ILS RWY 17L (CAT II & III)
ORLANDO INTL (MCO)

LOC/DME I-ARK	APP CRS	Rwy ldg	9001
110.95	185°	TDZE	90
Chan 46 (Y)		Apt Elev	96

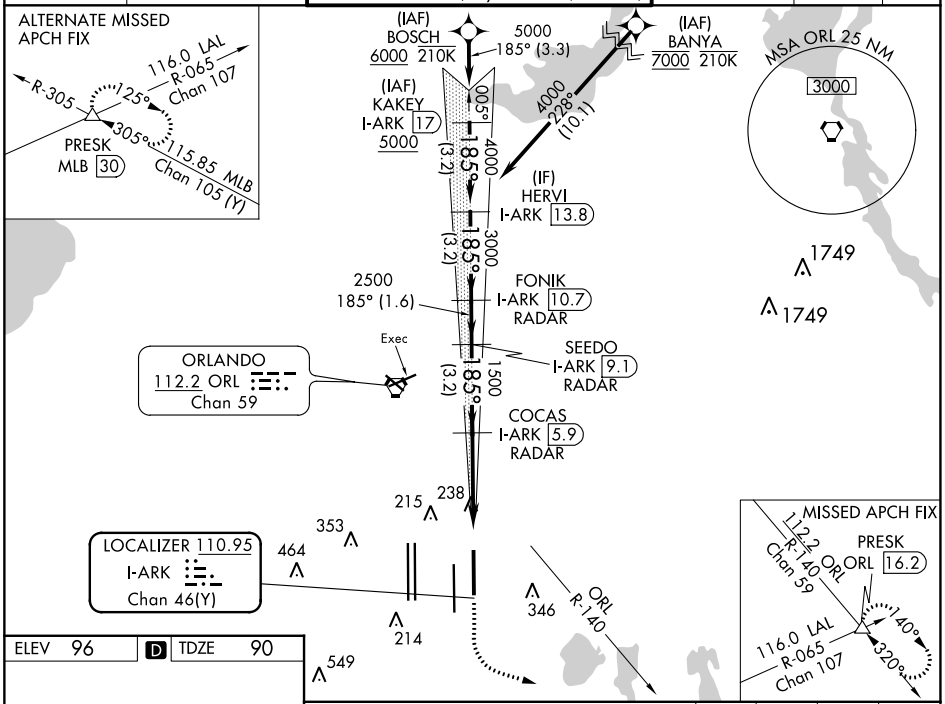
RNAV 1-DME/DME/IRU or GPS or RADAR required for procedure entry. DME or RADAR required.

T Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. Simultaneous approach authorized.

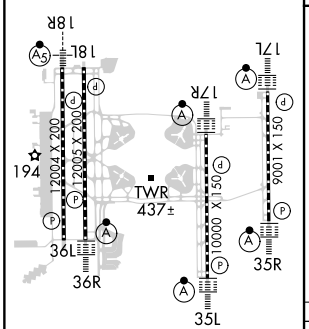
ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 on heading 100° and ORL VORTAC R-140 to PRESK INT/ORL 16.2 DME and hold, continue climb-in-hold to 3000.

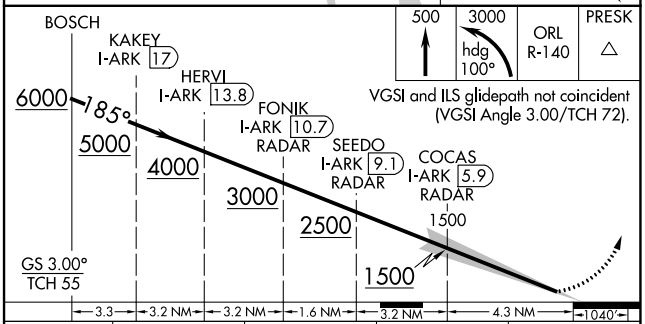
D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25 DEP 120.525	124.8 307.0	118.45 253.5 (Rwys 17L-35R,17R-35L) 124.3 253.5 (Rwys 18L-36R,18R-36L)	126.4 (East) 121.8 (West)	134.7 341.7	



ELEV 96 | D | TDZE 90



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36R



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).

CATEGORY	A	B	C	D
S-ILS 17L	CAT II RA 101/12 100 DA 190			
S-ILS 17L	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3, 22 FEB 2024 to 21 MAR 2024

ILS RWY 17L (SA CAT I)
ORLANDO INTL (MCO)

LOC/DME I-ARK	APP CRS	Rwy ldg	9001
110.95	185°	TDZE	90
Chan 46 (Y)		Apt Elev	96

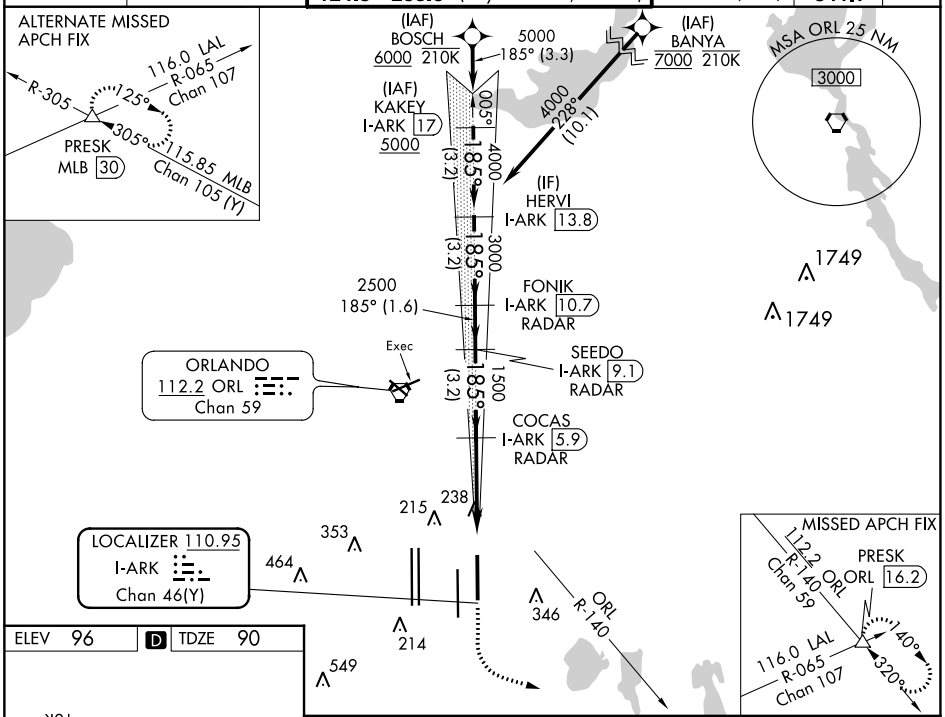
RNAV 1-DME/DME/IRU or GPS or RADAR required for procedure entry. DME or RADAR required.

Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval.

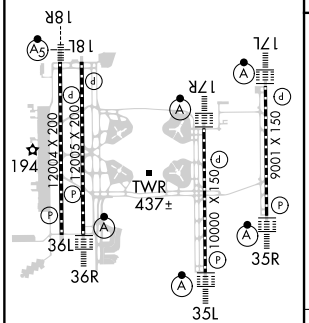
ALSF-2

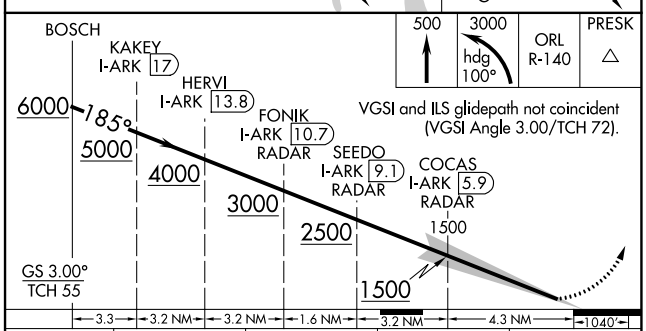
MISSED APPROACH: Climb to 500 then climbing left turn to 3000 on heading 100° and ORL VORTAC R-140 to PRESK INT/ORL 16.2 DME and hold, continue climb-in-hold to 3000.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25 DEP 120.525	124.8 307.0	118.45 253.5 (Rwys 17L-35R,17R-35L) 124.3 253.5 (Rwys 18L-36R,18R-36L)	126.4 (East) 121.8 (West)	134.7 341.7	



ELEV 96 | D | TDZE 90





CATEGORY	A	B	C	D
S-ILS 17L	RA 145/14 150 DA 240			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36R

SE-3, 22 FEB 2024 to 21 MAR 2024

SE-3, 22 FEB 2024 to 21 MAR 2024

ILS RWY 17R (CAT II)
ORLANDO INTL (MCO)

LOC/DME I-DIZ	APP CRS	Rwy ldg 10000
111.75	185°	TDZE 90
Chan 54 (Y)		Apt Elev 96

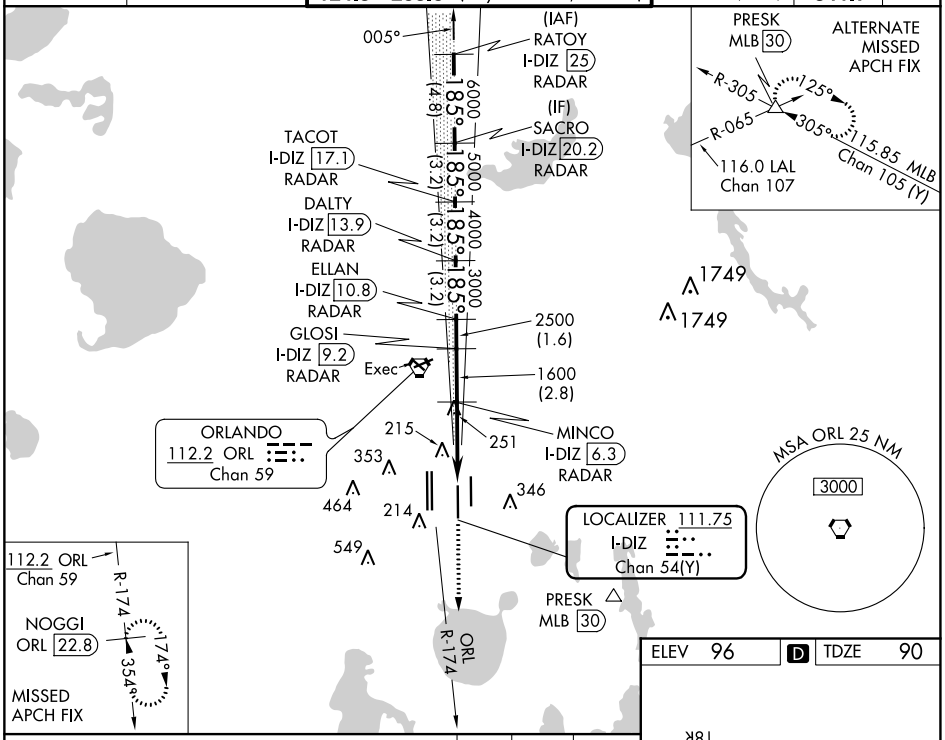
RADAR required for procedure entry. DME or RADAR required.

Simultaneous approach authorized. When using alternate missed approach, simultaneous approach NA. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights.

