:	INSTRUMENT PROCEDURE STATUS:	ARINC CODING:
03/15/2025	VN532		☒ SAT ☐ SAT W/CHANGES ☐ UNSAT	☒ SAT ☐ SAT/GOLD ☐ UNSAT

FLIGHT INSPECTOR SIGNATURE:	PRINTED NAME:	NOTAM INITIATED?
ryan caramanica @ 03/15/2025 10:58	CARAMANICA, RYAN DANIEL	☐ YES ☒ NO

FLIGHT INSPECTOR REMARKS:

Ground evaluation of amended procedure, Special Number; AG-02-283-25, ORLANDO INTL (MCO), Orlando, FL, JEEMY FOUR DEPATURE (RNAV) SID, Amdt 4, Sat. Changes to climb gradient, and altitude restrictions were ATC requested for airspace and traffic flow, no obstacle changes. Verified adjusted RNAV points in JMCO 2502C database. No changes require an airborne evaluation. Procedure as amended is Satisfactory.

DME/DME STATUS:	SPECIALIST SIGNATURE:	PRINTED NAME:
☒ SAT ☐ UNSAT	steven s-ctr rager @ 03/19/2025 11:06	Steven Rager

SPECIALIST REMARKS:

No Post Flight DME-DME analysis necessary. No change to procedure required airborne eval.

IN-FLIGHT OBSTACLE REPORT

OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:

FIPC DME/DME FORM

PROCEDURE:	AIRPORT NAME:	AIRPORT ID:	SPECIAL CONTROL NO:
MCO JEEMY FOUR (RNAV) SID	ORLANDO INTL	KMCO	AG-02-283-25

FAC ID: JEEMY4	CITY: ORLANDO	ST: FL	ORIG CHART DATE: 06/12/2025

DFL TYPE:	THIRD PARTY:	EST. TIME ON SITE:	REIMB. NUMBER:	PTS TASK ID:
PROC/D	☐ YES	1.0		329B3BDD951E48E29F9D5452DA205B7F

PREFLIGHT NOTES

REVIEWER: ryan caramanica	DATE: 03/15/2025
COMMENTS:	CHECK ONE: ☐ FLT CK REQ ☒ NFCR ☐ REJECT

	YES	NO
CPV COMPLETE?	X	

PROCEDURE RESULTS

INSPECTION DATE:	CREW #:	N #:	INSTRUMENT PROCEDURE STATUS:	ARINC CODING:
03/15/2025	VN532		☒ SAT ☐ SAT W/CHANGES ☐ UNSAT	☒ SAT ☐ SAT/GOLD ☐ UNSAT

FLIGHT INSPECTOR SIGNATURE:	PRINTED NAME:	NOTAM INITIATED?
ryan caramanica @ 03/15/2025 10:58	CARAMANICA, RYAN DANIEL	☐ YES ☒ NO

FLIGHT INSPECTOR REMARKS:

Ground evaluation of amended procedure, Special Number; AG-02-283-25, ORLANDO INTL (MCO), Orlando, FL, JEEMY FOUR DEPATURE (RNAV) SID, Amdt 4, Sat. Changes to climb gradient, and altitude restrictions were ATC requested for airspace and traffic flow, no obstacle changes. Verified adjusted RNAV points in JMCO 2502C database. No changes require an airborne evaluation. Procedure as amended is Satisfactory.

DME/DME STATUS:	SPECIALIST SIGNATURE:	PRINTED NAME:
☐ SAT ☐ UNSAT		

SPECIALIST REMARKS:

IN-FLIGHT OBSTACLE REPORT

OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:

JEEMY FOUR DEPARTURE (RNAV)

ORLANDO, FLORIDA

TOP ALTITUDE:
RWY 17L/R, RWY 18L/R: 7000
RWY 35L/R, RWY 36L/R: 16000

D-ATIS DEP 120.525
CLNC DEL 134.7 341.7
CPDLC
GND CON 126.4 (East) 121.8 (West)
ORLANDO TOWER 118.45 253.5 (Rwys 17L-35R,17R-35L) 124.3 253.5 (Rwys 18L-36R, 18R-36L)
ORLANDO DEP CON 124.8 307.0 (North) 120.15 284.7 (South)

TAKEOFF MINIMUMS
Rwys 17L/R, 18L/R, 35L/R, 36L/R: Standard with minimum climb of 500'/NM to 596.

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.
RADAR required for non-GPS equipped aircraft.

PAINN
12000 *1600 (19)
ACCHE
8000 *2100 (355°T) (29) 001°
JEEMY 16000
(354°T) (9) 360°
MDUSA
(350°T) (13) 356°
SNOBE
(323°T) 329° (8)
ALLOH 7000
EXEC
(347°T) (7) 353°
CHUKG 7000
(336°T) (4) 342°
BIGSE
(353°T) (5) 359°
(350°T) (5) 356°
HANDD 3000 230K
EARRS 3000 230K
(358°T) (2) 004°
JIRAN 3000
(369°T) (2) 900°
(369°T) (2) 900°
(004°T) (2) 010°
KYOTE 2300
FACTS 2300
JWOLF 2600
596 596
(359°T) 005°
(359°T) 005°
(031°T) 037°
(028°T) 032°
(359°T) 005°
(359°T) 005°
(179°T) 185°
(179°T) 185°
(179°T) 185°
(179°T) 185°
(203°T) 202°
(208°T) 214°
(148°T) 154°
(162°T) 168°
(231°T) 237°
VILNS 1500
(134°T) 140°
KAAPE 1500

PROTOTYPE-
NOT
FOR NAVIGATION

NOTE: Jet aircraft only.
NOTE: KDED airport, extensive parachute and flight training operations at/below 13500.

MSA KMCO 25 NM
3000

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 17L: Climb on heading 185° to intercept course 168° to cross KAAPE at or above 1500, then on track 140°, for vectors to MDUSA, thence. . . .
TAKEOFF RUNWAY 17R: Climb on heading 185° to intercept course 154° to cross KAAPE at or above 1500, then on track 140°, for vectors to MDUSA, thence. . . .
TAKEOFF RUNWAY 18L: Climb on heading 185° to intercept course 214° to cross VILNS at or above 1500, then on track 237°, for vectors to MDUSA, thence. . . .
TAKEOFF RUNWAY 18R: Climb on heading 185° to intercept course 209° to cross VILNS at or above 1500, then on track 237°, for vectors to MDUSA, thence. . . .
TAKEOFF RUNWAY 35L: Climb on heading 005° to intercept course 037° to cross JWOLF at or above 2600, then on track 010° to cross JIRAN at or above 3000, then on track 004° to BIGSE, then on track 342° to cross ALOHH at or below 7000, then on track 329° to SNOBE, then on track 356° to MDUSA, thence. . . .
TAKEOFF RUNWAY 35R: Climb on heading 005° to intercept course 032° to cross JWOLF at or above 2600, then on track 10° to cross JIRAN at or above 3000, then on track 004° to BIGSE, then on track 342° to cross ALOHH at or below 7000, then on track 329° to SNOBE, then on track 356° to MDUSA, thence. . . .
TAKEOFF RUNWAY 36L: Climb on heading 005° to 596, then direct KYOTE at or above 2300, then on track 006° to cross EARRS at or above 3000 and at or below 230K, then on track 359° to cross CHUKG at or below 7000, then on track 353° to SNOBE, then on track 356° to MDUSA, thence. . . .
TAKEOFF RUNWAY 36R: Climb on heading 005° to 596, then direct FACTS at or above 2300, then on track 006° to cross HANDD at or above 3000 and at or below 230K, then on track 356° to cross CHUKG at or below 7000, then on track 353° to SNOBE, then on track 356° to MDUSA, thence. . . .

. . . . then on track 360° to cross JEEMY at or above 16000, then on transition, RUNWAY 17L/R, 18L/R maintain 7000, RUNWAY 35L/R, 36L/R maintain 16000, expect filed altitude 10 minutes after departure.

ALL AIRCRAFT: ATC climb gradients: If unable to accept climb rates advise ATC prior to taxi. RUNWAY 35R: 548'/NM to 2600, RUNWAY 36L: 599'/NM to 2300, RUNWAY 36R: 589'/NM to 2300.

