

List of pages in this Trip Kit

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Airport Information For KMCO
Terminal Charts For KMCO
Revision Letter For Cycle 05-2025
Change Notices
Notebook

General Information

Location: ORLANDO FL USA
ICAO/IATA: KMCO / MCO
Lat/Long: N28° 25.76', W081° 18.54'
Elevation: 96 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 6.0° 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: 1034 Z
Sunset: 0009 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

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, REIL

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: 121.250 Arrival Service

ATIS: 120.525 Departure Service

Orlando Tower: 124.300

Orlando Tower: 118.450

Orlando Ground: 121.800

Orlando Ground: 126.400

Virtual Ramp Control Ramp/Taxi: 129.650

Orlando Clearance Delivery: 134.700

Orlando Approach: 135.300

Orlando Approach: 134.050 Secondary

Orlando Approach: 124.800 Initial Contact

Orlando Approach: 123.850 Secondary

Orlando Approach: 120.150

Orlando Approach: 119.400

Orlando Terminal Control Area: 135.300 (311°-60°) At or below 5500 ft

Orlando Terminal Control Area: 124.800 (360°-180°)

Orlando Terminal Control Area: 119.400 (61°-180°) At or below 4500 ft

Orlando Terminal Control Area: 120.150 (181°-359°)

Orlando Departure: 119.400

Orlando Departure: 120.150

Orlando Departure: 124.800 Initial Contact

Orlando Departure: 135.300

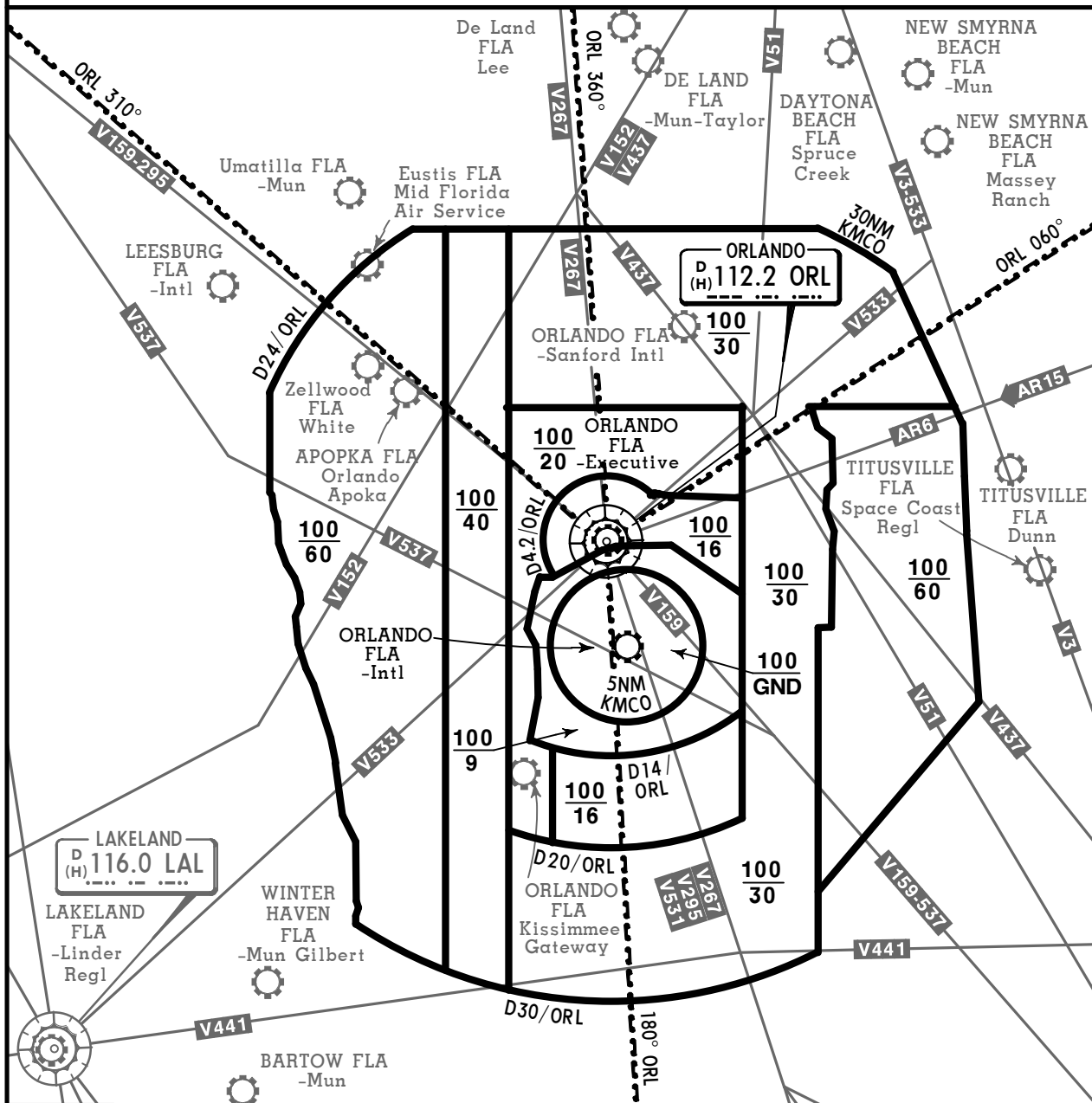
Orlando UNICOM: 122.950

Army Reserve Operations: 148.800 Military

ORLANDO CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

(061°-180°)	Orlando App 119.4	4500' & BELOW	(181°-359°)	Orlando App 120.15	ABOVE 5500'
(181°-310°)	Orlando App 119.4	5500' & BELOW	(360°-180°)	Orlando App 124.8	ABOVE 5500'
(311°-060°)	Orlando App 119.52	5500' & BELOW			



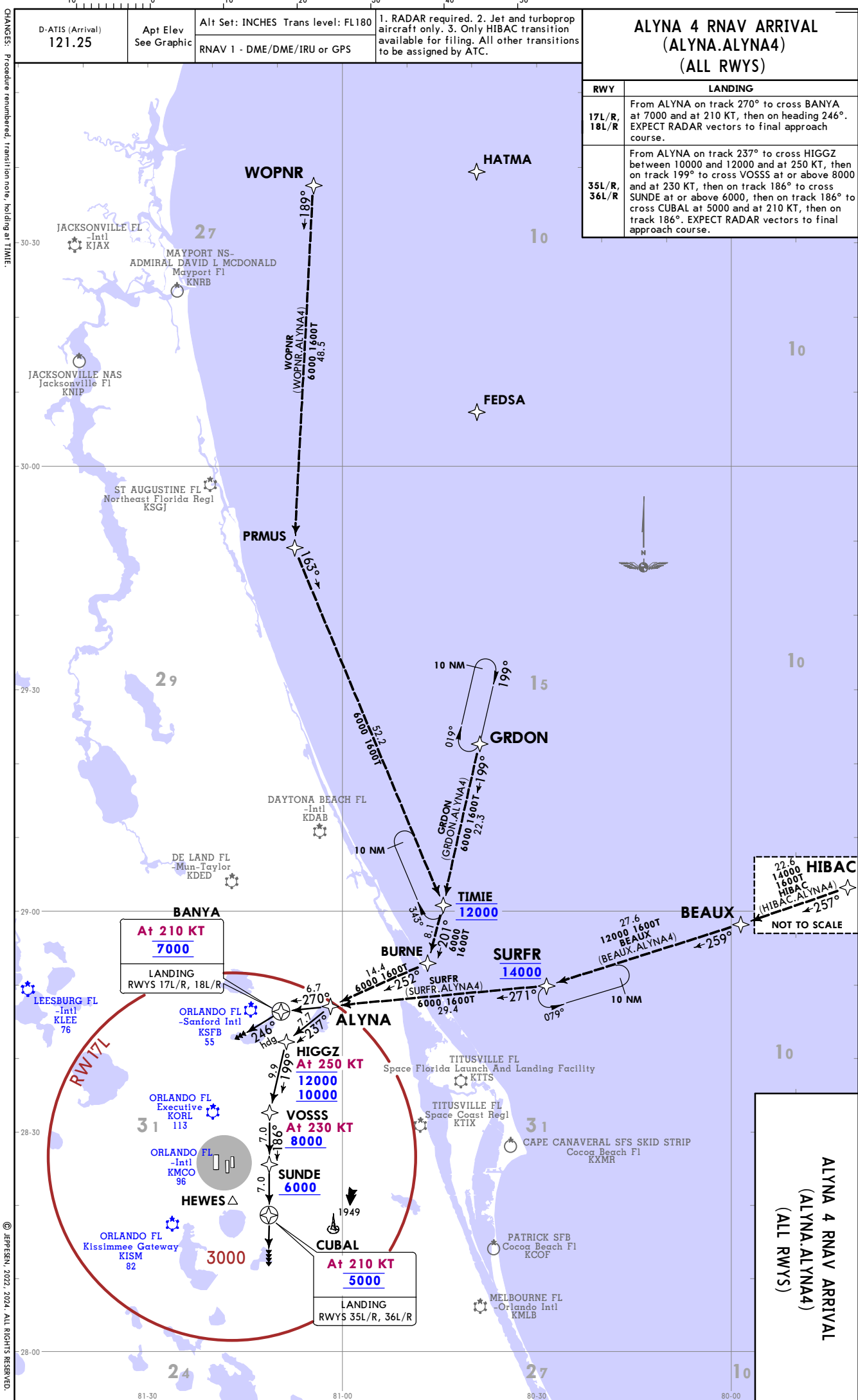
FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117, AND 91.215