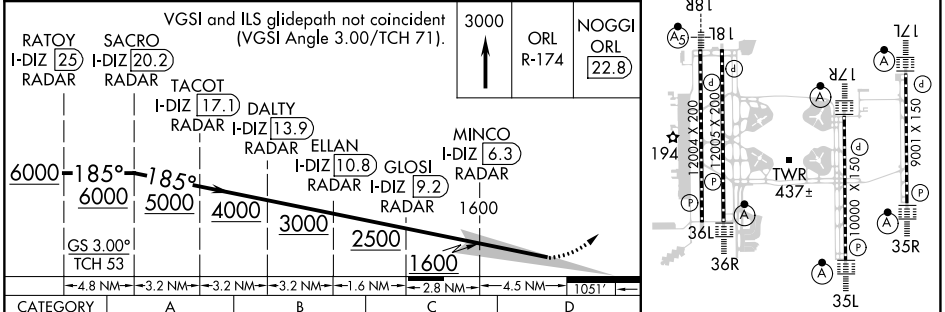
ALSF-2

MISSED APPROACH: Climb to 3000 on ORL VORTAC R-174 to NOGGI/ ORL 22.8 DME and hold.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	
ARR 121.25	124.8 307.0	118.45 253.5 (Rwys 17L-35R,17R-35L)	126.4 (East)	134.7	CPDLC
DEP 120.525		124.3 253.5 (Rwys 18L-36R,18R-36L)	121.8 (West)	341.7	



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).



CATEGORY	A	B	C	D
S-ILS 17R	RA 104/12 100 DA 190			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 96 | D | TDZE 90

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36R

SE-3, 22 FEB 2024 to 21 MAR 2024

ILS RWY 35L (CAT II & III)
ORLANDO INTL (MCO)

LOC/DME I-DDO	APP CRS	Rwy ldg	10000
110.5	005°	TDZE	88
Chan 42		Apt Elev	96

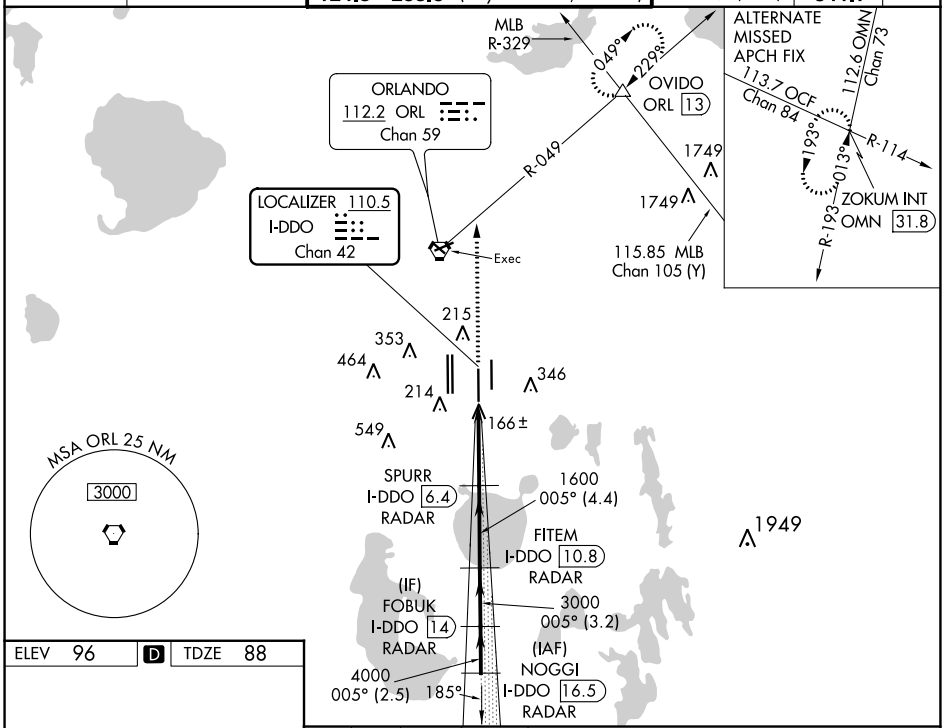
RADAR required for procedure entry. DME or RADAR required.

T Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. Simultaneous approach authorized. When using alternate missed approach, simultaneous approach NA.

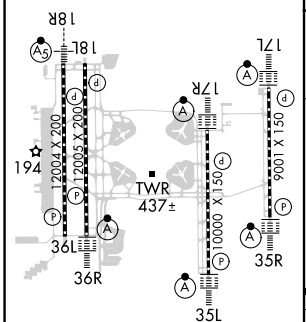
ALSF-2

MISSED APPROACH: Climb to 3000 on heading 005° and ORL VORTAC R-049 to OVIDO INT/ORL 13 DME and hold.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	
ARR 121.25	124.8 307.0	118.45 253.5 (Rwys 17L-35R,17R-35L)	126.4 (East)	134.7	CPDLC
DEP 120.525		124.3 253.5 (Rwys 18L-36R,18R-36L)	121.8 (West)	341.7	



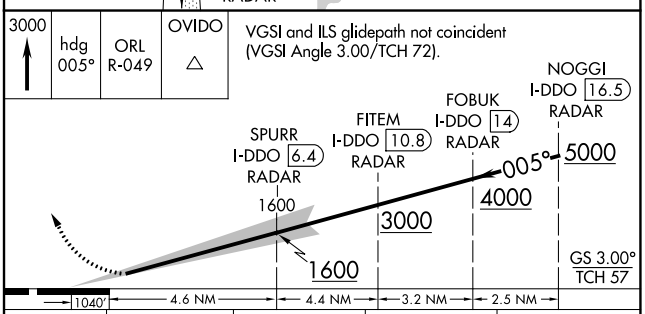
ELEV 96 | D | TDZE 88



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36R

3000	hdg 005°	ORL R-049	OVIDO △

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).



CATEGORY	A	B	C	D
S-ILS 35L	CAT II RA 106/12 100 DA 188			
S-ILS 35L	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3, 22 FEB 2024 to 21 MAR 2024

ILS RWY 35L (SA CAT I)
ORLANDO INTL (MCO)

LOC/DME I-DDO	APP CRS	Rwy ldg	10000
110.5	005°	TDZE	88
Chan 42		Apt Elev	96

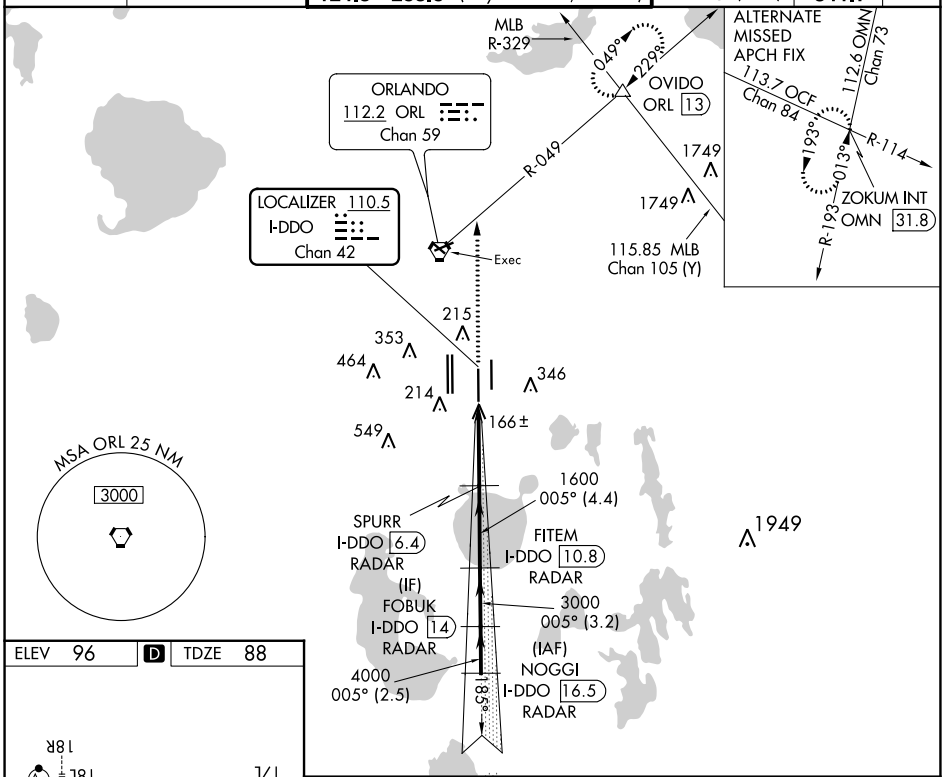
RADAR required for procedure entry. DME or RADAR required.

T Requires specific OPSPEC, MSPEC or LOA approval. Simultaneous approach authorized. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. When using alternate missed approach, simultaneous approach NA.

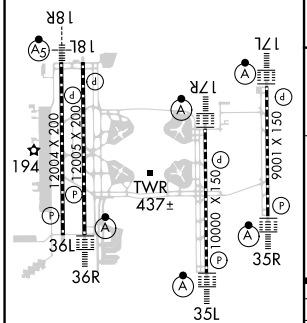
ALSF-2

MISSED APPROACH: Climb to 3000 on heading 005° and ORL VORTAC R-049 to OVIDO INT/ORL 13 DME and hold.

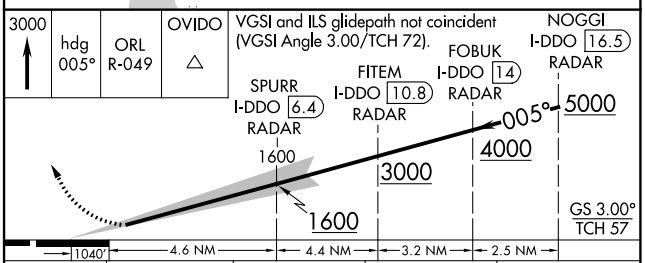
D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25 DEP 120.525	124.8 307.0	118.45 253.5 (Rwys 17L-35R,17R-35L) 124.3 253.5 (Rwys 18L-36R,18R-36L)	126.4 (East) 121.8 (West)	134.7 341.7	



ELEV 96	D	TDZE 88



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36R



CATEGORY	A	B	C	D
S-ILS 35R	RA 164/14 150 DA 238			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3, 22 FEB 2024 to 21 MAR 2024

ILS RWY 35R (CAT II & III)
ORLANDO INTL (MCO)

LOC/DME I-CER	APP CRS	Rwy ldg	9001
111.15	005°	TDZE	90
Chan 48(Y)		Apt Elev	96

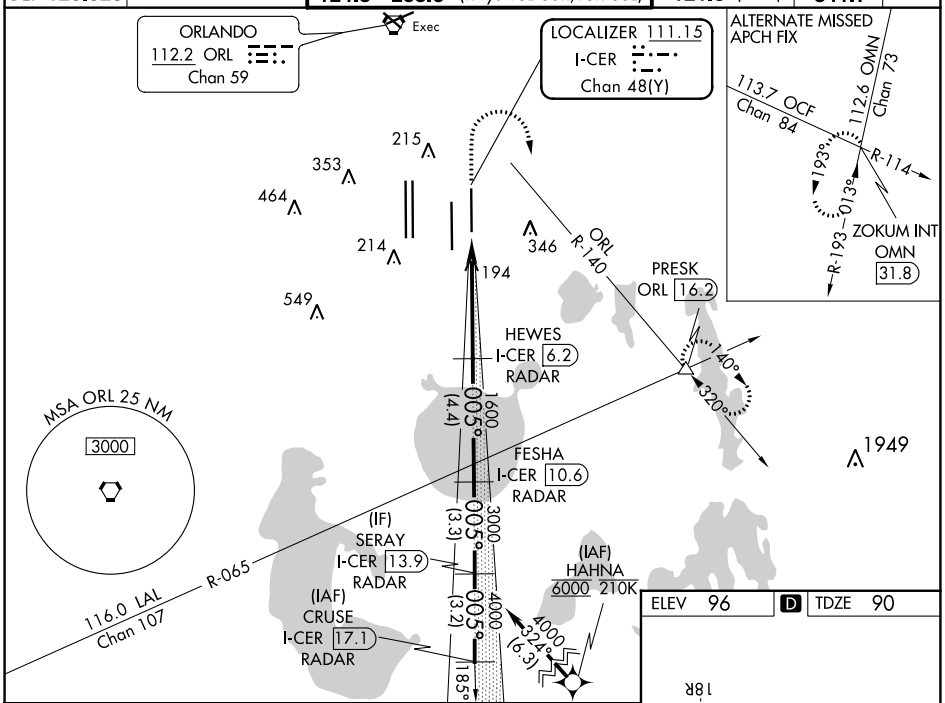
From HAHNA: RNAV 1-DME/DME/IRU or GPS required. Aircraft not DME/DME/IRU or GPS equipped-RADAR required for procedure entry.