PAINN TRANSITION (JEEMY4.PAINN)

OLD

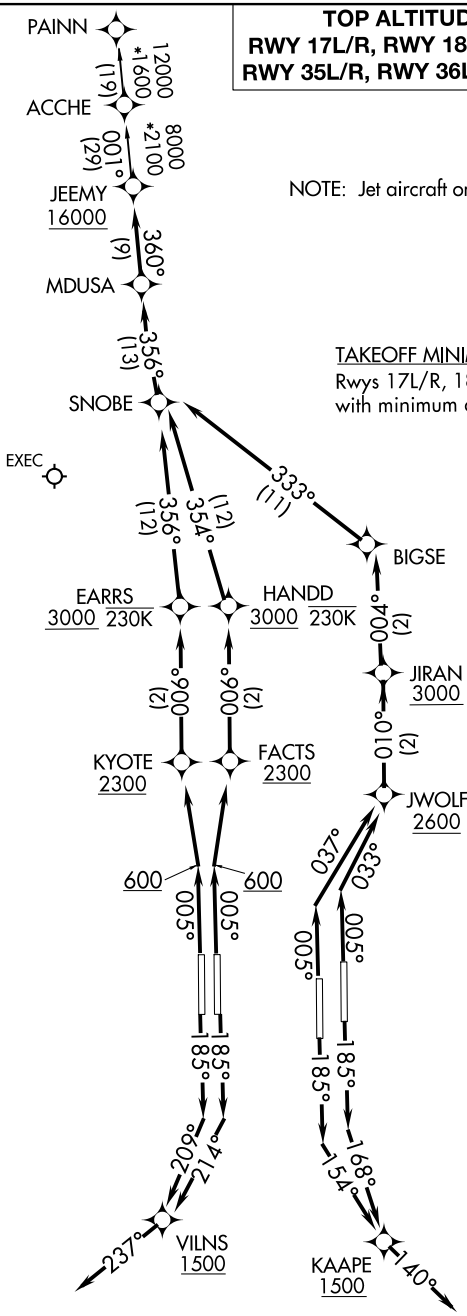
TOP ALTITUDE:
RWY 17L/R, RWY 18L/R: 7000
RWY 35L/R, RWY 36L/R: 16000

D-ATIS DEP 120.525
CLNC DEL 134.7 341.7
CPDLC
GND CON
126.4 (East)
121.8 (West)
ORLANDO TOWER
118.45 253.5
(Rwys 17L-35R,17R-35L)
124.3 253.5
(Rwys 18L-36R, 18R-36L)
ORLANDO DEP CON
124.8 307.0 (North)
120.15 284.7 (South)

NOTE: Jet aircraft only.

TAKEOFF MINIMUMS
Rwys 17L/R, 18L/R, 35L/R, 36L/R: Standard with minimum climb of 500' per NM to 600.

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

OLD

SE-3, 28 NOV 2024 to 26 DEC 2024
SE-3, 28 NOV 2024 to 26 DEC 2024

OLD

DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 17L: Climb on heading 185° to intercept course 168° to cross KAAPE at or above 1500, then on track 140°, for vectors to MDUSA, thence. . . .
TAKEOFF RUNWAY 17R: Climb on heading 185° to intercept course 154° to cross KAAPE at or above 1500, then on track 140°, for vectors to MDUSA, thence. . . .
TAKEOFF RUNWAY 18L: Climb on heading 185° to intercept course 214° to cross VILNS at or above 1500, then on track 237°, for vectors to MDUSA, thence. . . .
TAKEOFF RUNWAY 18R: Climb on heading 185° to intercept course 209° to cross VILNS at or above 1500, then on track 237°, for vectors to MDUSA, thence. . . .
TAKEOFF RUNWAY 35L: Climb on heading 005° to intercept course 037° to cross JWOLF at or above 2600, then on track 010° to cross JIRAN at or above 3000, then on track 004° to BIGSE, then on track 333° to SNOBE, then on track 356° to MDUSA, thence. . . .
TAKEOFF RUNWAY 35R: Climb on heading 005° to intercept course 033° to cross JWOLF at or above 2600, then on track 010° to cross JIRAN at or above 3000, then on track 004° to BIGSE, then on track 333° to SNOBE, then on track 356° to MDUSA, thence. . . .
TAKEOFF RUNWAY 36L: Climb on heading 005° to 600, then direct KYOTE to cross at or above 2300, then on track 006° to cross EARRS at or above 3000 and at or below 230K, then on track 356° to SNOBE, then on track 356° to MDUSA, thence. . . .
TAKEOFF RUNWAY 36R: Climb on heading 005° to 600, then direct FACTS to cross at or above 2300, then on track 006° to cross HANDD at or above 3000 and at or below 230K, then on track 354° to SNOBE, then on track 356° to MDUSA, thence. . . .

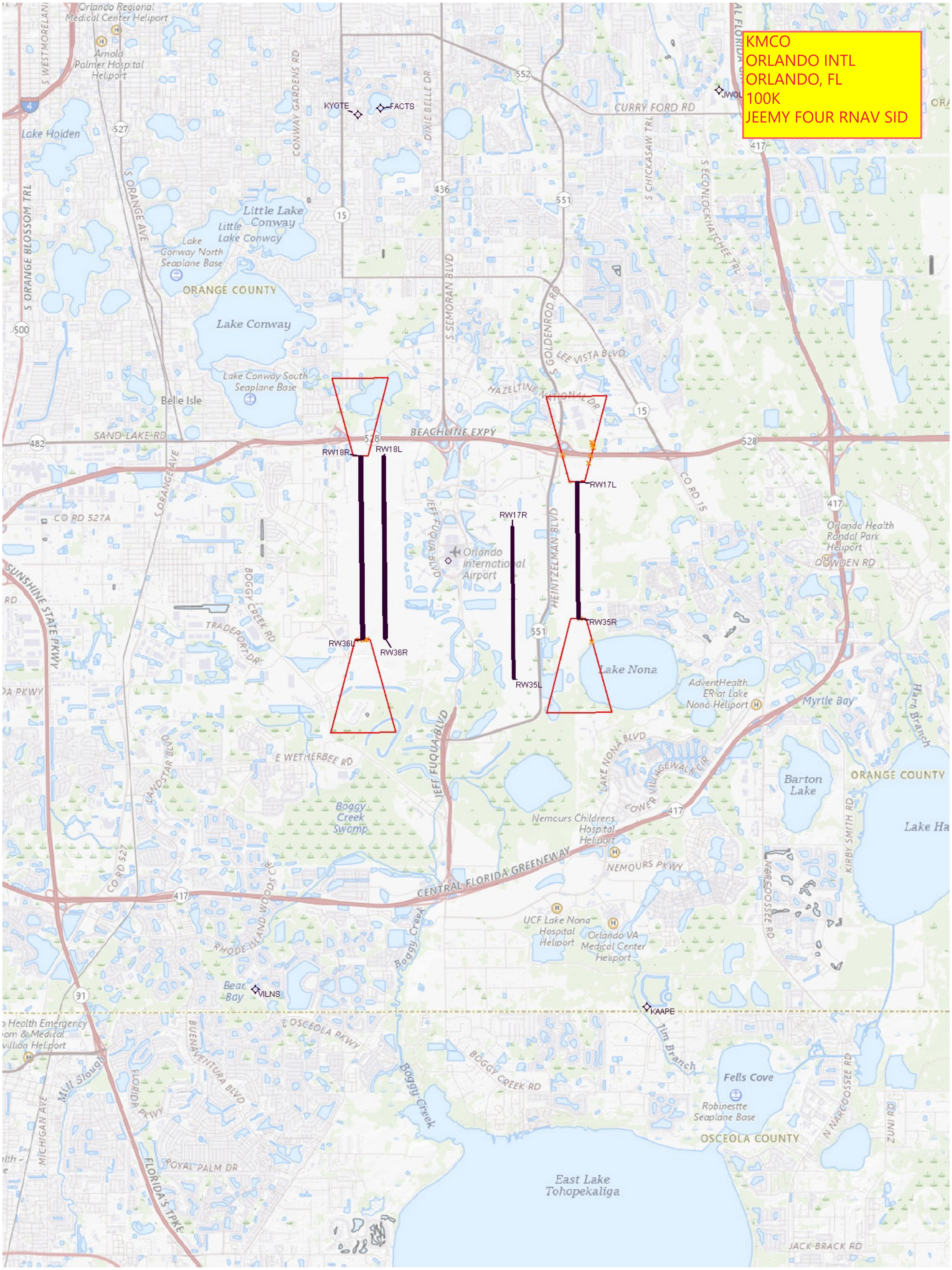
. . . . on track 360° to cross JEEMY at or above 16000, then on assigned transition, RUNWAY 17L/R, 18L/R maintain 7000, RUNWAY 35L/R, 36L/R maintain 16000, expect filed altitude 10 minutes after departure.