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.



ALYNA 4 RNAV ARRIVAL (ALYNA.ALYNA4) (ALL RWYS)	
RWY	LANDING
17L/R, 18L/R	From ALYNA on track 270° to cross BANYA at 7000 and at 210 KT, then on heading 246°. EXPECT RADAR vectors to final approach course.
35L/R, 36L/R	From ALYNA on track 237° to cross HIGGZ between 10000 and 12000 and at 250 KT, then on track 199° to cross VOSSS at or above 8000 and at 230 KT, then on track 186° to cross SUNDE at or above 6000, then on track 186° to cross CUBAL at 5000 and at 210 KT, then on track 186°. EXPECT RADAR vectors to final approach course.

At 210 KT
7000

LANDING
RWYS 17L/R, 18L/R

At 250 KT
12000
10000

At 230 KT
8000

At 210 KT
5000

LANDING
RWYS 35L/R, 36L/R

22.6
14000
16000
HIBAC
(HIBAC.ALYNA4)
←257°
NOT TO SCALE

ALYNA 4 RNAV ARRIVAL
(ALYNA.ALYNA4)
(ALL RWYS)

KMCO/MCO
 ORLANDO INTL
 19 JAN 24 (20-2) EFT 25 Jan
JEPPESSEN
ORLANDO, FLA
RNAV STAR

CHANGES: Procedure renumbered, transition note, holding at TIME.