Simultaneous approach authorized. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. When using alternate missed approach, simultaneous approach NA.

ALSF-2

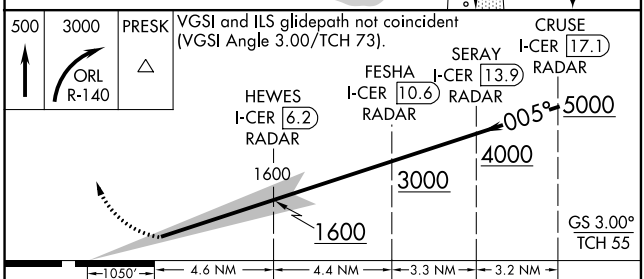
MISSED APPROACH: Climb to 500 then climbing right turn to 3000 on ORL VORTAC R-140 to PRESK INT/ ORL 16.2 DME and hold, continue climb-in-hold to 3000.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25	124.8 307.0	118.45 253.5 (Rwys 17L-35R,17R-35L)	126.4 (East)	134.7	
DEP 120.525		124.3 253.5 (Rwys 18L-36R,18R-36L)	121.8 (West)	341.7	

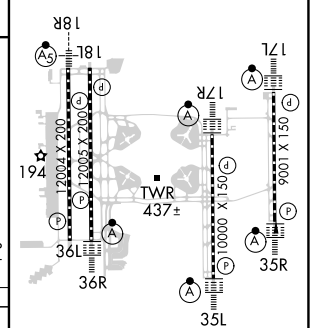


500	3000	PRESK
	ORL R-140	

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).



ELEV 96 | D | TDZE 90



CATEGORY	A	B	C	D
S-ILS 35R	CAT II RA 101/12 100 DA 190			
S-ILS 35R	CAT III RVR 06			

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36R

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3, 22 FEB 2024 to 21 MAR 2024

SE-3, 22 FEB 2024 to 21 MAR 2024

ILS RWY 35R (SA CAT I)
ORLANDO INTL (MCO)

LOC/DME I-CER	APP CRS	Rwy ldg	9000
111.15	005°	TDZE	90
Chan 48 (Y)		Apt Elev	96

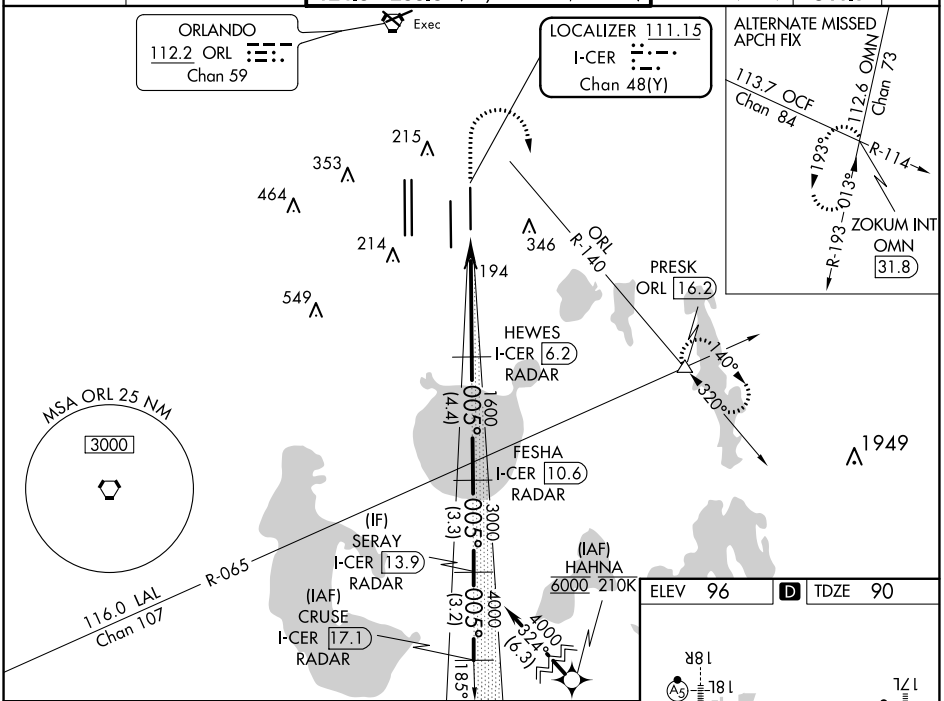
From HAHNA: RNAV1- DME/DME/IRU or GPS required. Aircraft not DME/DME/IRU or GPS equipped-RADAR required for procedure entry.

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. When using alternate missed approach, simultaneous approach NA.

ALSF-2

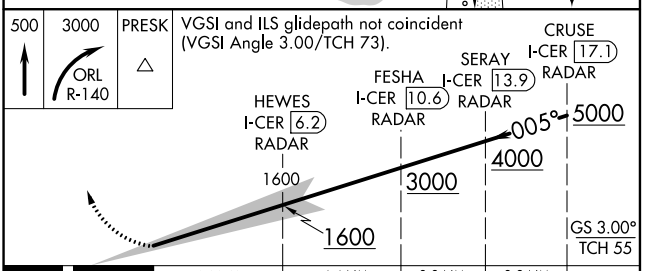
MISSED APPROACH: Climb to 500 then climbing right turn to 3000 on ORL VORTAC R-140 to PRESK INT/ ORL 16.2 DME and hold, continue climb-in-hold to 3000.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	
ARR 121.25	124.8 307.0	118.45 253.5 (Rwys 17L-35R,17R-35L)	126.4 (East)	134.7	CPDLC
DEP 120.525		124.3 253.5 (Rwys 18L-36R,18R-36L)	121.8 (West)	341.7	



500	3000	PRESK
	ORL R-140	

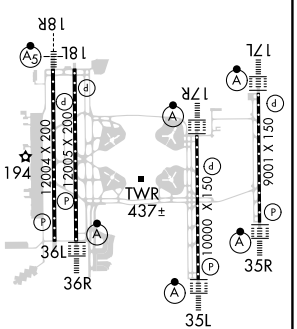
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).



CATEGORY	A	B	C	D
S-ILS 35R	RA 157/14 150 DA 240			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 96 | D | TDZE 90



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36R

SE-3, 22 FEB 2024 to 21 MAR 2024

SE-3, 22 FEB 2024 to 21 MAR 2024

ILS RWY 36R (CAT II & III)
ORLANDO INTL (MCO)

LOC/DME I-OJP	APP CRS	Rwy ldg 11601
110.7	005°	TDZE 92
Chan 44		Apt Elev 96

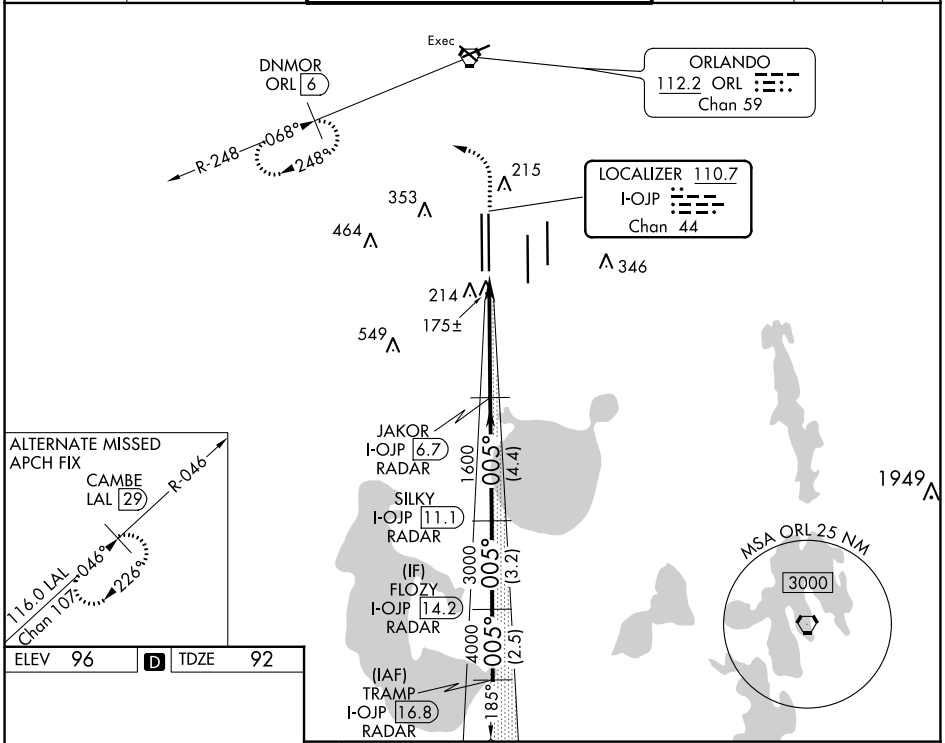
RADAR required for procedure entry. DME or RADAR required.

Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 on heading 309° and ORL R-248 to DNMOR/ORL 6 DME and hold, continue climb-in-hold to 3000.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25 DEP 120.525	124.8 307.0	118.45 253.5 (Rwys 17L-35R,17R-35L) 124.3 253.5 (Rwys 18L-36R,18R-36L)	126.4 (East) 121.8 (West)	134.7 341.7	



CATEGORY	A	B	C	D
S-ILS 36R	CAT II RA106/12 100 DA 192			
S-ILS 36R	CAT III RVR 06			

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R, and 36R

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ILS RWY 36R (SA CAT I)

ORLANDO INTL (MCO)

LOC/DME I-OJP	APP CRS	Rwy ldg 11601
110.7	005°	TDZE 92
Chan 44		Apt Elev 96

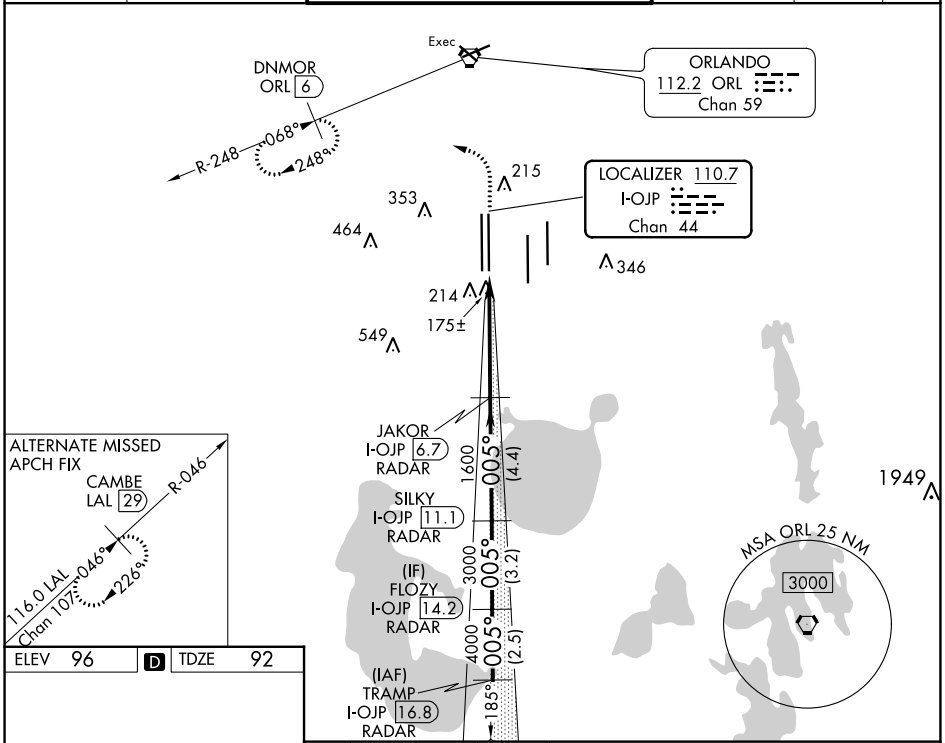
RADAR required for procedure entry. DME or RADAR required.