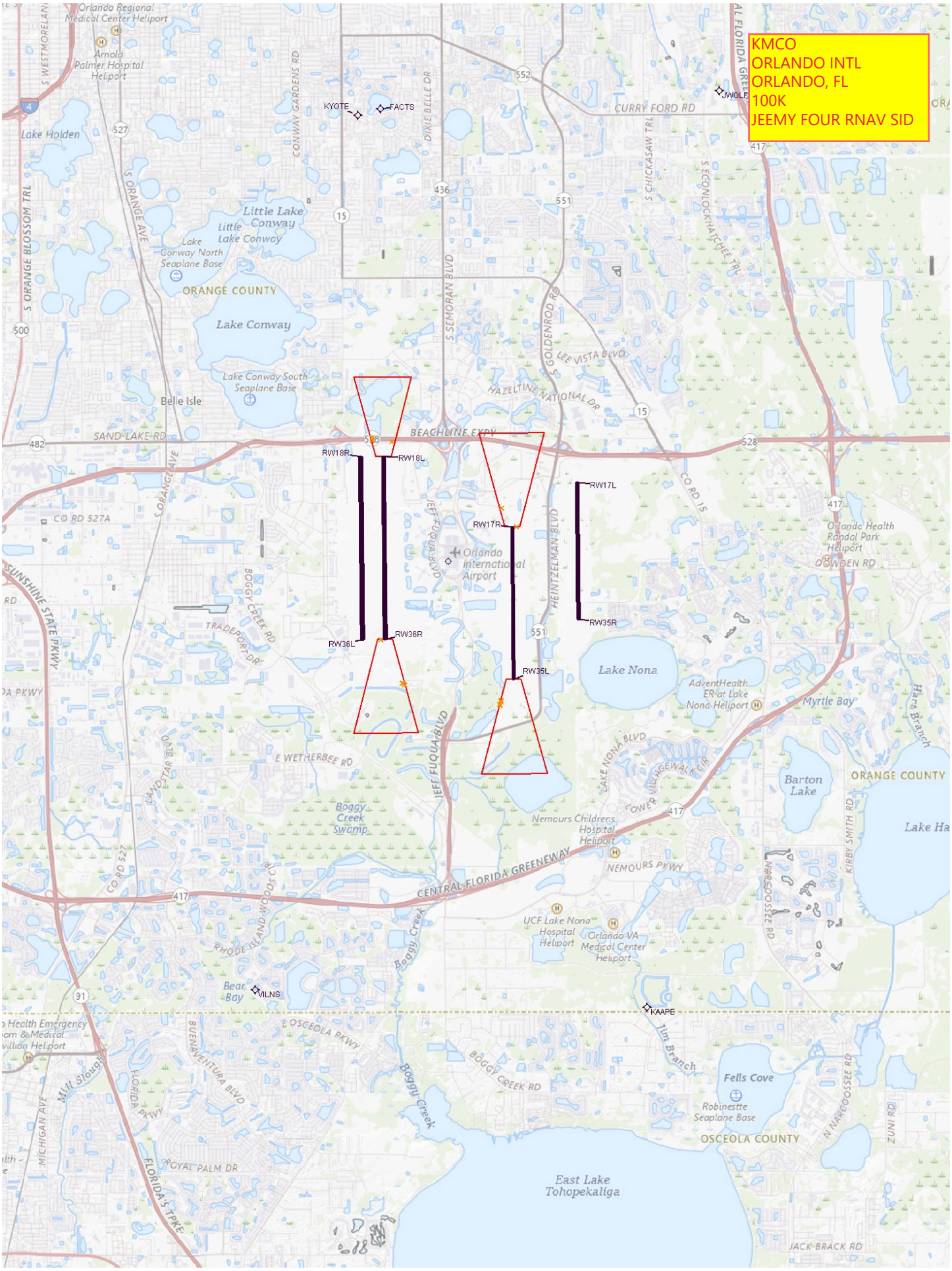
ALL AIRCRAFT: ATC climb gradients: If unable to accept climb rates advise ATC prior to taxi. RUNWAY 35R: 566 FT/NM to 2600, RUNWAY 36L: 637 FT/NM to 2300, RUNWAY 36R: 621 FT/NM to 2300.

PAINN TRANSITION (JEEMY3.PAINN)