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KMCO/MCO ORLANDO INTL



ORLANDO, FLA

6 AUG 21

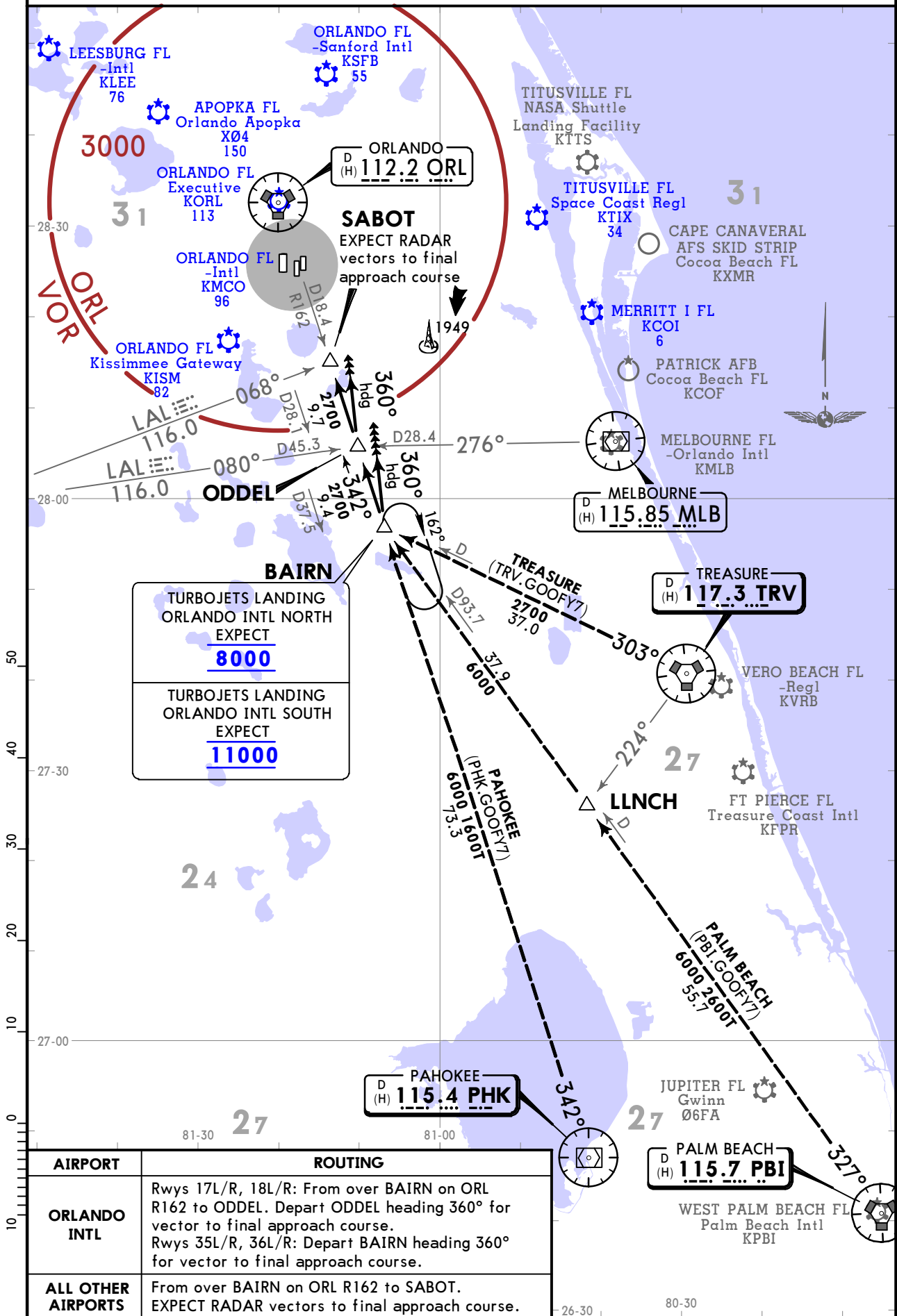
(20-2B)

Eff 12 Aug

STAR

ORLANDO INTL D-ATIS (Arrival) 121.25	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 1. For turbojet/turboprop aircraft only. 2. Also serves KCOI, X04, KTIK.
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GOOFY 7 ARRIVAL (BAIRN.GOOFY7)