Simultaneous approach authorized.
Requires specific OPSPEC, MSPEC or LOA approval.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 on heading 309° and ORL R-248 to DNMOR/ORL 6 DME and hold, continue climb-in-hold to 3000.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25 DEP 120.525	124.8 307.0	118.45 253.5 (Rwys 17L-35R,17R-35L) 124.3 253.5 (Rwys 18L-36R,18R-36L)	126.4 (East) 121.8 (West)	134.7 341.7	



SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3, 22 FEB 2024 to 21 MAR 2024

ILS or LOC RWY 17L
ORLANDO INTL (MCO)

LOC/DME I-ARK	APP CRS	Rwy ldg	9001
110.95	185°	TDZE	90
Chan 46 (Y)		Apt Elev	96

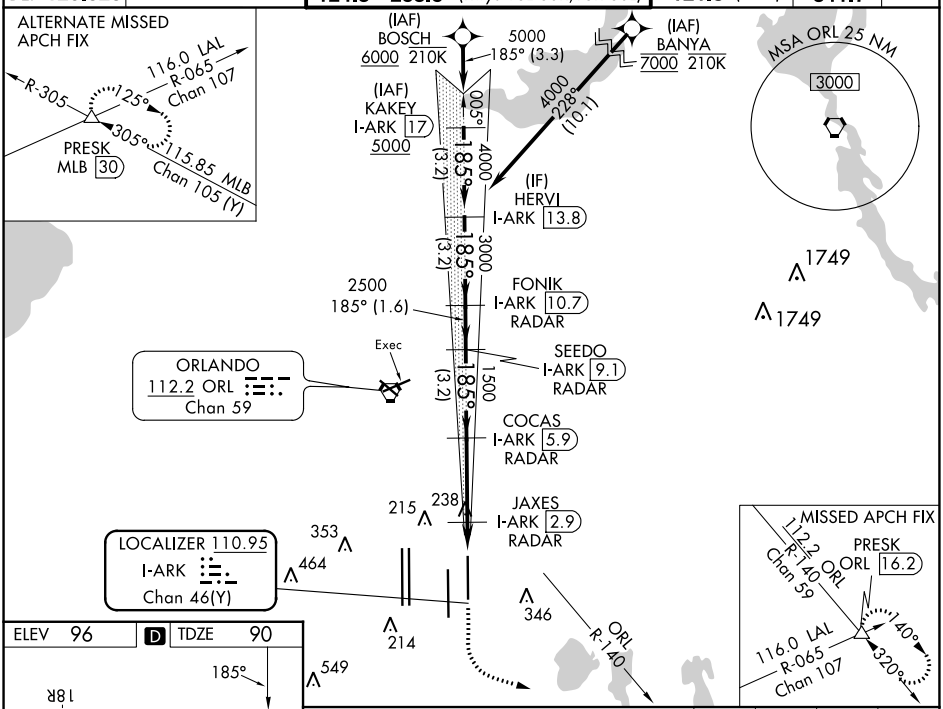
RNAV 1-DME/DME/IRU or GPS or RADAR required for procedure entry. DME or RADAR required.

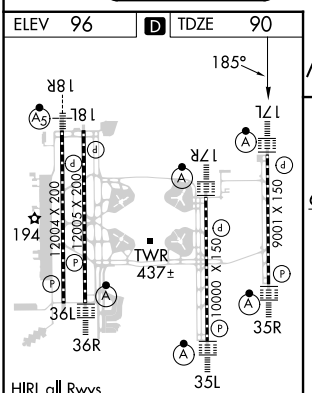
T Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. Simultaneous approach authorized. For inop ALS, increase S-LOC 17L Cats C/D visibility to RVR 6000.

ALSF-2

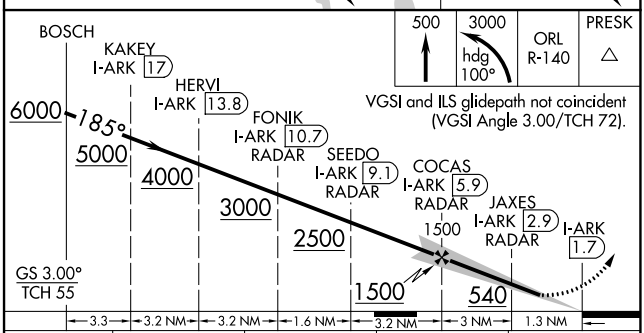
MISSED APPROACH: Climb to 500 then climbing left turn to 3000 on heading 100° and ORL VORTAC R-140 to PRESK INT/ORL 16.2 DME and hold, continue climb-in-hold to 3000.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25	124.8 307.0	118.45 253.5 (Rwys 17L-35R,17R-35L)	126.4 (East)	134.7	
DEP 120.525		124.3 253.5 (Rwys 18L-36R,18R-36L)	121.8 (West)	341.7	





HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36R



FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D
S-ILS 17L	290/18 200 (200-½)			
S-LOC 17L	500/24 410 (500-½)		500/40 410 (500-¾)	
C CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 22 FEB 2024 to 21 MAR 2024

ILS or LOC RWY 17R
ORLANDO INTL (MCO)

LOC/DME I-DIZ	APP CRS	Rwy ldg 10000
111.75	185°	TDZE 90
Chan 54 (Y)		Apt Elev 96

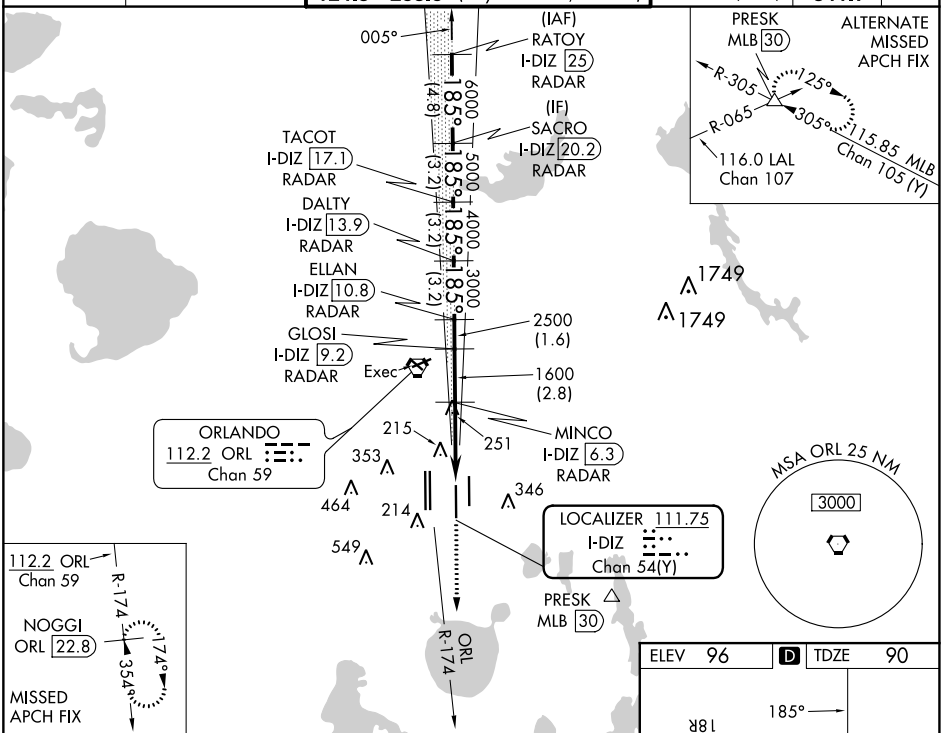
RADAR required for procedure entry. DME or RADAR required.

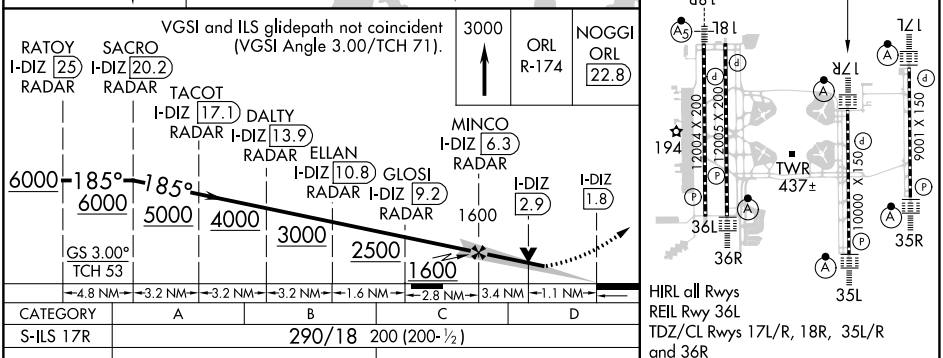
T Simultaneous approach authorized. When using alternate missed approach, simultaneous approach NA. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights.