OLD

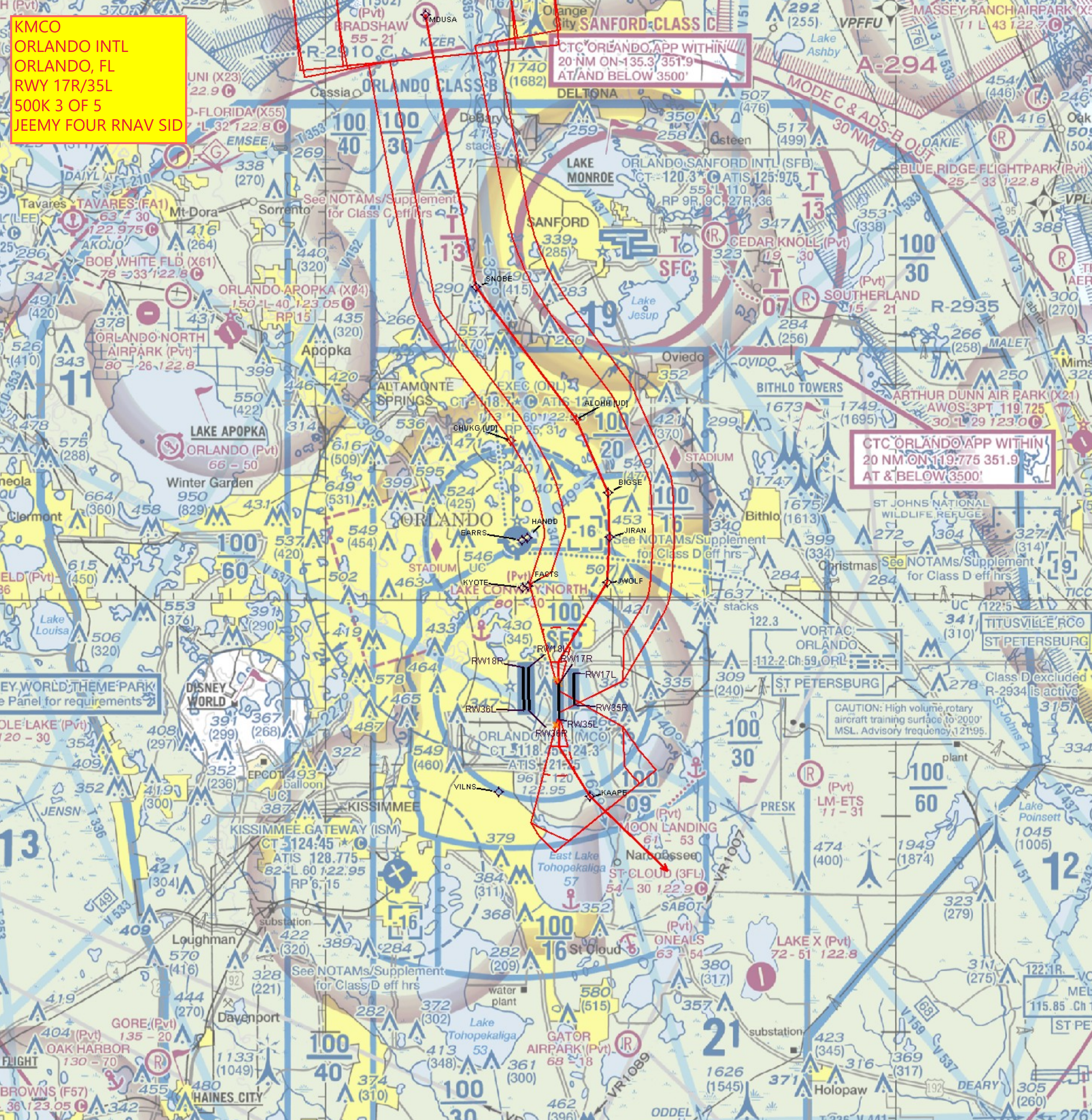
SE-3, 28 NOV 2024 to 26 DEC 2024


KMCO
ORLANDO INTL
ORLANDO, FL
100K
JEEMY FOUR RNAV SID
KYOTE
FACTS
JWOL
VILNS
KAAPE
RW18R
RW18L
RW17R
RW17L
RW36L
RW36R
RW35L
RW35R
Orlando International Airport
Orlando Regional Medical Center Heliport
Arnold Palmer Hospital Heliport
Lake Holden
Little Lake Conway
Little Lake Conway
Lake Conway North Seaplane Base
ORANGE COUNTY
Lake Conway
Lake Conway South Seaplane Base
Belle Isle
SAND LAKE RD
BEACHLINE EXPY
CURRY FORD RD
HAZELTINE NATIONAL DR
LEE VISTA BLVD
S GOLDENROD RD
S SEMORAN BLVD
CONWAY GARDENS RD
DIXIE BELLE DR
S CHICKASAW TRL
S ECONLOCKHATCHEE TRL
S ORANGE BLOSSOM TRL
S ORANGE AVE
S WESTMORELAND
CO RD 527A
SUNSHINE STATE PKWY
TRADEPORT DR
BOGGY CREEK RD
JEFF FUQUA BLVD
HEINTZELMAN BLVD
CO RD 15
Lake Nona
AdventHealth ER at Lake Nona Heliport
Orlando Health Randal Park Heliport
DOWDEN RD
Myrtle Bay
Hart Branch
Barton Lake
ORANGE COUNTY
E WETHERBEE RD
LANDSTAR BLVD
Boggy Creek Swamp
LAKE NONA BLVD
LOWER VILLAGE WALK CIR
Nemours Childrens Hospital Heliport
NEMOURS PKWY
CENTRAL FLORIDA GREENEWAY
CO RD 527
RHODE ISLAND WOODS CIR
UCF Lake Nona Hospital Heliport
Orlando VA Medical Center Heliport
Boggy Creek
Bear Bay
E OSCEOLA PKWY
BUENAVENTURA BLVD
FLORIDA PKWY
Mill Slough
MICHIGAN AVE
BOGGY CREEK RD
Jim Branch
Fells Cove
Robinestte Seaplane Base
OSCEOLA COUNTY
N NARCOOSSEE RD
KIRBY SMITH RD
ZUNI RD
ROYAL PALM DR
FLORIDA'S TPKE
East Lake Tohopekaliga
JACK BRACK RD


KMCO
ORLANDO INTL
ORLANDO, FL
100K
JEEMY FOUR RNAV SID
KYOTE
FACTS
JWOLF
RW18R
RW18L
RW17L
RW17R
RW36L
RW36R
RW35L
RW35R
VILNS
KAAPE
Orlando Regional Medical Center Heliport
Arnold Palmer Hospital Heliport
Lake Holden
Little Lake Conway
Lake Conway North Seaplane Base
ORANGE COUNTY
Lake Conway
Lake Conway South Seaplane Base
Belle Isle
SAND LAKE RD
BEACHLINE EXPY
CURRY FORD RD
S ORANGE BLOSSOM TRL
S ORANGE AVE
CONWAY GARDENS RD
DIXIE BELLE DR
S SEMORAN BLVD
S GOLDENROD RD
LEE VISTA BLVD
HAZELTINE NATIONAL DR
S CHICKASAW TRL
S ECONLOCKHATCHEE TRL
CO RD 15
CO RD 527A
JEFF FUQUA BLVD
HEINTZELMAN BLVD
Orlando International Airport
Orlando Health Randal Park Heliport
OWDEN RD
SUNSHINE STATE PKWY
TRADEPORT DR
BOGGY CREEK RD
Lake Nona
AdventHealth ER at Lake Nona Heliport
Myrtle Bay
LAKE NONA BLVD
VILLAGEWALK CIR
E WETHERBEE RD
LAYDEN STAR BLVD
Boggy Creek Swamp
Barton Lake
ORANGE COUNTY
Nemours Childrens Hospital Heliport
NEMOURS PKWY
KIRBY SMITH RD
CENTRAL FLORIDA GREENEWAY
CO RD 527
RHODE ISLAND WOODS CT
UCF Lake Nona Hospital Heliport
Orlando VA Medical Center Heliport
Bear Bay
Boggy Creek
E OSCEOLA PKWY
BUENAVENTURA BLVD
FLORIDA PKWY
MICHIGAN AVE
Mill Slough
ROYAL PALM DR
FLORIDA'S TPKE
Tim Branch
BOGGY CREEK RD
Fells Cove
Robinette Seaplane Base
OSCEOLA COUNTY
N NARCOOSSEE RD
ZUNI RD
East Lake Tohopekaliga
JACK BRACK RD


KMCO
ORLANDO INTL
ORLANDO, FL
RWY 18R/36L
500K 1 OF 5
JEEMY FOUR RNAV SID
MDUSA
SNOBE
ALOHH [UD]
CHUKG [UD]
BIGSE
HANDD
EARRS
JIRAN
FACTS
KYOTE
JWOLF
RW18L
RW18R
RW17R
RW17L
RW35R
RW36L
RW35L
RW36R
YILNS
KAAPE
CTC ORLANDO APP WITHIN 20 NM ON 135.3 351.9 AT AND BELOW 3500'
CTC ORLANDO APP WITHIN 20 NM ON 119.775 351.9 AT & BELOW 3500'
ORLANDO CLASS B
SANFORD CLASS C
CAUTION: High volume rotary aircraft training surface to 2000' MSL. Advisory frequency 121.95.