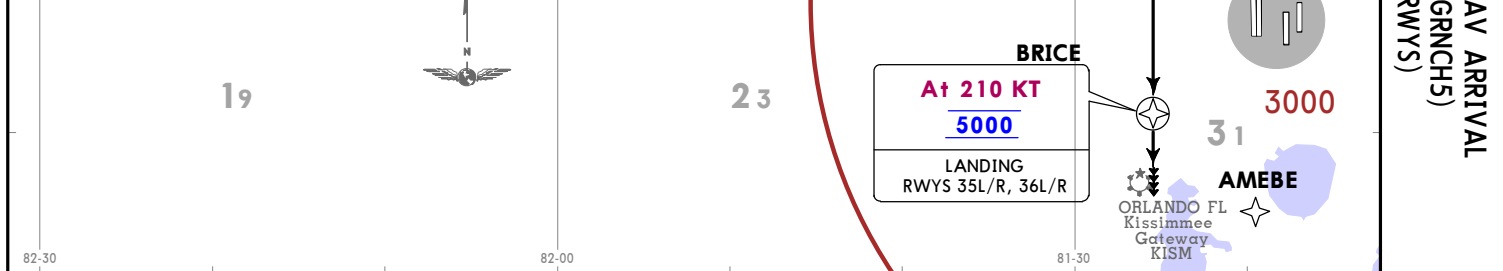
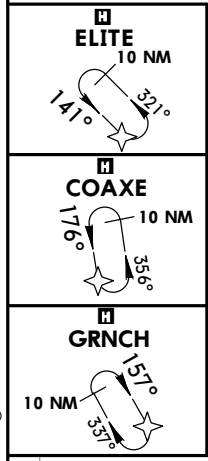
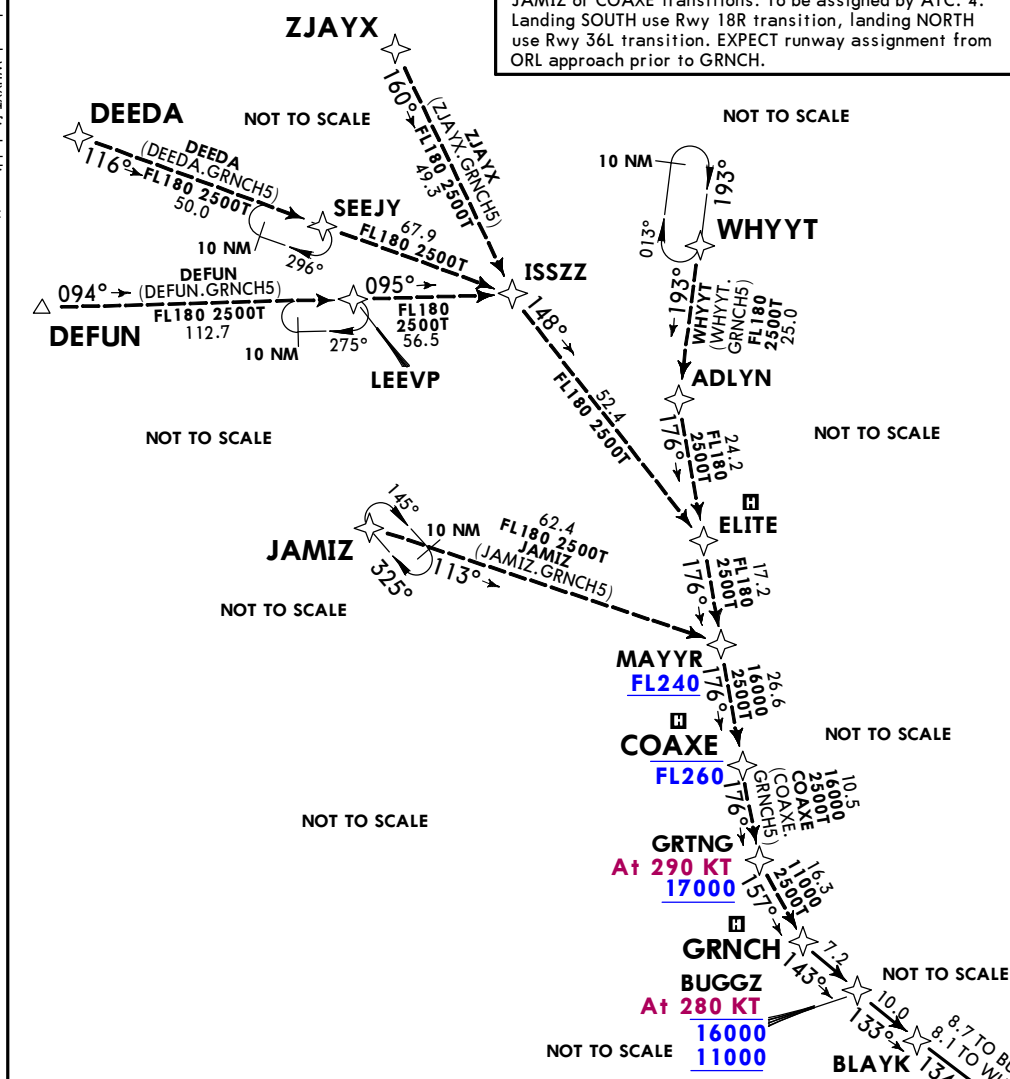


CHANGES: MLB VOR frequency and service volume, KMLB airport name.

