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General Information

Location: Orlando FL USA
IATA Code: MCO
Lat/Long: N28° 25.8' W081° 18.5'
Elevation: 96 ft

Airport Use: Public
Magnetic Variation: 6.2°W
Sectional Chart: Jacksonville

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Minor Airframe, Minor Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1219 Z
Sunset: 2243 Z,

Runway Information

Runway: 17L
Length x Width: 9001 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 90 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 17R
Length x Width: 10000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 90 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 18L
Length x Width: 12005 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 96 ft
Lighting: Edge, Centerline

Runway: 18R
Length x Width: 12004 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 94 ft
Lighting: Edge, ALS, Centerline, TDZ

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Runway: 35L
Length x Width: 10000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 88 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 35R
Length x Width: 9001 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 90 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 36L
Length x Width: 12004 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 93 ft
Lighting: Edge, Centerline

Runway: 36R
Length x Width: 12005 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 92 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

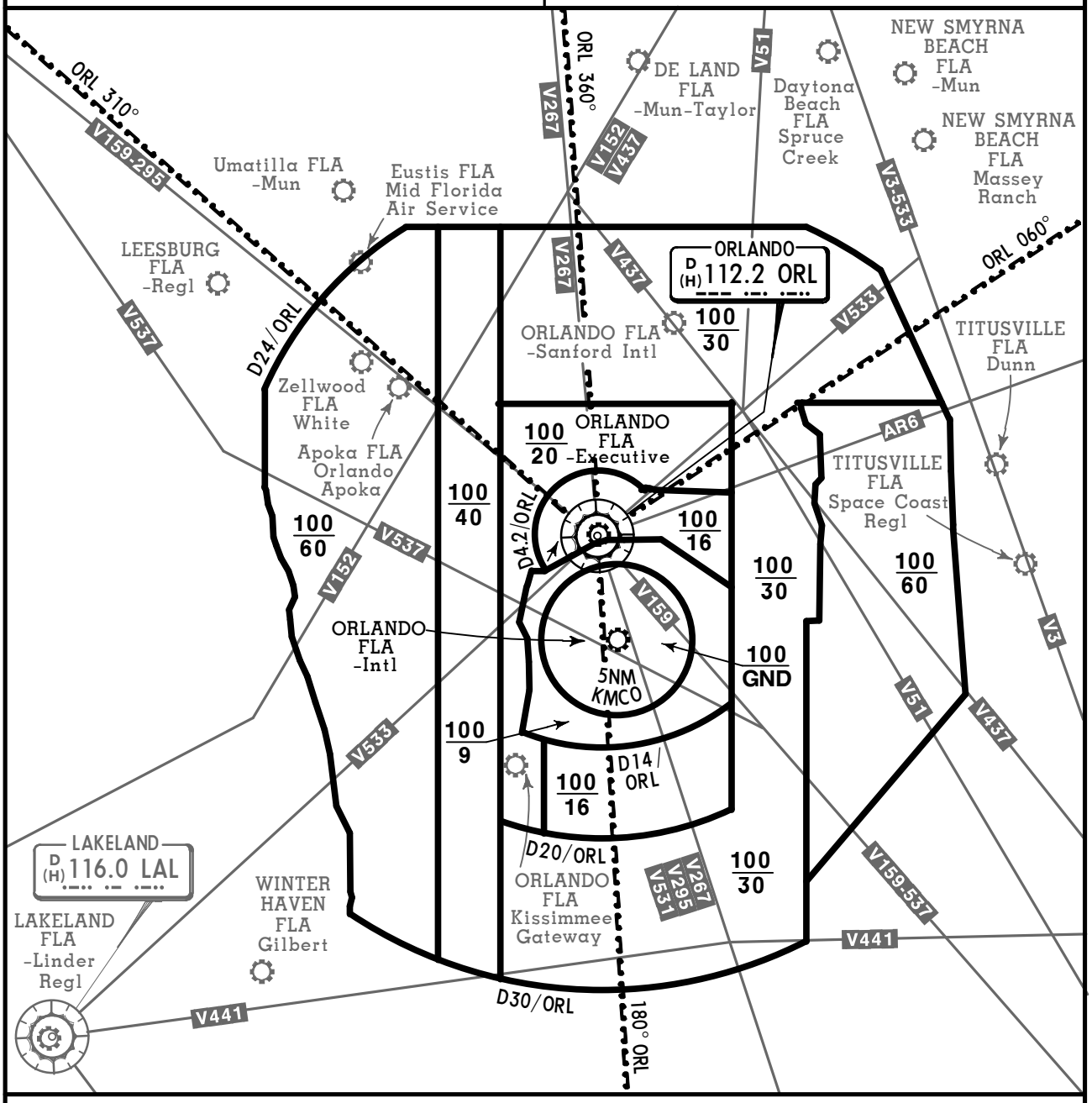
ATIS 121.25 Arrival Service
ATIS 120.525 Departure Service
Orlando Tower 124.3
Orlando Tower 118.45
Orlando Ground Control 126.4
Orlando Ground Control 121.8
Orlando Clearance Delivery 134.7
Orlando Clearance Delivery 132.65
Orlando Approach Approach Control 134.05 Arrival Service
Orlando Approach Approach Control 128.375 Arrival Service
Orlando Approach Approach Control 124.8 Arrival Service
Orlando Approach Approach Control 120.15 Arrival Service
Orlando Approach TCA 124.8 (360°-180°)
Orlando Approach TCA 120.15 (181°-359°)
Orlando Approach TCA 119.4
Orlando Approach TCA 121.1 (311°-60°) At or below 5500 ft
Orlando Departure Departure Control 124.8 Departure Service
Orlando Departure Departure Control 120.15 Departure Service
Orlando Departure Departure Control 119.4 Departure Service
Orlando Intl Unicom 122.95
Army Reserve Operations 148.8 Military

ORLANDO CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

(061°-180°)	**Orlando App**	119.47	4500′ & BELOW
(181°-310°)	**Orlando App**	119.4	5500′ & BELOW
(311°-060°)	**Orlando App**	121.1	5500′ & BELOW

(360°-180°)	**Orlando App**	124.8	ABOVE 5000′
(181°-359°)	**Orlando App**	120.15	ABOVE 5500′



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117, AND 91.215

FLIGHT PROCEDURES

IFR Flights-Aircraft within Class B airspace are required to operate in accordance with current IFR procedures.

VFR Flights-

a. Arriving aircraft should contact Orlando Approach Control on the specified frequencies. Although arriving aircraft may be operating beneath the floor of Class B airspace on initial contact, communications should be established with Approach Control for sequencing and spacing purposes.

b. Aircraft departing the primary airport are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart Class B airspace. Aircraft departing from other than Orlando International Airport whose route of flight would penetrate Class B airspace should give this information to ATC on appropriate frequencies.

c. Aircraft desiring to transit Class B airspace may obtain an ATC clearance will be handled on an equitable "First-come, first-served" basis, provided the requirements of FAR 91 are met.

CHANGES: Reissue.

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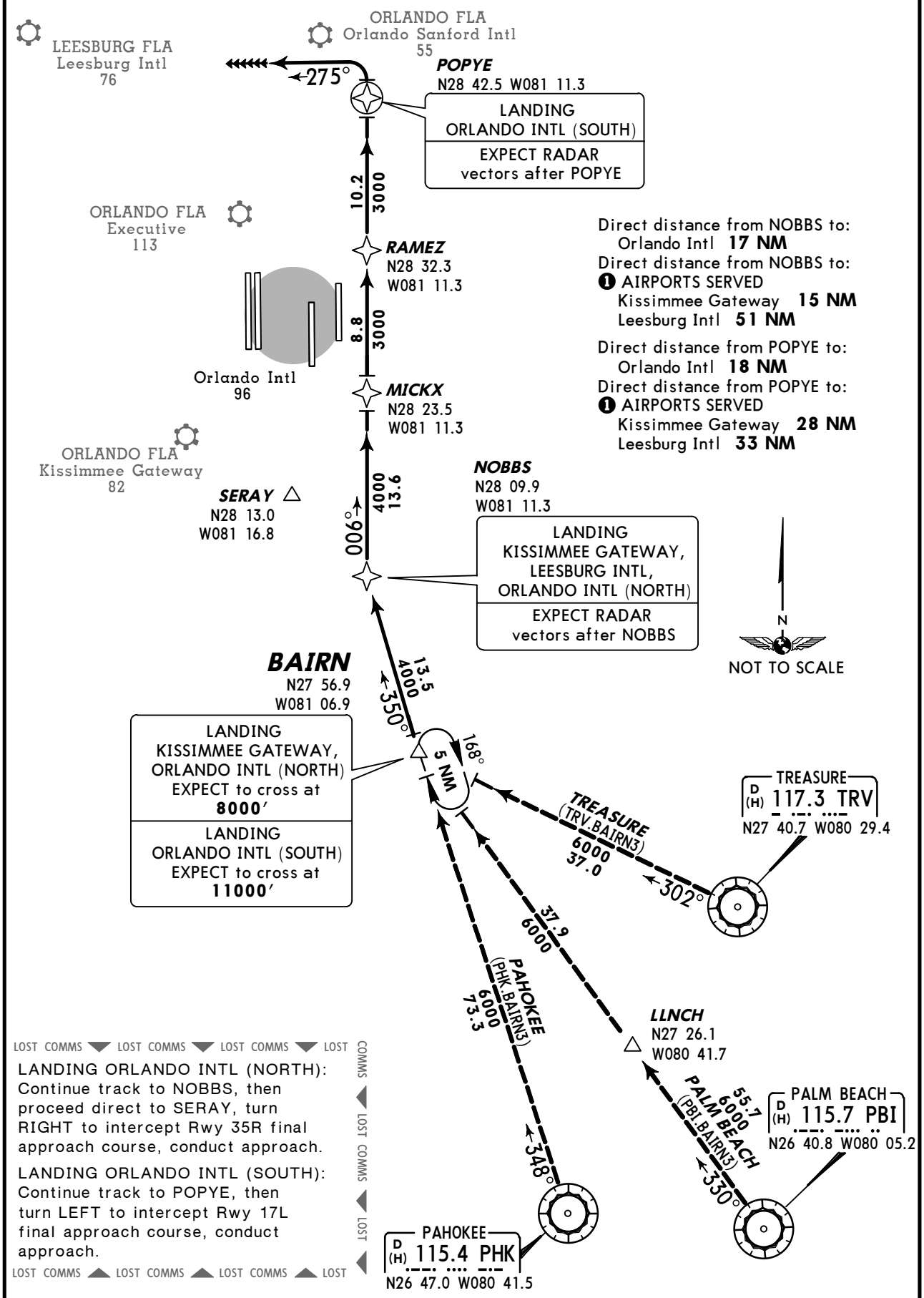
ORLANDO INTL D-ATIS (Arrival) 121.25	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.** 4. Turbojet/turboprop aircraft only. 5. Also serves ❶

BAIRN THREE RNAV ARRIVAL (BAIRN.BAIRN3)



ROUTING

From over BAIRN on track 350° to NOBBS, then as depicted to POPYE, then on track 275°.
EXPECT RADAR vectors.

CHANGES: Procedure revised, renumbered

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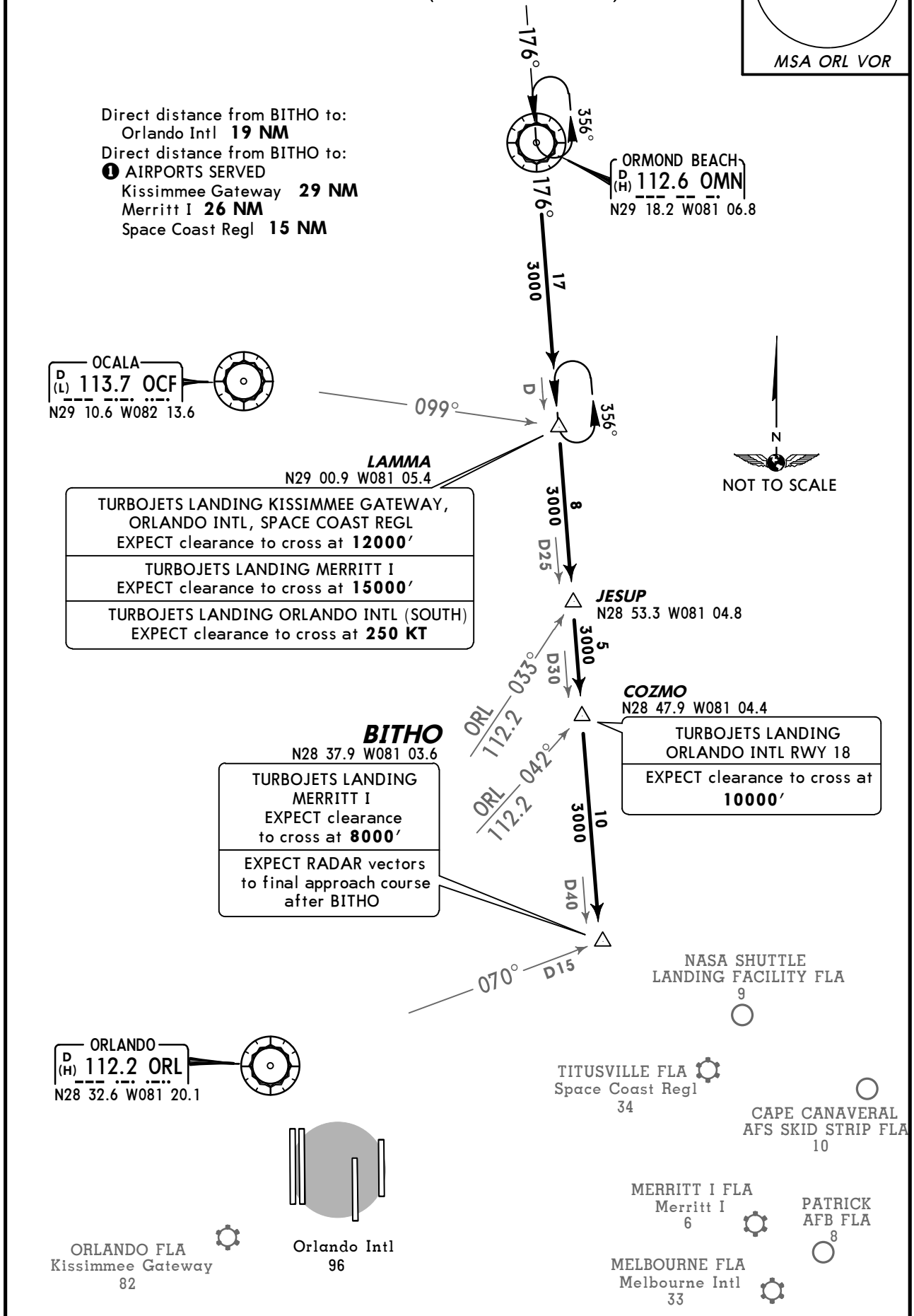
ORLANDO INTL D-ATIS (Arrival) 121.25	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ Also serves ❶

BITHO SEVEN ARRIVAL (BITHO.BITHO7)



ROUTING

From over OMN via OMN R-176 to BITHO. EXPECT RADAR vectors to final approach course after BITHO.

CHANGES: NASA Shuttle Landing Facility elevation.

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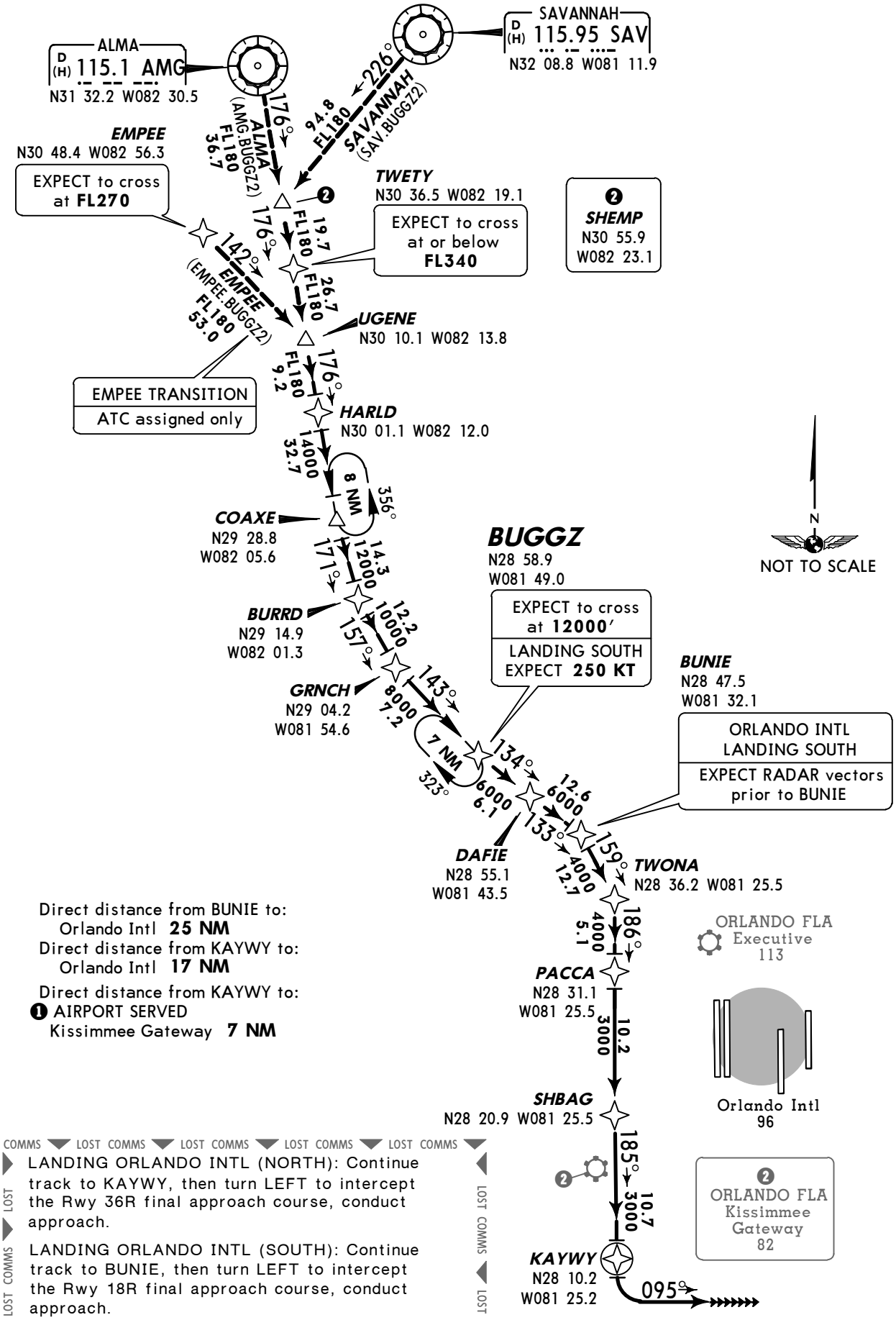
D-ATIS (Arrival) 121.25	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.** 4. Turbojet aircraft only. 5. Also serves ❶

BUGGZ TWO RNAV ARRIVAL (BUGGZ.BUGGZ2)



Direct distance from BUNIE to:
Orlando Intl **25 NM**
Direct distance from KAYWY to:
Orlando Intl **17 NM**
Direct distance from KAYWY to:
❶ AIRPORT SERVED
Kissimmee Gateway **7 NM**

ROUTING

From over UGENE on track 176° to HARLD, then as depicted to KAYWY, then on track 095°.
EXPECT RADAR vectors.

CHANGES: Procedure revised, renumbered.

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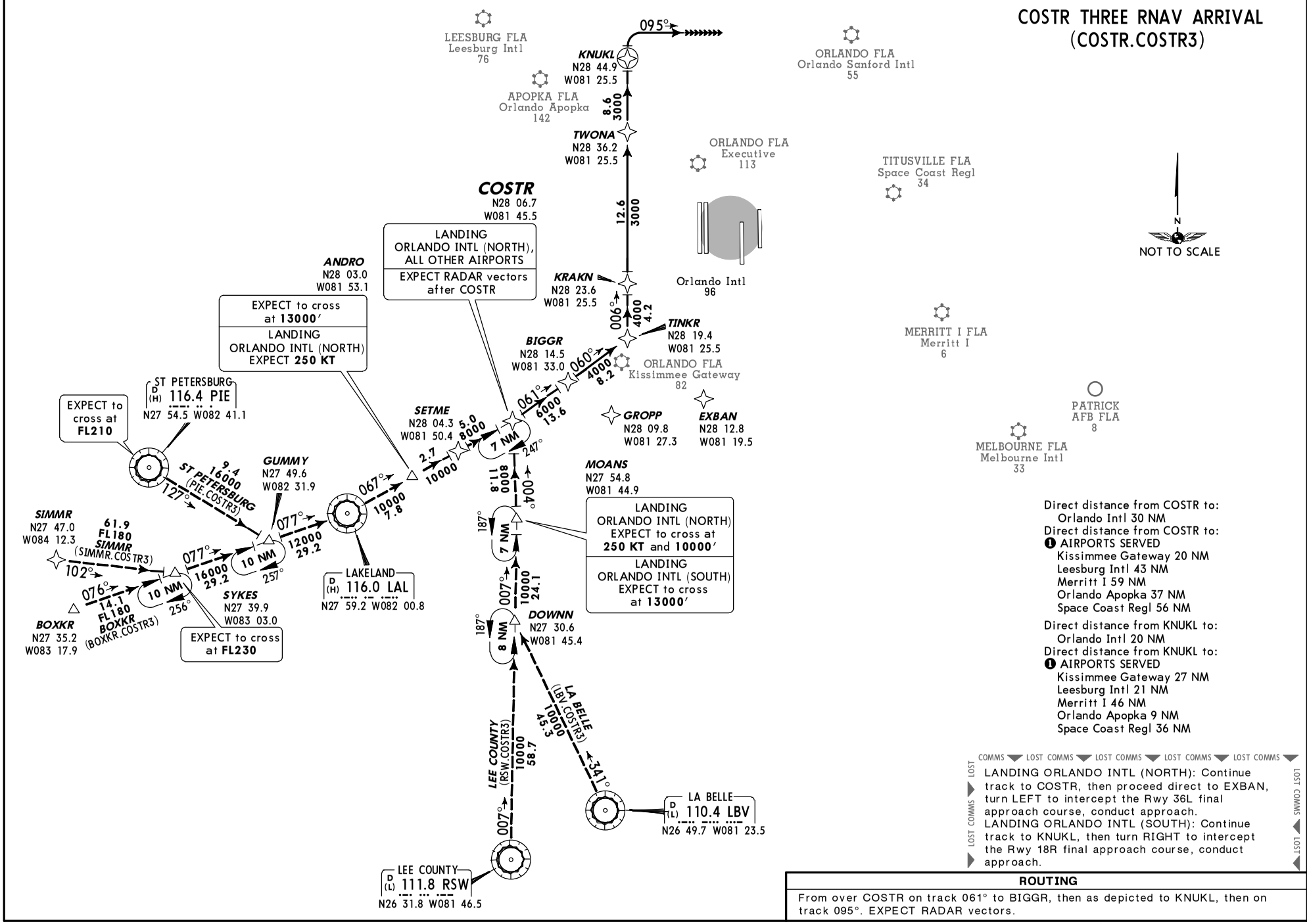
ORLANDO INTL D-ATIS (Arrival) 121.25	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	**1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.** 4. Turbojet/turboprop aircraft only. 5. Also serves ❶

COSTR THREE RNAV ARRIVAL (COSTR.COSTR3)



Direct distance from COSTR to:
Orlando Intl 30 NM
Direct distance from COSTR to:
❶ AIRPORTS SERVED
Kissimmee Gateway 20 NM
Leesburg Intl 43 NM
Merritt I 59 NM
Orlando Apopka 37 NM
Space Coast Regl 56 NM

Direct distance from KNUKL to:
Orlando Intl 20 NM
Direct distance from KNUKL to:
❶ AIRPORTS SERVED
Kissimmee Gateway 27 NM
Leesburg Intl 21 NM
Merritt I 46 NM
Orlando Apopka 9 NM
Space Coast Regl 36 NM

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

LANDING ORLANDO INTL (NORTH): Continue track to COSTR, then proceed direct to EXBAN, turn LEFT to intercept the Rwy 36L final approach course, conduct approach.
LANDING ORLANDO INTL (SOUTH): Continue track to KNUKL, then turn RIGHT to intercept the Rwy 18R final approach course, conduct approach.

ROUTING

From over COSTR on track 061° to BIGGR, then as depicted to KNUKL, then on track 095°. EXPECT RADAR vectors.

CHANGES: None.

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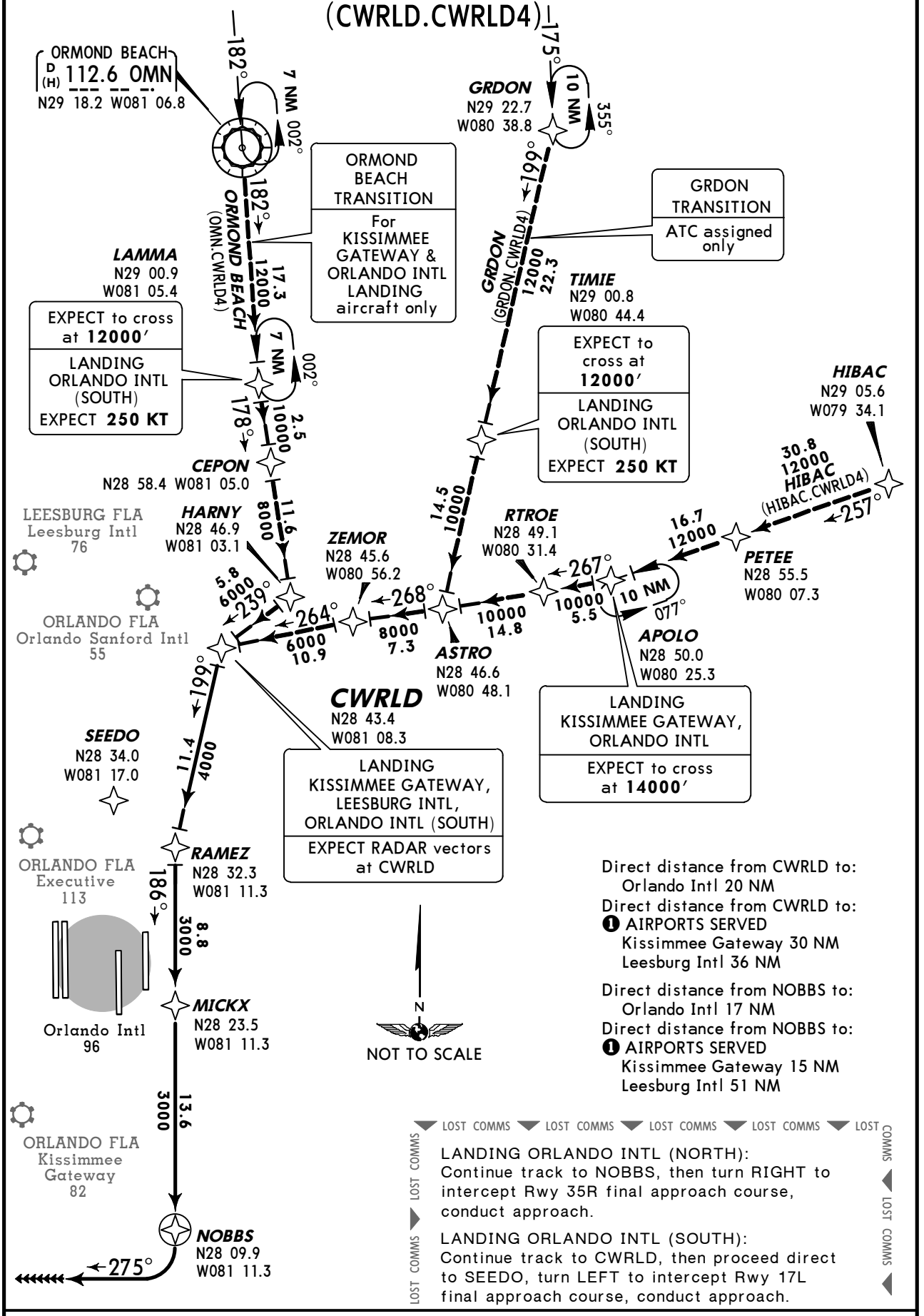
ORLANDO INTL D-ATIS (Arrival) 121.25	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required.** **2. RADAR required for non-GPS equipped aircraft. 3. RNAV 1.** 4. Turbojet aircraft only. 5. Also serves ❶

CWRLD FOUR RNAV ARRIVAL
(CWRLD.CWRLD4)



ROUTING

From CWRLD on track 199° to RAMEZ, then on track 186° to MICKX, then on track 186° to NOBBS, then on track 275°. EXPECT RADAR vectors.

CHANGES: HIBAC transition, APOLO and GRDON holding patterns, notes.