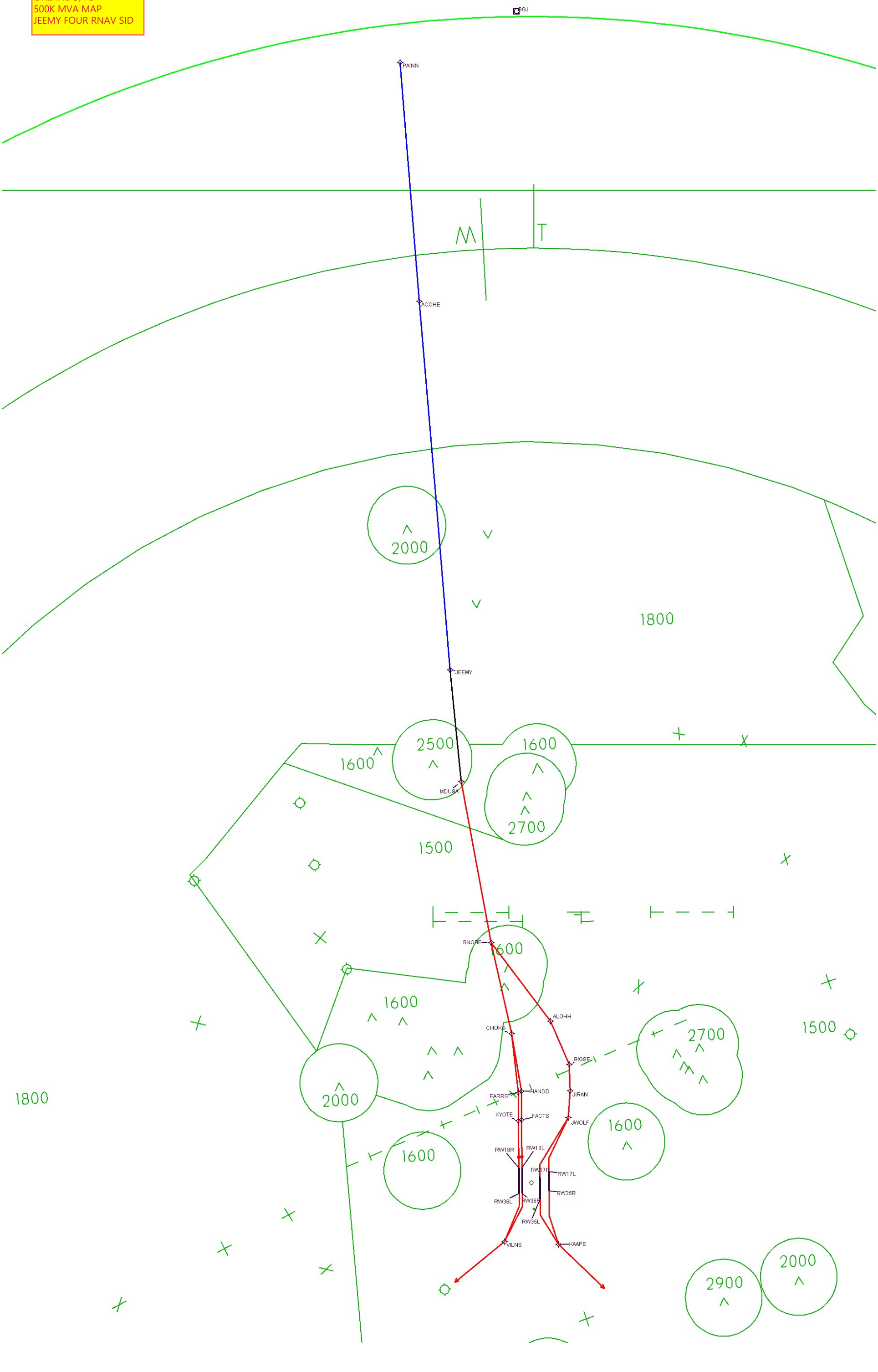

KMCO
ORLANDO INTL
ORLANDO, FL
RWY 18L/36R
500K 2 OF 5
JEEMY FOUR RNAV SID
CTC ORLANDO APP WITHIN 20 NM ON 135.3 351.9 AT AND BELOW 3500'
CTC ORLANDO APP WITHIN 20 NM ON 119.775 351.9 AT & BELOW 3500'
ORLANDO CLASS B
SANFORD CLASS C
MODE C & ADS-B OUT 30 NM
See NOTAMs/Supplement for Class D eff hrs
CAUTION: High volume rotary aircraft training surface to 2000' MSL. Advisory frequency 121.95
Class D excluded R-2934 is active
MDUSA
SNOBE
ALOHH [UD]
CHUKG [UD]
BIGSE
HANDD
EARRS
JIRAN
KYOTE
FACTS
JWOLF
VILNS
KAAPE
RW18R
RW18L
RW17R
RW17L
RW36L
RW35R
RW36R
RW35L
ORLANDO
SANFORD
DELTONA
Apopka
Winter Garden
Clermont
Oviedo
Bithlo
Christmas
Mt Dora
Tavares
Sorrento
Deland
Osteen
Cassia
Loughman
Davenport
Haines City
Winter Haven
Kissimmee
Narcoossee
St Cloud
Holopaw
Edgewater
Oak
Orange City
Lake Monroe
Lake Apopka
Lake Jesup
Lake Ashby
Lake Louisa
Lake Tohopekaliga
East Lake Tohopekaliga
Lake Poinsett
ORLANDO APOPKA (XØ4)
ORLANDO NORTH AIRPARK (Pvt)
BOB WHITE FLD (X61)
TAVARES (FA1)
FLORIDA (X55)
BRADSHAW
ORLANDO EXECUTIVE (ORL)
ORLANDO SANFORD INTL (SFB)
CEDAR KNOLL (Pvt)
SOUTHERLAND (Pvt)
BLUE RIDGE FLIGHTPARK (Pvt)
ARTHUR DUNN AIR PARK (X21)
MASSEY RANCH AIRPARK (X5)
BITHLO TOWERS
ST JOHNS NATIONAL WILDLIFE REFUGE
LAKE APOPKA ORLANDO (Pvt)
LAKE CONWAY NORTH
STADIUM
VORTAC ORLANDO 112.2 Ch 59 ORL
ST PETERSBURG
TITUSVILLE RCO
ST PETERSBURG
DISNEY WORLD
EPCOT
KISSIMMEE GATEWAY (ISM)
MOON LANDING (Pvt)
ST CLOUD (3FL)
ONEALS (Pvt)
LAKE X (Pvt)
LM-ETS (Pvt)
PRESK
SABOT
GATOR AIRPARK (Pvt)
OAK HARBOR (Pvt)
GORE (Pvt)
GAMEBIRD GROVES
ODDEL
DEARY
OAKIE
MALET
OVIDO
AKOJO
EMSEE
DAIYL
VPFFU
VPLL
A-294
R-2910C
R-2935
V51
V3
V437
V152
V353
V533
V68
V159
V192
V1089
V1006
V1007
V441
V336
V192


KMCO
ORLANDO INTL
ORLANDO, FL
RWY 17R/35L
500K 3 OF 5
JEEMY FOUR RNAV SID
MDUSA
SNOBE
ALOHH [UD]
CHUKG [UD]
BIGSE
HANDD
EARRS
JIRAN
FACTS
KYOTE
JWOLF
RW18L
RW17R
RW18R
RW17L
RW36L
RW35R
RW35L
RW36R
VILNS
KAAPE
ORLANDO CLASS B
SANFORD CLASS C
CTC ORLANDO APP WITHIN
20 NM ON 135.3 351.9
AT AND BELOW 3500'
CTC ORLANDO APP WITHIN
20 NM ON 119.775 351.9
AT & BELOW 3500'
ORLANDO SANFORD INTL (SFB)
EXEC (ORL)
ORLANDO (MCO)
KISSIMMEE GATEWAY (ISM)
VORTAC ORLANDO
112.2 Ch 59 ORL
CAUTION: High volume rotary aircraft training surface to 2000' MSL. Advisory frequency 121.95.


KMCO
ORLANDO INTL
ORLANDO, FL
RWY 17L/35R
500K 4 OF 5
JEEMY FOUR RNAV SID
MDUSA
SNOBE
ALOHH [UD]
CHUKG [UD]
BIGSE
HANDD
EARRS
JIRAN
FACTS
KYOTE
JWOLF
RW18L
RW18R
RW17R
RW17L
RW35R
RW36L
RW35L
RW36R
VILNS
KAAPE
ORLANDO CLASS B
SANFORD CLASS C
CTC ORLANDO APP WITHIN 20 NM ON 135.3 351.9 AT AND BELOW 3500'
CTC ORLANDO APP WITHIN 20 NM ON 119.775 351.9 AT & BELOW 3500'
CAUTION: High volume rotary aircraft training surface to 2000' MSL. Advisory frequency 121.95.