KMCO/MCO
ORLANDO INTL

D-ATIS (Arrival) 121.25	Apt Elev 96
Alt Set: INCHES Trans level: FL180	
RNAV 1 - DME/DME/IRU or GPS	
1. RADAR required. 2. Jet aircraft only. 3. Do not file JAMIZ or COAXE transitions: To be assigned by ATC. 4. Landing SOUTH use Rwy 18R transition, landing NORTH use Rwy 36L transition. EXPECT runway assignment from ORL approach prior to GRNCH.	

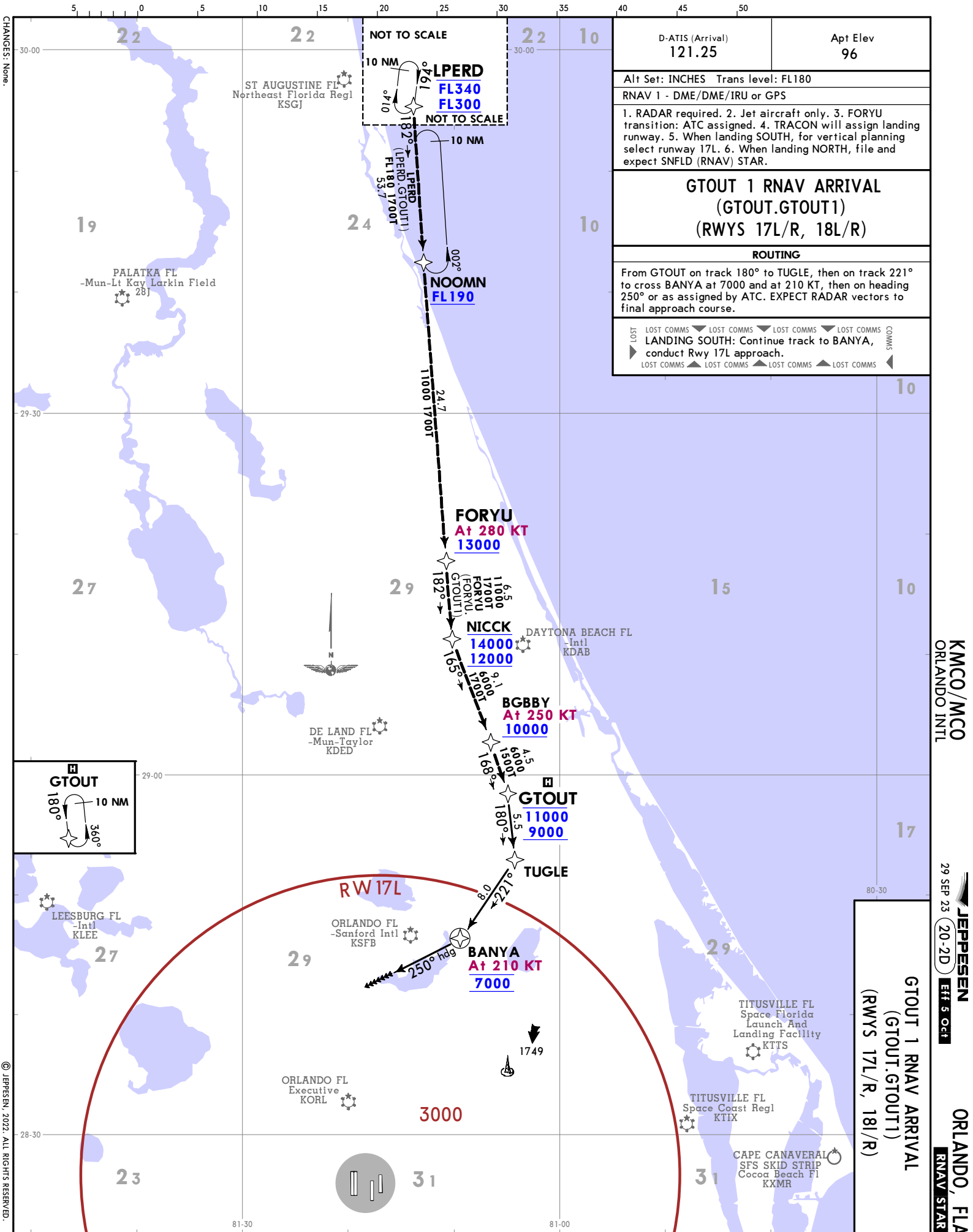
GRNCH 5 RNAV ARRIVAL (GRNCH.GRNCH5) (ALL RWYS)	
ROUTING	
From GRNCH on track 143° to cross BUGGZ between 11000 and 16000, and at 280 KT then on track 133° to BLAYK.	
RWY	LANDING
17L/R, 18L/R	From BLAYK on track 134° to cross BUNIE at 7000 and at 230 KT, then on track 129° to cross YAGGO at 6000 and at 210 KT, then on heading 107°. EXPECT RADAR vectors to final approach course.
35L/R, 36L/R	From BLAYK on track 134° to cross WHOVL between 9000 and 14000 and at 250 KT, then on track 158° to HARAM, then on track 181° to cross DORII at or above 8000 and at 220 KT, then on track 186° to cross BRICE at 5000 and at 210 KT, then on track 186°. EXPECT RADAR vectors to final approach course.