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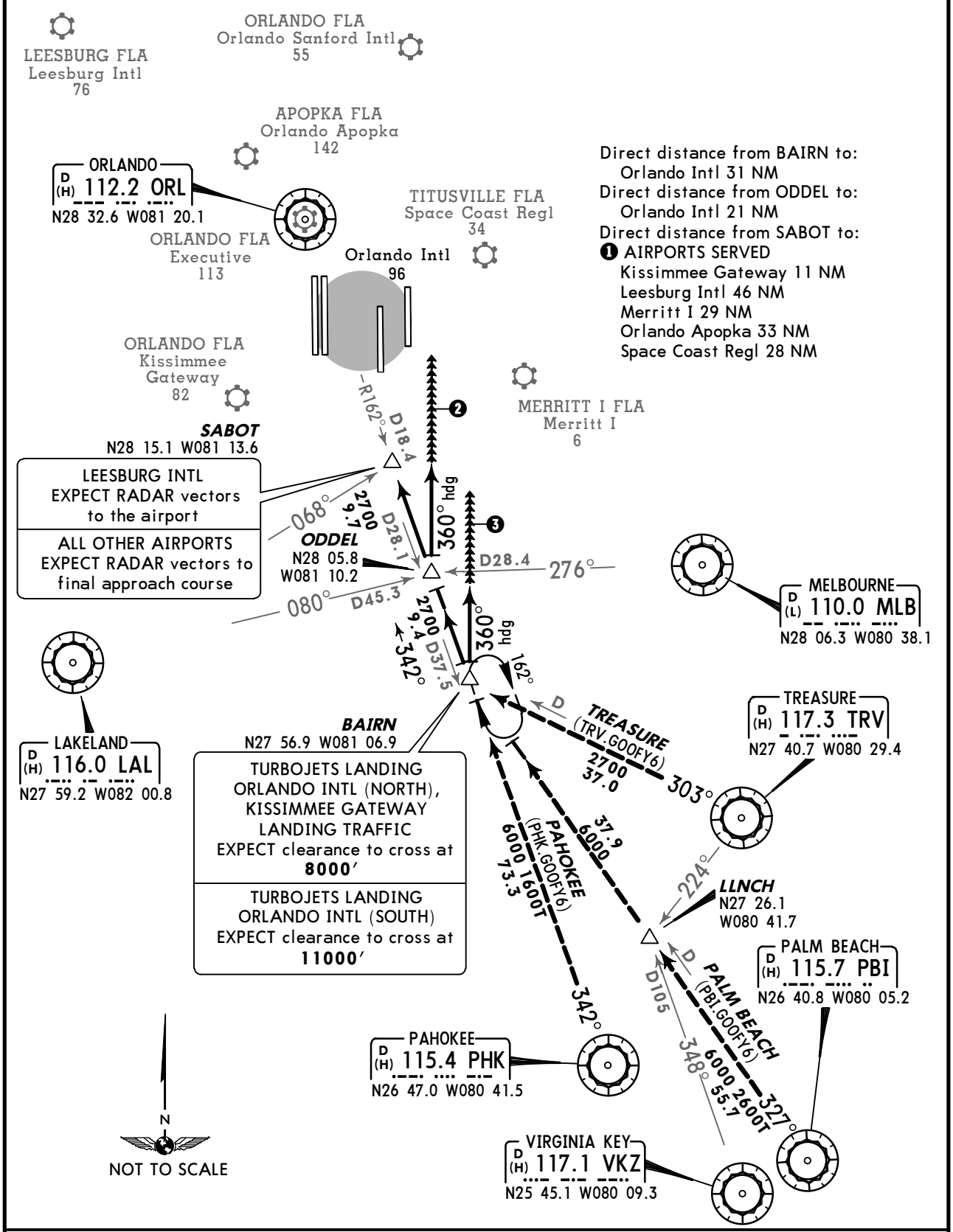
ORLANDO INTL D-ATIS (Arrival) 121.25	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. For turbojet/turboprop aircraft only. 2. Also serves ❶

GOOFY SIX ARRIVAL (BAIRN.GOOFY6)



ROUTING

ORLANDO INTL	❷ **Rwys 17L/R, 18L/R:** From over BAIRN on ORL R-162 to ODDEL. Depart ODDEL heading 360° for vector to final approach course. ❸ **Rwys 35L/R, 36L/R:** Depart BAIRN heading 360° for vector to final approach course.
LEESBURG INTL	From over BAIRN on ORL R-162 to SABOT. EXPECT RADAR vectors to the airport.
ALL OTHER AIRPORTS	From over BAIRN on ORL R-162 to SABOT. EXPECT RADAR vectors to final approach course.

CHANGES: ISM NDB removed.

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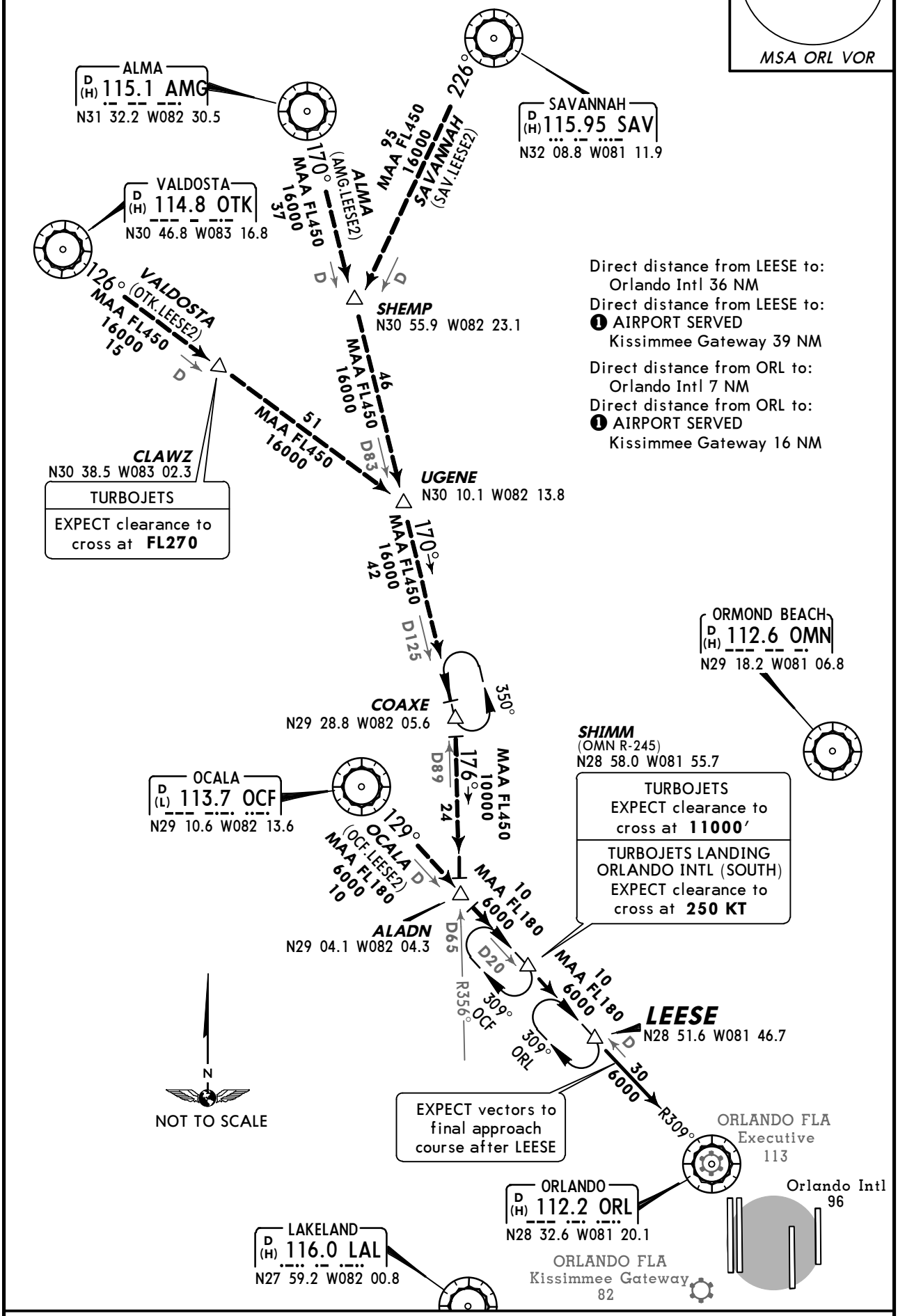
ORLANDO INTL D-ATIS (Arrival) 121.25	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME required.** 2. Also serves ❶

LEESE TWO ARRIVAL (LEESE.LEESE2)



ROUTING

From over LEESE via ORL R-309 to ORL. EXPECT vectors to final approach course after LEESE.

CHANGES: None.

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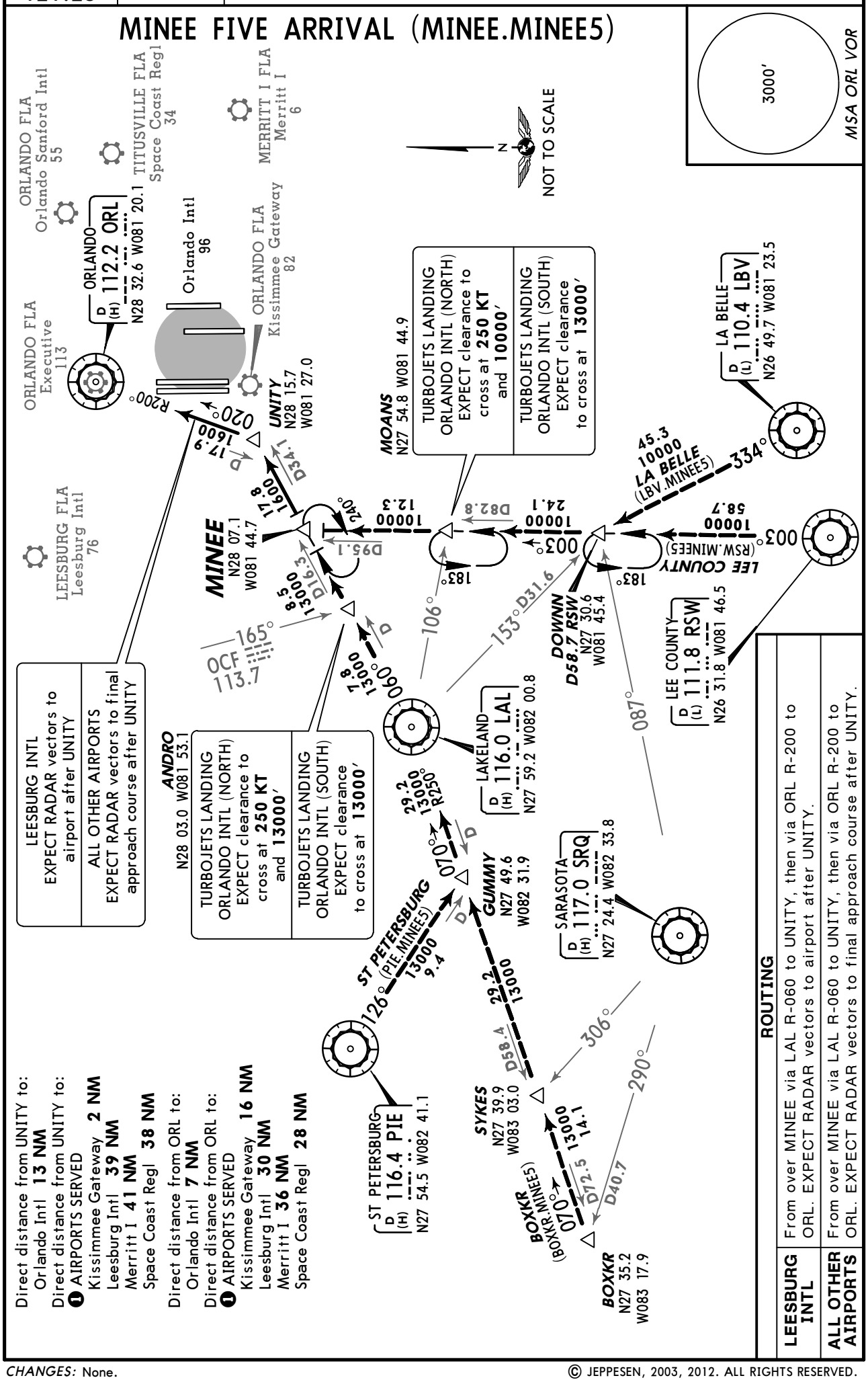
ORLANDO INTL D-ATIS (Arrival) 121.25	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ Also serves ❶

MINEE FIVE ARRIVAL (MINEE.MINEE5)



CHANGES: None.

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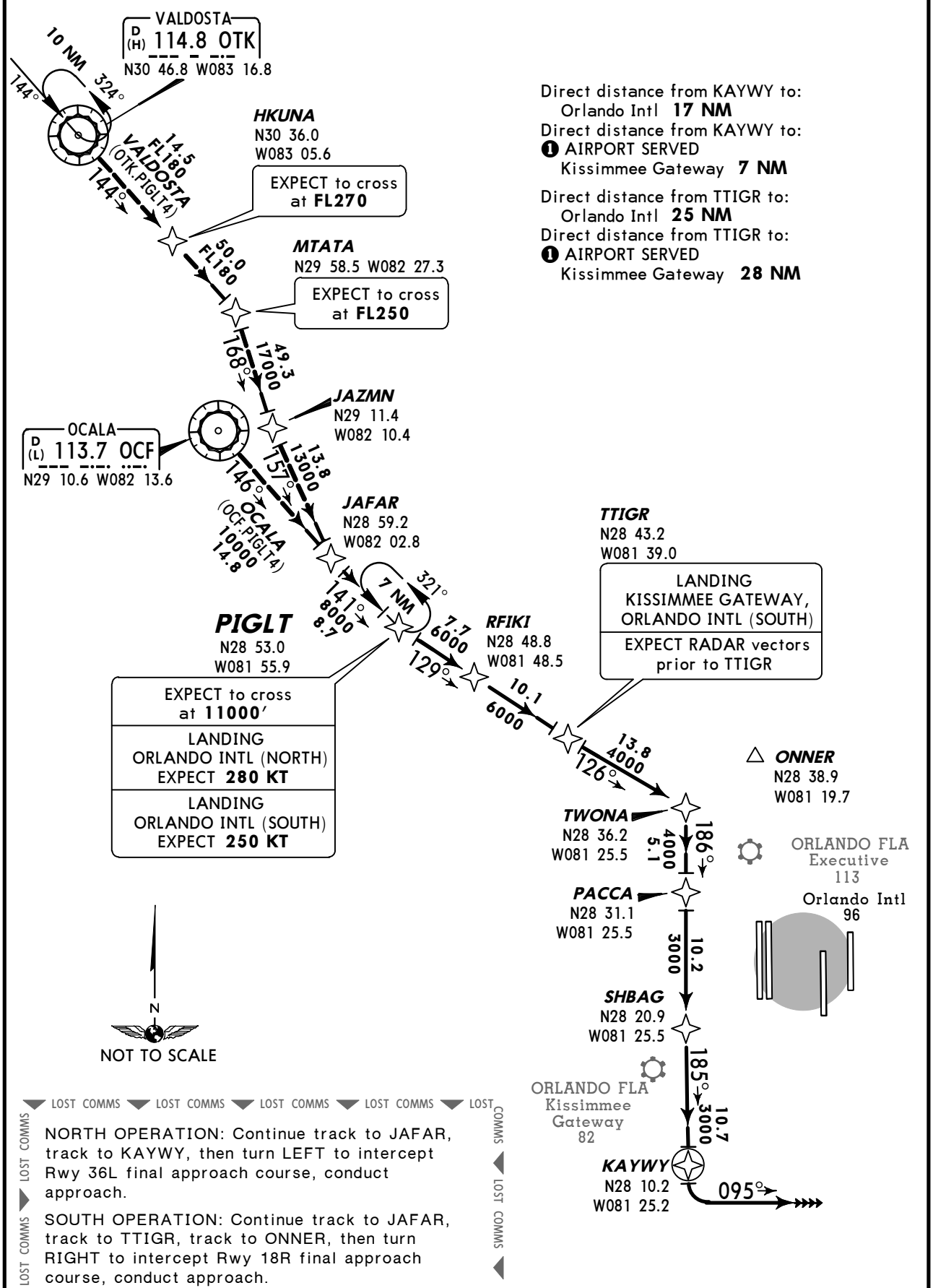
ORLANDO INTL D-ATIS (Arrival) 121.25	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.** 4. Turbojet aircraft only. 5. Also serves ❶

PIGLT FOUR RNAV ARRIVAL (PIGLT.PIGLT4)



Direct distance from KAYWY to:
Orlando Intl **17 NM**
Direct distance from KAYWY to:
❶ AIRPORT SERVED
Kissimmee Gateway **7 NM**

Direct distance from TTIGR to:
Orlando Intl **25 NM**
Direct distance from TTIGR to:
❶ AIRPORT SERVED
Kissimmee Gateway **28 NM**

ROUTING

From over JAFAR on track 141° to PIGLT, then as depicted to KAYWY, then on track 095°.
EXPECT RADAR vectors.

CHANGES: Procedure revised, renumbered.

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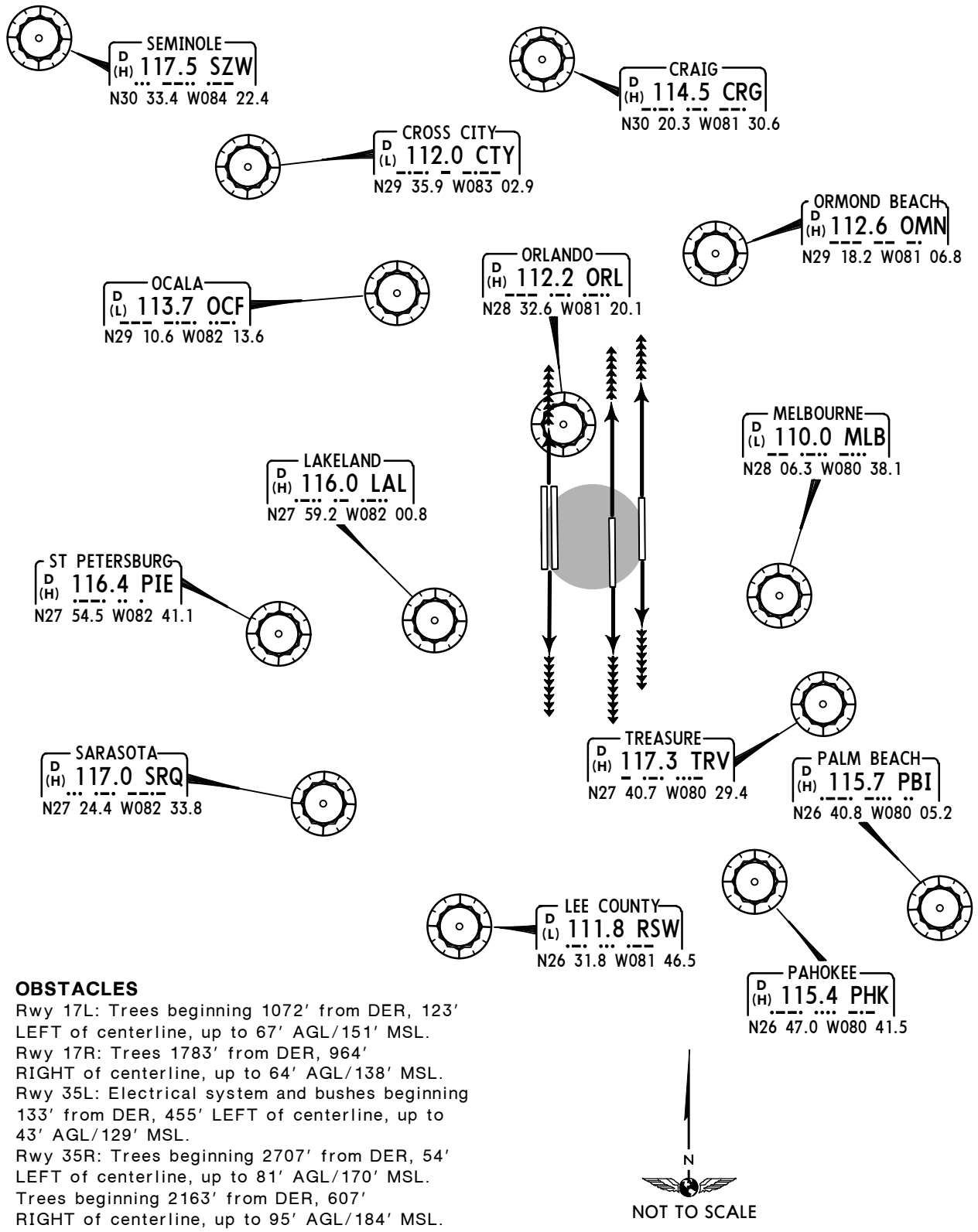
ORLANDO Departure (R)			Apt Elev	
311°-060° 5500′ & Below	061°-180° 4500′ & Below	181°-310° 5500′ & Below	96′	Trans level: FL180 Trans alt: 18000′
121.1	119.47	119.4		

CITRUS SIX DEPARTURE (CITR6.CITR)



OBSTACLES

Rwy 17L: Trees beginning 1072′ from DER, 123′ LEFT of centerline, up to 67′ AGL/151′ MSL.
Rwy 17R: Trees 1783′ from DER, 964′ RIGHT of centerline, up to 64′ AGL/138′ MSL.
Rwy 35L: Electrical system and bushes beginning 133′ from DER, 455′ LEFT of centerline, up to 43′ AGL/129′ MSL.
Rwy 35R: Trees beginning 2707′ from DER, 54′ LEFT of centerline, up to 81′ AGL/170′ MSL.
Trees beginning 2163′ from DER, 607′ RIGHT of centerline, up to 95′ AGL/184′ MSL.
Rwy 36L: Light on sign 1063′ from DER, 775′ RIGHT of centerline, 34′ AGL/123′ MSL.
Rwy 36R: Light on sign 1063′ from DER, 725′ LEFT of centerline, 34′ AGL/123′ MSL.
Trees beginning 1364′ from DER, 193′ RIGHT of centerline, up to 64′ AGL/153′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 17L/R, 18L/R, 35L/R, 36L/R: Standard (or lower than standard, if authorized).

INITIAL CLIMB	ALTITUDE
All aircraft climb on heading as assigned for vectors to appropriate fix.	MAINTAIN 1500′

ROUTING

EXPECT further clearance to filed altitude/flight level 10 minutes after departure.

CHANGES: Procedure renumbered, navaid, obstacles, climb gradient removed.

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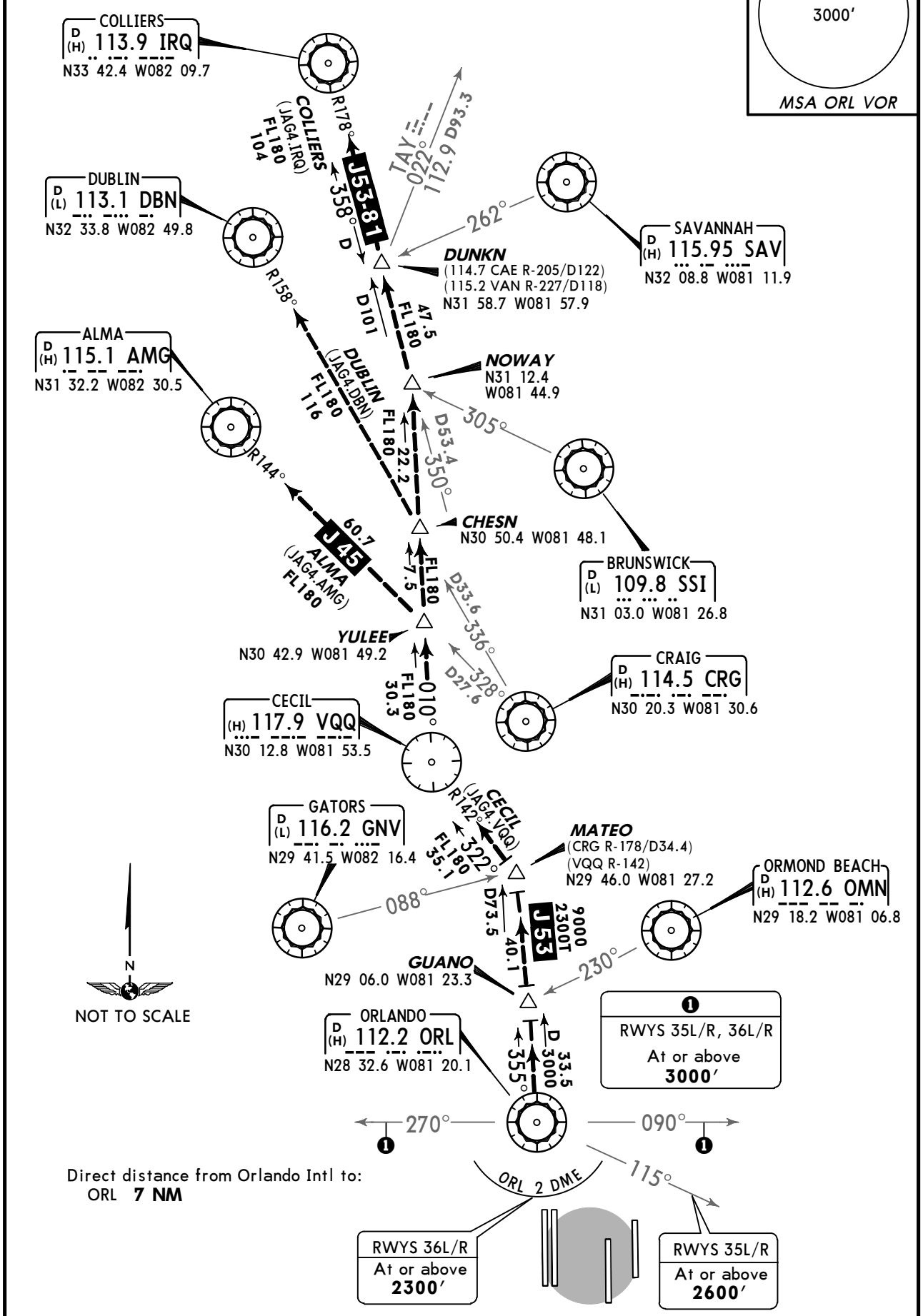
ORLANDO Departure (R) 360°-180° Above 5000′	181°-359° Above 5500′	Apt Elev	
124.8	120.15	96′	Trans level: FL180 Trans alt: 18000′ **1. DME and RADAR required.** 2. Turbojets only. 3. CECIL transition ATC assigned only. 4. If unable to accept ATC climb gradient, advise ATC on initial contact.

JAGUAR FOUR DEPARTURE (JAG4.ORL)

For Procedure Text, Takeoff Minimums and Obstacles see 20-3A-1



Direct distance from Orlando Intl to:
ORL **7 NM**

CHANGES: Procedure revised, MEAs added, obstacles, take-off minimums.

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JAGUAR FOUR DEPARTURE (JAG4.ORL)

For Procedure Graphic see 20-3A

PROCEDURE TEXT

OBSTACLES

Rwy 17L: Trees beginning 1072′ from DER, 123′ LEFT of centerline, up to 67′ AGL/151′ MSL.
Rwy 17R: Trees 1783′ from DER, 964′ RIGHT of centerline, up to 64′ AGL/ 138′ MSL.
Rwy 35L: Electrical system and bushes beginning 133′ from DER, 455′ LEFT of centerline, up to 43′ AGL/129′ MSL.
Rwy 35R: Trees beginning 2707′ from DER, 54′ LEFT of centerline, up to 81′ AGL/170′ MSL. Trees beginning 2163′ from DER, 607′ RIGHT of centerline up to 95′ AGL/184′ MSL.
Rwy 36L: Light on sign 1063′ from DER, 775′ RIGHT of centerline 34′ AGL/ 123′ MSL.
Rwy 36R: Light on sign 1063′ from DER, 725′ LEFT of centerline, 34′ AGL/ 123′ MSL. Trees beginning 1364′ from DER, 193′ RIGHT of centerline, up to 64′ AGL/153′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 17L/R, 18L/R: Standard (or lower than standard, if authorized).
Rwy 35L: Standard (or lower than standard, if authorized) with ATC climb of 510′ per NM to **3000′.**
Rwy 35R: Standard (or lower than standard, if authorized) with ATC climb of 600′ per NM to **2900′.**
Rwys 36L/36R: Standard (or lower than standard, if authorized) with ATC climb of 602′ per NM to **2800′.**
If unable to accept ATC climb gradient advise ATC on initial contact.

Gnd speed-KT	75	100	150	200	250	300
510′ per NM	638	850	1275	1700	2125	2550
600′ per NM	750	1000	1500	2000	2500	3000
602′ per NM	753	1003	1505	2007	2508	3010

INITIAL CLIMB	ALTITUDE
Climb on heading assigned by ATC.	**MAINTAIN 5000′**

ROUTING

EXPECT vectors to appropriate transition. EXPECT clearance to filed alititude/flight level within 10 minutes after departure.

CHANGES: New chart.