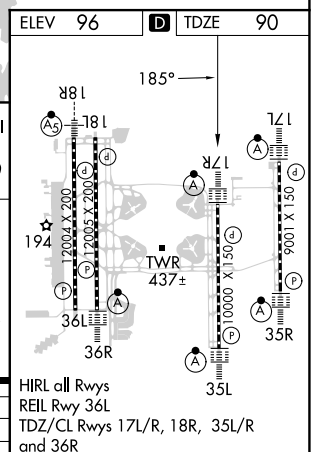
ALSF-2

MISSED APPROACH: Climb to 3000 on ORL VORTAC R-174 to NOGGI/ ORL 22.8 DME and hold.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25 DEP 120.525	124.8 307.0	118.45 253.5 (Rwys 17L-35R,17R-35L) 124.3 253.5 (Rwys 18L-36R,18R-36L)	126.4 (East) 121.8 (West)	134.7 341.7	







HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36R

CATEGORY	A	B	C	D
S-ILS 17R	290/18 200 (200-½)			
S-LOC 17R	520/24 430 (500-½)		520/40 430 (500-¾)	
C CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-3, 22 FEB 2024 to 21 MAR 2024

SE-3, 22 FEB 2024 to 21 MAR 2024

ILS or LOC RWY 18R

ORLANDO INTL (MCO)

LOC/DME I-TFE	APP CRS	Rwy ldg	12004
111.9	185°	TDZE	94
Chan 56		Apt Elev	96

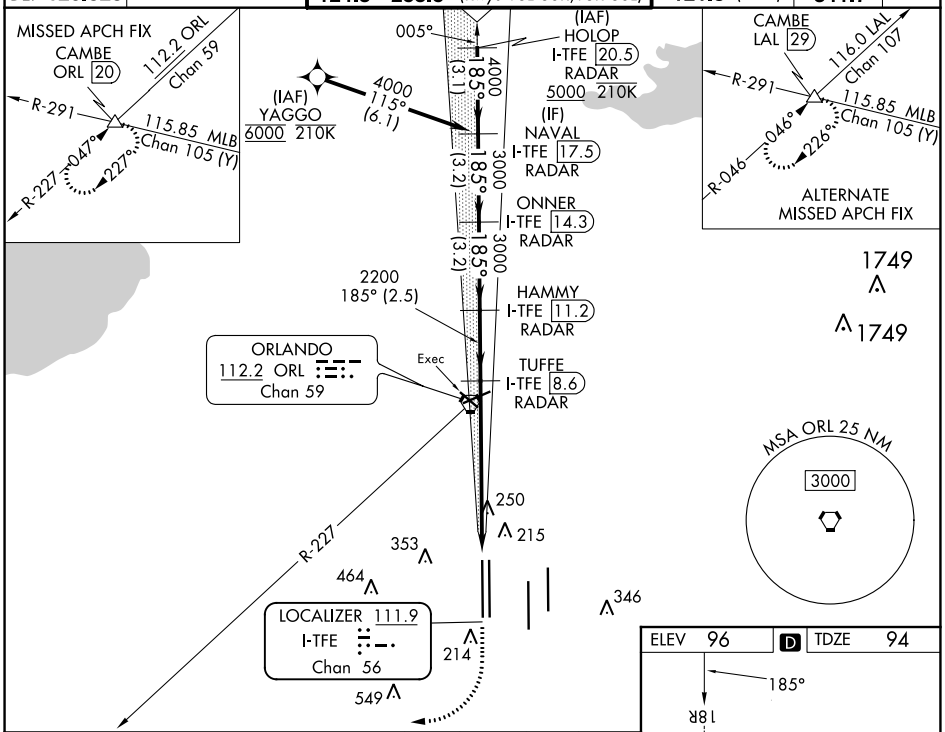
DME or RADAR required.
RNP APCH-GPS. From YAGGO.

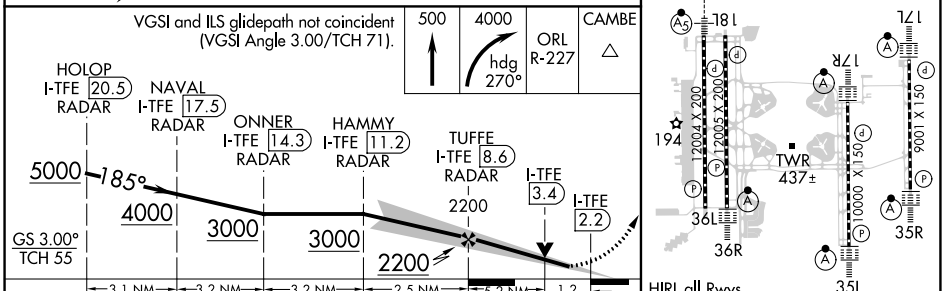
Simultaneous approach authorized.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 4000 on heading 270° and on ORL VORTAC R-227 to CAMBE INT/ORL 20 DME and hold, continue climb-in-hold to 4000.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25 DEP 120.525	124.8 307.0	118.45 253.5 (Rwys 17L-35R,17R-35L) 124.3 253.5 (Rwys 18L-36R,18R-36L)	126.4 (East) 121.8 (West)	134.7 341.7	





CATEGORY	A	B	C	D
S-ILS 18R	294/18 200 (200-½)			
S-LOC 18R	540/24 446 (500-½)		540/45 446 (500-⅞)	
C CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

SE-3, 22 FEB 2024 to 21 MAR 2024

ILS or LOC RWY 35L
ORLANDO INTL (MCO)

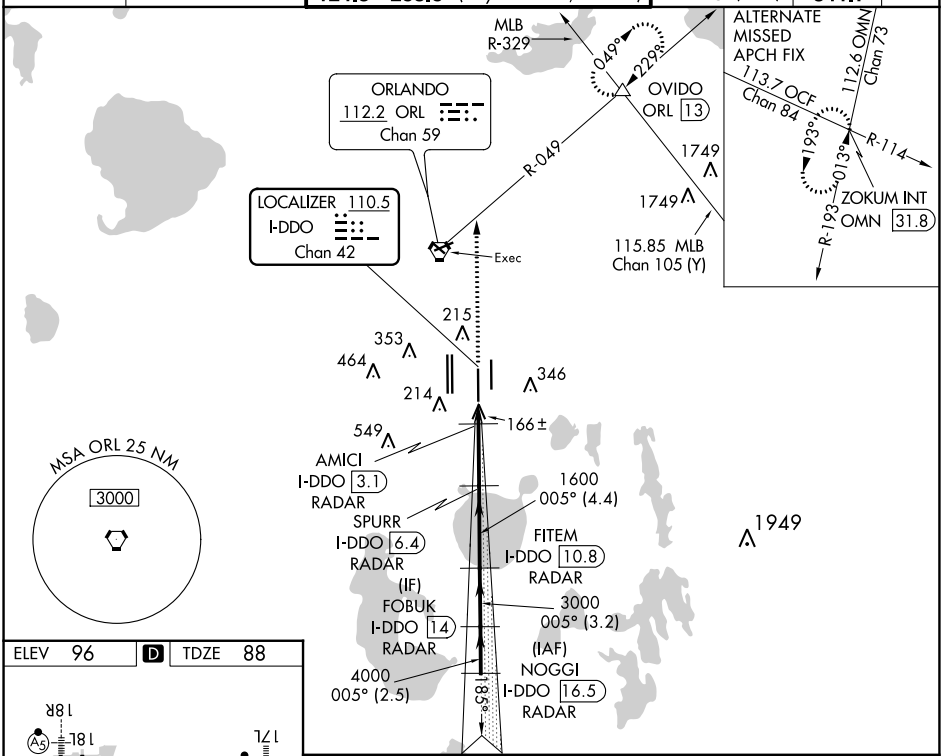
LOC/DME I-DDO	APP CRS	Rwy ldg	10000
110.5	005°	TDZE	88
Chan 42		Apt Elev	96

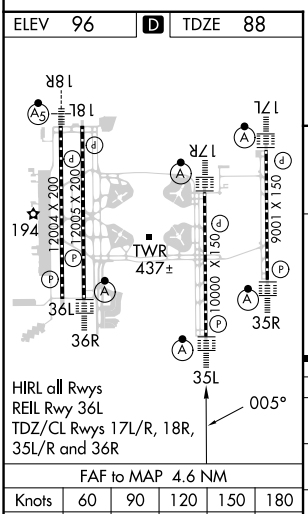
RADAR required for procedure entry. DME or RADAR required.
Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. Simultaneous approach authorized. When using alternate missed approach, simultaneous approach NA.

ALSF-2

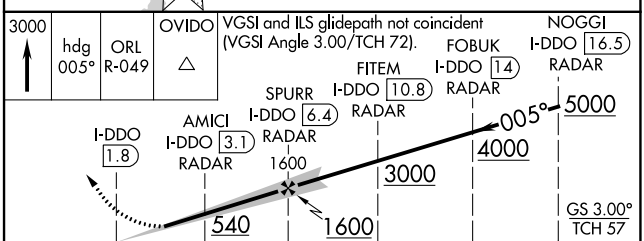
MISSED APPROACH: Climb to 3000 on heading 005° and ORL VORTAC R-049 to OVIDO INT/ORL 13 DME and hold.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25 DEP 120.525	124.8 307.0	118.45 253.5 (Rwys 17L-35R,17R-35L) 124.3 253.5 (Rwys 18L-36R,18R-36L)	126.4 (East) 121.8 (West)	134.7 341.7	





FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 35L	288/18 200 (200-½)			
S-LOC 35L	420/24 332 (400-½)		420/26 332 (400-½)	
C CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 22 FEB 2024 to 21 MAR 2024

ILS or LOC RWY 35R
ORLANDO INTL (MCO)

LOC/DME I-CER	APP CRS	Rwy ldg	9001
111.15	005°	TDZE	90
Chan 48(Y)		Apt Elev	96

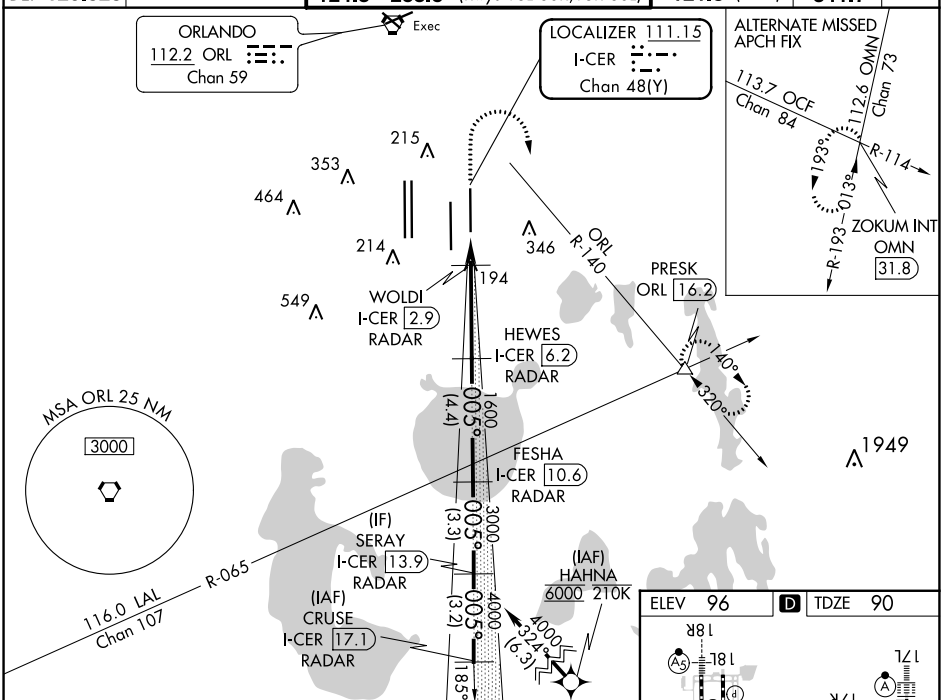
From HAHNA: RNAV 1-DME/DME/IRU or GPS required.
Aircraft not DME/DME/IRU or GPS equipped-RADAR required for procedure entry.
DME or RADAR required for LOC only.

T Simultaneous approach authorized. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. For inop ALS, increase S-LOC 35R Cats C/D visibility to RVR 5500. When using alternate missed approach, simultaneous approach NA.

ALSF-2

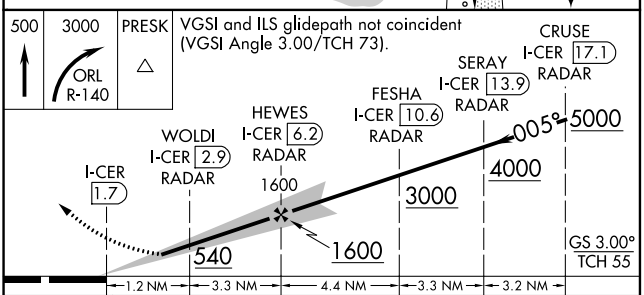
MISSED APPROACH: Climb to 500 then climbing right turn to 3000 on ORL VORTAC R-140 to PRESK INT/ORL 16.2 DME and hold, continue climb-in-hold to 3000.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25	124.8 307.0	118.45 253.5 (Rwys 17L-35R,17R-35L)	126.4 (East)	134.7	
DEP 120.525		124.3 253.5 (Rwys 18L-36R,18R-36L)	121.8 (West)	341.7	

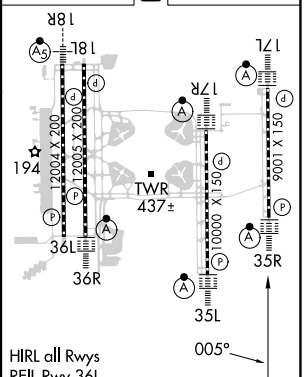


500	3000	PRESK
	ORL R-140	

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 73).