KMCO
ORLANDO INTL
ORLANDO, FL
500K 5 OF 5
JEEMY FOUR RNAV SID
ACCHE to PAINN TOWER (512) 12-002403
JEEMY to ACCHE TOWER (1048) 12-002467
Vector SID Controller TOWER (1549) 12-002313
CAUTION: High volume of flight training surface to 4000' MSL
A-293
A-294
CTC DAYTONA BEACH APP WITHIN 20 NM ON 125.8 269.075 AT & BELOW 3500'
CTC ORLANDO APP WITHIN 20 NM ON 135.3 351.9 AT AND BELOW 3500'
DAYTONA BEACH CLASS C
ORLANDO CLASS B
SANFORD CLASS C
SPECIAL MILITARY ACTIVITY
FOR IR32, IR33 CTC GAINESVILLE
ON 122.3 FOR ACTIVITY STATUS
See NOTAMs/Supplement for Class D eff hrs
See NOTAMs/Supplement for Class D/E (sfc) eff hrs
See NOTAMs/Supplement for Class D/E (sfc) eff hrs
PALATKA 2 MOA EXCLUDES AIRSPACE WITHIN R-2906 & R-2907 B WHEN ACTIVE
PALATKA 1 MOA EXCLUDES THE AIRSPACE WITHIN R-2907 A & B WHEN ACTIVE
R-2906
R-2907 B & C
R-2907A
R-2910 D & E
R-2910 A
R-2910 B
R-2910 C
LAKE GEORGE
LAKE DISSTON
LAKE WOODRUFF NATIONAL WILDLIFE REFUGE
ORMOND BEACH MUNI (OMN)
FLAGLER EXEC (FIN)
DELAND MUNI-SIDNEY H TAYLOR FLD (DED)
ORLANDO SANFORD INTL (SFB)
DAYTONA
SFC SPEEDWAY
HIGH BRIDGE
PALM COAST
Daytona Beach
Ormond Beach
Flagler Beach
Crescent Beach
St Augustine
St Augustine Beach
Vilano Beach
Palatka
Hollister
Satsuma
Welaka
Salt Springs
Georgetown
Crescent City
Elkton
Hastings
Summer Haven
Bunnell
De Land
Deltona
Lake Helen
Orange City
Astor
Altoona
Umatilla
Eustis
Cassia
Osteen
Starkes Ferry
Florahome
Interlachen
Carraway
Espanola
Tocoi
West Tocoi
PAINN
ACCHE
JEEMY
MDUSA
KIZER
GUANO
VPEGV
VPJMY
VPDFI
VPBEC
VPCJA
VPFFU
FOXAM
MMKAY
MRUTT
SUUGR
PALATKA MUNI/LT KAY LARKIN FLD (28J)
AWOS-3 119.925
DAYTONA BEACH INTL (DAB)
ATIS 119.625
ATIS 128.325
ATIS 118.475
CT 118.95
CT 119.075
AWOS-3 119.575
UMATILLA MUNI (X23)
MID-FLORIDA (X55)
DEEP WOODS RANCH (Pvt)
CROSS CREEK FARMS (Pvt)
LAFAYETTE LANDINGS (Pvt)
THE 2A RANCH (Pvt)
SKINNERS WHOLESALE NURSERY (Pvt)
THUNDERBIRD AIR PARK (Pvt)
POMONA LANDING (Pvt)
OAK RIDGE (Pvt)
HUTSON AIRFIELD (Pvt)
FRONTIER (Pvt)
BYRD AIR FLD (Pvt)
REYNOLDS (Pvt)
HALLER AIRPARK (Pvt)
EARLE AIRPARK (Pvt)
JIM FINLAY FARM (Pvt)
MOUNT ROYAL (Pvt)
EAGLES NEST AERODROME (Pvt)
MORNINGWOOD (Pvt)
LAKE DISSTON PIERSON MUNI (2J8)
DELAND MUNI-SIDNEY H TAYLOR FLD (DED)
SPRUCE CREEK (Pvt)
FLYING 4 RANCH (Pvt)
COE FLD (Pvt)
ROCKIN G RANCH (Pvt)
LOVE FLD (Pvt)
FLYING H (Pvt)
HALIFAX RIVER (F1)
SANDY LAKES AIRPARK (Pvt)
USFS (Emerg only)
ANASTASIA ISLAND
JUNIPER PRAIRIE WILDERNESS
LITTLE LAKE GEORGE WILDERNESS
BILLIES BAY WILDERNESS
ALEXANDER SPRINGS WILDERNESS
MODE C & ADS-B OUT
30 NM

KMCO
ORLANDO INTL
ORLANDO, FL
500K MVA MAP
JEEMY FOUR RNAV SID



FLIGHT PROCEDURE STANDARDS WAIVER

1. FLIGHT PROCEDURE IDENTIFICATION:

Orlando, FL
Orlando International Airport (KMCO)
JEEMY (RNAV) SID

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Waiver required to not chart IF altitude at the IF for radar vectors (RV). Per Order 8260.46K, Appendix E, Section 1, Para 2.m.(4) : "Document the minimum crossing altitude at the IF on RNAV Radar departure procedures as follows: CHART: MINIMUM CROSSING ALTITUDE AT (RNAV IF)-(Altitude)."

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

Adding unnecessary altitudes at the “IF” on procedures when they are not needed creates unnecessary workload based on the type of climb clearance issued. With this procedure, it's unnecessary to add an altitude restriction at MDUSA as the aircraft will be issued an initial departure clearance containing "MAINTAIN 7000" for RWY 17L, 17R, 18L, 18R departures and will be receiving radar vectors to the waypoint MDUSA to join the procedure. When aircraft depart from the south runways, they will be climbing to 7000 and ATC must ensure they are At or Above the Minimum Vectoring Altitudes (MVA), therefore the aircraft are always operating in airspace at an altitude above any terrain or obstacles.

Adding an unnecessary altitude at MDUSA creates workload for pilots as it could create a climb gradient higher than 200 feet per NM depending on where ATC vectors the aircraft before clearing them to MDUSA. Additionally, it could increase communication between ATC and pilots who will be asking questions about the altitude restriction, which ties up the radios. It also adds pilot workload once airborne when ATC issues an altitude higher than the IDF constraint by stating “CLIMB and MAINTAIN (altitude)”. The use of “CLIMB and MAINTAIN (altitude)” deletes any published altitude restrictions, therefore pilots will be heads down deleting the IDF restriction from the FMC.

AFS has approved other procedures within the NAS provided an evaluation has been completed. In this case, the evaluation has been accomplished and is contained under number 4 below.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

With a standard climb gradient of 200FT/NM, all surfaces are clear to the IF (MDUSA) which is 33.16 NM from the closest DER. The departure route description for runways 17L,17R, 18L, 18R will provide instruction for the aircraft to conduct an uninterrupted climb to 7000 which is above the MVA from the airport to the IF.

ATC will ensure aircraft departing runways 17L, 17R, 18L, 18R cross the IF At or Above 4000 feet MSL and within the confines of the Class B airspace. This requirement is included in the facility Standard Operating Procedure (SOP).

Additionally, ATC will ensure that all aircraft are assigned altitudes at or above the Minimum Vectoring Altitude (MVA). An OCS with a starting elevation of 1900FT (2900 MVA-1000 ROC) was evaluated for the route starting at MDUSA and the surface was clear.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Modifying the SID so as to replace the radar vectors segment with RNAV OTG would be incompatible with procedure efficiency in a constrained airspace and cause environmental issues and delays.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

Eastern Service Area PBN Co-leads
Orlando International Tower
Orlando Central Florida TRACON (F11)
Jacksonville ARTCC (ZJX)
American Airlines, Southwest Airlines

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
			Digitally signed by ***ROBERT G HAMILTON*** Feb 27, 2025

8. AFS ACTIONS:

☐ **APPROVED** ☐ **DISAPPROVED** ☐ **NOT REQUIRED**

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE

1. FLIGHT PROCEDURE IDENTIFICATION:

Orlando, FL

Orlando International Airport (KMCO)

JEEMY (RNAV) SID

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Publish ATC Climb Gradients (CG). Per Order 8260.46K, Section 2-1-5, Para h.(3)(d) : "Do not chart CGs that may be needed to support airspace, navigation solution, environmental, or ATC operational limitations."