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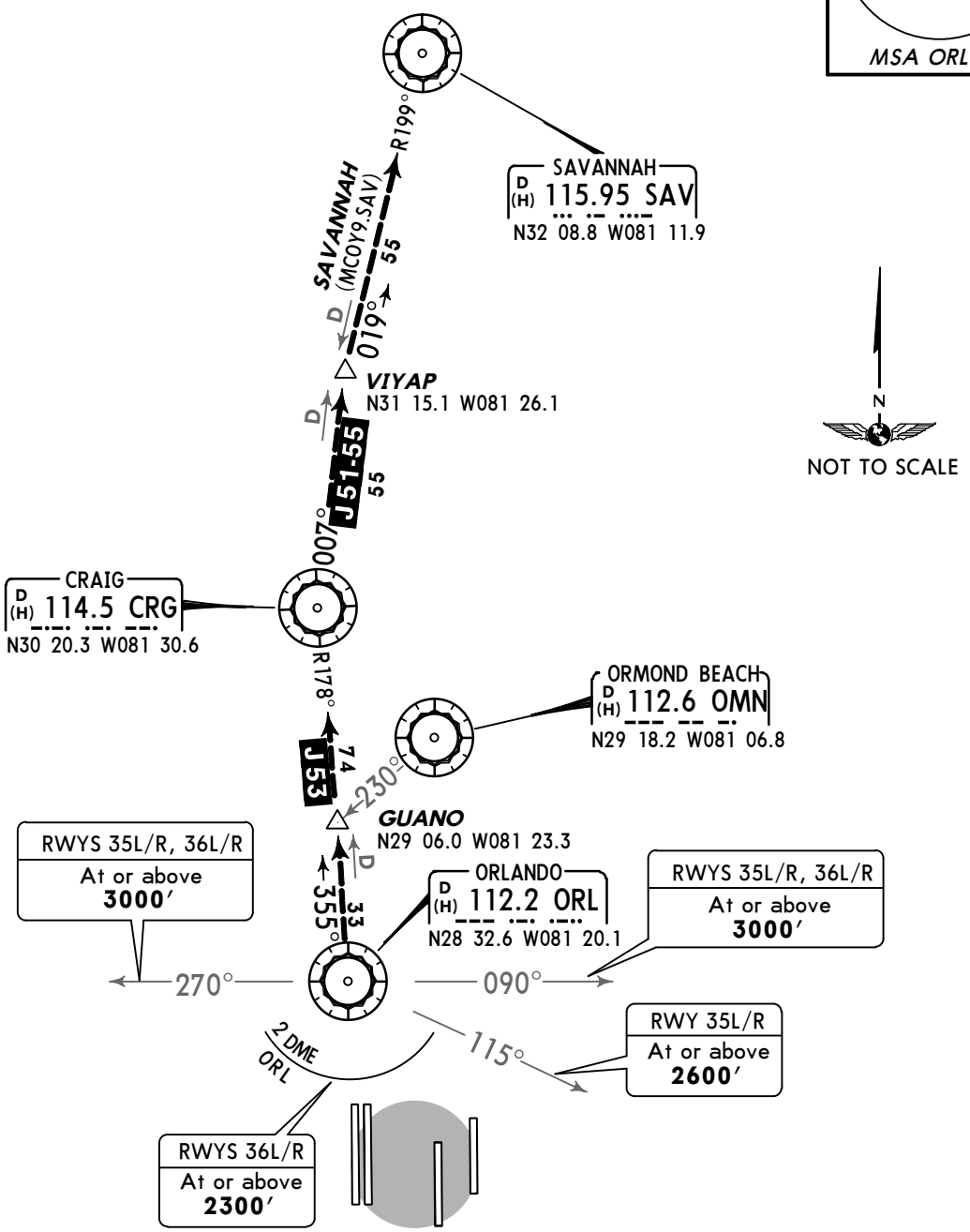
ORLANDO Departure (R) EAST	WEST	Apt Elev	
124.8	120.15	96′	Trans level: FL180 Trans alt:18000′ 1. Turbojets only. **2. DME required.**

McCOY NINE DEPARTURE (MCOY9.ORL)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 17L/R, 18L/R, 35L, 36L/R: Standard (or lower than standard, if authorized).
Rwy 35R: 300-1 or standard (or lower than standard, if authorized) with a minimum climb gradient of 340′ per NM to **400′.**
Rwys 35L/R, 36L/R require an ATC minimum climb gradient of 600′ per NM to **2800′.**
If unable to accept this climb gradient rate advise ATC on initial contact.

Gnd speed-KT	75	100	150	200	250	300
340′ per NM	425	567	850	1133	1417	1700
600′ per NM	750	1000	1500	2000	2500	3000

Direct distance from Orlando Intl to:
ORL **7 NM**

OBSTACLES
Rwy 17L: Numerous trees from 1080′ to 1725′ from DER, from 600′ to 740′ LEFT of centerline, from 44′ AGL/134′ MSL to 53′ AGL/143′ MSL.
Rwy 35R: Tree 2225′ from DER, 730′ RIGHT of centerline, 94′ AGL/184′ MSL.

INITIAL CLIMB	ALTITUDE
Climb on heading as assigned.	**MAINTAIN 5000′**

ROUTING

EXPECT vectors to the SAVANNAH Transition. EXPECT further clearance to filed altitude 10 minutes after departure.

CHANGES: None.

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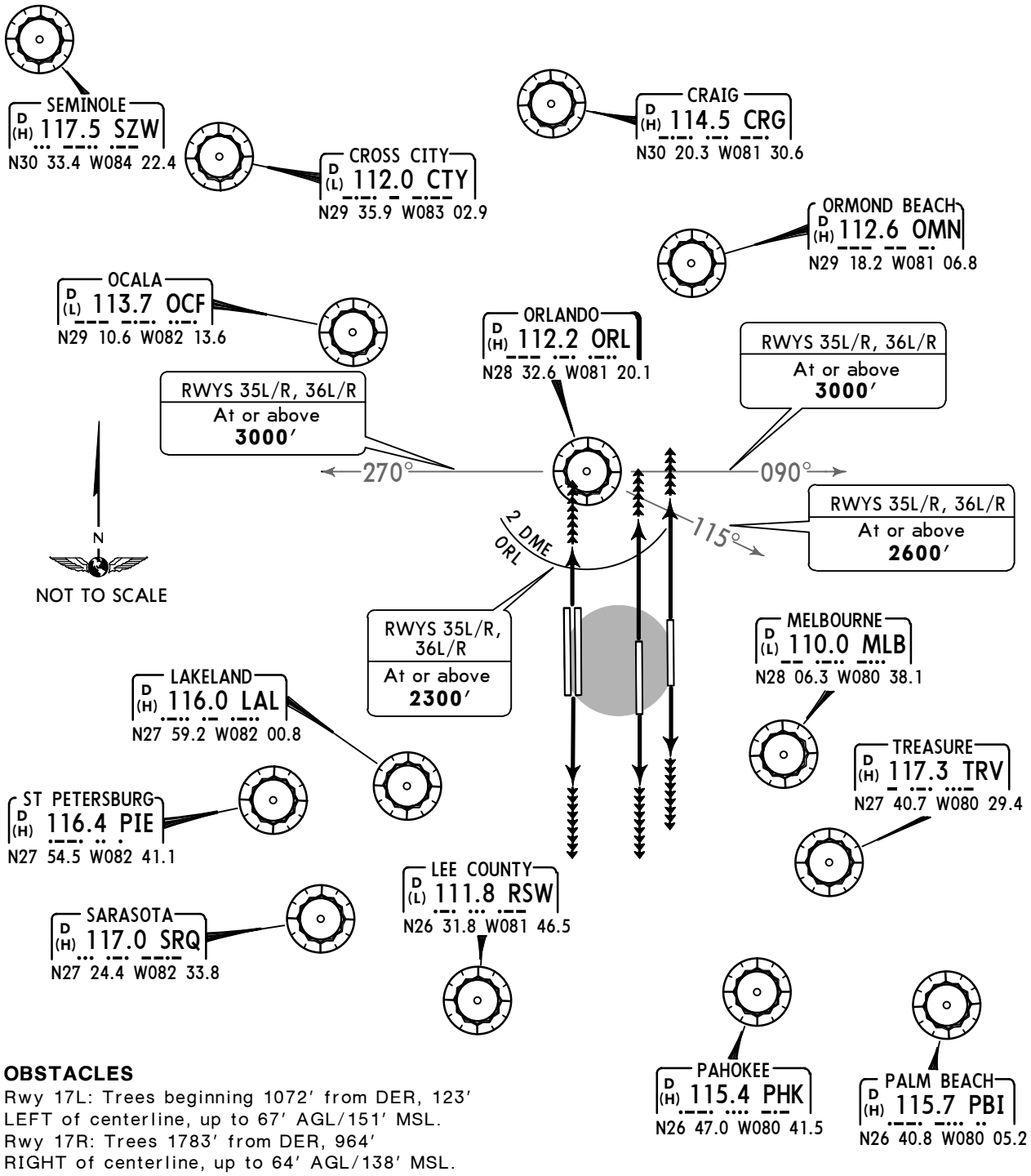
ORLANDO Departure (R) EAST	WEST	Apt Elev	
124.8	120.15	96′	Trans level: FL180 Trans alt: 18000′

ORLANDO NINE DEPARTURE (ORLA9.ORLA)



OBSTACLES

Rwy 17L: Trees beginning 1072′ from DER, 123′ LEFT of centerline, up to 67′ AGL/151′ MSL.
Rwy 17R: Trees 1783′ from DER, 964′ RIGHT of centerline, up to 64′ AGL/138′ MSL.
Rwy 35L: Electrical system and bushes beginning 133′ from DER, 455′ LEFT of centerline, up to 43′ AGL/129′ MSL.
Rwy 35R: Trees beginning 2707′ from DER, 54′ LEFT of centerline, up to 81′ AGL/170′ MSL.
Trees beginning 2163′ from DER, 607′ RIGHT of centerline, up to 95′ AGL/184′ MSL.
Rwy 36L: Light on sign 1063′ from DER, 775′ RIGHT of centerline, 34′ AGL/123′ MSL.
Rwy 36R: Light on sign 1063′ from DER, 725′ LEFT of centerline, 34′ AGL/123′ MSL.
Trees beginning 1364′ from DER, 193′ RIGHT of centerline, up to 64′ AGL/153′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 17L/R, 18L/R: Standard (or lower than standard, if authorized).
Rwys 35L/R, 36L/R: Standard (or lower than standard, if authorized) with ATC climb of 605′ per NM to **2800′.**
If unable to accept this climb gradient rate advise ATC on initial contact.

Gnd speed-KT	75	100	150	200	250	300
605′ per NM	756	1008	1513	2017	2521	3025

INITIAL CLIMB	ALTITUDE
Climb on heading as assigned for vectors to filed/assigned route.	MAINTAIN 5000′

ROUTING

EXPECT further clearance to filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, climb gradient, obstacles, navaid.

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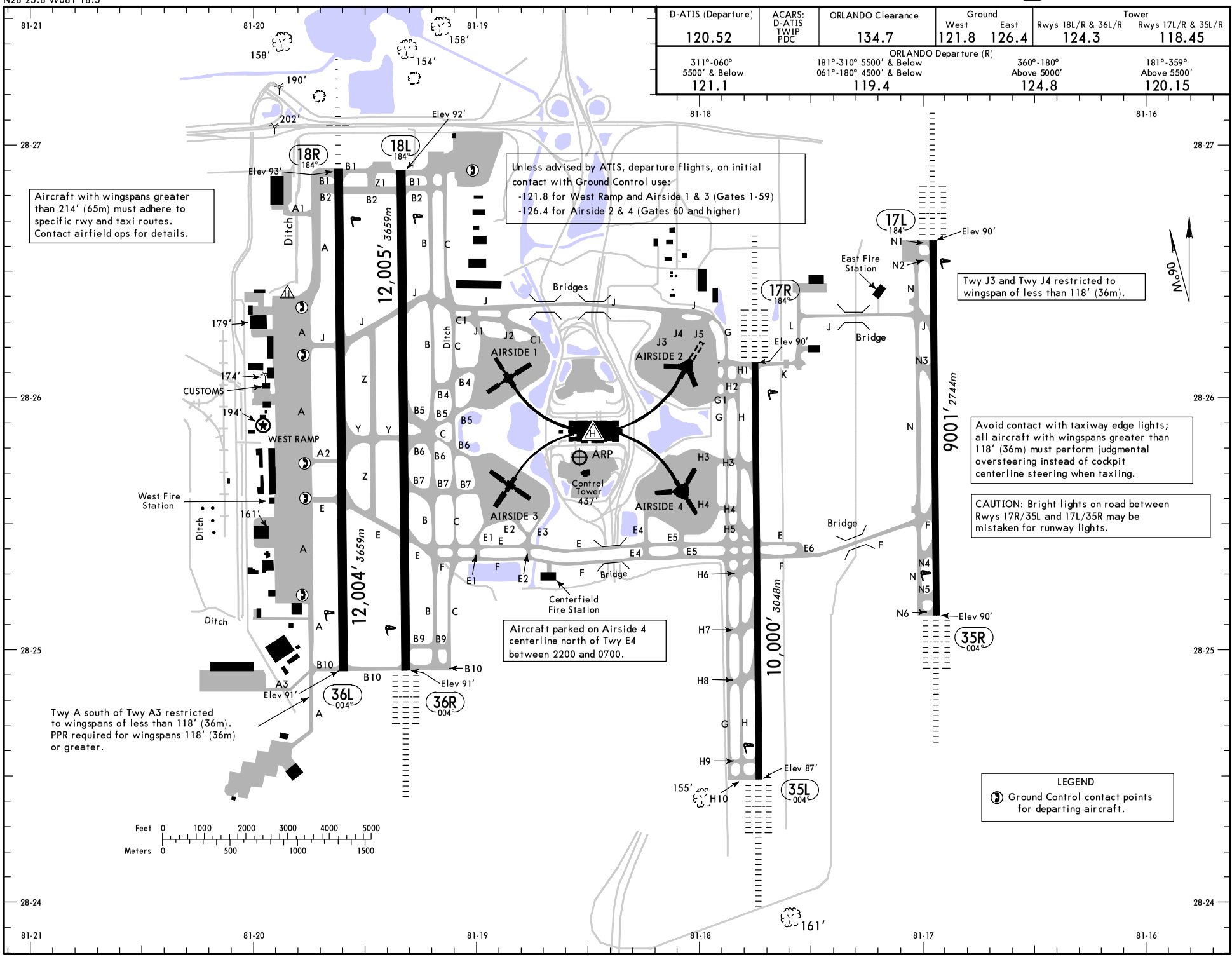
D-ATIS (Departure)	ACARS: D-ATIS TWIP PDC	ORLANDO Clearance	Ground West	Ground East	Tower Rwys 18L/R & 36L/R	Tower Rwys 17L/R & 35L/R
120.52		134.7	121.8	126.4	124.3	118.45

ORLANDO Departure (R)

311°-060° 5500′ & Below	181°-310° 5500′ & Below / 061°-180° 4500′ & Below	360°-180° Above 5000′	181°-359° Above 5500′
121.1	119.4	124.8	120.15



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GENERAL

CAUTION: Birds and deer in vicinity of airport.
Terminal Doppler Weather RADAR.
Low-level wind shear alert system.
ASDE-X Surveillance System in use. Operate transponders with MODE C on all taxiways and runways.
Runway Status Lights are in operation.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
17R 35L	HIRL CL ALSF-II TDZ grooved RVR		8950' 2728m 8960' 2731m		150' 46m
17L ❶ 35R	HIRL CL ALSF-II TDZ ❷ PAPI-L grooved RVR HIRL CL ALSF-II TDZ ❷ PAPI-R grooved RVR		7960' 2426m 7950' 2423m		150' 46m

❶ Rwy unlit 0400Z-1100Z (0300Z-1000Z during Daylight Savings Time).
❷ Angle 3.00°.

18R 36L	HIRL CL MALSR TDZ PAPI-L (angle 3.0°) grooved RVR HIRL CL grooved RVR	❸ 11,621' 3542m	10,955' 3339m		200' 61m

❸ Last 383' (117m) not available for landing distance computations.

18L 36R	HIRL CL VASI (3 bar)-L grooved RVR HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°) grooved RVR	❹ 11,601' 3536m	❹ 10,551' 3216m		200' 61m

❹ Last 404' (123m) not available for landing distance computations.

TAKE-OFF

Rwys 17L, 18L/R, 35L/R, 36R

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwys 17R, 36L

Both RVRs are required and controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

FOR FILING AS ALTERNATE

ILS Rwy 17L/R ILS Rwy 18R ILS Rwy 35L/R ILS Rwy 36R	LOC Rwy 17L/R LOC Rwy 18R LOC Rwy 35L/R LOC Rwy 36R VOR DME Rwy 18L/R	VOR DME Rwy 36L/R RNAV (GPS) Rwy 17L/R RNAV (GPS) Rwy 18L/R RNAV (GPS) Rwy 35L/R RNAV (GPS) Rwy 36L/R
A B C D 700-2	800-2	

AMEND 2

CHANGES: Rwy 36L lighting, Rwy 18R/36L additional Rwy information.

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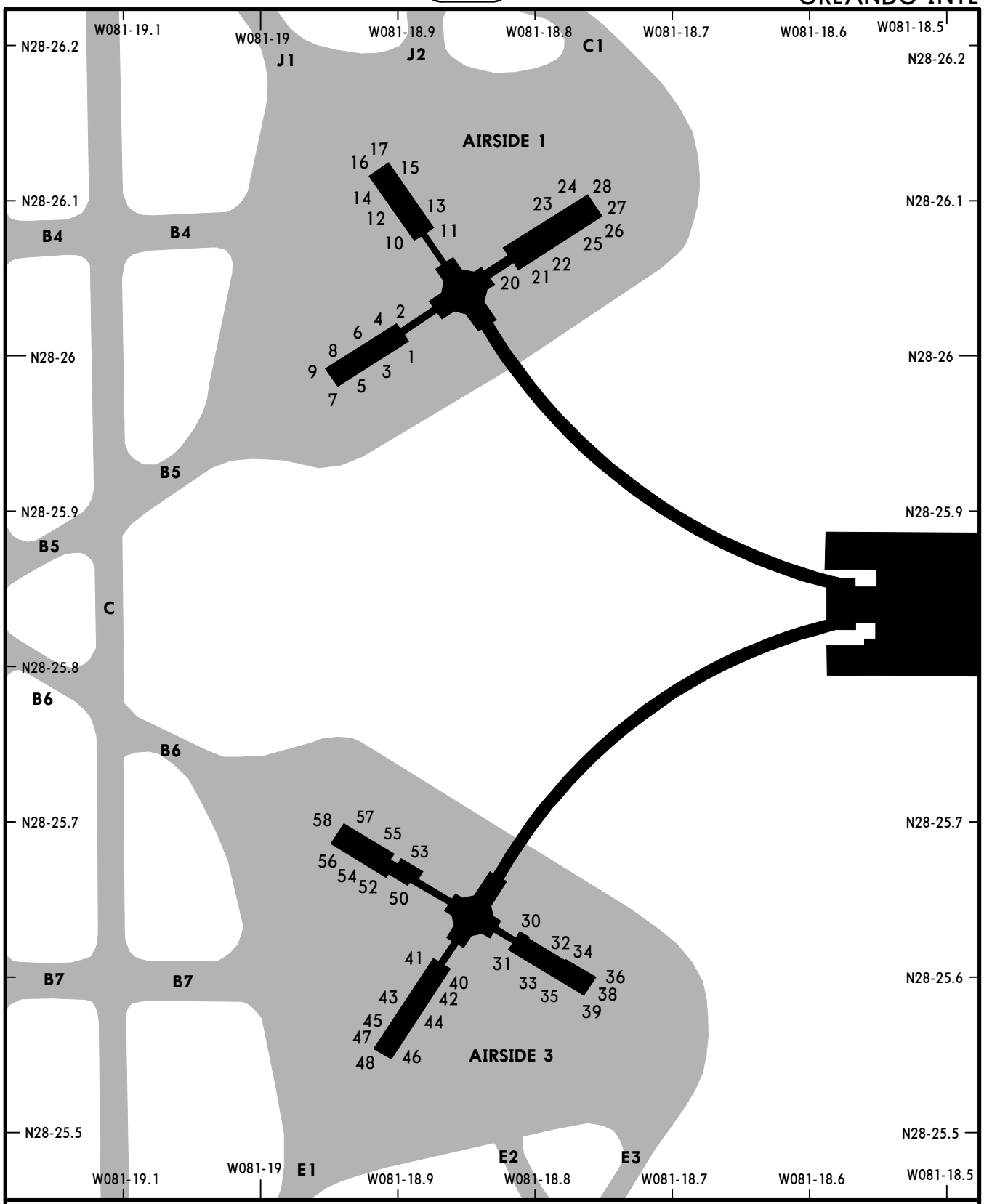

PARKING GATE COORDINATES

GATE No.	COORDINATES		GATE No.	COORDINATES	
AIRSIDE 1			**AIRSIDE 3**		
1 thru 8	N28 26.0	W081 18.9	30 thru 36, 38, 39	N28 25.6	W081 18.8
9	N28 26.0	W081 19.0	40 thru 48	N28 25.6	W081 18.9
10 thru 17	N28 26.1	W081 18.9	50, 52 thru 58	N28 25.7	W081 18.9
20 thru 28	N28 26.1	W081 18.8			

CHANGES: Gate 51 & 59 removed.

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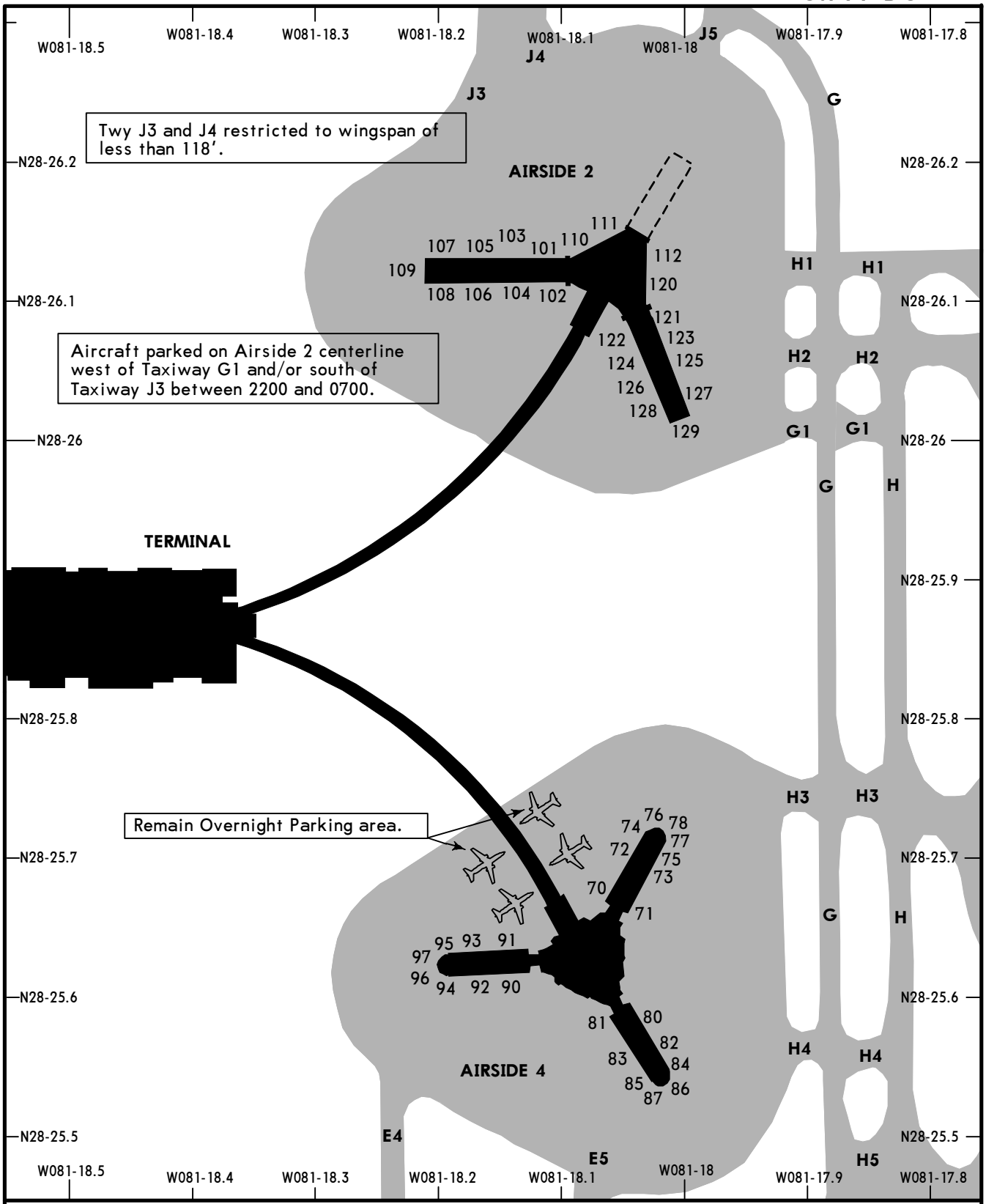

PARKING GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
AIRSIDE 2		**AIRSIDE 4**	
101 thru 104	N28 26.1 W081 18.1	70	N28 25.7 W081 18.1
105 thru 109	N28 26.1 W081 18.2	71 thru 78	N28 25.7 W081 18.0
110, 111	N28 26.1 W081 18.1	80, 82 thru 84	N28 25.6 W081 18.0
112, 120 thru 125	N28 26.1 W081 18.0	81	N28 25.6 W081 18.1
126 thru 129	N28 26.0 W081 18.0	85 thru 87	N28 25.5 W081 18.0
		90, 91	N28 25.6 W081 18.1
		92 thru 97	N28 25.6 W081 18.2

CHANGES: None.

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D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower		Ground West	Ground East
121.25	124.8	Rwys 17L/R & 35L/R 118.45	Rwys 18L/R & 36L/R 124.3	121.8	126.4

LOC IARK	Final Apch Crs	GS COCAS	ILS DA(H)	Apt Elev 96′ / TDZE 90′
110.95	185°	1500′ (1410′)	290′ (200′)	

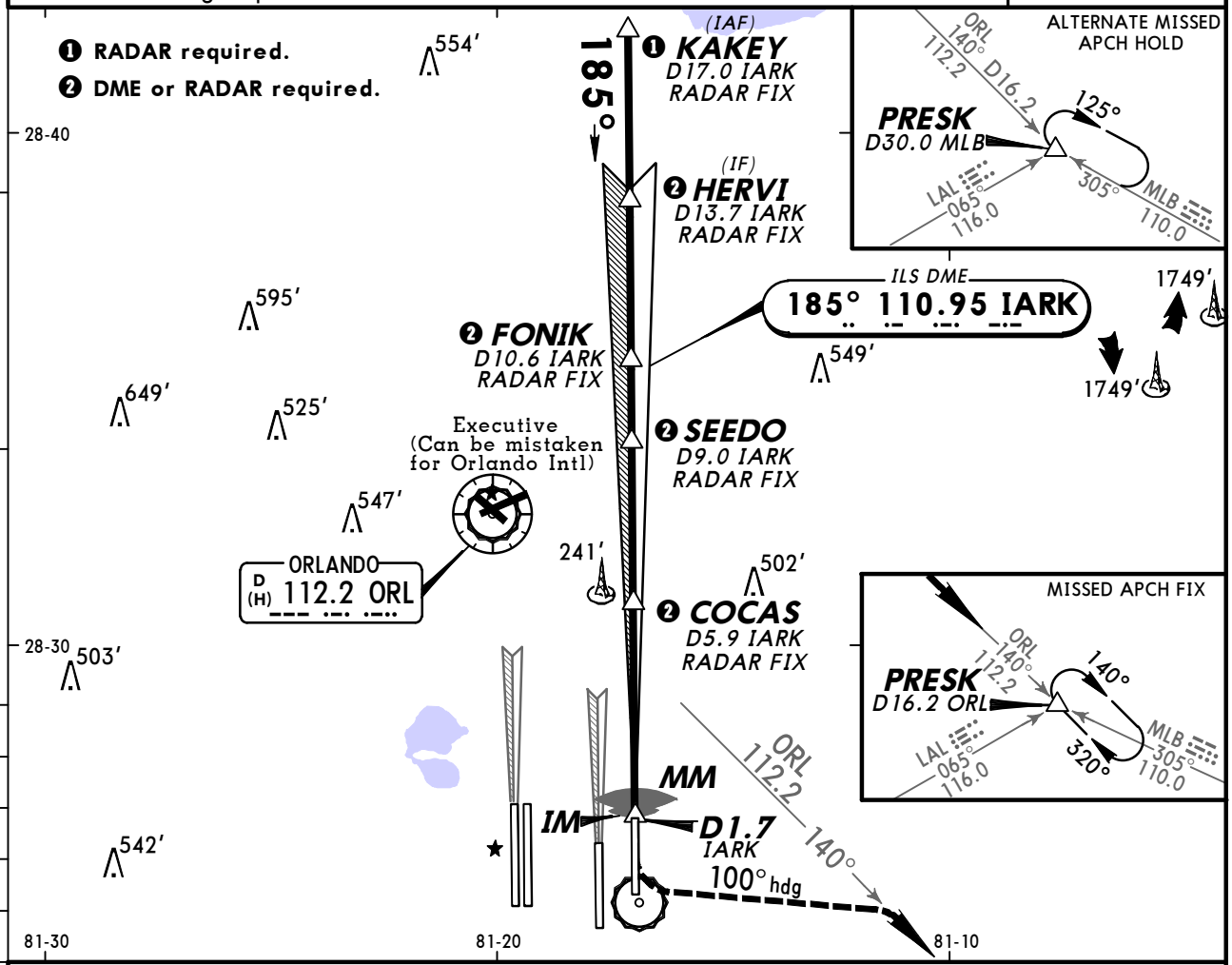
MISSED APCH: Climb to 500′ then climbing LEFT turn to 3000′ via heading 100° and outbound ORL VOR R-140 to PRESK/D16.2 ORL and hold, or as directed by ATC.