ELEV 96 | D | TDZE 90



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36R

CATEGORY	A	B	C	D
S-ILS 35R	290/18 200 (200-½)			
S-LOC 35R	460/24 370 (400-½)		460/35 370 (400-⅝)	
C CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-3, 22 FEB 2024 to 21 MAR 2024

ILS or LOC RWY 36R

ORLANDO INTL (MCO)

LOC/DME I-OJP	APP CRS	Rwy ldg 11601
110.7	005°	TDZE 92
Chan 44		Apt Elev 96

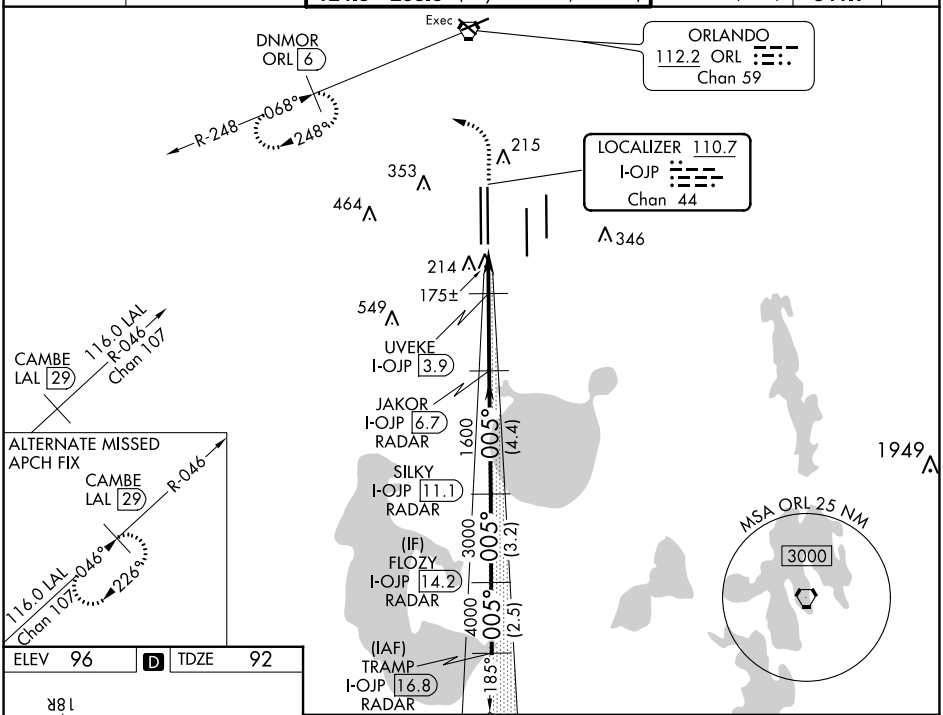
RADAR required for procedure entry. DME or RADAR required.

Simultaneous approach authorized.

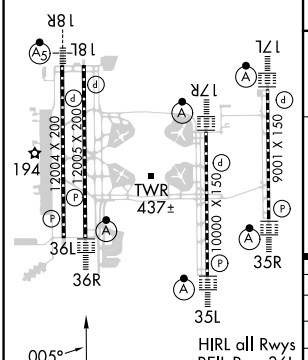
ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 on heading 309° and ORL VORTAC R-248 to DNMOR/ORL 6 DME and hold, continue climb-in-hold to 3000.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25 DEP 120.525	124.8 307.0	118.45 253.5 (Rwys 17L-35R,17R-35L) 124.3 253.5 (Rwys 18L-36R,18R-36L)	126.4 (East) 121.8 (West)	134.7 341.7	

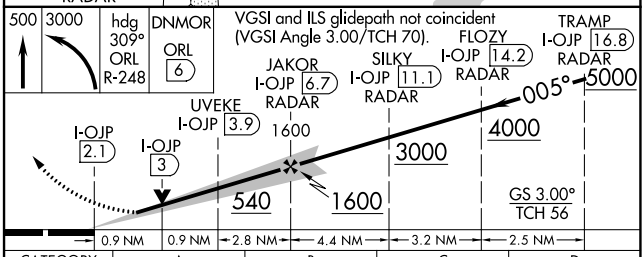


ELEV 96	D	TDZE 92



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R, and 36R

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 36R	292/18 200 (200-½)			
S-LOC 36R	540/24 448 (500-½)		540/45 448 (500-⅞)	
C CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)
	UVEKE FIX MINIMUMS (DME REQUIRED)			
S-LOC 36R	440/24 348 (400-½)		440/30 348 (400-⅝)	
C CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 22 FEB 2024 to 21 MAR 2024

RNAV (GPS) RWY 17L
ORLANDO INTL (MCO)

WAAS CH 69214 W17B	APP CRS 185°	Rwy ldg 9001 TDZE 90 Apt Elev 96

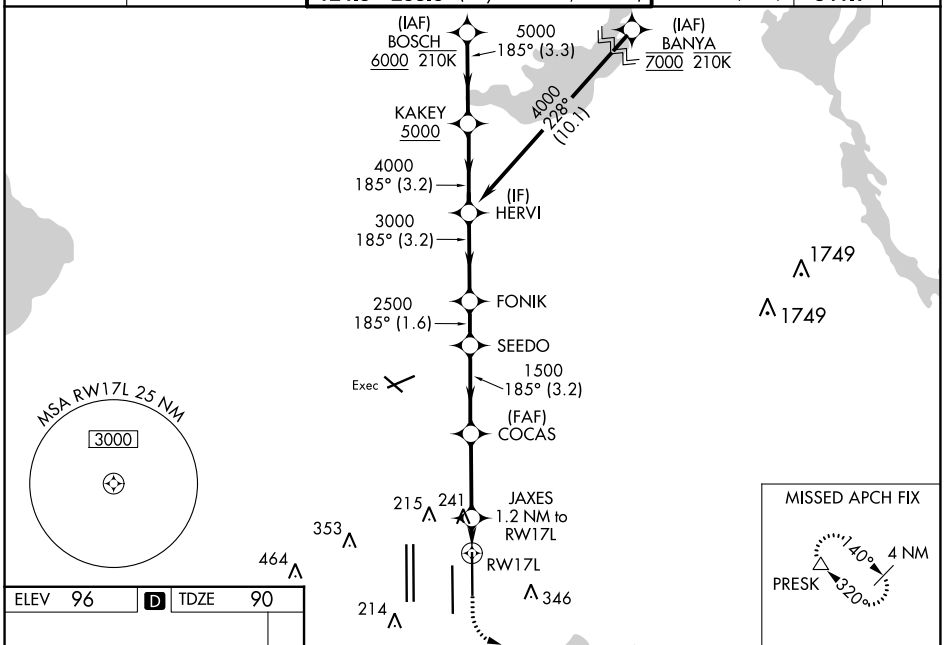
RNP APCH - GPS.

T 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.

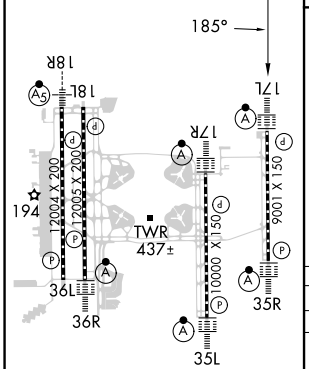
ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct PRESK and hold, continue climb-in-hold to 3000.

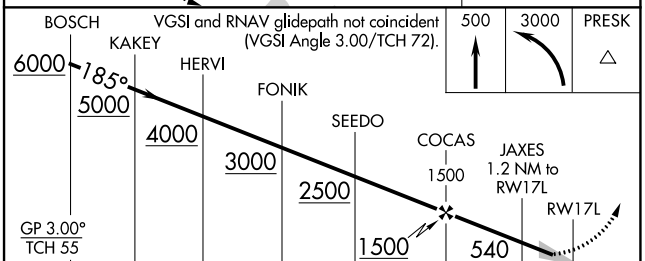
D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25 DEP 120.525	124.8 307.0	118.45 253.5 (Rwys 17L-35R,17R-35L) 124.3 253.5 (Rwys 18L-36R,18R-36L)	126.4 (East) 121.8 (West)	134.7 341.7	



ELEV 96 | D | TDZE 90



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R,18R, 35L/R and 36R



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)	
C CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 22 FEB 2024 to 21 MAR 2024

SE-3, 22 FEB 2024 to 21 MAR 2024

RNAV (GPS) RWY 17R
ORLANDO INTL (MCO)

WAAS CH 72913 W17A	APP CRS 185°	Rwy ldg 10000 TDZE 90 Apt Elev 96

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 1⅝ SM.

ALSF-2

MISSED APPROACH: Climb to 3000 direct FOBUK and hold.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25 DEP 120.525	124.8 307.0	118.45 253.5 (Rwys 17L-35R,17R-35L) 124.3 253.5 (Rwys 18L-36R,18R-36L)	126.4 (East) 121.8 (West)	134.7 341.7	

RADAR REQUIRED

(IAF) SACRO
4000
185° (6.3)
(IF) DALTY
3000
185° (3.2)
ELLAN
2500
185° (1.6)
GLOSI
Exec
1600
185° (2.8)
(FAF) MINCO
RW17R
1749
1749
215
353
464
214
346
549
MSA RW17R 25 NM
3000

MISSED APCH FIX
FOBUK
185°
005°
4 NM

ELEV 96 | D | TDZE 90

185°

18R
18L
17L
17R
194
12004 X 200
12005 X 200
10000 X 150
10006 X 150
TWR
437±
36L
36R
35L
35R

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R,18R, 35L/R and 36R

VGSI and RNAV glidepath not concident
(VGSI Angle 3.00/TCH 71).

