

WAAS CH 72913 W17A	APP CRS 185°	Rwy Ldg 10000 TDZE 90 Apt Elev 96
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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 121.25 DEP 120.525	ORLANDO APP CON 124.8 307.0	ORLANDO TOWER 118.45 253.5 124.3 253.5 (17L-35R, 17R-35L) (18L-36R, 18R-36L)	GND CON 126.4 (E) 121.8 (W)	CLNC DEL 134.7 341.7 CPDLC

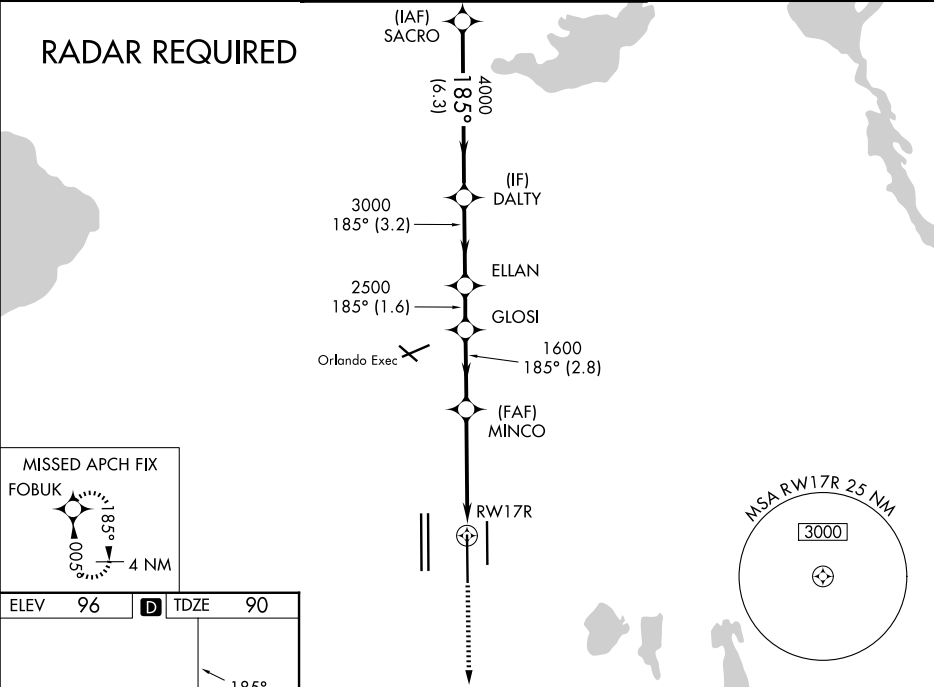


Diagram illustrating the RNP APCH-GPS approach for RWY 17R. The diagram shows the runway layout with taxiway (T) and runway (R) markings. The approach path is shown with a 185° heading and a 3000 ft altitude. The diagram also shows the 185° heading and the 3000 ft altitude.

Key features and distances:

- Runway 17R: 1800 x 200 ft
- Runway 35L: 1800 x 200 ft
- Runway 35R: 1800 x 200 ft
- Runway 36L: 1800 x 200 ft
- Runway 36R: 1800 x 200 ft
- Runway 35L: 1800 x 200 ft
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