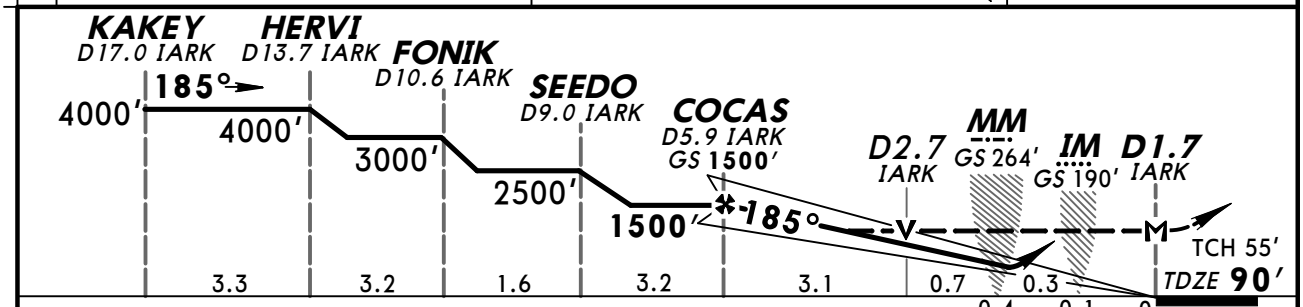
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Simultaneous approach authorized with Rwy 17R and 18L/R. 2. Bright lights on highway midway between Rwy 17L and 17R may be mistaken for runway lights.
3. VGSI and ILS glidepath not coincident.

3000′
MSA ORL VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.7 IARK or COCAS to MAP 4.2	3:36	2:48	2:31	2:06	1:48	1:35

ALSF-II PAPI 500′ 3000′ via LT 100° hdg

STRAIGHT-IN LANDING RWY17L

	ILS DA(H) 290′ (200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 500′ (410′)	ALS out	CIRCLE-TO-LAND Max Kts	MDA(H)
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	90	740′ (644′)-1
B						120	
C				RVR 40 or ¾	RVR 60 or 1¼	140	740′ (644′)-1¾
D						165	740′ (644′)-2

TERPS AMEND 1C 17 OCT 2013

CHANGES: Notes.

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D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower		Ground West	Ground East
121.25	124.8	Rwys 17L/R & 35 L/R 118.45	Rwys 18L/R & 36L/R 124.3	121.8	126.4

LOC IARK	Final Apch Crs	GS COCAS	CAT II ILS	Apt Elev 96′
110.95	185°	1500′ (1410′)	RA 101′ DA(H) 190′ (100′)	TDZE 90′

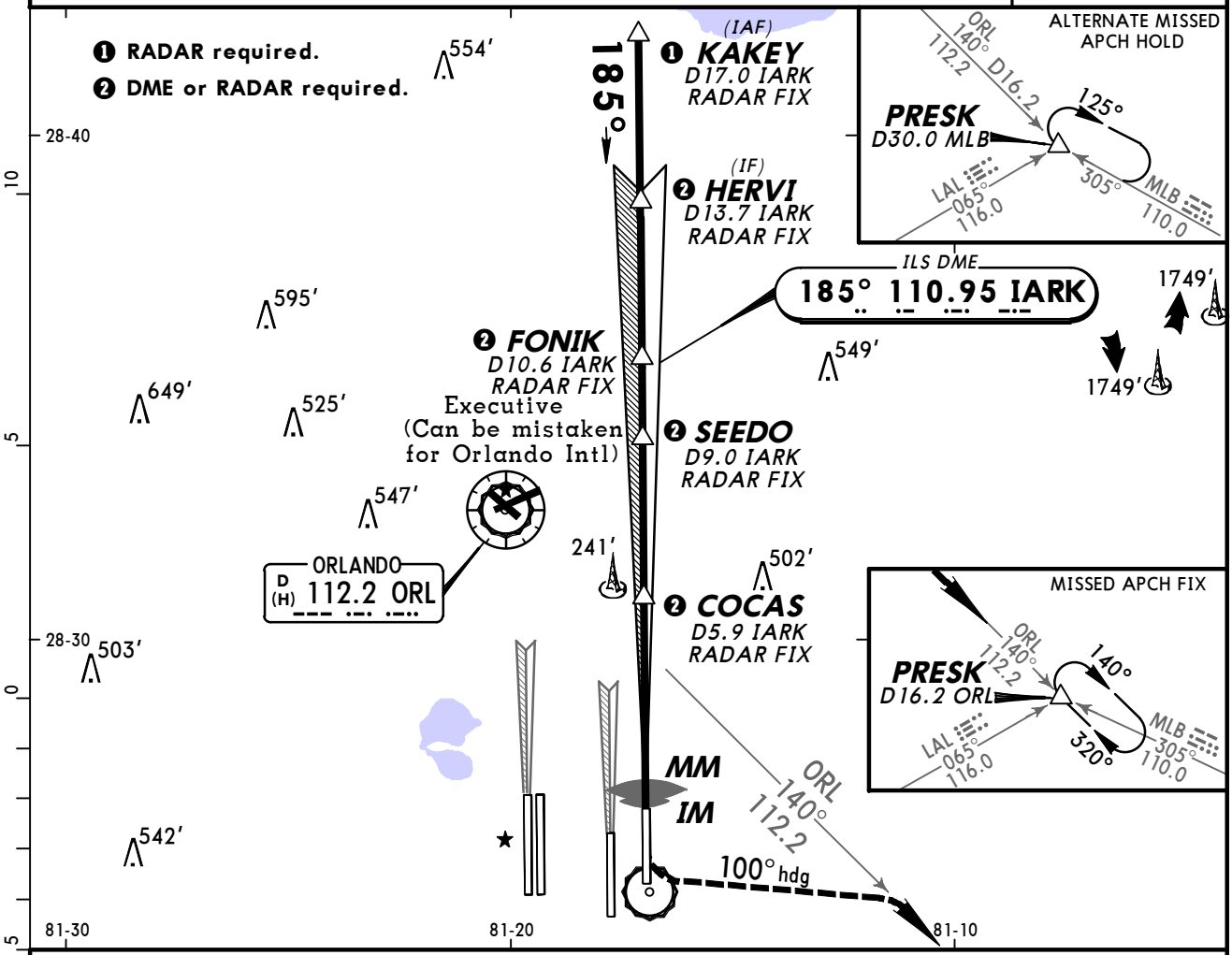
MISSED APCH: Climb to 500′ then climbing LEFT turn to 3000′ via heading 100° and outbound ORL VOR R-140 to PRESK/D16.2 ORL and hold or as directed by ATC.

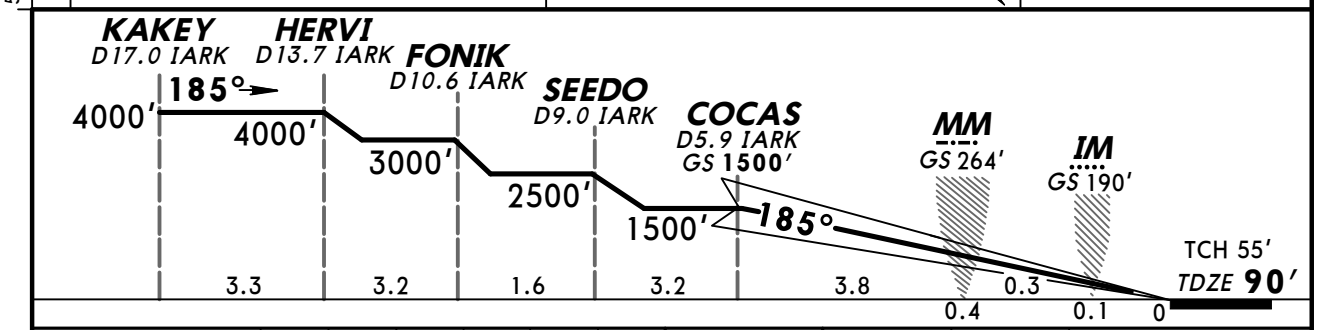
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized with Rwy 17R and Rwy 18L/R. 3. Bright lights on highway midway between Rwy 17L and 17R may be mistaken for runway lights. 4. VGSI and ILS glidepath not coincident.

3000′
MSA ORL VOR

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI | 500′ | 3000′ LT via 100° hdg

STRAIGHT-IN LANDING RWY17L
CAT II ILS
RA 101′
DA(H) **190′** (100′)

RVR 12

TERPS AMEND 1C 17 OCT 2013

CHANGES: Notes.

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KMCO/MCO
ORLANDO INTL

JEPPESEN
11 OCT 13 (21-2)

ORLANDO, FLA
ILS or LOC Rwy 17R

BRIEFING STRIP ™

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 17L/R & 35L/R	ORLANDO Tower Rwys 18L/R & 36L/R	Ground West	Ground East
121.25	124.8	118.45	124.3	121.8	126.4

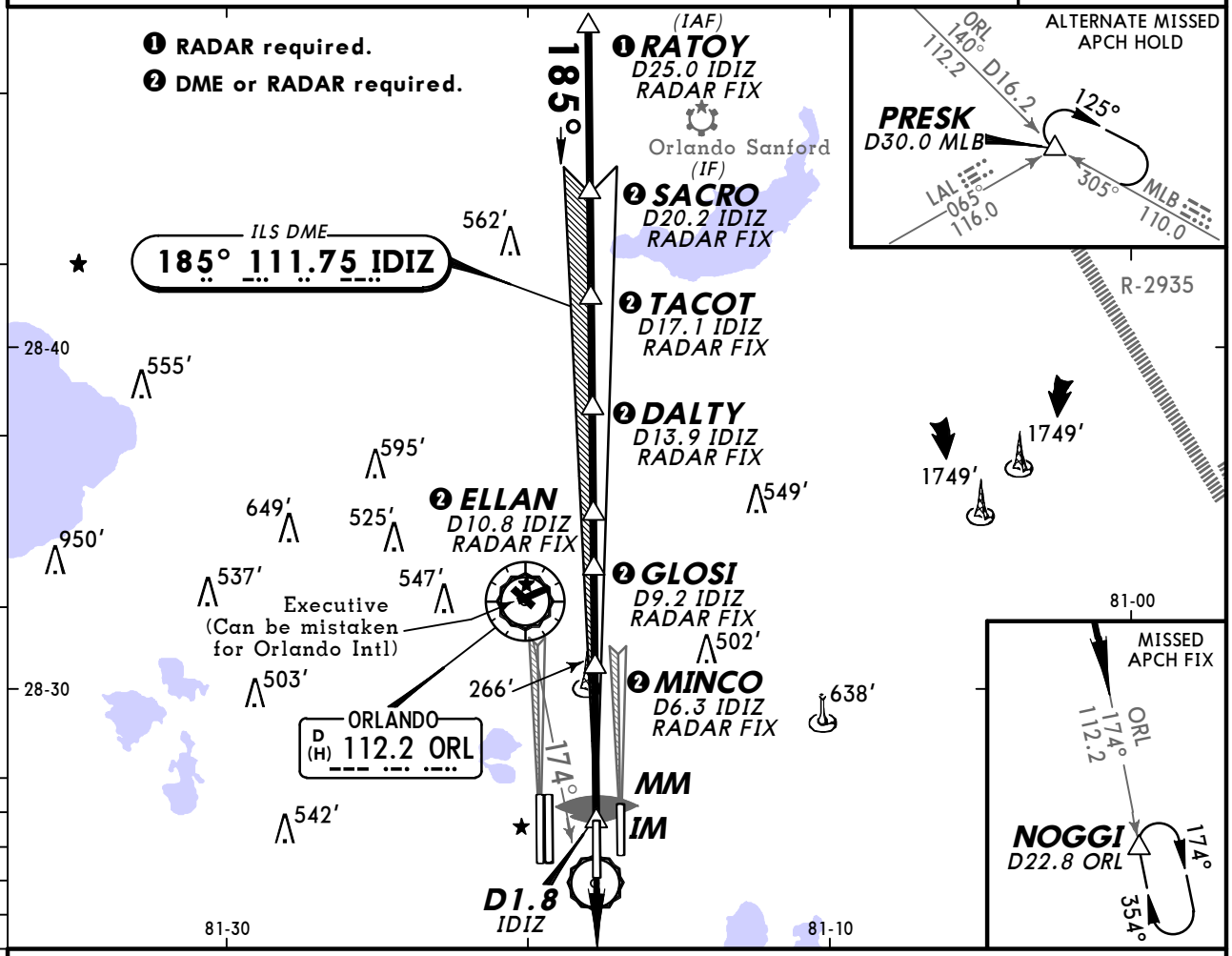
LOC IDIZ	Final Apch Crs	GS MINCO	ILS DA(H)	Apt Elev 96′
111.75	185°	1600′ (1510′)	290′ (200′)	TDZE 90′

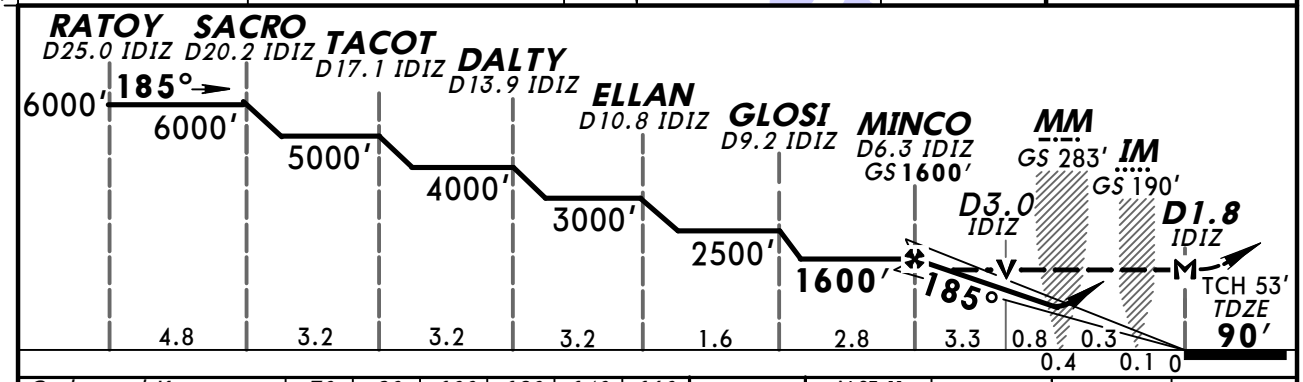
MISSED APCH: Climb to 3000′ outbound via ORL VOR R-174 to NOGGI/D22.8 ORL and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Simultaneous approach authorized with ILS or LOC Rwy 17L, ILS Rwy 17L (CAT II), RNAV (GPS) Rwy 18L/R, ILS or LOC Rwy 18R. 2. Bright lights on highway midway between Rwy 17L and 17R may be mistaken for runway lights.

3000′
MSA ORL VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.8 IDIZ or MINCO to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41

ALSF-II

3000′ via ORL 112.2 R-174 NOGGI

STRAIGHT-IN LANDING RWY17R

	ILS DA(H) 290′ (200′) FULL	ILS TDZ or CL out	ILS ALS out	LOC (GS out) MDA(H) 520′ (430′)	LOC ALS out	Max Kts	CIRCLE-TO-LAND MDA(H)
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	90	740′ (644′)-1
B						120	
C				RVR 40 or 3/4	RVR 60 or 1 1/4	140	740′ (644′)-1 3/4
D				RVR 50 or 1	1 1/2	165	740′ (644′)-2

TERPS AMEND 5C 17 OCT 2013

CHANGES: Notes.

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D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 17L/R & 35L/R	ORLANDO Tower Rwys 18L/R & 36L/R	Ground West	Ground East
121.25	124.8	118.45	124.3	121.8	126.4

LOC IDIZ	Final Apch Crs	GS MINCO	CAT II	Apt Elev 96′
111.75	185°	1600′ (1510′)	RA 104′ DA(H)190′ (100′)	TDZE 90′

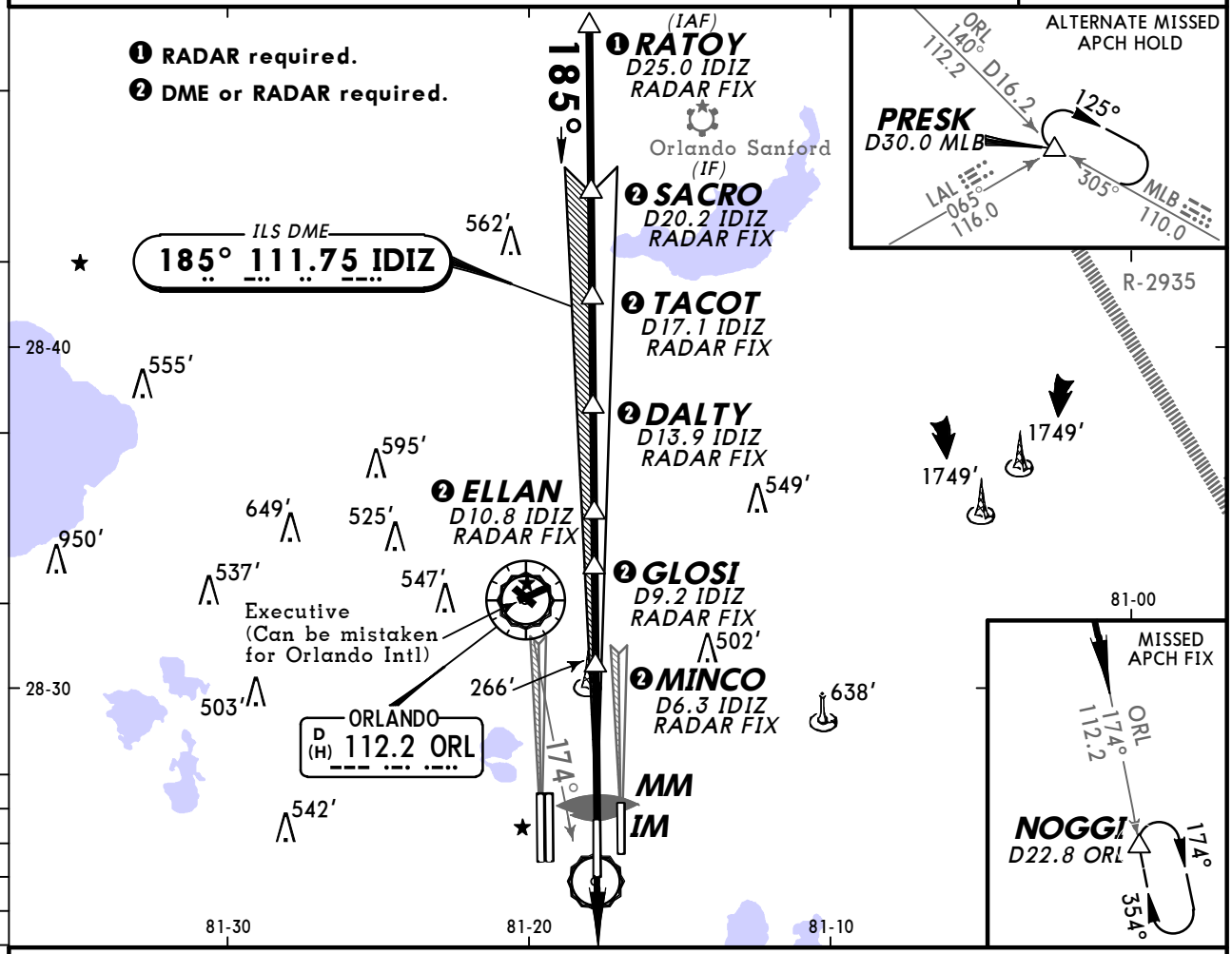
MISSED APCH: Climb to 3000′ outbound via ORL VOR R-174 to NOGGI/ D22.8 ORL and hold, or as directed by ATC.

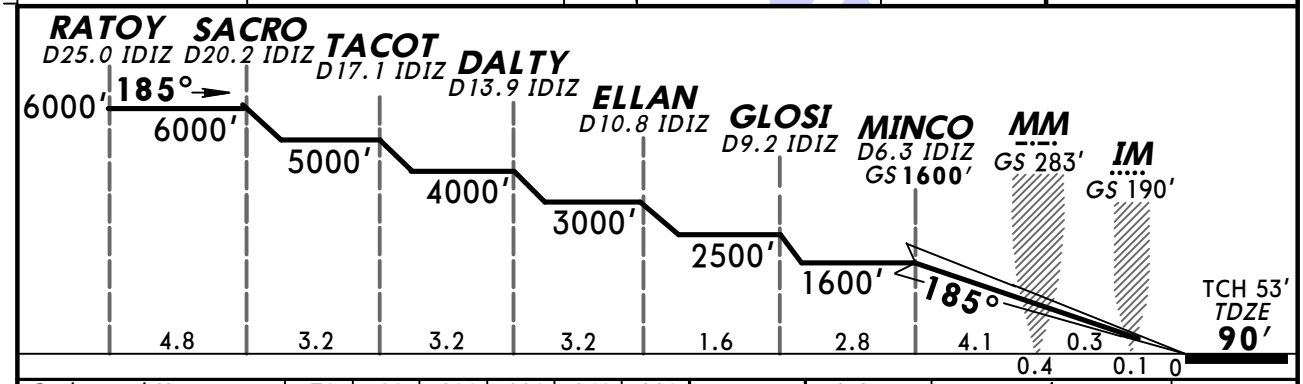
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized with ILS or LOC Rwy 17L, ILS Rwy 17L (CAT II), RNAV (GPS) Rwy 18L/R, ILS or LOC Rwy 18R. 3. Bright lights on highway midway between Rwy 17L and 17R may be mistaken for runway lights.

3000′
MSA ORL VOR

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II

3000′ ↑ ORL via 112.2 R-174 NOGGI

STRAIGHT-IN LANDING RWY17R
CAT II ILS
RA 104′
DA(H) 190′ (100′)

RVR 12

TERPS AMEND 5C 17 OCT 2013

CHANGES: Notes.

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D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower		Ground West	Ground East
121.25	124.8	Rwys 18L/R & 36L/R 124.3	Rwys 17L/R & 35L/R 118.45	121.8	126.4

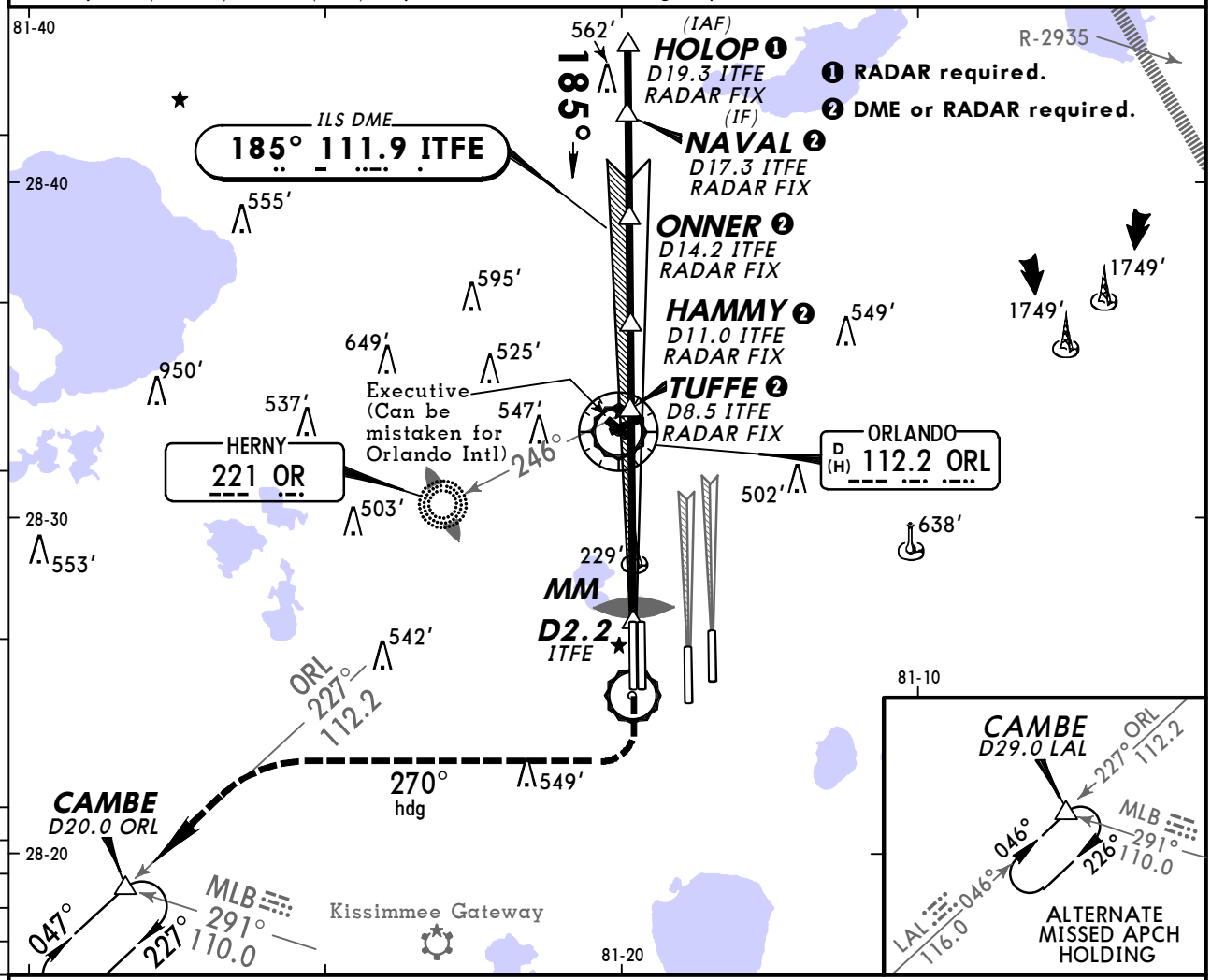
LOC ITFE	Final Apch Crs	GS TUFFE	ILS DA(H)	Apt Elev / TDZE
111.9	185°	2200′ (2106′)	294′ (200′)	96′ / 94′

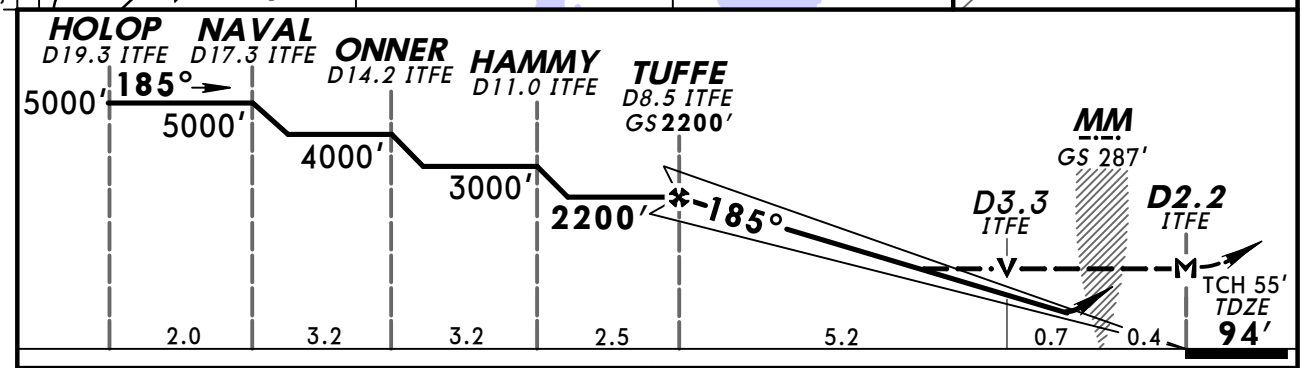
MISSED APCH: Climb to 500′ then climbing RIGHT turn to 4000′ on heading 270° and outbound ORL VOR R-227 to CAMBE INT/D20.0 ORL and hold. Continue climb-in-hold to 4000′, or as directed by ATC.