3000 | FOBUK

SACRO DALTY ELLAN GLOSI MINCO 1.6 NM to RW17R RW17R
4000 185° 4000 3000 2500 1600 1600
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)	
C CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 22 FEB 2024 to 21 MAR 2024

SE-3, 22 FEB 2024 to 21 MAR 2024

RNAV (GPS) RWY 18L
ORLANDO INTL (MCO)

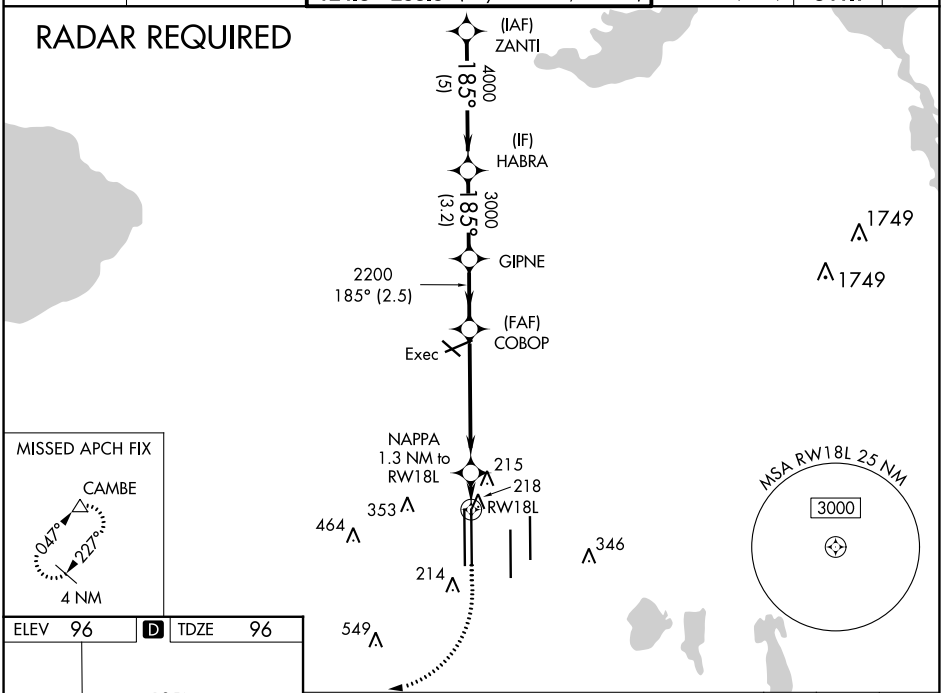
WAAS CH 66012 W18A	APP CRS 185°	Rwy ldg 12004 TDZE 96 Apt Elev 96

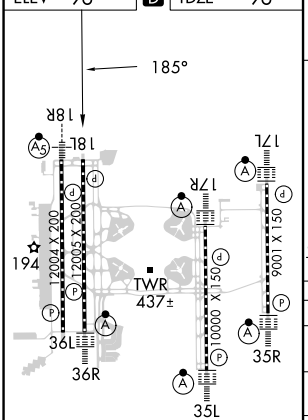
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 17L/R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSED APPROACH: Climb to 500 then climbing right turn to 4000 direct CAMBE and hold, continue climb-in-hold to 4000.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25 DEP 120.525	124.8 307.0	118.45 253.5 (Rwys 17L-35R,17R-35L) 124.3 253.5 (Rwys 18L-36R,18R-36L)	126.4 (East) 121.8 (West)	134.7 341.7	

RADAR REQUIRED



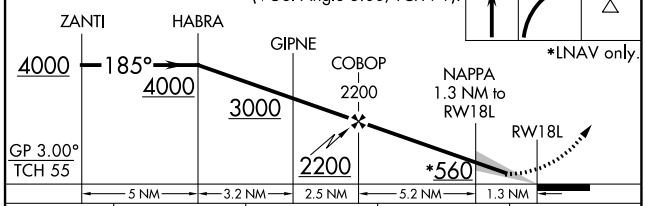


HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36R

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

500 | 4000 | CAMBE

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	296/40 200 (200-¾)			
LNAV/VNAV DA	398/50 302 (400-1)			
LNAV MDA	480/55 384 (400-1)		480/60 384 (400-1¼)	
C CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

RNAV (GPS) RWY 18R
ORLANDO INTL (MCO)

WAAS CH 63212 W18B	APP CRS 185°	Rwy ldg 12004 TDZE 94 Apt Elev 96

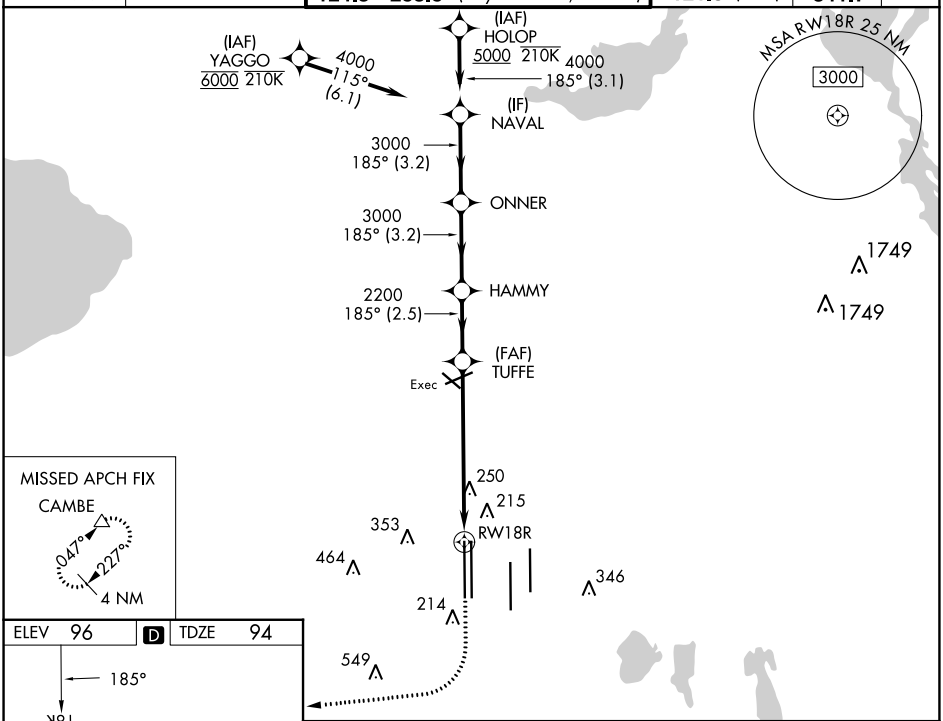
RNP APCH - GPS.

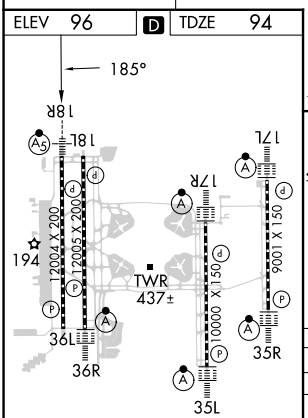
LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C or above 54°C.

MALSR

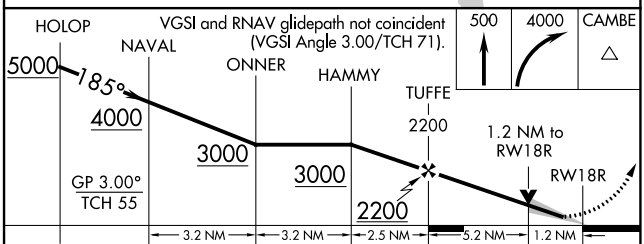
MISSED APPROACH: Climb to 500 then climbing right turn to 4000 direct CAMBE and hold, continue climb-in-hold to 4000.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25 DEP 120.525	124.8 307.0	118.45 253.5 (Rwys 17L-35R,17R-35L) 124.3 253.5 (Rwys 18L-36R,18R-36L)	126.4 (East) 121.8 (West)	134.7 341.7	





HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36R



CATEGORY	A	B	C	D
LPV DA	294/18 200 (200-½)			
LNAV/VNAV DA	390/24 296 (300-½)			
LNAV MDA	540/24 446 (500-½)		540/45 446 (500-⅞)	
C CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 22 FEB 2024 to 21 MAR 2024
SE-3, 22 FEB 2024 to 21 MAR 2024

RNAV (GPS) RWY 35L
ORLANDO INTL (MCO)

WAAS CH 45813 W35B	APP CRS 005°	Rwy ldg 10000 TDZE 88 Apt Elev 96

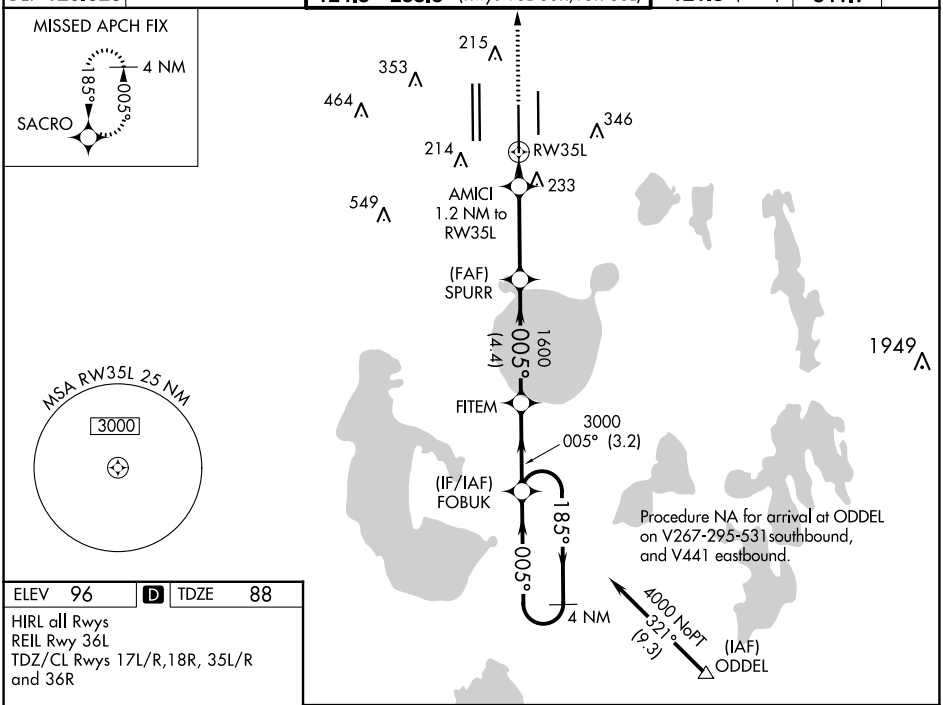
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C or above 54°C. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. Simultaneous approach authorized with Rwy 35R,Rwy 36L, or Rwy 35R and Rwy 36R. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5100 and LNAV Cats C/D visibility to RVR 6000.

ALSF-2

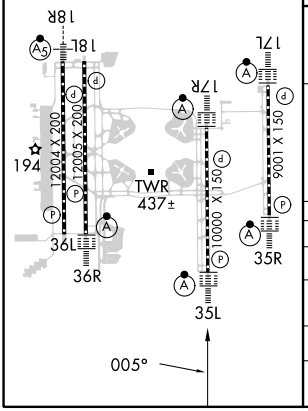
MISSED APPROACH: Climb to 4000 direct SACRO and hold.