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

The ATC CG's of RWY 35R: 548 FT/NM, 36L: 599 FT/NM, and 36R: 589 FT/NM allow for the departures to be clear of arriving traffic into Orlando Executive Airport (KORL) RWY 25 ILS final approach course. This ensures a safe and efficient traffic flow for both airports. If aircraft cannot accept the climb gradient, ATC can provide an alternate option. Historically all aircraft have been able to make the crossing altitudes.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

The procedure will have a Chart Note added stating: NOTE: ATC CLIMB GRADIENT: RWY 35R: 548 FT/ NM to 2600, 36L: 599 FT/NM to 2300, 36R: 589 FT/NM to 2300, IF UNABLE TO ACCEPT CLIMB RATE ADVISE ATC PRIOR TO TAXI. This allows controllers time to coordinate with the controller in the adjacent airspace and/or assign a different departure.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Discarding the crossing altitude in favor of a standard climb was considered, but due to the high density of air traffic within the MCO Terminal (F11) airspace, the risk of required additional controller transmissions and disruption of traffic flow was regarded as being too great and introduced an unnecessary safety risk.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

Eastern Service Area PBN Co-leads
Orlando International Tower
Orlando Central Florida TRACON (F11)
Jacksonville ARTCC (ZJX)
American Airlines, Southwest Airlines

US Department of Transportation
Federal Aviation Administration

FLIGHT PROCEDURE STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY
CONTROL NO.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
			Digitally signed by ***ROBERT G HAMILTON*** Feb 27, 2025

8. AFS ACTIONS:

☐ **APPROVED** ☐ **DISAPPROVED** ☐ **NOT REQUIRED**

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE

Federal Aviation Administration

Memorandum

Date: October 16, 2024

To: Christopher Hope, Manager, Flight Technologies and Procedures Division
THRU: Romana Wolf, Manager, Flight Procedures and Airspace Group

From: Bev Bordy, Manager, Instrument Flight Procedures (IFP) Coordination

Prepared by: Mark Thompson, Sr. ATC Specialist, NAVTAC CTR Support

Subject: Approval Request: Orlando INTL, Orlando, FL (KMCO)

JEEMY (RNAV) SID, ATC CLIMB GRADIENT

The purpose of this memo is to request approval to publish the JEEMY (RNAV) SID with climb gradients higher than 500 FT/NM as stated in FAA Order 8260.46K, Para 2-1-5.b. "The FPAG (or appropriate military authority) must approve DPs and DVAs requiring a CG in excess of 500 ft/NM (600 ft/NM for helicopters). See paragraph 2-1-5.h.(3) for additional information regarding establishing/publishing greater than standard CGs."

(1) "Requests for approval of CGs in excess of 500 ft/NM (600 ft/NM for helicopters) must include documentation showing the calculations used to derive the CG values."

The KMCO JEEMY (RNAV) SID Departure was intended to overlay the initial climb of the Conventional SIDs to protect the arriving aircraft into Orlando Executive Airport (KORL) on the ILS RWY 25 IAP. The crossing restriction is required to ensure separation and optimal traffic flow in extremely congested airspace. The crossing restrictions result in ATC climb gradients of: RWY 35R; 548 FT/NM to 2600, 36L: 599 FT/NM to 2300, 36R: 589 FT/NM to 2300. This ensures a safe and efficient traffic flow for both airports. If the departure aircraft cannot accept the required ATC climb gradient, ATC can stop or delay aircraft executing the KORL ILS RWY 25 IAP until the departure traffic is airborne and clear of the final approach course. Historically all aircraft have been able to comply with all crossing altitudes.

X

KMCO:RW35R:JEEMY:PAINN Evaluation Results Part 1/2

Leg Tp	End Pt	Turn Tp	Alt Restr	Alt Restr 2	Spd Restr	Min CG Calc Alt	Turn Ang	Leg Length	Min Seg Length
VI						294.12	26.28	1.02	1.02
CF	JWOLF	FLY_BY	+2600.00			1006.56	22.2	3.56	2.29
TF	JIRAN	FLY_BY	+3000.00			1424.83	5.72	2.09	1.63
TF	BIGSE	FLY_BY				1834.88	21.59	2.05	1.76
TF	ALOHH	FLY_BY	-7000.00			2570.95	13.36	3.68	3.65
TF	SNOBE	FLY_BY				4111.06	26.65	7.7	4.55
TF	MDUSA	FLY_BY				6670.75	4.97	12.8	2.66

KMCO:RW35R:JEEMY:PAINN Evaluation Results Part 2/2

Leg Tp	End Pt	Turn Tp	DTA1	DTA1 Turn Rad	DTA1 Turn Alt	DTA1 Turn Spd	DTA1 Bank Ang	DTA1 Tailwind	DTA1 True Airspd	DTA1 vGround	DTA2	DTA2 Turn Rad	DTA2 Turn Alt	DTA2 Turn Spd	DTA2 Bank Ang	DTA2 Tailwind	DTA2 True Airspd	DTA2 vGround
VI					0.0	0.0					0.66	2.83	600.0	265.0	25.49	30.0	274.24	304.24
CF	JWOLF	FLY_BY	0.66	2.83	600.0	265.0	25.49	30.0	274.24	304.24	1.63	8.32	2600.0	265.0	11.1	52.15	282.58	334.72
TF	JIRAN	FLY_BY	1.63	8.32	2600.0	265.0	11.1	52.15	282.58	334.72	0.0	19.4	3645.78	265.0	5.0	54.22	287.08	341.3
TF	BIGSE	FLY_BY	0.0	19.4	3645.78	265.0	5.0	54.22	287.08	341.3	1.76	9.25	4671.01	265.0	10.8	56.25	291.6	347.85
TF	ALOHH	FLY_BY	1.76	9.25	4671.01	265.0	10.8	56.25	291.6	347.85	1.89	16.11	6511.49	265.0	6.68	59.89	299.99	359.88
TF	SNOBE	FLY_BY	1.89	16.11	6511.49	265.0	6.68	59.89	299.99	359.88	2.66	11.24	10253.89	300.0	13.33	67.3	360.18	427.48
TF	MDUSA	FLY_BY	2.66	11.24	10253.89	300.0	13.33	67.3	360.18	427.48	0.0	35.78	14734.88	300.0	5.0	76.18	387.32	463.49

KMCO:RW35R:JEEMY:PAINN Criteria Failures and Warnings

RDO308: [Approval Required] In the route beginning at RW35R, the segment from DER to JWOLF requires an ATC climb gradient of 547.68... feet/NM in excess of 500 feet/NM/600 feet/NM.

KMCO:RW36L:JEEMY:PAINN Evaluation Results Part 1/2

Leg Tp	End Pt	Turn Tp	Alt Restr	Alt Restr 2	Spd Restr	Min CG Calc Alt	Turn Ang	Leg Length	Min Seg Length
VA			+600.00			600.00	0.0	2.53	2.51
DF	KYOTE	FLY_BY	+2300.00			830.91	0.15	1.15	0.0
TF	EARRS	FLY_BY	+3000.00		230.00	1269.19	6.22	2.19	1.0
TF	CHUKG	FLY_BY	-7000.00			2198.25	6.16	4.64	1.0
TF	SNOBE	FLY_BY				3654.79	2.29	7.28	1.0
TF	MDUSA	FLY_BY				6214.43	4.97	12.8	1.0

KMCO:RW36L:JEEMY:PAINN Evaluation Results Part 2/2

Leg Tp	End Pt	Turn Tp	DTA1	DTA1 Turn Rad	DTA1 Turn Alt	DTA1 Turn Spd	DTA1 Bank Ang	DTA1 Tailwind	DTA1 True Airspd	DTA1 vGround	DTA2	DTA2 Turn Rad	DTA2 Turn Alt	DTA2 Turn Spd	DTA2 Bank Ang	DTA2 Tailwind	DTA2 True Airspd	DTA2 vGround
VA					0.0	0.0					0.0		600.0	230.0	0.0	30.0	238.02	268.02
DF	KYOTE	FLY_BY	0.0		600.0	230.0	0.0	30.0	238.02	268.02	0.0	14.56	2300.0	230.0	5.0	51.55	244.15	295.7
TF	EARRS	FLY_BY	0.0	14.56	2300.0	230.0	5.0	51.55	244.15	295.7	0.0	15.19	3395.79	230.0	5.0	53.72	248.22	301.95
TF	CHUKG	FLY_BY	0.0	15.19	3395.79	230.0	5.0	53.72	248.22	301.95	0.0	20.95	5718.77	265.0	5.0	58.32	296.33	354.66
TF	SNOBE	FLY_BY	0.0	20.95	5718.77	265.0	5.0	58.32	296.33	354.66	0.0	23.95	9360.92	265.0	5.0	65.53	313.68	379.21
TF	MDUSA	FLY_BY	0.0	23.95	9360.92	265.0	5.0	65.53	313.68	379.21	0.0	34.89	14033.47	300.0	5.0	74.79	382.87	457.66

KMCO:RW36L:JEEMY:PAINN Criteria Failures and Warnings

RDO308: [Approval Required] In the route beginning at RW36L, the segment from DER to KYOTE requires an ATC climb gradient of 598.15... feet/NM in excess of 500 feet/NM/600 feet/NM.