3000′ MSA ORL VOR

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Simultaneous approach authorized with ILS or LOC Rwy 17L, ILS Rwy 17L (CAT II), ILS or LOC Rwy 17R, ILS Rwy 17R (CAT II), RNAV (GPS) Rwy 17L/R. 2. VGSI and ILS glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D2.2 ITFE or TUFFE to MAP 6.3	5:24	4:12	3:47	3:09	2:42	2:22

MALSR PAPI | 500′ | 4000′ on RT | 270° hdg

STRAIGHT-IN LANDING RWY 18R

	ILS DA(H) 294′ (200′) FULL	TDZ or CL out	RAIL or ALS out	LOC (GS out) MDA(H) 500′ (406′)	RAIL out	ALS out
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B						
C				RVR 40 or ¾	RVR 60 or 1¼	
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	740′ (644′)-1
120	
140	740′ (644′)-1¾
165	740′ (644′)-2

TERPS AMEND 9C 17 OCT 2013

CHANGES: Notes.

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KMCO/MCO
ORLANDO INTL

JEPPESEN
14 SEP 12 (21-4) Eff 20 Sep

ORLANDO, FLA
ILS or LOC Rwy 35L

BRIEFING STRIP™

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 17L/R & 35L/R	ORLANDO Tower Rwys 18L/R & 36L/R	Ground West	Ground East
121.25	124.8	118.45	124.3	121.8	126.4

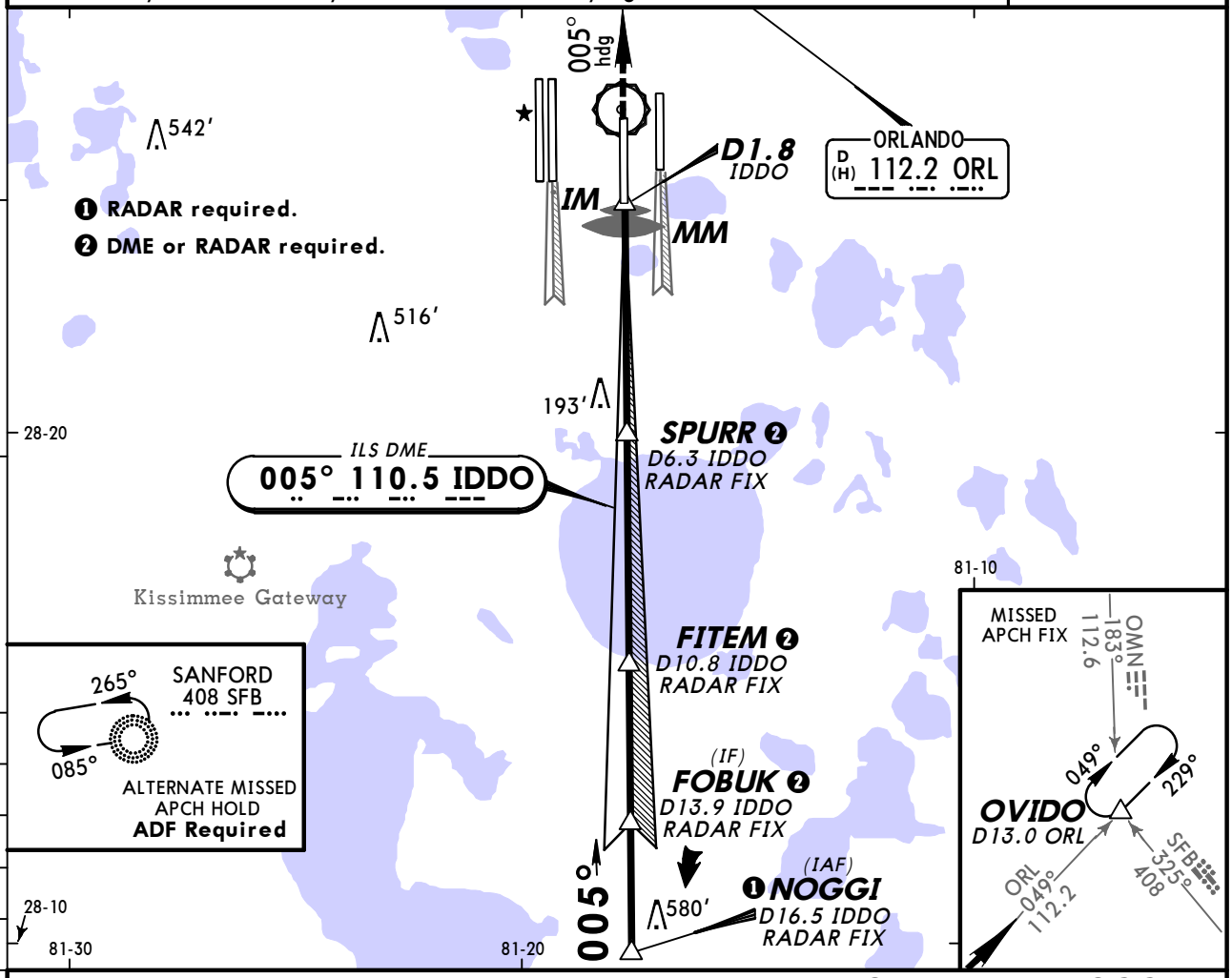
LOC IDDO	Final Apch Crs	GS SPURR	ILS DA(H)	Apt Elev 96′ / TDZE 88′
110.5	005°	1600′ (1512′)	288′ (200′)	

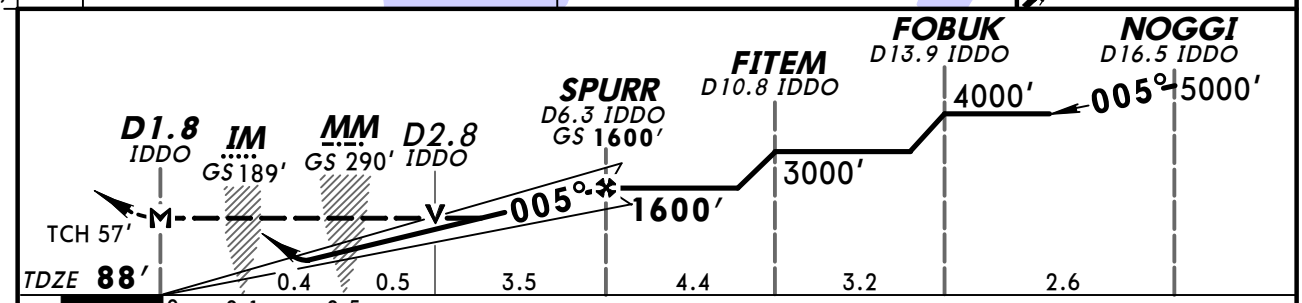
MISSED APCH: Climb to 3000′ on heading 005° and outbound via ORL VOR R-049 to OVIDO/D13.0 ORL and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Simultaneous approach authorized with ILS or LOC Rwy 35R, ILS Rwy 35R CAT II, ILS or LOC Rwy 36R, ILS Rwy 36R CAT II & III. 2. Bright lights on highway midway between Rwy 35L and 35R may be mistaken for runway lights.

3000′
MSA ORL VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.8 IDDO or SPURR to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41

ALSF-II

3000′ on 005° hdg and ORL 112.2 R-049 OVIDO

STRAIGHT-IN LANDING RWY 35L

	ILS DA(H) 288′ (200′) FULL	ILS TDZ or CL out	ILS ALS out	LOC (GS out) MDA(H) 460′ (372′)	LOC ALS out
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1
B					
C					
D				RVR 40 or ¾	RVR 60 or 1¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	740′ (644′) -1
120	
140	740′ (644′)-1¾
165	740′ (644′) -2

TERPS AMEND 6C 20 SEP 2012

CHANGES: Missed approach, procedure bearings.

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KMCO/MCO
ORLANDO INTL

JEPPESEN
14 SEP 12
Eff 20 Sep
21-4A

ORLANDO, FLA
ILS Rwy 35L CAT II & III

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 17L/R & 35L/R	ORLANDO Tower Rwys 18L/R & 36L/R	Ground West	Ground East
121.25	124.8	118.45	124.3	121.8	126.4

BRIEFING STRIP™

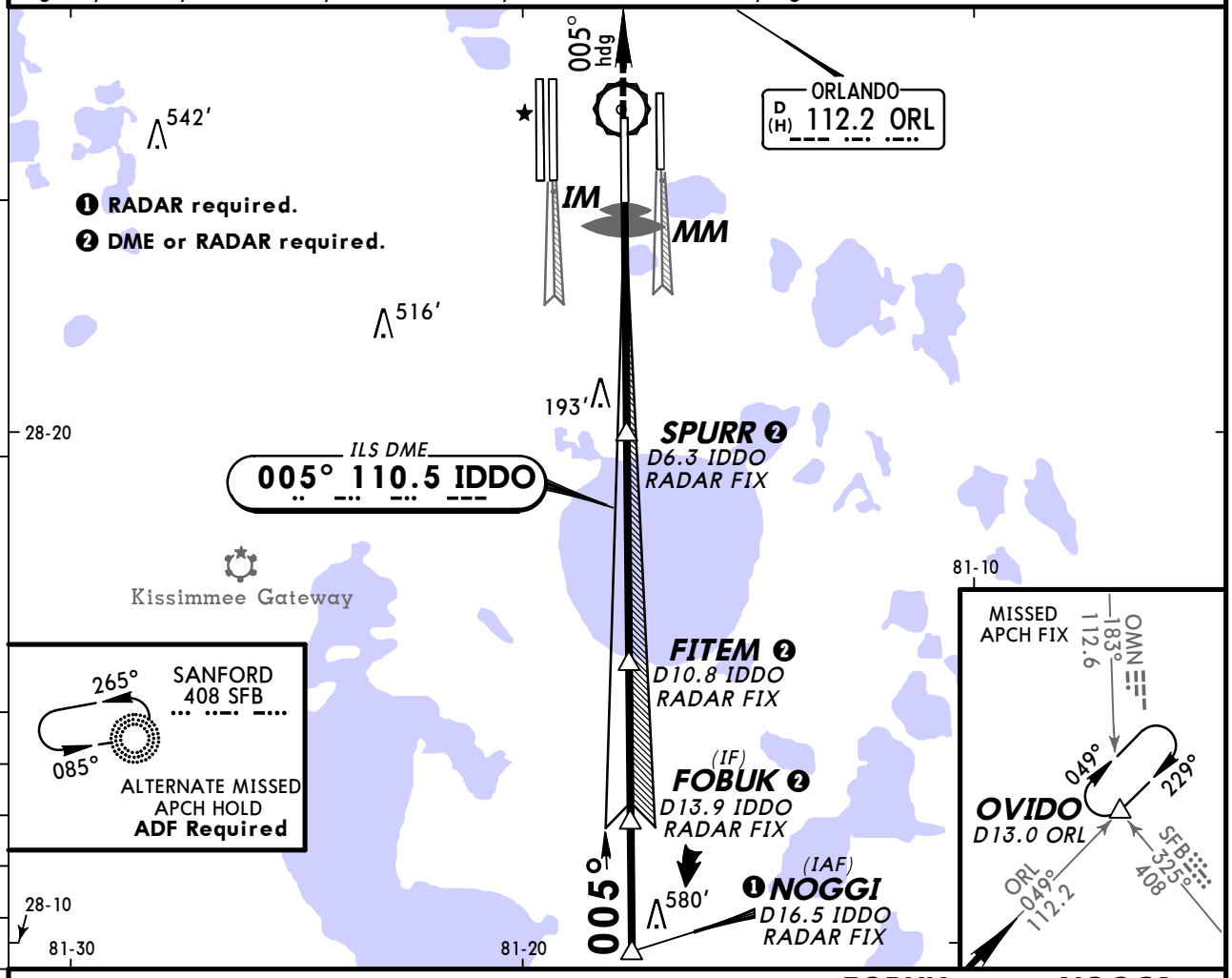
LOC IDDO	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev 96′
110.5	005°	SPURR 1600′ (1512′)	NA	Refer to Minimums		RA 106′ DA(H) 188′ (100′)	TDZE 88′

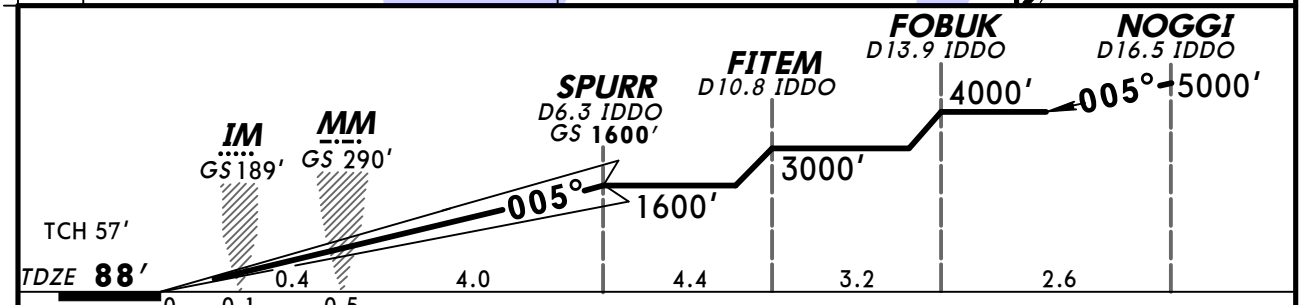
MISSED APCH: Climb to 3000′ on heading 005° and outbound via ORL VOR R-049 to OVIDO/D13.0 ORL and hold, or as directed by ATC.

3000′ MSA ORL VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Aircraft Certification Required. 2. Simultaneous approach authorized with ILS or LOC Rwy 35R, ILS Rwy 35R CAT II, ILS or LOC Rwy 36R, ILS Rwy 36R CAT II & III. 3. Bright lights on highway midway between Rwy 35L and 35R may be mistaken for runway lights.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II

3000′ via 005° hdg and ORL 112.2 R-049 OVIDO

STRAIGHT-IN LANDING RWY 35L

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 106′ DA(H) 188′ (100′)
NA	RVR 6	RVR 7	RVR 12

TERPS AMEND 6C 20 SEP 2012

CHANGES: Missed approach, procedure bearings.

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KMCO/MCO
ORLANDO INTL

JEPPESEN

14 SEP 12 (21-5) Eff 20 Sep

ORLANDO, FLA
ILS or LOC Rwy 35R

BRIEFING STRIP™

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 17L/R & 35L/R	ORLANDO Tower Rwys 18L/R & 36L/R	Ground West	Ground East
121.25	124.8	118.45	124.3	121.8	126.4

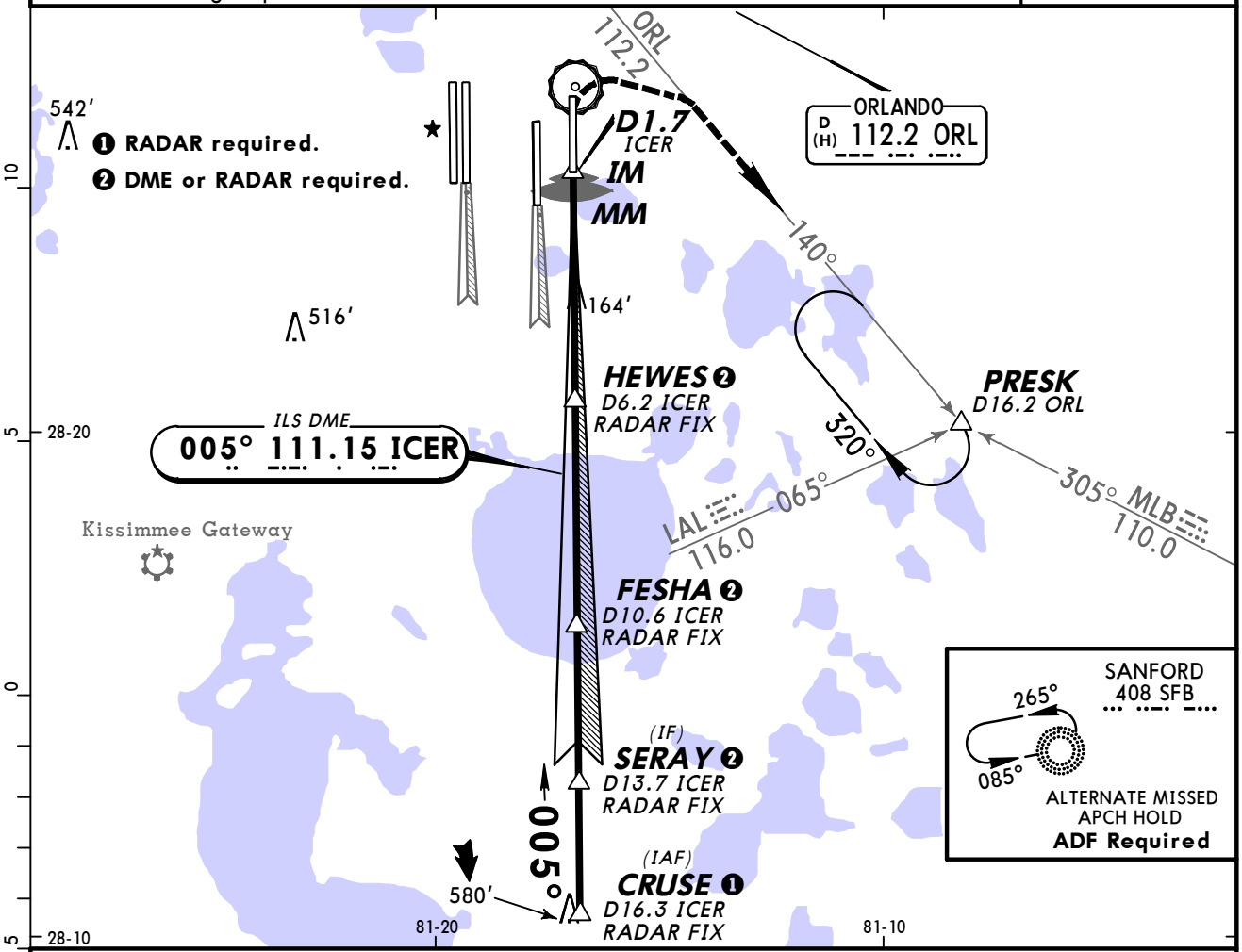
LOC ICER	Final Apch Crs	GS HEWES	ILS DA(H)	Apt Elev 96′ / TDZE 90′
111.15	005°	1600′ (1510′)	290′ (200′)	

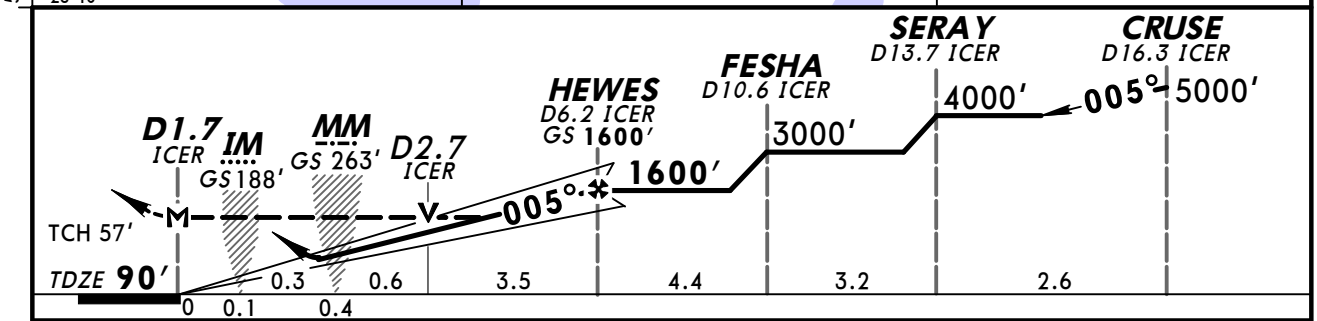
MISSED APCH: Climb to 500′ then climbing RIGHT turn to 3000′ outbound via ORL VOR R-140 to PRESK/D16.2 ORL and hold. Continue climb-in-hold to 3000′, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Simultaneous approach authorized with Rwy 35L and Rwy 36L/R. 2. Bright lights on highway midway between Rwy 35L and 35R may be mistaken for runway lights.
3. VGSI and ILS glidepath not coincident.

MSA ORL VOR
3000′





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.7 ICER or HEWES to MAP 4.5	3:51	3:00	2:42	2:15	1:56	1:41

ALSF-II PAPI | 500′ | 3000′ RT via ORL 112.2 R-140 | PRESK

STRAIGHT-IN LANDING RWY 35R

	ILS DA(H) 290′ (200′) FULL	ILS TDZ or CL out	ILS ALS out	LOC (GS out) MDA(H) 480′ (390′)	LOC ALS out
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1
B					
C					
D				RVR 40 or ¾	RVR 60 or 1¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	740′ (644′) -1
120	
140	740′ (644′) -1¾
165	740′ (644′) -2

TERPS AMEND 1C 20 SEP 2012

CHANGES: Procedure bearings, missed approach.

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D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 17L/R & 35L/R	ORLANDO Tower Rwys 18L/R & 36L/R	Ground West	Ground East
121.25	124.8	118.45	124.3	121.8	126.4

LOC ICER	Final Apch Crs	GS HEWES	CAT II	Apt Elev 96′
111.15	005°	1600′ (1510′)	RA 101′ DA(H) 190′ (100′)	TDZE 90′

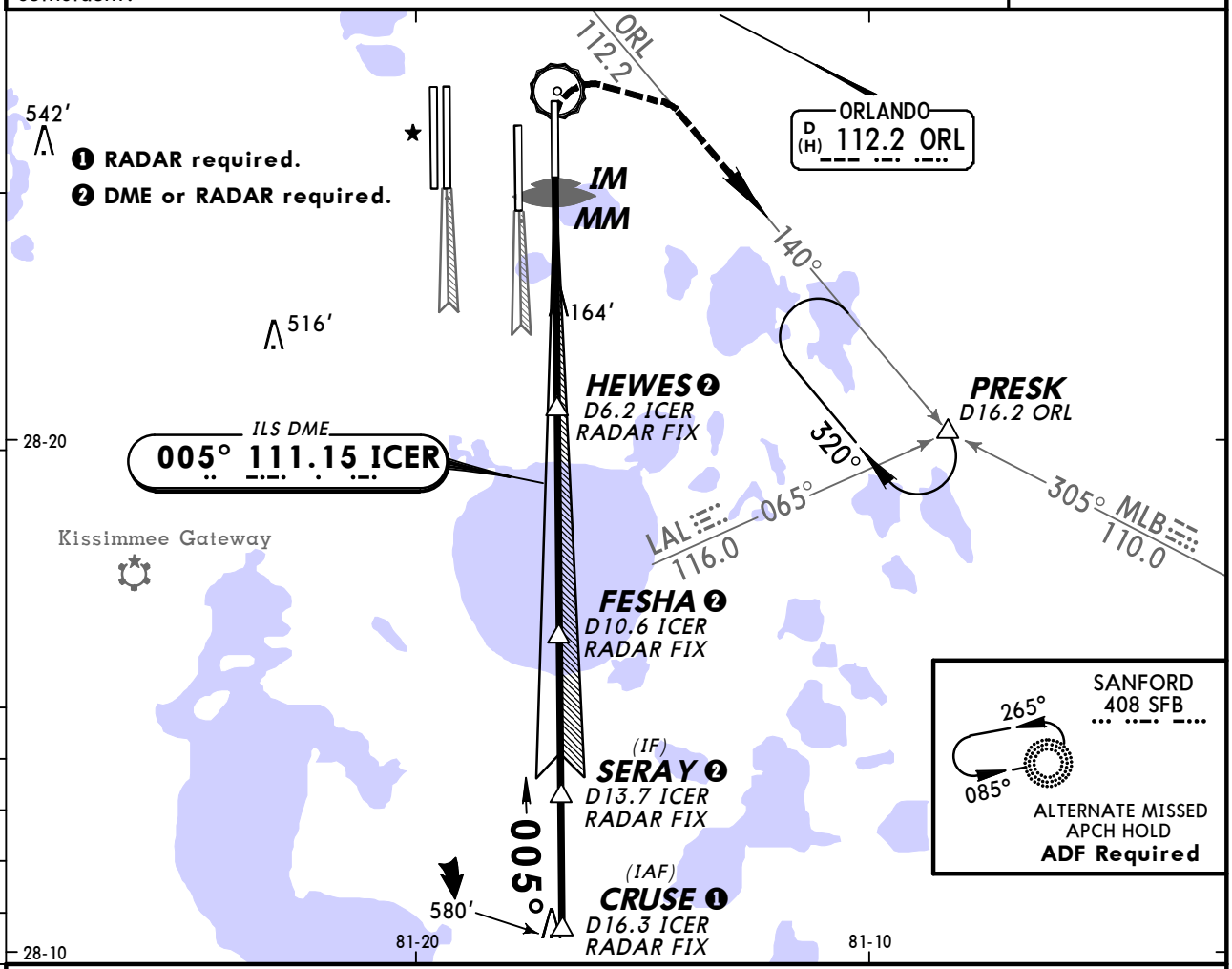
MISSED APCH: Climb to 500′ then climbing RIGHT turn to 3000′ outbound via ORL VOR R-140 to PRESK/D16.2 ORL and hold. Continue climb-in-hold to 3000′, or as directed by ATC.

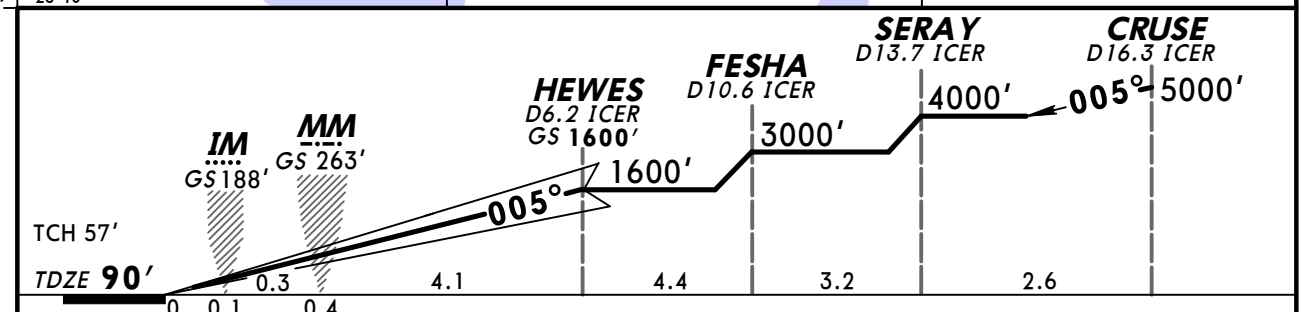
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Aircraft Certification Required. 2. Simultaneous approach authorized with Rwy 35L and Rwy 36L/R. 3. Bright lights on highway midway between Rwy 35L and 35R may be mistaken for runway lights. 4. VGSI and ILS glidepath not coincident.

3000′
MSA ORL VOR

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
PAPI

500′

3000′ RT via ORL 112.2 R-140

PRESK

STRAIGHT-IN LANDING RWY 35R
CAT II ILS
RA 101′
DA(H) 190′ (100′)

RVR 12

TERPS AMEND 1C 20 SEP 2012

CHANGES: Procedure bearings, missed approach.