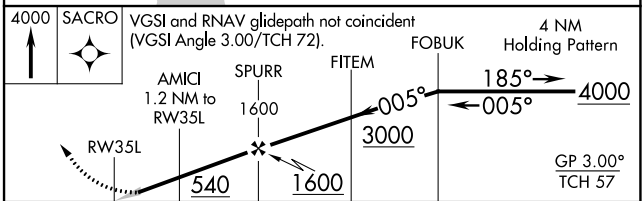
D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25 DEP 120.525	124.8 307.0	118.45 253.5 (Rwys 17L-35R,17R-35L) 124.3 253.5 (Rwys 18L-36R,18R-36L)	126.4 (East) 121.8 (West)	134.7 341.7	



ELEV 96 | D | TDZE 88

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R,18R, 35L/R and 36R





CATEGORY	A	B	C	D
LPV DA	288/18 200 (200-½)			
LNAV/VNAV DA	407/27 319 (400-⅝)			
LNAV MDA	500/24 412 (500-½)		500/40 412 (500-¾)	
C CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 22 FEB 2024 to 21 MAR 2024

RNAV (GPS) RWY 35R
ORLANDO INTL (MCO)

WAAS CH 86314 W35A	APP CRS 005°	Rwy ldg 9001 TDZE 90 Apt Elev 96

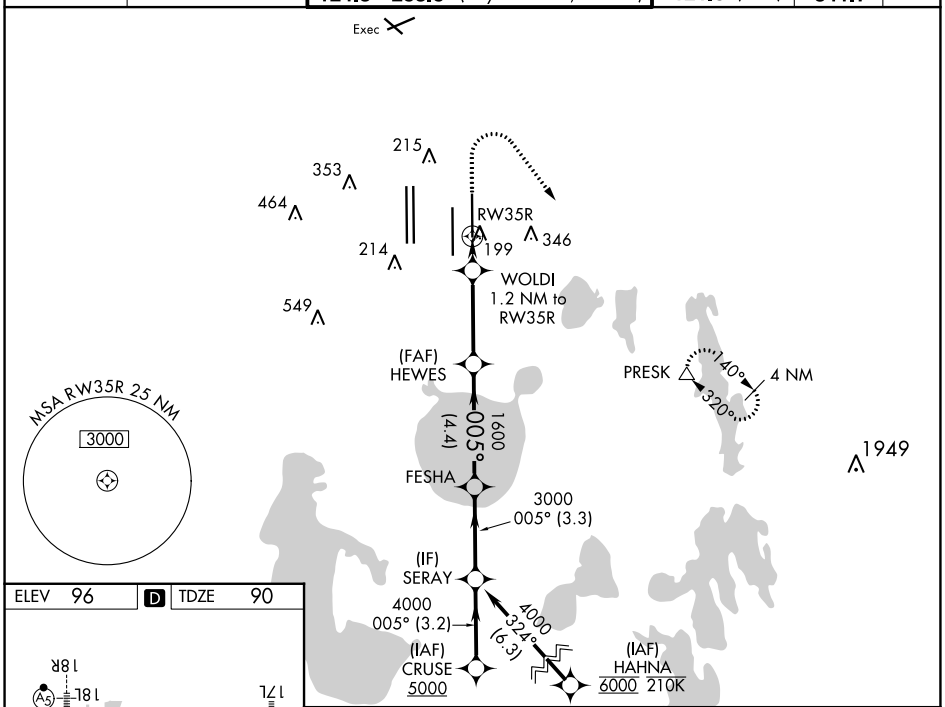
RNP APCH.

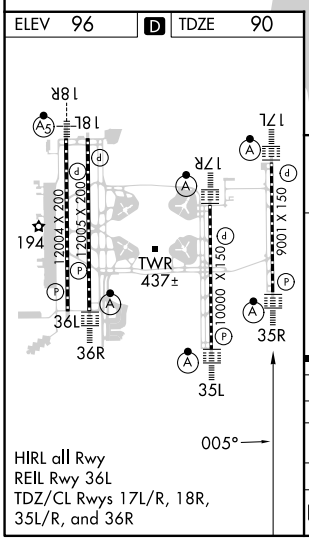
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500, and LNAV Cats C/D visibility to RVR 5500. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights.

ALSF-2

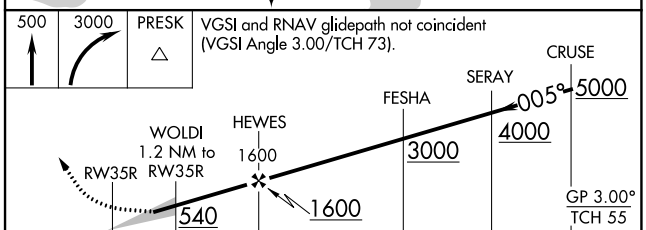
MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct PRESK and hold, continue climb-in-hold to 3000.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25 DEP 120.525	124.8 307.0	118.45 253.5 (Rwys 17L-35R,17R-35L) 124.3 253.5 (Rwys 18L-36R,18R-36L)	126.4 (East) 121.8 (West)	134.7 341.7	





HIRL all Rwy
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R, and 36R



CATEGORY	A	B	C	D
LPV DA	290/18 200 (200-½)			
LNAV/VNAV DA	360/24 270 (300-½)			
LNAV MDA	460/24 370 (400-½)		460/35 370 (400-⅝)	
C CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

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WAAS CH 82313 W36B	APP CRS 005°	Rwy ldg 11621 TDZE 93 Apt Elev 96

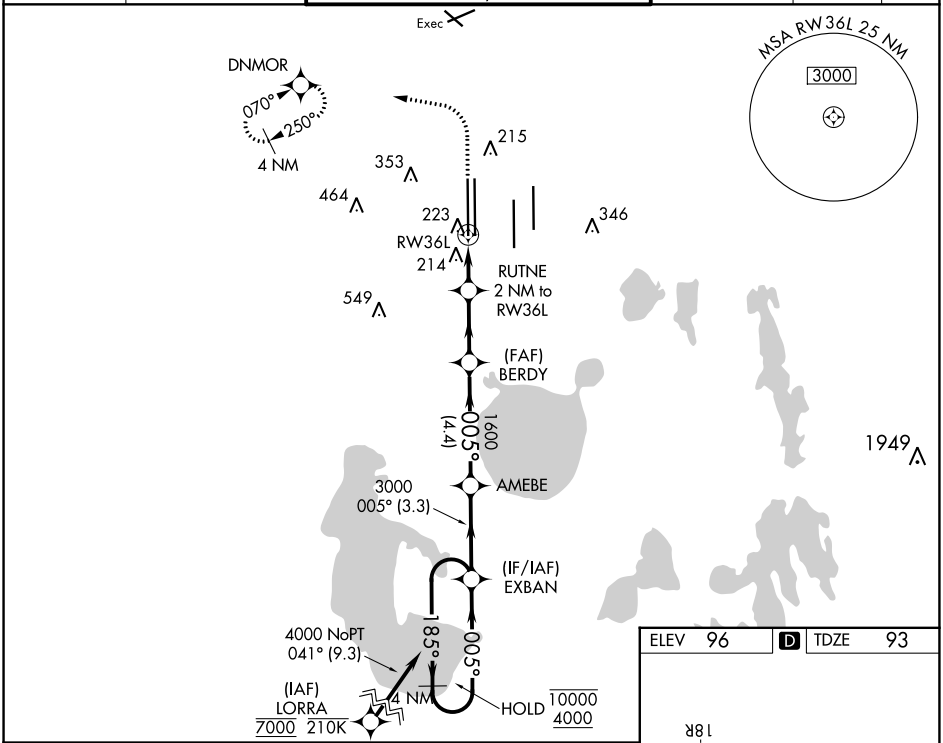
RNAV (GPS) RWY 36L
ORLANDO INTL (MCO)

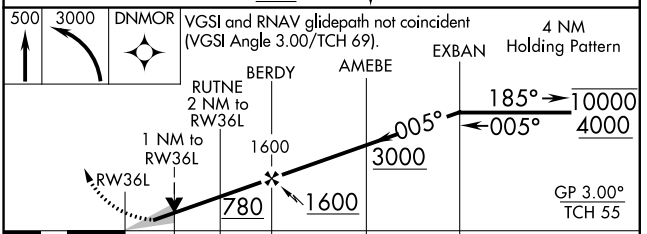
RNP APCH.

Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C or above 54°C.

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct DNMOR and hold, continue climb-in-hold to 3000.

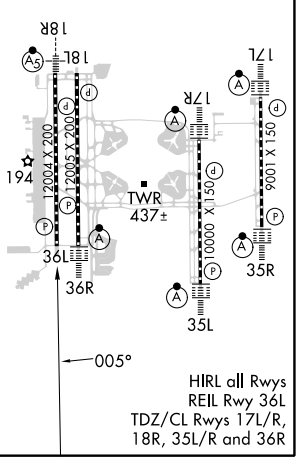
D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25 DEP 120.525	124.8 307.0	118.45 253.5 (Rwys 17L-35R,17R-35L) 124.3 253.5 (Rwys 18L-36R,18R-36L)	126.4 (East) 121.8 (West)	134.7 341.7	





CATEGORY	A	B	C	D
LPV DA	293/40 200 (200-¾)			
LNAV/VNAV DA	406/45 313 (400-⅞)			
LNAV MDA	480/55 387 (400-1)		480/60 387 (400-1¼)	
C CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

ELEV 96 | D | TDZE 93



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36R

RNAV (GPS) RWY 36R
ORLANDO INTL (MCO)

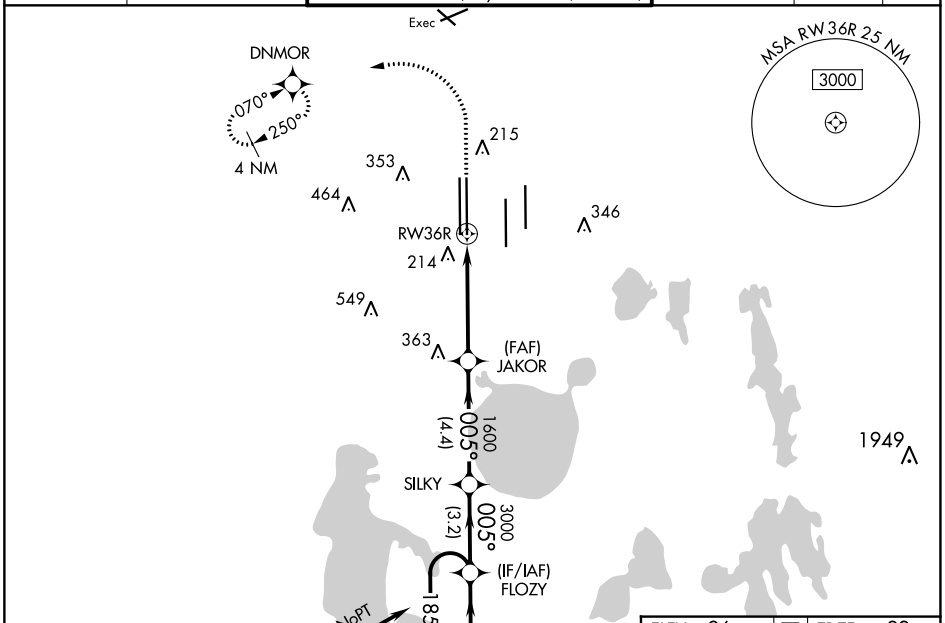
WAAS CH 40212 W36A	APP CRS 005°	Rwy ldg 11601 TDZE 92 Apt Elev 96

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct DNMOR and hold, continue climb-in-hold to 3000.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25 DEP 120.525	124.8 307.0	118.45 253.5 (Rwys 17L-35R,17R-35L) 124.3 253.5 (Rwys 18L-36R,18R-36L)	126.4 (East) 121.8 (West)	134.7 341.7	

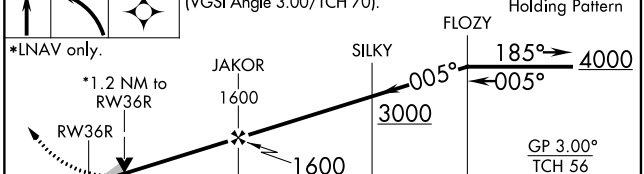


500	3000	DNMOR

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).

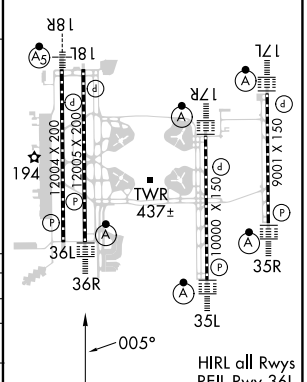
4 NM Holding Pattern

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	292/18 200 (200-½)			
LNAV/VNAV DA	454/40 362 (400-¾)			
LNAV MDA	540/24 448 (500-½)		540/45 448 (500-⅞)	
C CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

ELEV 96 D TDZE 92



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36R

SE-3, 22 FEB 2024 to 21 MAR 2024

SE-3, 22 FEB 2024 to 21 MAR 2024