KMCO:RW36R:JEEMY:PAINN Evaluation Results Part 1/2

Leg Tp	End Pt	Turn Tp	Alt Restr	Alt Restr 2	Spd Restr	Min CG Calc Alt	Turn Ang	Leg Length	Min Seg Length
VA			+600.00			600.00	0.0	2.54	2.52
DF	FACTS	FLY_BY	+2300.00			842.55	0.07	1.21	0.0
TF	HANDD	FLY_BY	+3000.00		230.00	1290.18	9.33	2.24	1.0
TF	CHUKG	FLY_BY	-7000.00			2203.94	2.97	4.57	1.0
TF	SNOBE	FLY_BY				3660.48	2.29	7.28	1.0
TF	MDUSA	FLY_BY				6220.11	4.97	12.8	1.0

KMCO:RW36R:JEEMY:PAINN Evaluation Results Part 2/2

Leg Tp	End Pt	Turn Tp	DTA1	DTA1 Turn Rad	DTA1 Turn Alt	DTA1 Turn Spd	DTA1 Bank Ang	DTA1 Tailwind	DTA1 True Airspd	DTA1 vGround	DTA2	DTA2 Turn Rad	DTA2 Turn Alt	DTA2 Turn Spd	DTA2 Bank Ang	DTA2 Tailwind	DTA2 True Airspd	DTA2 vGround
VA					0.0	0.0					0.0		600.0	230.0	0.0	30.0	238.02	268.02
DF	FACTS	FLY_BY	0.0		600.0	230.0	0.0	30.0	238.02	268.02	0.0	14.56	2300.0	230.0	5.0	51.55	244.15	295.7
TF	HANDD	FLY_BY	0.0	14.56	2300.0	230.0	5.0	51.55	244.15	295.7	0.0	15.2	3419.16	230.0	5.0	53.77	248.31	302.08
TF	CHUKG	FLY_BY	0.0	15.2	3419.16	230.0	5.0	53.77	248.31	302.08	0.0	20.94	5703.86	265.0	5.0	58.29	296.26	354.56
TF	SNOBE	FLY_BY	0.0	20.94	5703.86	265.0	5.0	58.29	296.26	354.56	0.0	23.94	9346.01	265.0	5.0	65.51	313.61	379.11
TF	MDUSA	FLY_BY	0.0	23.94	9346.01	265.0	5.0	65.51	313.61	379.11	0.0	34.87	14023.03	300.0	5.0	74.77	382.81	457.57

KMCO:RW36R:JEEMY:PAINN Criteria Failures and Warnings

RDO308: [Approval Required] In the route beginning at RW36R, the segment from DER to FACTS requires an ATC climb gradient of 588.34... feet/NM in excess of 500 feet/NM/600 feet/NM.

ATTENTION ALL USERS PAGE (AAUP)

1. **PREFLIGHT:** All aircraft capable of conducting terminal RNAV procedures should expect an RNAV SID clearance. If unable to accept the RNAV SID clearance, advise Clearance Delivery. Upon assignment of an RNAV SID, crosscheck the charted RNAV SID with the aircraft navigation system against the ATC clearance. Consider the following cross items:
- Preplan runway using guidance in Section 5, ensure expected departure runway is selected/displayed
- Ensure all transitions are selected/displayed correctly
- Ensure sequence of waypoints match the appropriate charts
- Use the LEGS page to verify routing (for navigation systems with ROUTE and LEGS pages)
- Ensure altitude set in the altitude window matches the TOP ALTITUDE of the SID or altitude assigned by ATC
- Advise ATC prior to takeoff if unable to verify correct loading or if unable to comply with the SID
- Do not modify or manually construct RNAV procedures

2. **BEFORE TAKEOFF:** Ensure that the Departure Runway assigned on taxi is displayed by the navigation system.
- Verify all modification, including runway changes, in the navigation system with the RNAV SID
- Verify aircraft symbol relative to the runway symbol, lateral track, and displayed route agree with the ATC clearance (electronic navigation map displays)
- Confirm proper navigation/FMS selection are displayed when runway or route changes are issued by ATC

3. **LINE UP/TAKEOFF:** Pilots can expect a takeoff clearance from ATC that will include "RNAV to" the first waypoint on the SID, or a heading. If tower issues an intial departure heading in take-off clearance, DO NOT DELETE the ATC issued RNAV SID from active FMS, and expect ATC DIRECT/JOIN clearance to resume RNAV SID during departure.
- SAMPLE PHRASEOLOGY
  - i. Clearance: "RNAV to FACTS, Runway 36R, Cleared for Takeoff"
  - ii. Response: "RNAV to FACTS, Runway 36R, Cleared for Takeoff"
- Verifiy the correct runway and SID are selected/displayed and the correct lateral navigation mode is available and ready for use after takeoff
- If the takeoff clearance does not match the selected/displayed procedure, request an initial heading from tower or refuse the takeoff clearance until the discrepancy is resolved

4. **AFTER TAKEOFF:** Unless instructed to fly a heading by ATC, engage lateral navigation flight guidance as soon as practical but no later than 400 feet AGL, and fly the departure. Strict compliance with the lateral and vertical tracks and charted speed restrictions is imperative.
- Once established on the procedure, maintain route centerline, as depicted by onboard lateral navigation indicators and/or flight guidance based on established/published RNP tolerance
- Manually intervene if necessary, to stay on track to avoid transgressing in the direction of a parallel runway, track, or aircraft
- If unable to comply with the SID profile, either laterally or vertically, immediately notify ATC

(CONTINUED ON FOLLOWING PAGE)

SE-3, 20 MAR 2025 to 17 APR 2025

ATTENTION ALL USERS PAGE (AAUP)

(CONTINUED FROM PREVIOUS PAGE)

5. **SPECIFIC INFORMATION:** 0700-2300 local runway 36L/R, 35L/R RNAV simultaneous departures, all RNAV equipped aircraft departing should expect to fly an MCO RNAV DEPARTURE SID. In the event of weather or other non-standard events, headings may be issued in lieu of an RNAV off the ground take off clearance.

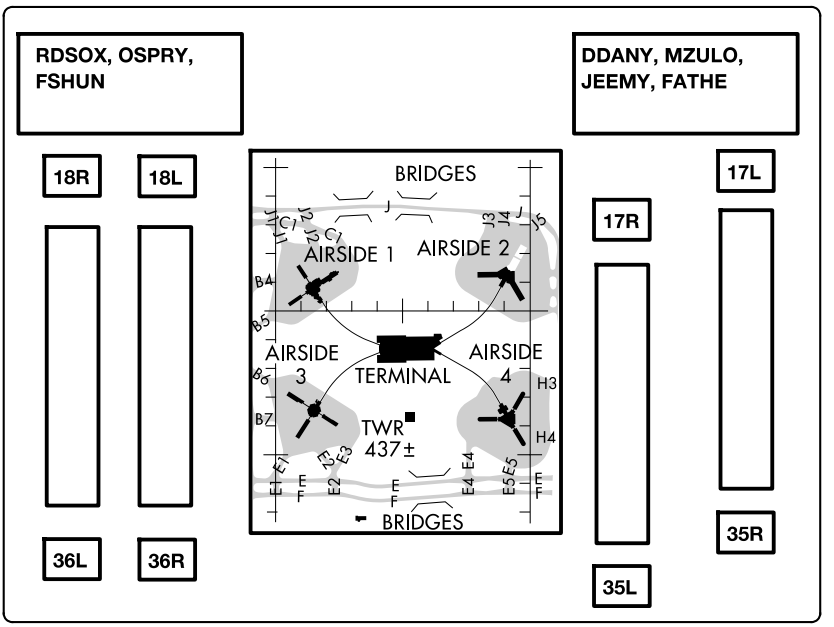
- Final runway assignments will be issued on initial contact with Ground Control
- For planning purposes, pilots can anticipate the preferred runway assignment based upon the information below

Departing Runways 35L/R 17L/R

DDANY, MZULO, JEEMY, FATHE - Expect to Depart Runway 35L

Departing Runways 36L/R 18L/R

RDSOX, OSPRY, FSHUN - Expect to Depart Runway 36R



SE-3, 20 MAR 2025 to 17 APR 2025