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D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 18L/R & 36L/R	ORLANDO Tower Rwys 17L/R & 35L/R	Ground West	Ground East
121.25	124.8	124.3	118.45	121.8	126.4

BRIEFING STRIP™

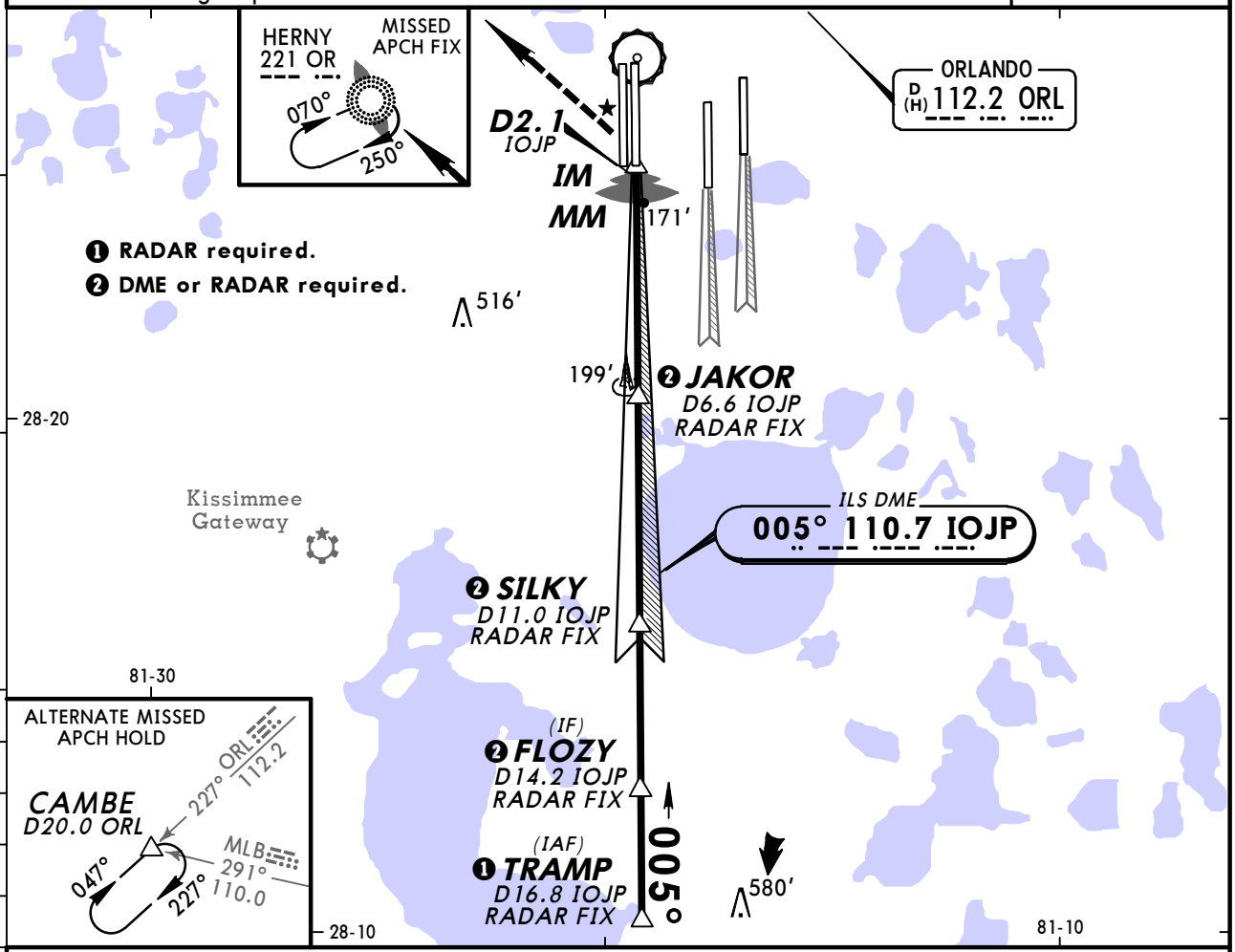
LOC IOJP	Final Apch Crs	GS JAKOR	ILS DA(H)	Apt Elev 96′
110.7	005°	1600′ (1508′)	292′ (200′)	TDZE 92′

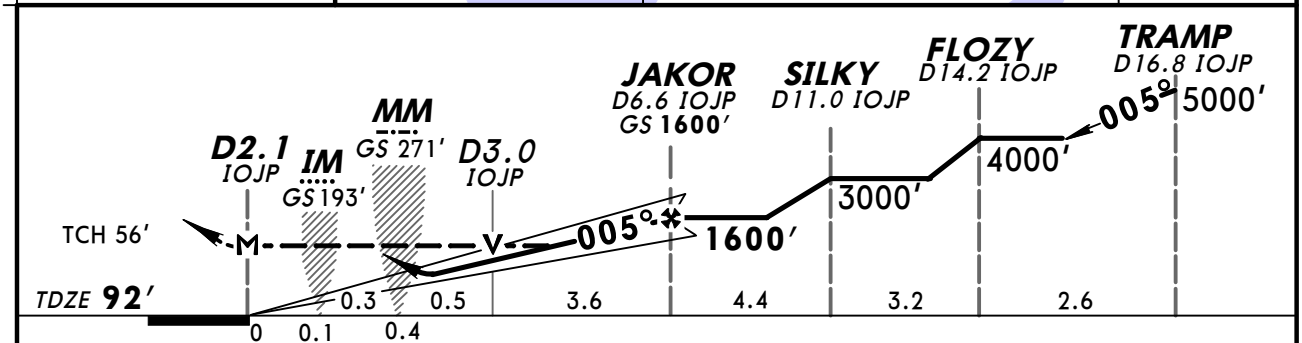
MISSED APCH: Climb to 500′, then climbing LEFT turn to 3000′ direct OR LOM and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF required. 2. Simultaneous approach authorized with Rwy 35L or 35R.
3. VGSI and ILS glidepath not coincident.

3000′
MSA ORL VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D2.1 IOJP or JAKOR to MAP 4.5	3:51	3:00	2:42	2:15	1:56	1:41

ALSF-II PAPI 500′ 3000′ LT D OR 221

TERPS AMEND 9C 20 SEP 2012

STRAIGHT-IN LANDING RWY36R

	ILS DA(H) 292′ (200′) FULL	ILS TDZ or CL out	ILS ALS out	LOC (GS out) MDA(H) 440′(348′)	LOC ALS out
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1
B					
C					
D				RVR 40 or ¾	RVR 60 or 1¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	740′ (644′)-1
120	
140	740′ (644′)-1¾
165	740′ (644′)-2

CHANGES: Notes, missed approach, procedure bearings.

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KMCO/MCO
ORLANDO INTL

JEPPESEN

14 SEP 12
Eff 20 Sep

(21-6A)

ORLANDO, FLA
ILS Rwy 36R CAT II & III

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 18L/R & 36L/R	ORLANDO Tower Rwys 17L/R & 35L/R	Ground West	Ground East
121.25	124.8	124.3	118.45	121.8	126.4

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev 96′
IOJP 110.7	005°	JAKOR 1600′ (1508′)	NA	Refer to Minimums		RA 115′ DA(H) 192′ (100′)	TDZE 92′

MISSED APCH: Climb to 500′, then climbing LEFT turn to 3000′ direct OR LOM and hold, or as directed by ATC.

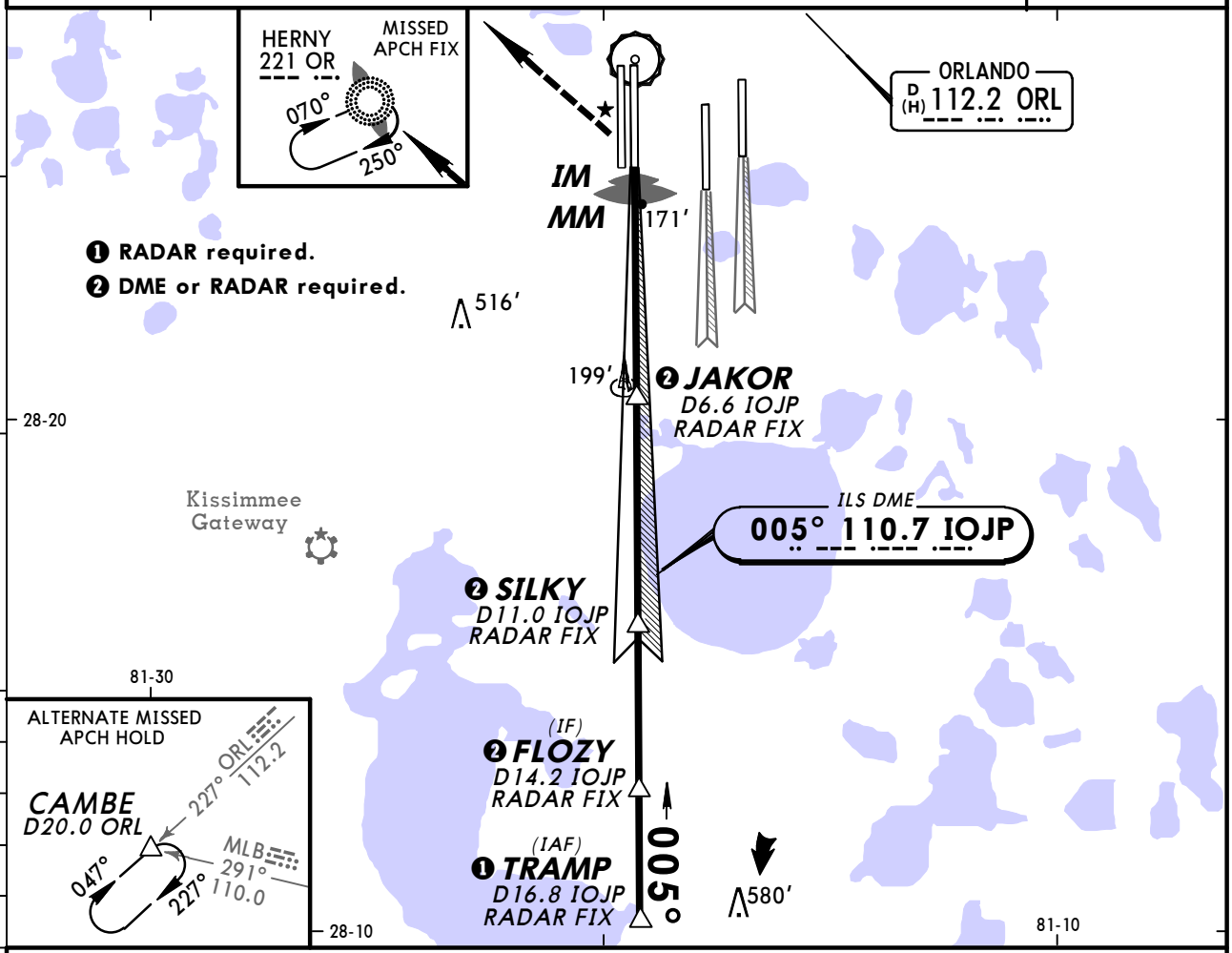
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

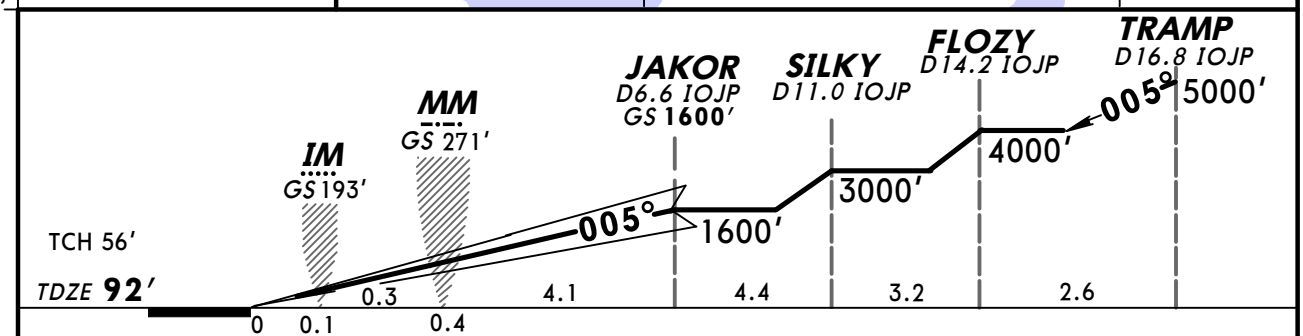
1. Special Aircrew & Acft Certification Required. 2. ADF required. 3. Simultaneous approach authorized with Rwy 35L or 35R. 4. VGSI and ILS glidepath not coincident.

3000′

MSA ORL VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II PAPI 500′ 3000′ LT D OR 221

STRAIGHT-IN LANDING RWY36R

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 115′ DA(H) 192′ (100′)
NA	RVR 6	RVR 7	RVR 12

TERPS AMEND 9C 20 SEP 2012

CHANGES: Notes, missed approach, procedure bearings.

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D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 17L/R & 35L/R	ORLANDO Tower Rwys 18L/R & 36L/R	Ground West	Ground East
121.25	124.8	118.45	124.3	121.8	126.4

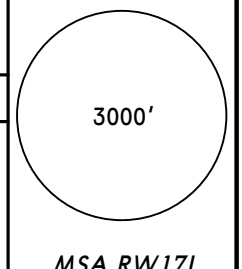
BRIEFING STRIP ™

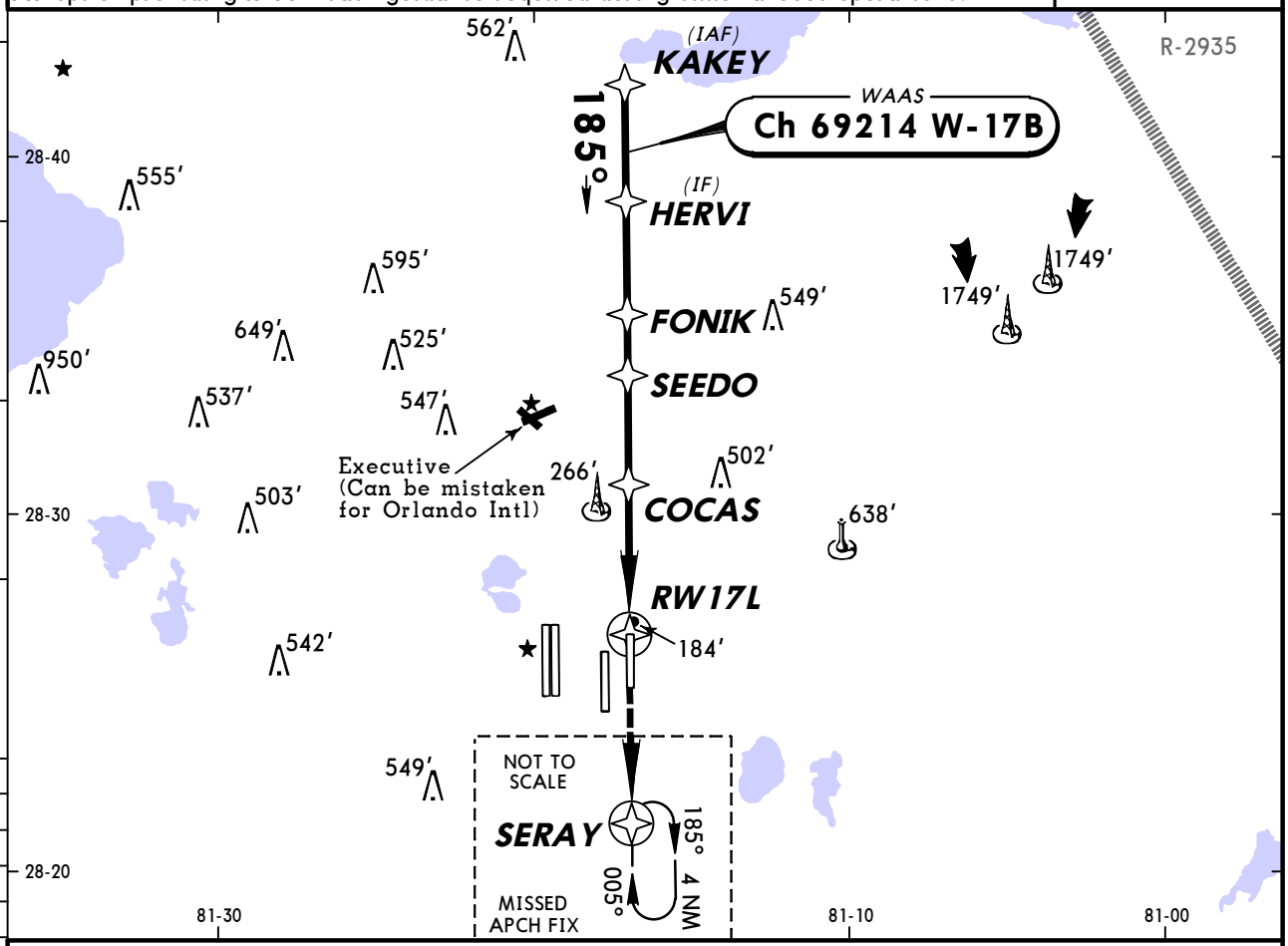
WAAS	Final Apch Crs	Minimum Alt COCAS	LPV DA(H)	Apt Elev 96′
Ch 69214 W-17B	185°	1500′ (1410′)	290′ (200′)	TDZE 90′

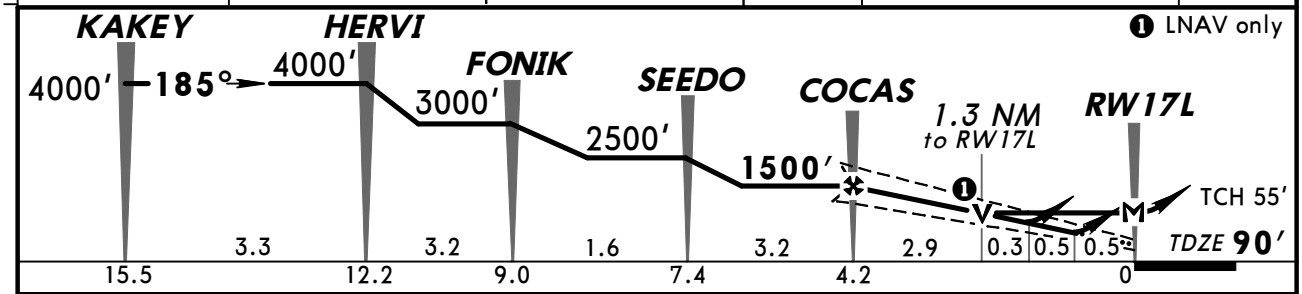
MISSED APCH: Climb to 3000′ direct SERAY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized. 3. Bright lights on highway midway between Rwy 17L and 17R may be mistaken for runway lights. 4. VGSI and RNAV glidepath not coincident. 5. Simultaneous approach authorized with RNAV (GPS) Rwy 17R, RNAV (GPS) Rwy 18L/R, ILS or LOC Rwy 18R. 6. LNAV procedure not authorized during simultaneous operations. 7. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.







Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW17L						

ALSF-II PAPI 3000′ D SERAY

STRAIGHT-IN LANDING RWY 17L

	LPV DA(H) 290′ (200′)		LNAV/VNAV DA(H) 470′ (380′)		LNAV MDA(H) 580′ (490′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾	RVR 60 or 1¼	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 40 or ¾	RVR 60 or 1¼
D					RVR 50 or 1	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	740′ (644′) - 1
120	
140	740′ (644′) - 1¾
165	740′ (644′) - 2

TERPS AMEND 0B 17 OCT 2013

CHANGES: Notes.

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BRIEFING STRIP™

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 17L/R & 35L/R	ORLANDO Tower Rwys 18L/R & 36L/R	Ground West	Ground East
121.25	124.8	118.45	124.3	121.8	126.4

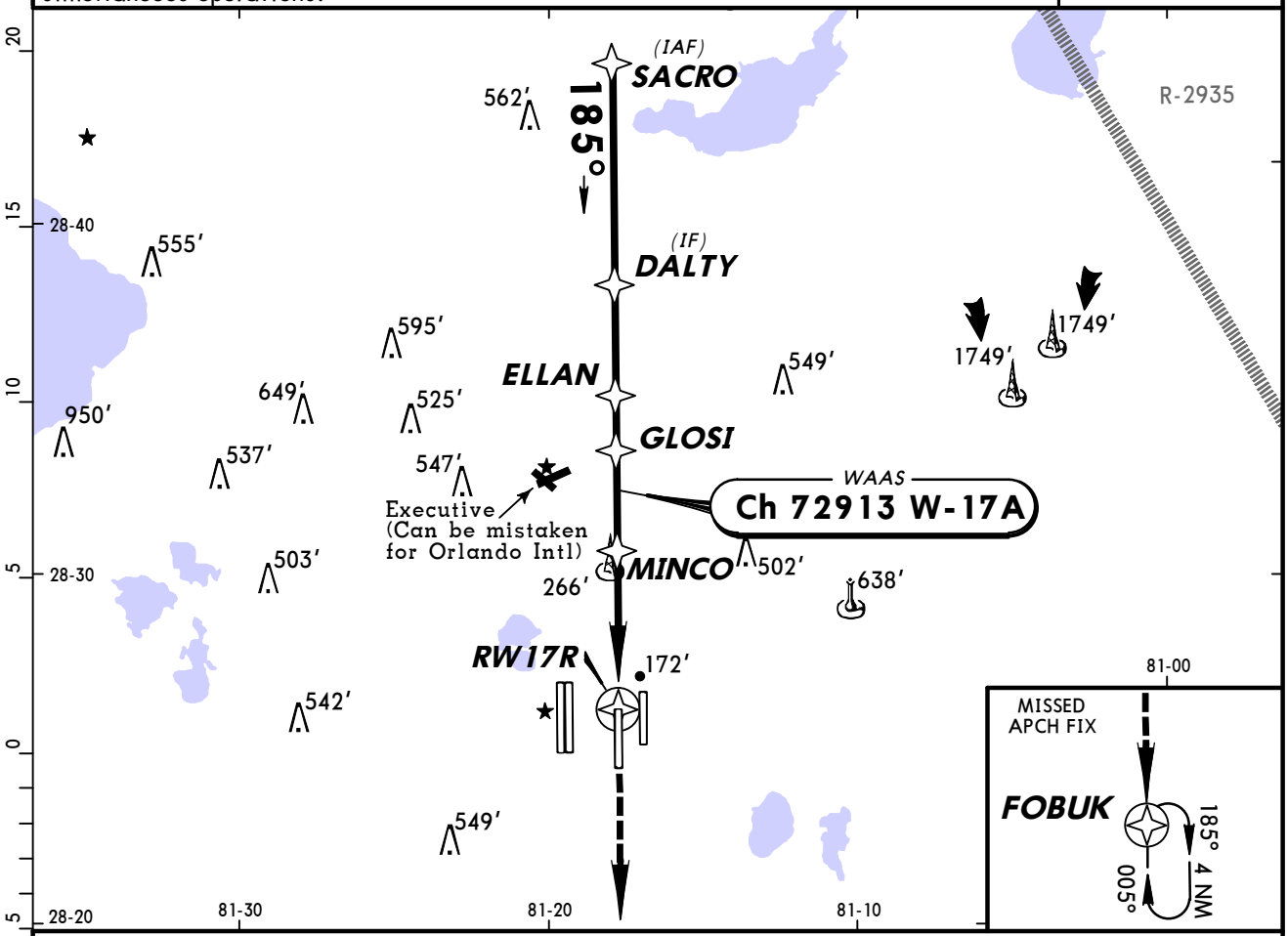
WAAS	Final Apch Crs	Minimum Alt MINCO	LPV DA(H)	Apt Elev 96′
Ch 72913 W-17A	185°	1600′ (1510′)	290′ (200′)	TDZE 90′

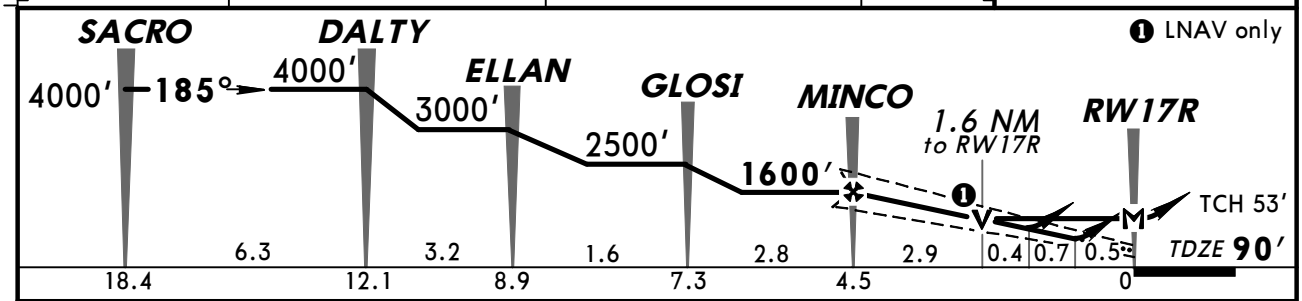
MISSED APCH: Climb to 3000′ direct FOBUK and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. DME/DME RNP-0.30 not authorized. 4. Bright lights on highway midway between Rwy 17L and 17R may be mistaken for runway lights. 5. Simultaneous approach authorized with Rwy 17L and Rwy 18 L/R. 6. LNAV procedure not authorized during simultaneous operations. 7. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.

3000′
MSA RW17R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW17R						

ALSF-II 3000′ FOBUK

STRAIGHT-IN LANDING RWY 17R

	LPV DA(H) 290′ (200′)		LNAV/VNAV DA(H) 526′ (436′)		LNAV MDA(H) 660′ (570′)	
		ALS out		ALS out		ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	RVR 24 or 1/2	RVR 50 or 1
B						
C					RVR 50 or 1	1 1/2
D					RVR 60 or 1 1/4	1 3/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	740′ (644′) - 1
120	
140	740′ (644′) - 1 3/4
165	740′ (644′) - 2

TERPS AMEND 0B 17 OCT 2013

CHANGES: Notes.

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BRIEFING STRIP ™

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 18L/R & 36L/R	ORLANDO Tower Rwys 17L/R & 35L/R	Ground West	Ground East
121.25	124.8	124.3	118.45	121.8	126.4

WAAS	Final Apch Crs	Minimum Alt COBOP	LPV DA(H)	Apt Elev 96′
Ch 66012 W-18A	185°	2200′ (2104′)	375′ (279′)	TDZE 96′

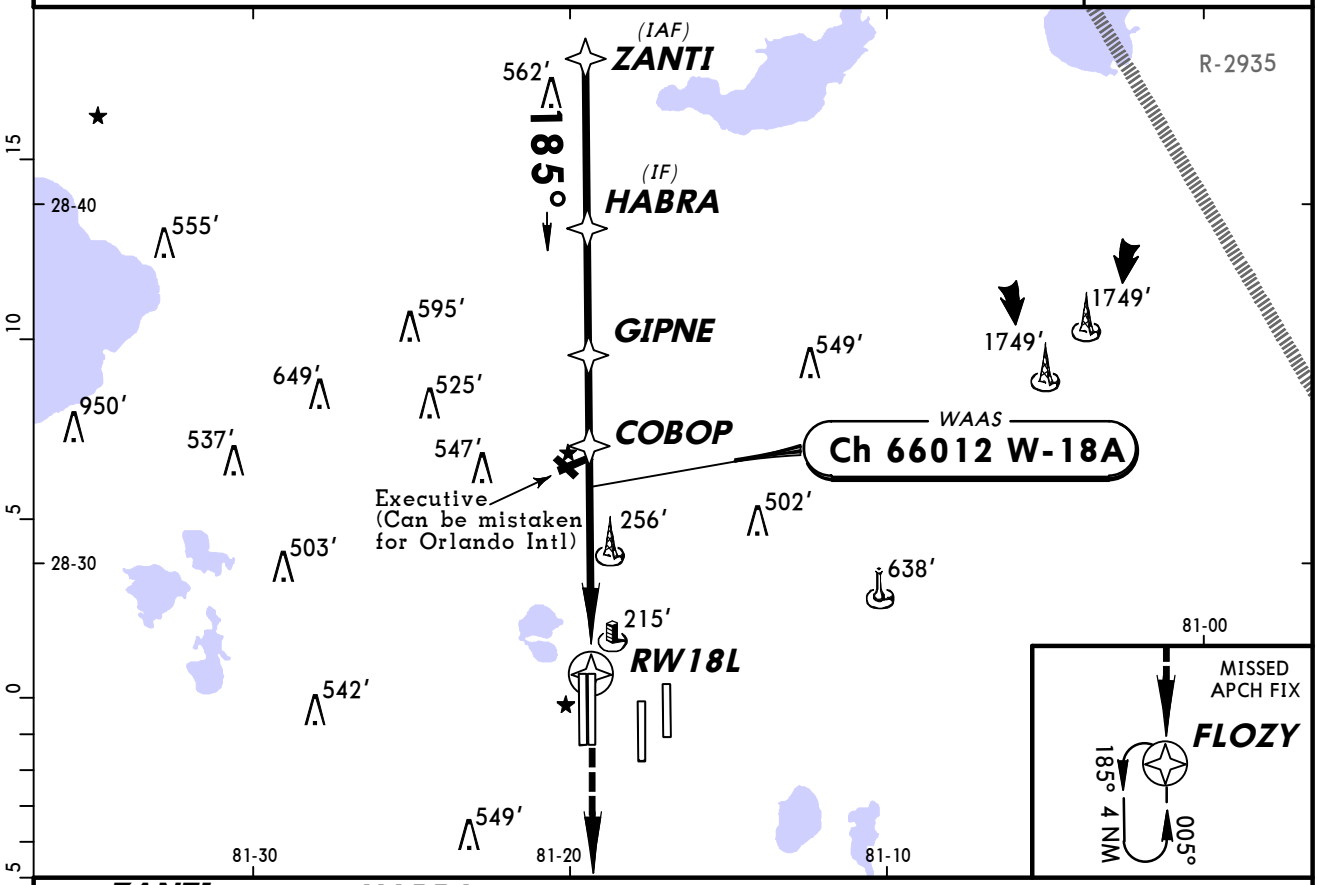
MISSED APCH: Climb to 2000′ direct FLOZY and hold.

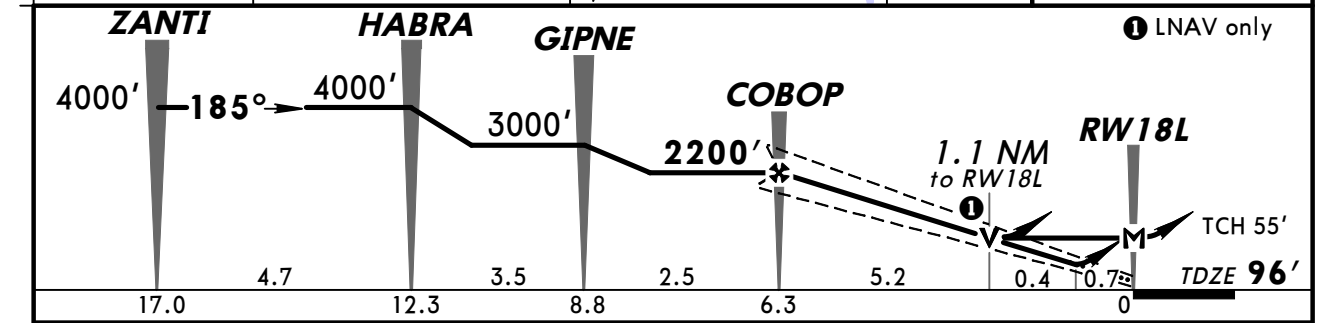
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 3. DME/DME RNP-0.30 not authorized. 4. Visibility reduction by helicopters not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Simultaneous approach authorized with RNAV (GPS) Rwy 17L/R, ILS or LOC Rwy 17L, ILS Rwy 17L (CAT II), ILS or LOC Rwy 17R, ILS Rwy 17R (CAT II). 7. LNAV procedure not authorized during simultaneous operations. 8. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.

3000′

MSA RW18L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW18L						

VASI-L | 2000′ | D | FLOZY

TERPS AMEND 0B 17 OCT 2013

STRAIGHT-IN LANDING RWY 18L

	LPV DA(H) 375′(279′)	LNAV/VNAV DA(H) 505′(409′)	LNAV MDA(H) 560′(464′)
A	RVR 50 or 1	1½	RVR 50 or 1
B			
C			RVR 60 or 1¼
D			1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	740′(644′)-1
120	
140	740′(644′)-1¾
165	740′(644′)-2

CHANGES: Notes.

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BRIEFING STRIP ™

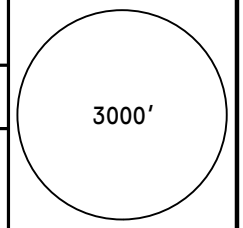
D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 18L/R & 36L/R	ORLANDO Tower Rwys 17L/R & 35L/R	Ground West	Ground East
121.25	124.8	124.3	118.45	121.8	126.4

WAAS	Final Apch Crs	Minimum Alt TUFFE	LPV DA(H)	Apt Elev 96′
Ch 63212 W-18B	185°	2200′ (2106′)	294′ (200′)	TDZE 94′

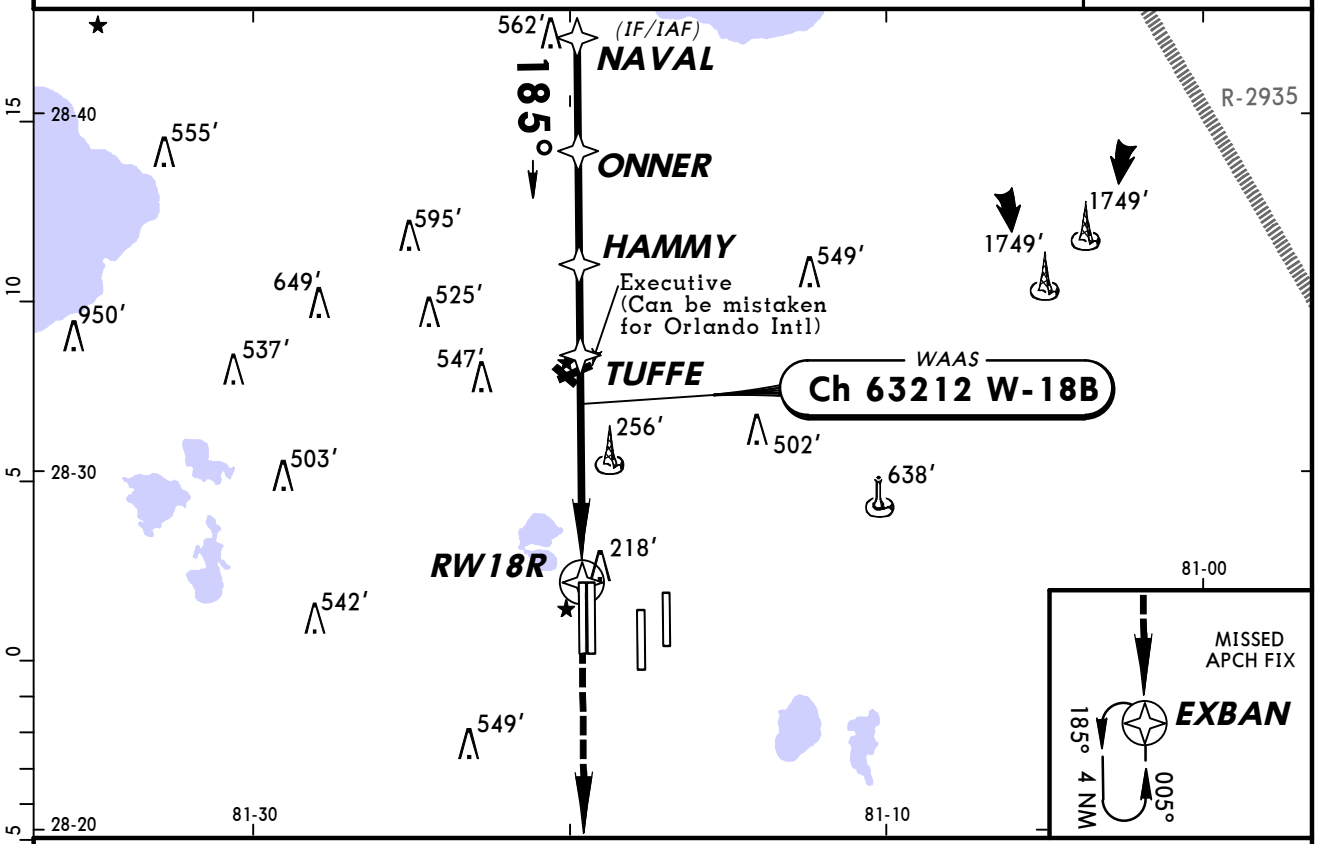
MISSED APCH: Climb to 2000′ direct EXBAN and hold.

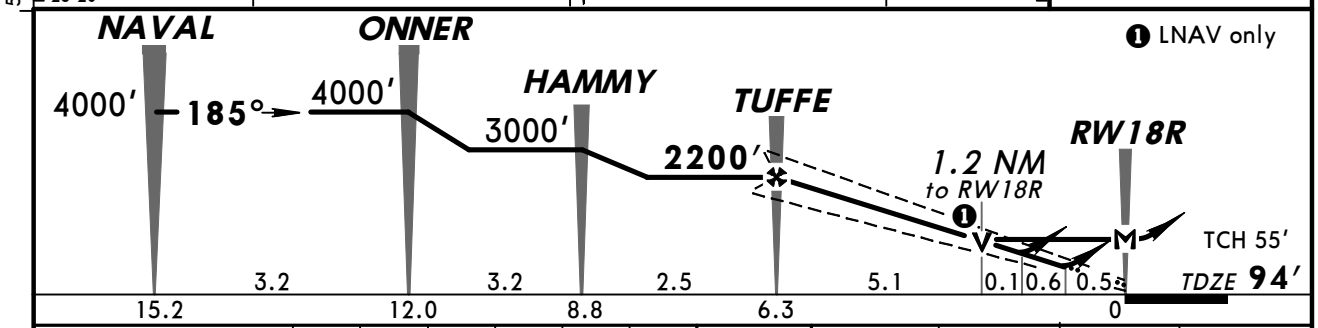
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident. 5. Simultaneous approach authorized with RNAV (GPS) Rwy 17L/R, ILS or LOC Rwy 17L, ILS Rwy 17L (CAT II), ILS or LOC Rwy 17R, ILS Rwy 17R (CAT II). 6. LNAV procedure not authorized during simultaneous operations. 7. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.



MSA RW18R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW18R						

MALSR
PAPI
2000′
EXBAN

STRAIGHT-IN LANDING RWY 18R

	LPV DA(H) 294′ (200′)		LNAV/VNAV DA(H) 505′ (411′)		LNAV MDA(H) 560′ (466′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1½	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 40 or ¾	RVR 60 or 1¼	
D					RVR 50 or 1	1½	

CIRCLE-TO-LAND

Max Kts.	MDA(H)
90	740′ (644′)-1
120	
140	740′ (644′)-1¾
165	740′ (644′)-2

TERPS AMEND 0B 17 OCT 2013

CHANGES: Notes.

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KMCO/MCO
ORLANDO INTL

JEPPESEN
14 SEP 12
Eff 20 Sep
22-5

ORLANDO, FLA
RNAV (GPS) Rwy 35L

BRIEFING STRIP ™

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 17L/R & 35L/R	ORLANDO Tower Rwys 18L/R & 36 L/R	Ground West	Ground East
121.25	124.8	118.45	124.3	121.8	126.4

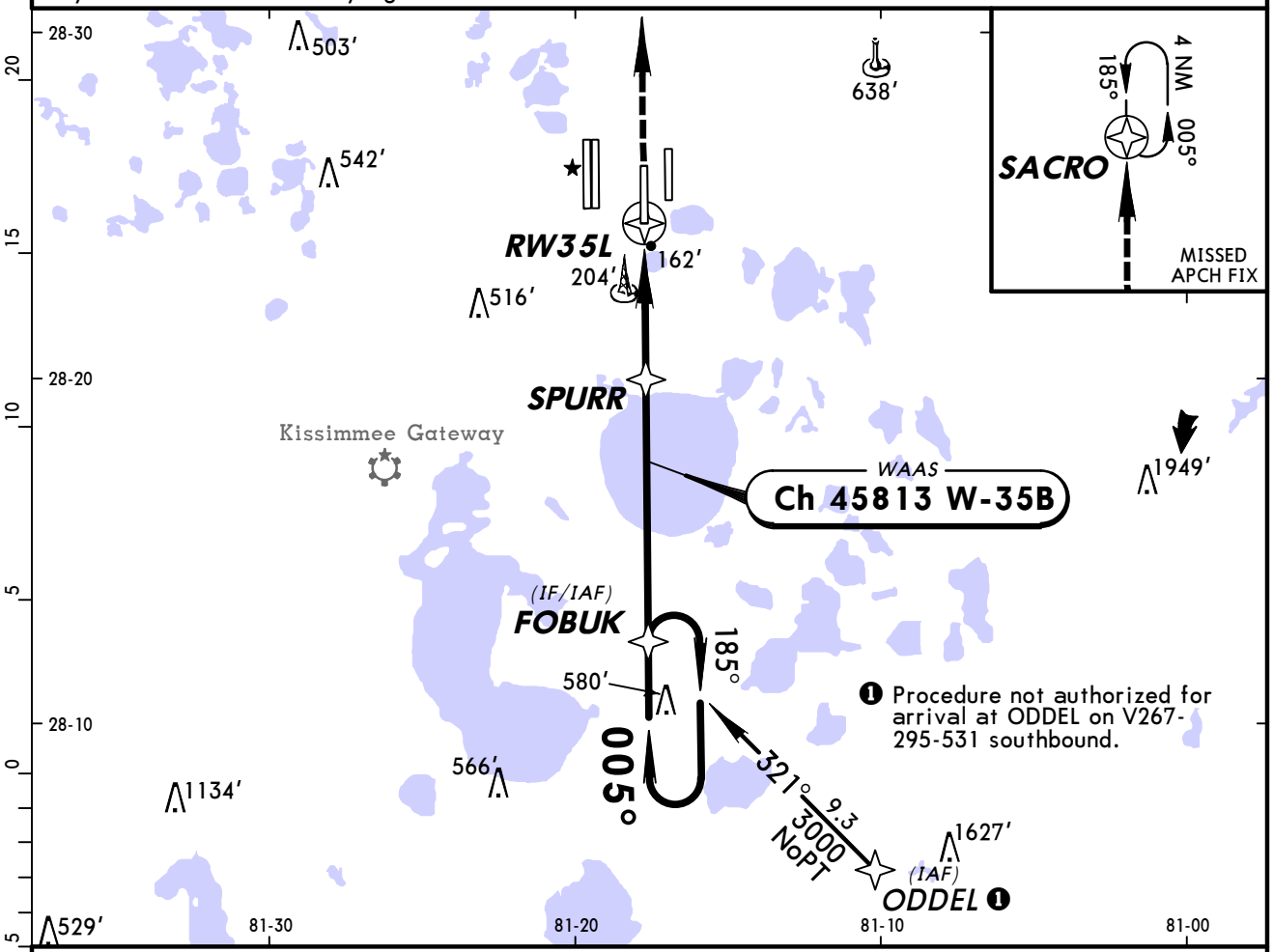
WAAS	Final Apch Crs	Minimum Alt SPURR	LPV DA(H)	Apt Elev 96′
Ch 45813 W-35B	005°	1600′ (1512′)	288′ (200′)	TDZE 88′

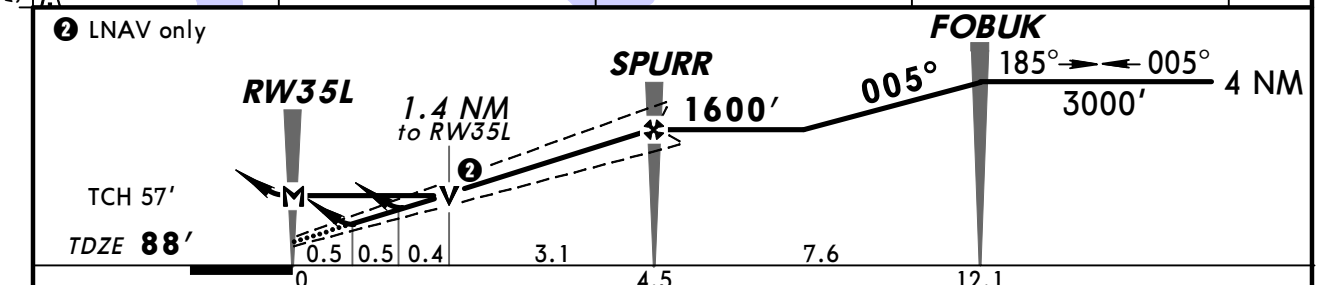
3000′ MSA RW35L

MISSED APCH: Climb to 4000′ direct SACRO and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with ILS or LOC Rwy 35R, ILS Rwy 35R CAT II, ILS or LOC Rwy 36R, ILS Rwy 36R CAT II & III. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. Bright lights on highway midway between Rwy 35L and 35R may be mistaken for runway lights.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW35L						

ALSF-II 4000′ SACRO

STRAIGHT-IN LANDING RWY 35L

	LPV DA(H) 288′(200′)		LNAV/VNAV DA(H) 461′(373′)		LNAV MDA(H) 580′(492′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾	RVR 60 or 1¼	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 40 or ¾	RVR 60 or 1¼
D					RVR 50 or 1	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	740′(644′)-1
120	
140	740′(644′)-1¾
165	740′(644′)-2

TERPS AMEND 0B 20 SEP 2012

CHANGES: Procedure title, procedure bearings.

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BRIEFING STRIP ™

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 17L/R & 35L/R	ORLANDO Tower Rwys 18L/R & 36 L/R	Ground West	Ground East
121.25	124.8	118.45	124.3	121.8	126.4

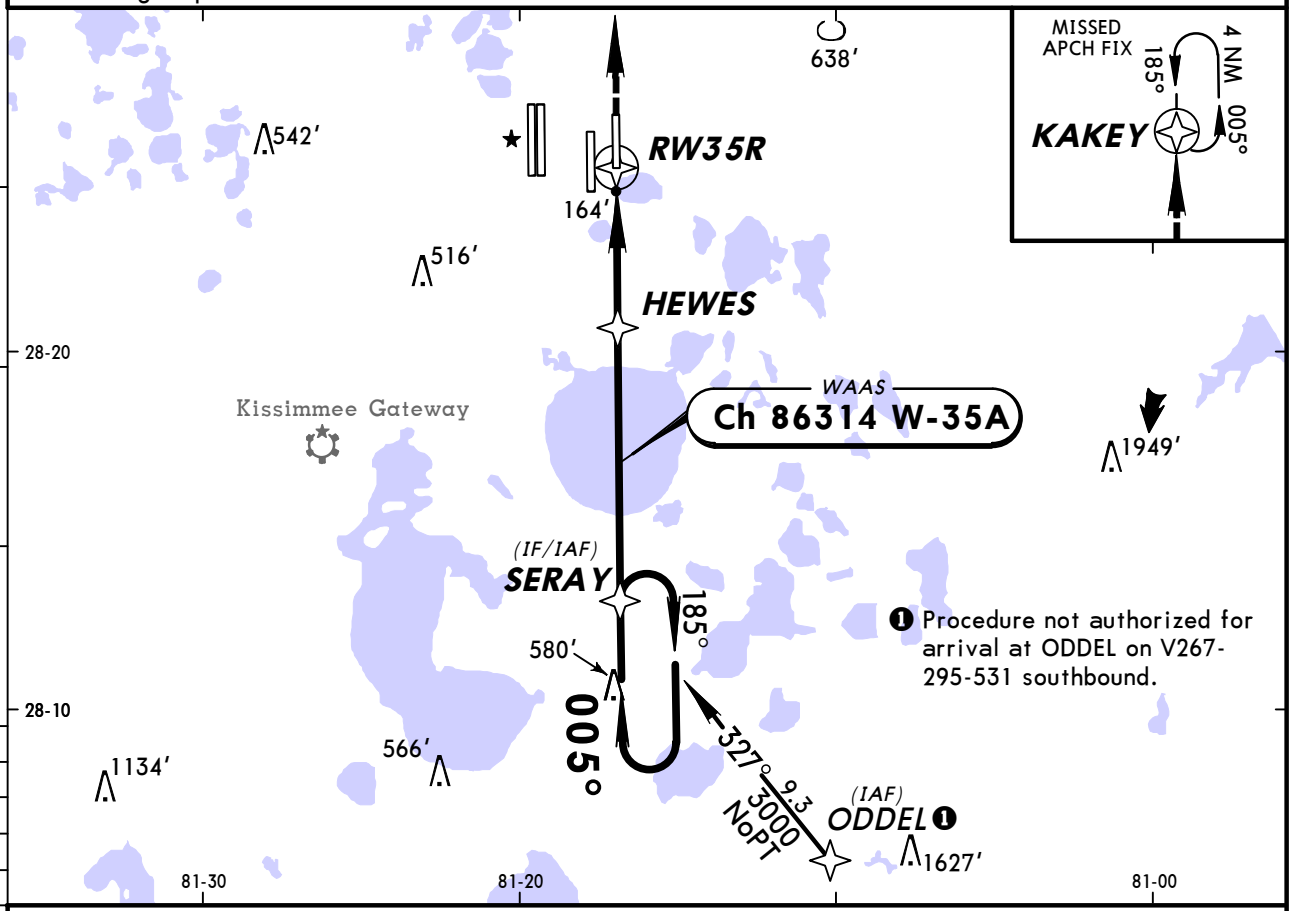
WAAS	Final Apch Crs	Minimum Alt HEWES	LPV DA(H)	Apt Elev 96′
Ch 86314 W-35A	005°	1600′ (1510′)	290′ (200′)	TDZE 90′

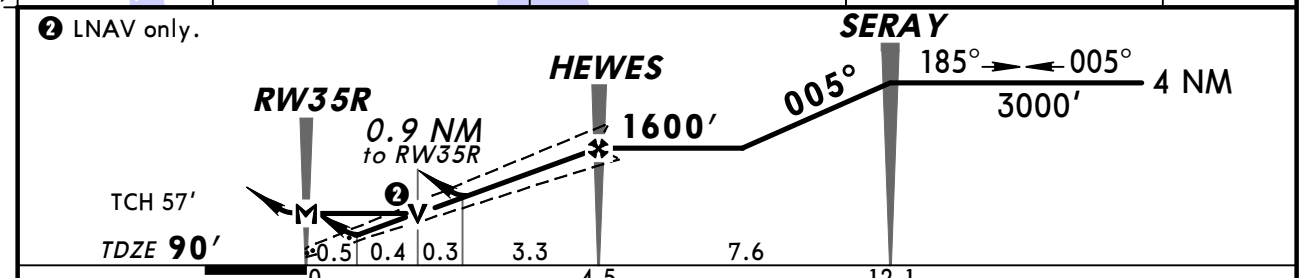
MISSED APCH: Climb to 4000′ direct KAKEY and hold. Continue climb-in-hold to 4000′.

3000′ MSA RW35R

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with ILS or LOC Rwy 36R, ILS Rwy 36R CAT II & III. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. Bright lights on highway midway between Rwy 35L and 35R may be mistaken for runway lights. 7. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW35R						

ALSF-II PAPI 4000′ KAKEY

STRAIGHT-IN LANDING RWY 35R

	LPV DA(H) 290′(200′)		LNAV/VNAV DA(H) 537′(447′)		LNAV MDA(H) 460′(370′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1½	RVR 24 or ½	RVR 50 or 1
B						
C						
D					RVR 50 or 1	RVR 60 or 1¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	740′(644′)-1
120	
140	740′(644′)-1¾
165	740′(644′)-2

TERPS AMEND 0B 20 SEP 2012

CHANGES: Procedure title, procedure bearings.

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BRIEFING STRIP™

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 18L/R & 36L/R	ORLANDO Tower Rwys 17L/R & 35L/R	Ground West	Ground East
121.25	124.8	124.3	118.45	121.8	126.4

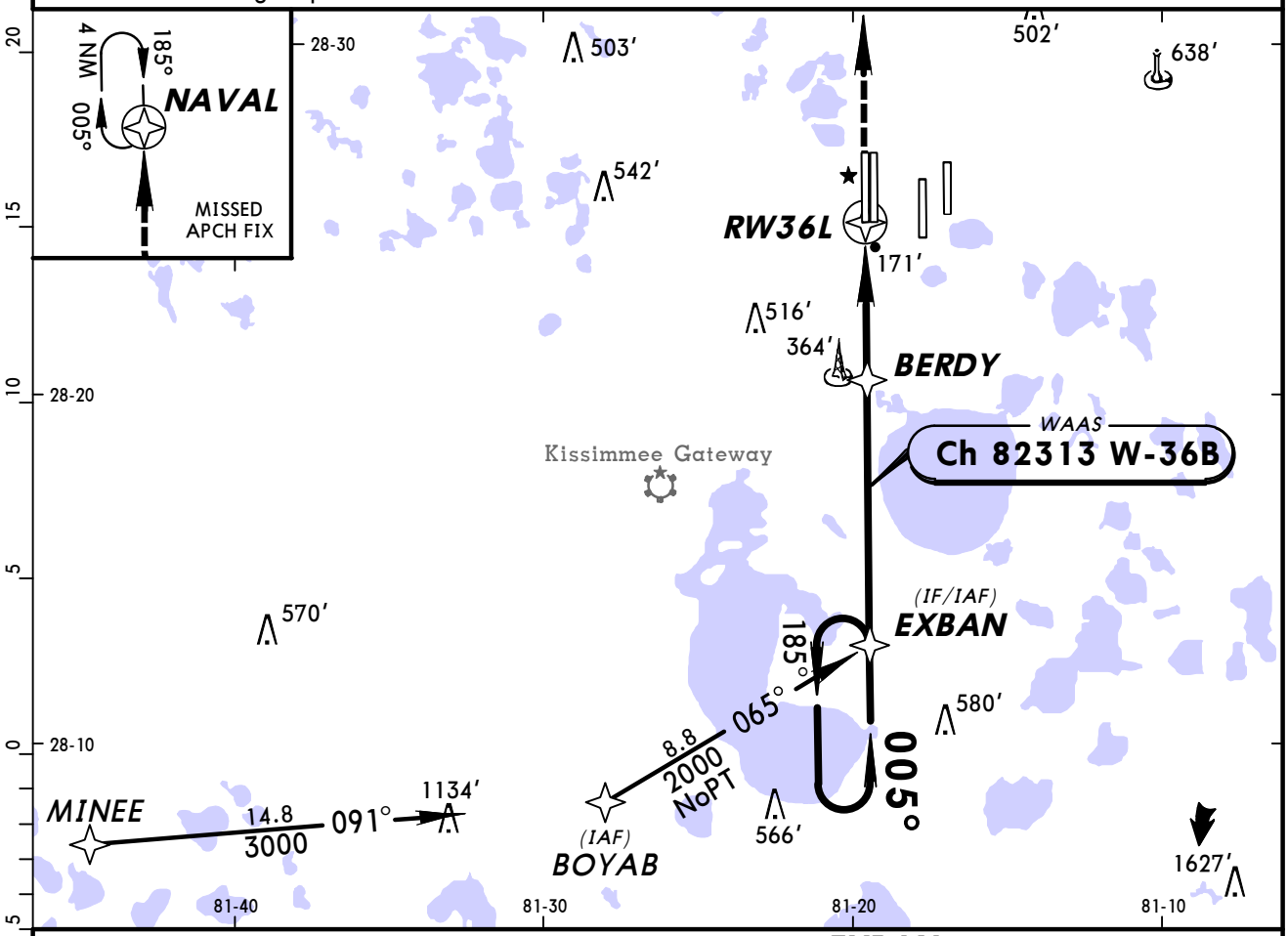
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 96′
Ch 82313 W-36B	005°	BERDY 1600′ (1507′)	343′ (250′)	TDZE 93′

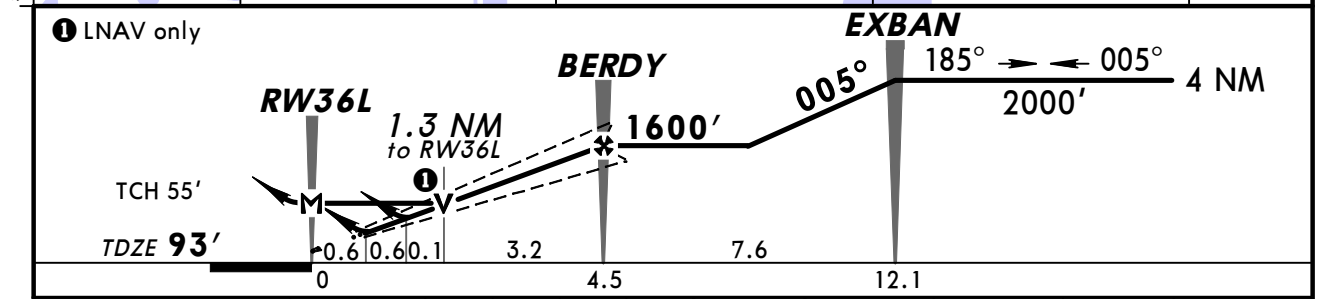
MISSED APCH: Climb to 4000′ direct NAVAL and hold. Continue climb-in-hold to 4000′.

3000′ MSA RW36L

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with ILS or LOC Rwy 35R, ILS Rwy 35R CAT II. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW36L						

REIL
VASI-L

4000′

NAVAL

STRAIGHT-IN LANDING RWY 36L

	LPV DA(H) 343′(250′)	LNAV/VNAV DA(H) 514′(421′)	LNAV MDA(H) 640′(547′)
A	RVR 40 or ¾	1½	RVR 50 or 1
B			
C			1½
D			1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	740′ (644′)-1
120	
140	740′ (644′)-1¾
165	740′ (644′)-2

TERPS AMEND 0B 20 SEP 2012

CHANGES: Procedure title, procedure bearings.

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BRIEFING STRIP ™

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 18L/R & 36L/R	ORLANDO Tower Rwys 17L/R & 35L/R	Ground West	Ground East
121.25	124.8	124.3	118.45	121.8	126.4

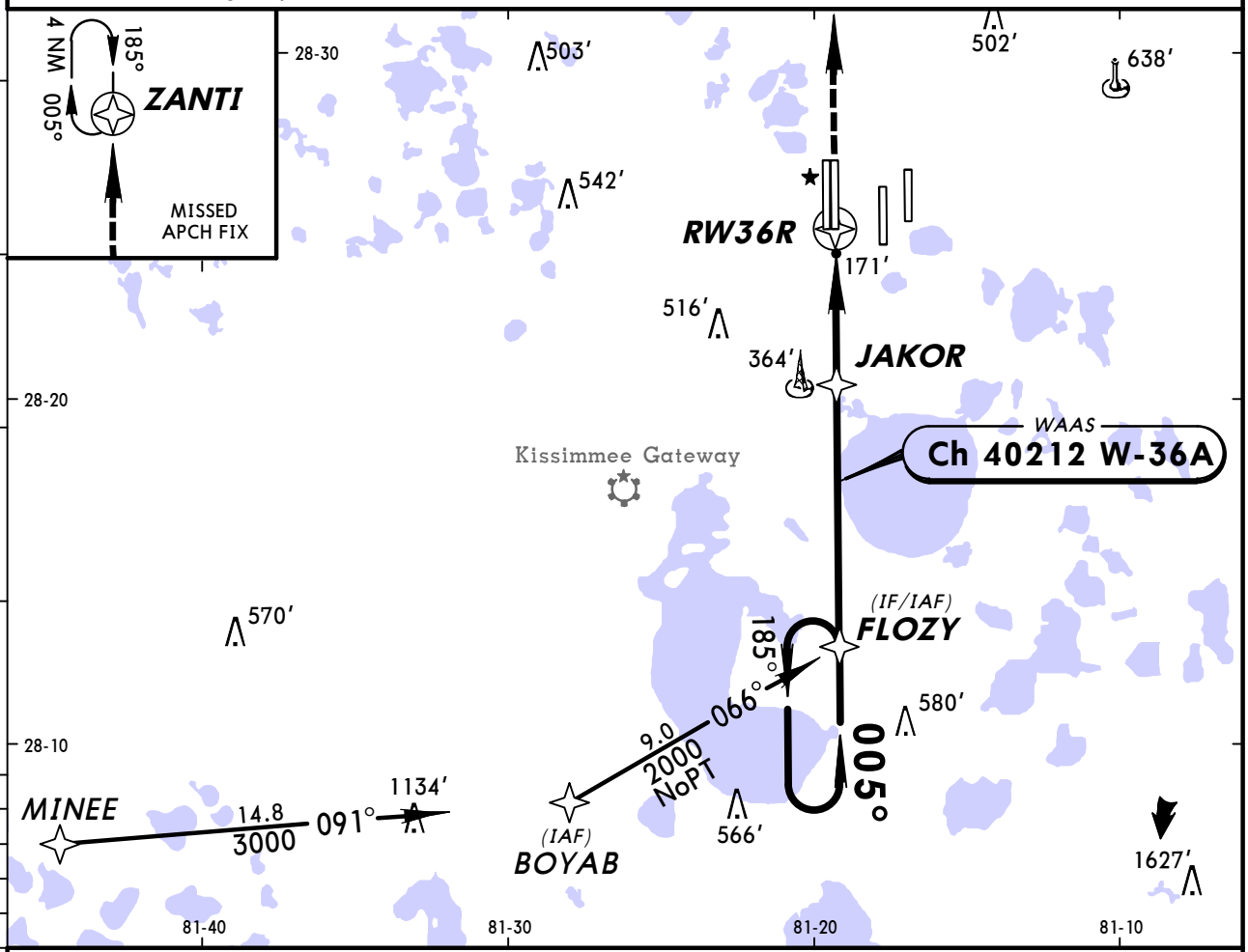
WAAS	Final Apch Crs	Minimum Alt JAKOR	LPV DA(H)	Apt Elev 96′
Ch 40212 W-36A	005°	1600′ (1508′)	292′ (200′)	TDZE 92′

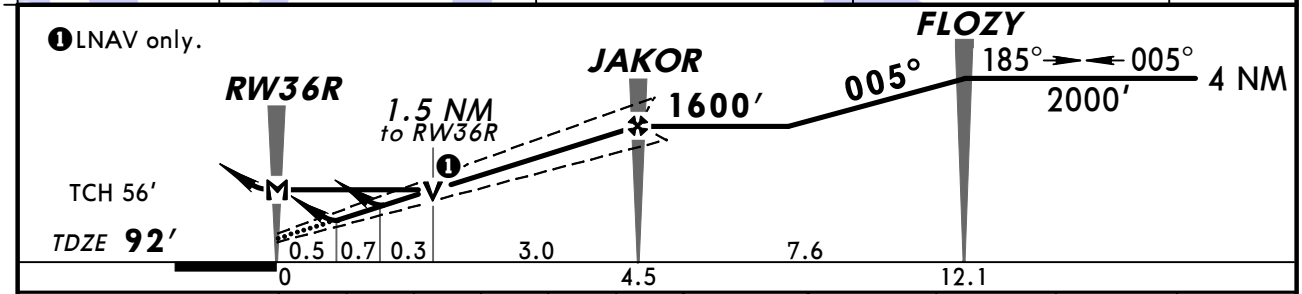
MISSED APCH: Climb to 4000′ direct ZANTI and hold.

3000′ MSA RW36R

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with ILS or LOC Rwy 35R, ILS Rwy 35R CAT II. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW36R						

ALSF-II PAPI 4000′ D ZANTI

STRAIGHT-IN LANDING RWY 36R

	LPV DA(H) 292′ (200′)		LNAV/VNAV DA(H) 515′ (423′)		LNAV MDA(H) 640′ (548′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1½	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 50 or 1	1½
D					RVR 60 or 1¼	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	740′ (644′)-1
120	
140	740′ (644′)-1¾
165	740′ (644′)-2

TERPS AMEND 0B 20 SEP 2012

CHANGES: Procedure title, note added, procedure bearings.

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D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower		Ground West / East
121.25	124.8	Rwys 18L/R & 36L/R 124.3	Rwys 17L/R & 35L/R 118.45	121.8 / 126.4

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 96′
ORL 112.2	173°	VOR 2300′ (2204′)	540′ (444′)	TDZE 96′

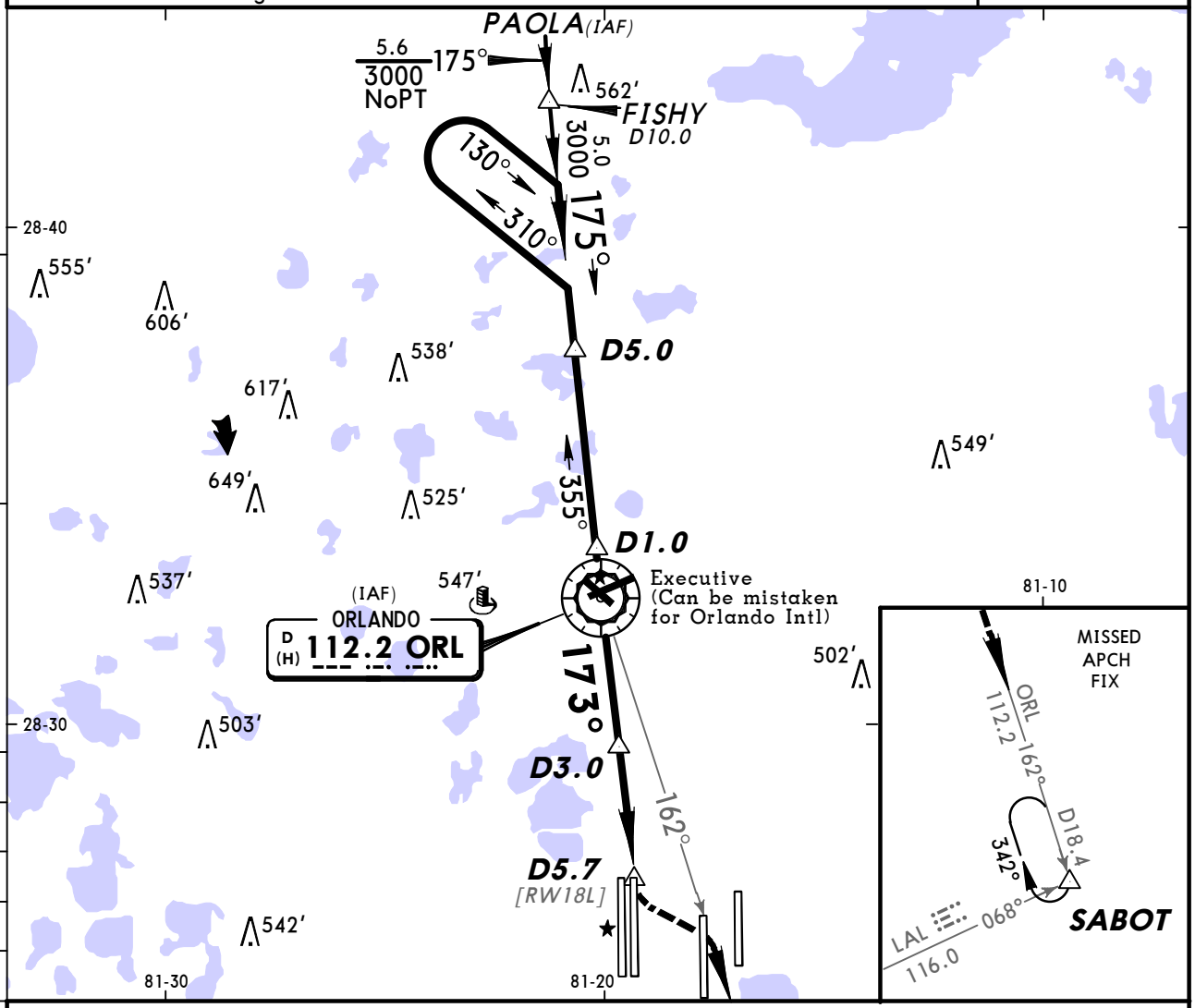
MISSED APCH: Climb to 2000′ outbound via ORL VOR R-162 to SABOT INT and hold.

Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

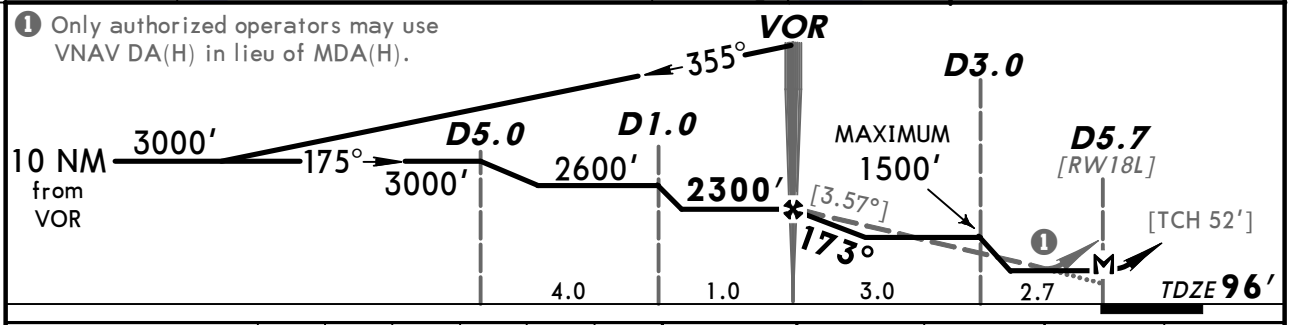
1. VGSI and descent angles not coincident.

3000′ MSA ORL VOR

BRIEFING STRIP™



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.57°]	442	569	632	758	885	1011
MAP at D5.7						

VASI-L — 2000′ ↑ — ORL via 112.2 R-162 — SABOT

TERPS AMEND 5D

STRAIGHT-IN LANDING RWY 18L MDA(H) 540′ (444′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	RVR 50 or 1	90	740′ (644′) -1
B		120	
C	RVR 60 or 1¼	140	740′ (644′) -1¾
D	1½	165	740′ (644′) -2

CHANGES: Ground frequency, obstructions.

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D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower		Ground West / East
121.25	124.8	Rwys 18L/R & 36L/R 124.3	Rwys 17L/R & 35L/R 118.45	121.8 126.4

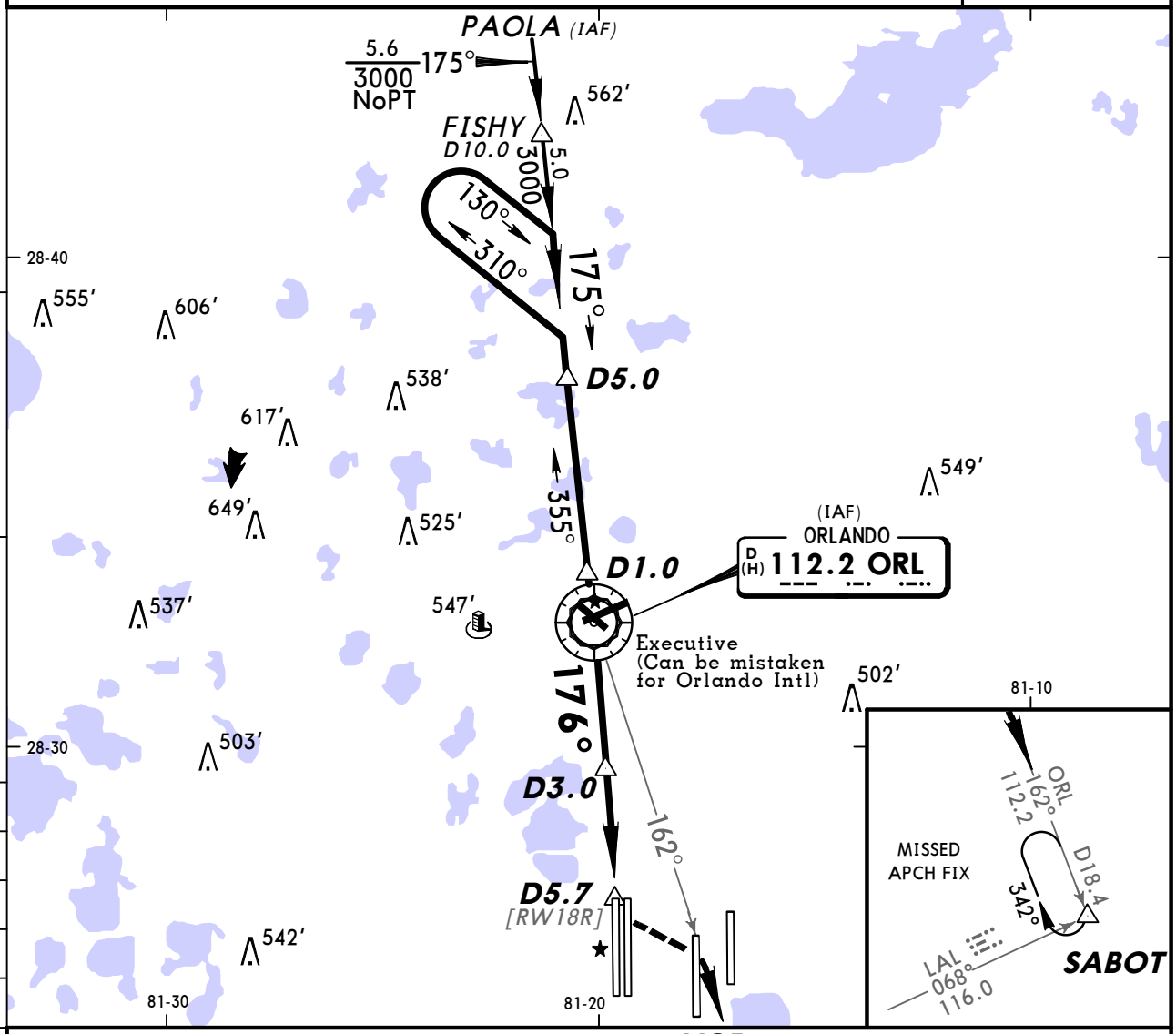
BRIEFING STRIP™

VOR ORL	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev 96′
112.2	176°	2300′ (2206′)	540′ (446′)	TDZE 94′

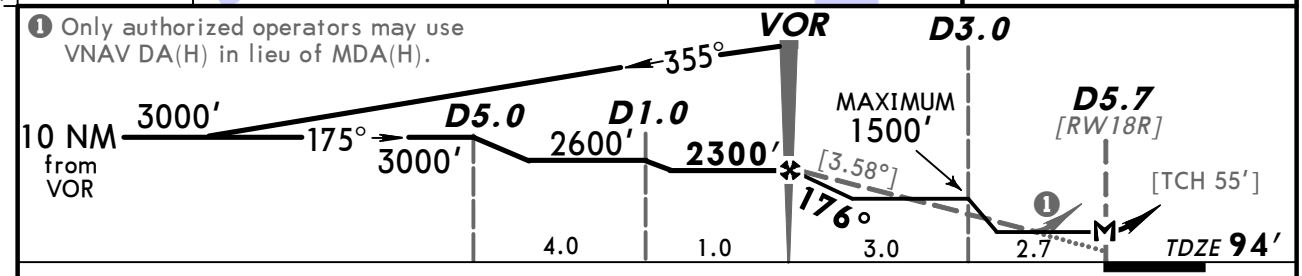
MISSED APCH: Climb to 2000′ outbound via ORL VOR R-162 to SABOT INT and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

3000′ MSA ORL VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.58°]	444	570	634	760	887	1014
MAP at D5.7						

MALSR | 2000′ | ORL via 112.2 R-162 | SABOT

TERPS AMEND 5D

STRAIGHT-IN LANDING RWY 18R MDA(H) 540′ (446′)				CIRCLE-TO-LAND	
		RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	740′ (644′)-1
B				120	
C	RVR 40 or ¾	RVR 60 or 1¼		140	740′ (644′)-1¾
D	RVR 50 or 1	1½		165	740′ (644′)-2

CHANGES: Ground frequency, obstructions.

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BRIEFING STRIP™

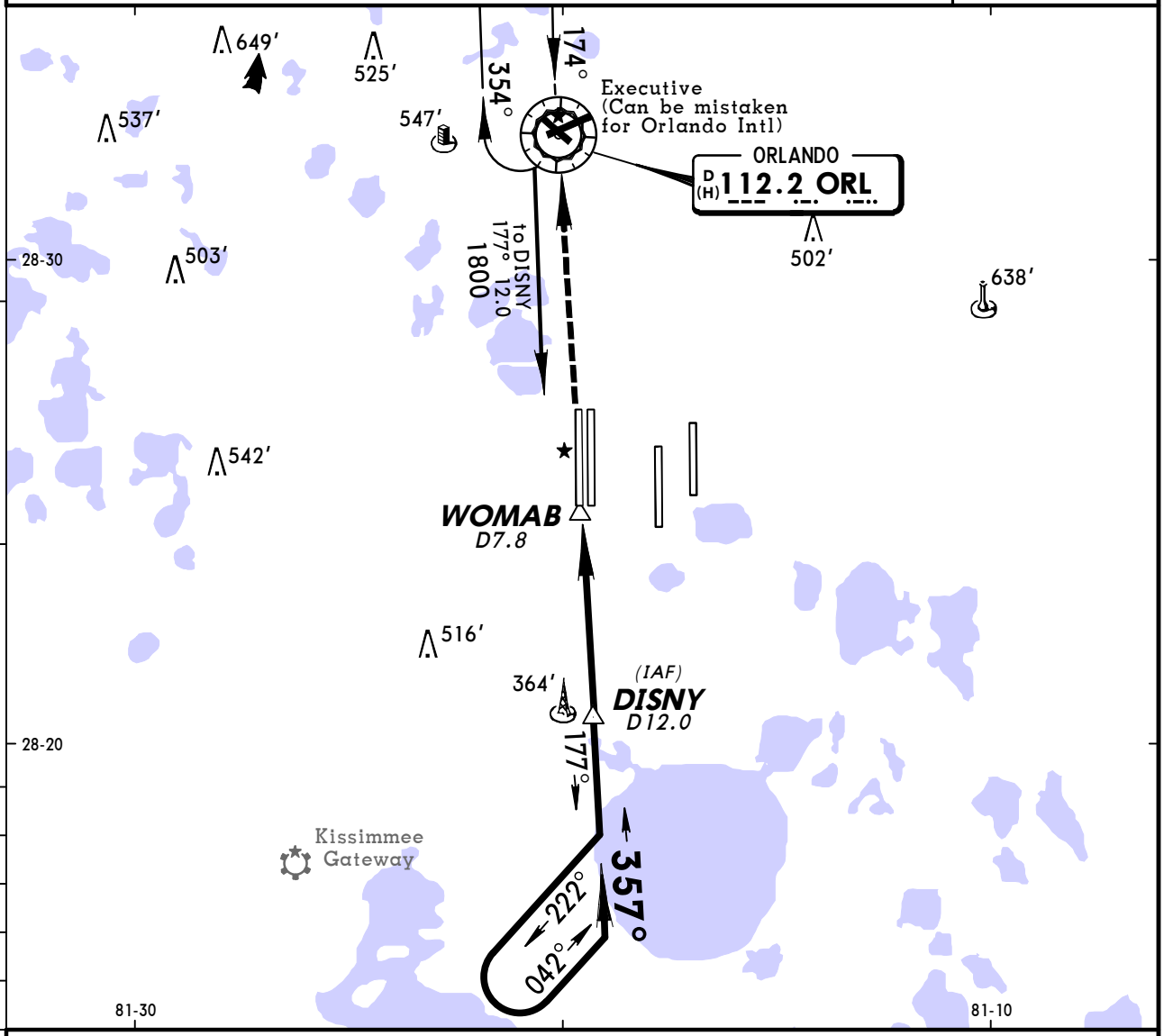
D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower		Ground West	Ground East
121.25	124.8	Rwys 18L/R & 36L/R 124.3	Rwys 17L/R & 35L/R 118.45	121.8	126.4

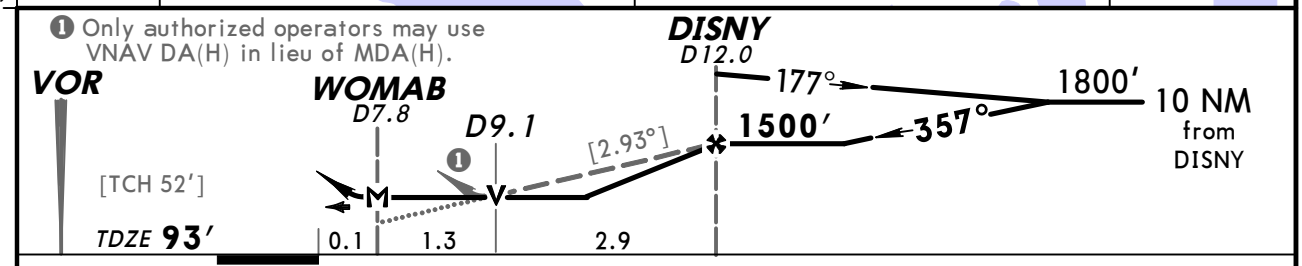
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 96′
ORL 112.2	357°	DISNY 1500′ (1407′)	600′ (507′)	TDZE 93′

MISSED APCH: Climb to 2000′ direct ORL VOR and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

3000′ MSA ORL VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.93°]	363	466	518	622	726	829
MAP at WOMAB						

REIL
VASI-L
2000′
D
ORL 112.2

STRAIGHT-IN LANDING RWY 36L MDA(H) 600′(507′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	RVR 50 or 1	90	740′(644′)-1
B		120	
C	1½	140	740′(644′)-1¾
D		165	740′(644′)-2

AMEND 5A TERPS

CHANGES: Ground frequency, obstructions.

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BRIEFING STRIP™

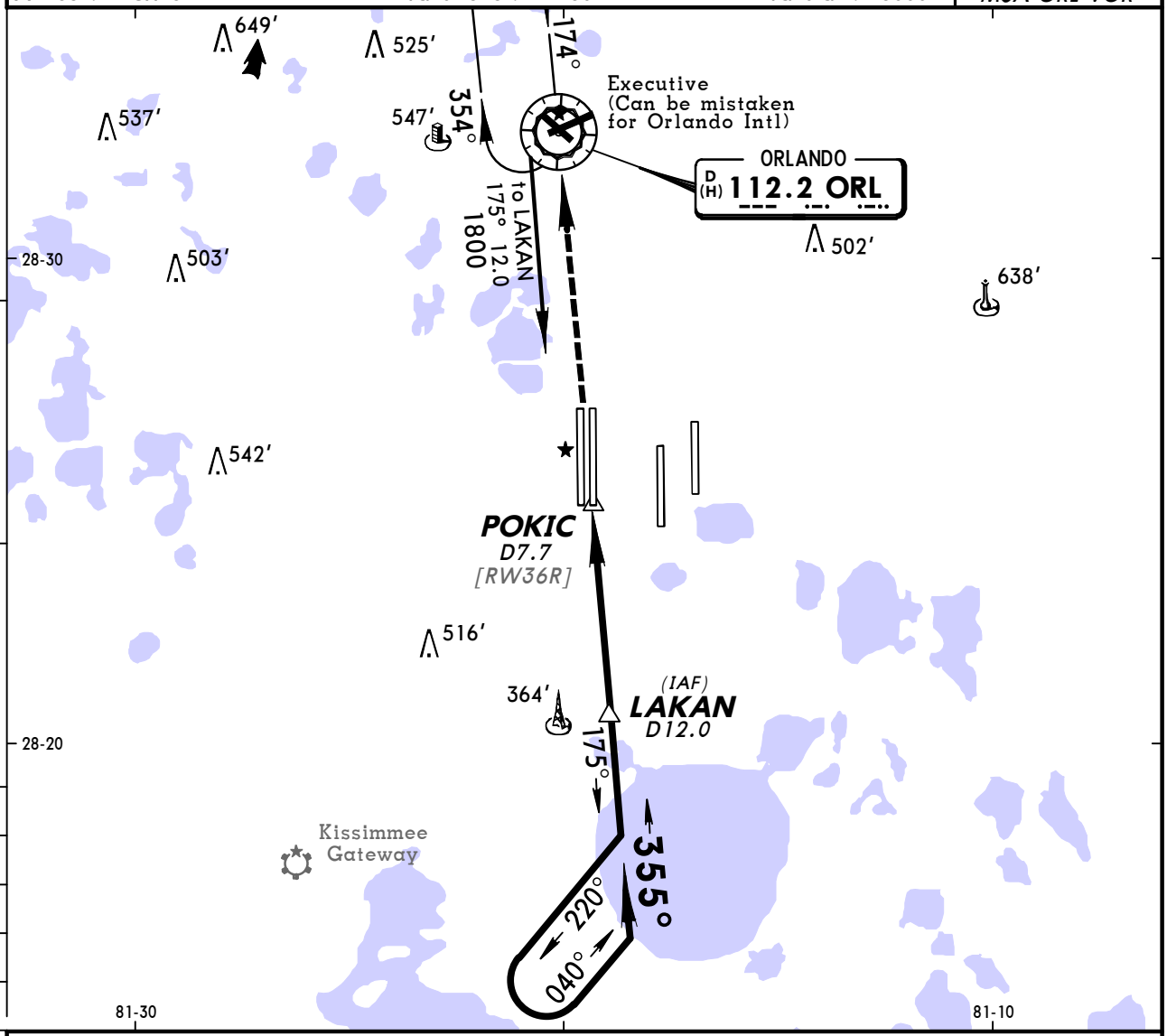
D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower		Ground West	Ground East
121.25	124.8	Rwys 18L/R & 36L/R 124.3	Rwys 17L/R & 35L/R 118.45	121.8	126.4

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 96′
ORL 112.2	355°	LAKAN 1500′ (1408′)	600′ (508′)	TDZE 92′

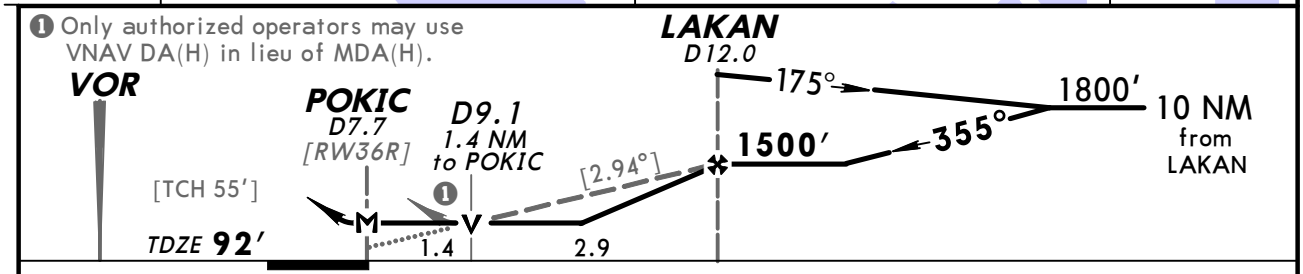
MISSED APCH: Climb to 2000′ direct ORL VOR and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

3000′ MSA ORL VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.94°]	364	468	520	624	728	832
MAP at POKIC						

ALSF-II | 2000′ | D | ORL 112.2

TERPS AMEND 10A

STRAIGHT-IN LANDING RWY 36R MDA(H) 600′ (508′)		ALS out
A	RVR 24 or ½	RVR 50 or 1
B		
C	RVR 50 or 1	1½
D		

CIRCLE-TO-LAND Max Kts	MDA(H)
90	740′ (644′) - 1
120	
140	740′ (644′) - 1¾
165	740′ (644′) - 2

CHANGES: Ground frequency, obstructions.

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Chart changes since cycle 26-2014

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

ORLANDO, FL (ORLANDO INTL - KMCO)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KMCO

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

APCH/P DEP/P CLASS B 119.475 (061-180 4500 & BLO) DELETED, APCH/P DEP/P 119.4 (061-180 4500 & BLO) ADDED

Type: Terminal
Effectivity: Permanent
Begin Date: 20140829
End Date: No end date

(22-7) RNAV (GPS) Rwy 36L & (23-3) VOR DME Rwy 36L: VASI-L deleted.

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Apch/P Dep/P Class B frequency 119.4 added, sectorization 061-180 4500 & BLO.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(23-1) VOR DME Rwy 18L Amend 5D chgd to 5E, Reference date 29 JUL 2010. (23-2) VOR DME Rwy 18R Amend 5D chgd to 5E, Reference date 29 JUL 2010.

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

(20-9A) Airport info page, Rwy 36L TDZ & PAPI-L removed.

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

(20-9A) Airport info, Rwy 36L REIL removed. (22-7) RNAV (GPS) Rwy 36L, REIL removed. (23-3) VOR DME Rwy 36L, REIL removed.