JEPPESSEN ORLANDO, FLA
29 SEP 23 (20-2C) EFT 5 Oct
RNAV STAR

CHANGES: Procedure renumbered, WHYYT fix holding pattern.

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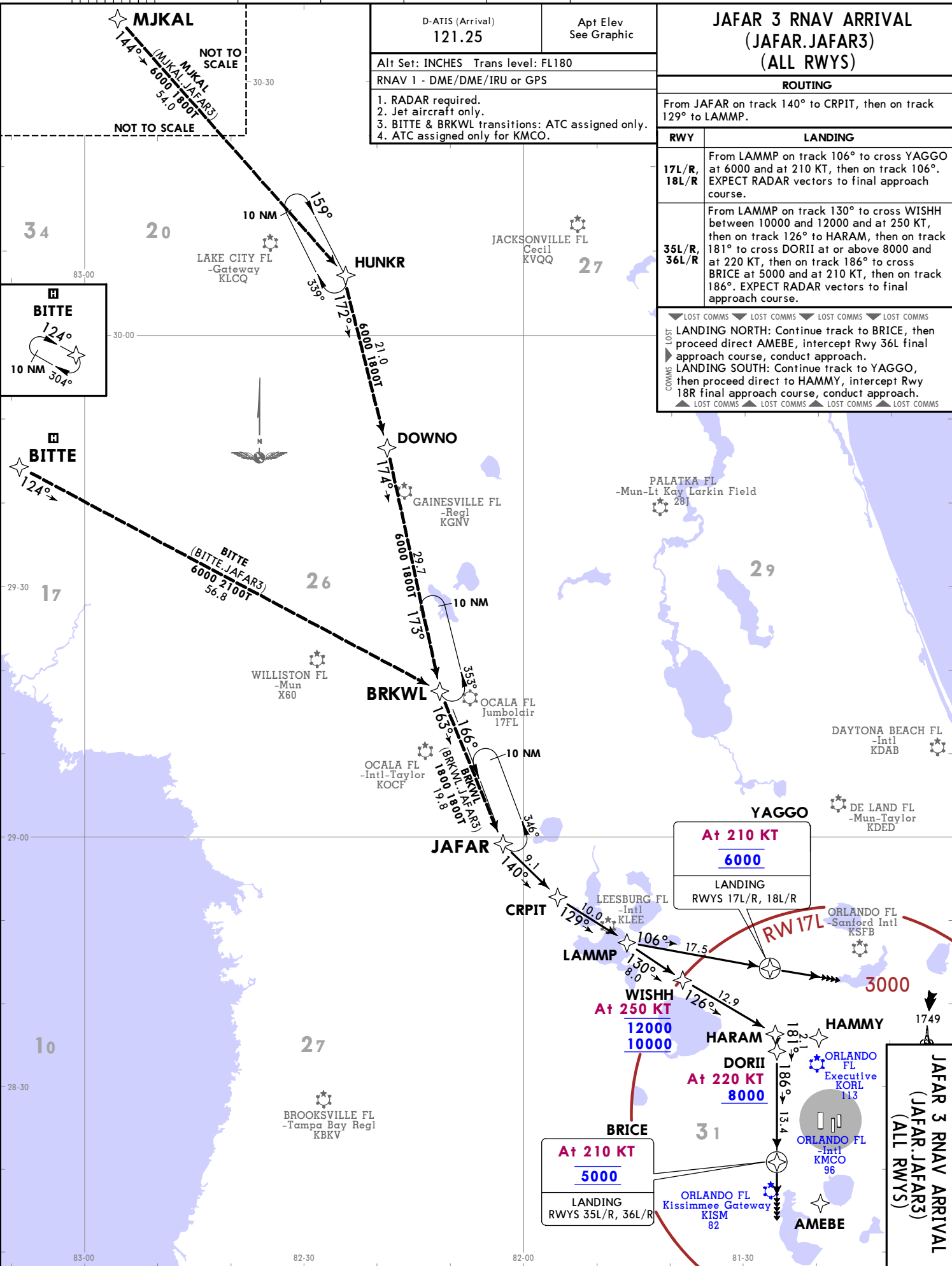
KMCO/MCO
 ORLANDO INTL
 29 SEP 23
 JEPPESSEN
 20-2D
 Eff 5 Oct
 ORLANDO, FLA
 RNAV STAR

CHANGES: None
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KMCO/MCO
ORLANDO INTL

D-ATIS (Arrival)	121.25	Apt Elev	See Graphic
Alt Set: INCHES Trans level: FL180			
RNAV 1 - DME/DME/IRU or GPS			
1. RADAR required. 2. Jet aircraft only. 3. BITTE & BRKWL transitions: ATC assigned only. 4. ATC assigned only for KMCO.			

JAFAR 3 RNAV ARRIVAL (JAFAR.JAFAR3) (ALL RWYS)	
ROUTING	
From JAFAR on track 140° to CRPIT, then on track 129° to LAMMP.	
RWY	LANDING
17L/R, 18L/R	From LAMMP on track 106° to cross YAGGO at 6000 and at 210 KT, then on track 106°. EXPECT RADAR vectors to final approach course.
35L/R, 36L/R	From LAMMP on track 130° to cross WISHH between 10000 and 12000 and at 250 KT, then on track 126° to HARAM, then on track 181° to cross DORII at or above 8000 and at 220 KT, then on track 186° to cross BRICE at 5000 and at 210 KT, then on track 186°. EXPECT RADAR vectors to final approach course.
▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS LOST ▲ LANDING NORTH: Continue track to BRICE, then proceed direct AMEBE, intercept Rwy 36L final approach course, conduct approach. ▲ LANDING SOUTH: Continue track to YAGGO, then proceed direct to HAMMY, intercept Rwy 18R final approach course, conduct approach. ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS	



BITTE

124°

10 NM

304°

BITTE

124°

10 NM

304°

A+ 210 KT

6000

LANDING

RWYS 17L/R, 18L/R

A+ 210 KT

5000

LANDING

RWYS 35L/R, 36L/R

JAFAR 3 RNAV ARRIVAL
(JAFAR.JAFAR3)
(ALL RWYS)

13 MAY 22 (20-2E) Eff 19 May 22
JEPPESSEN ORLANDO, FLA
RNAV STAR

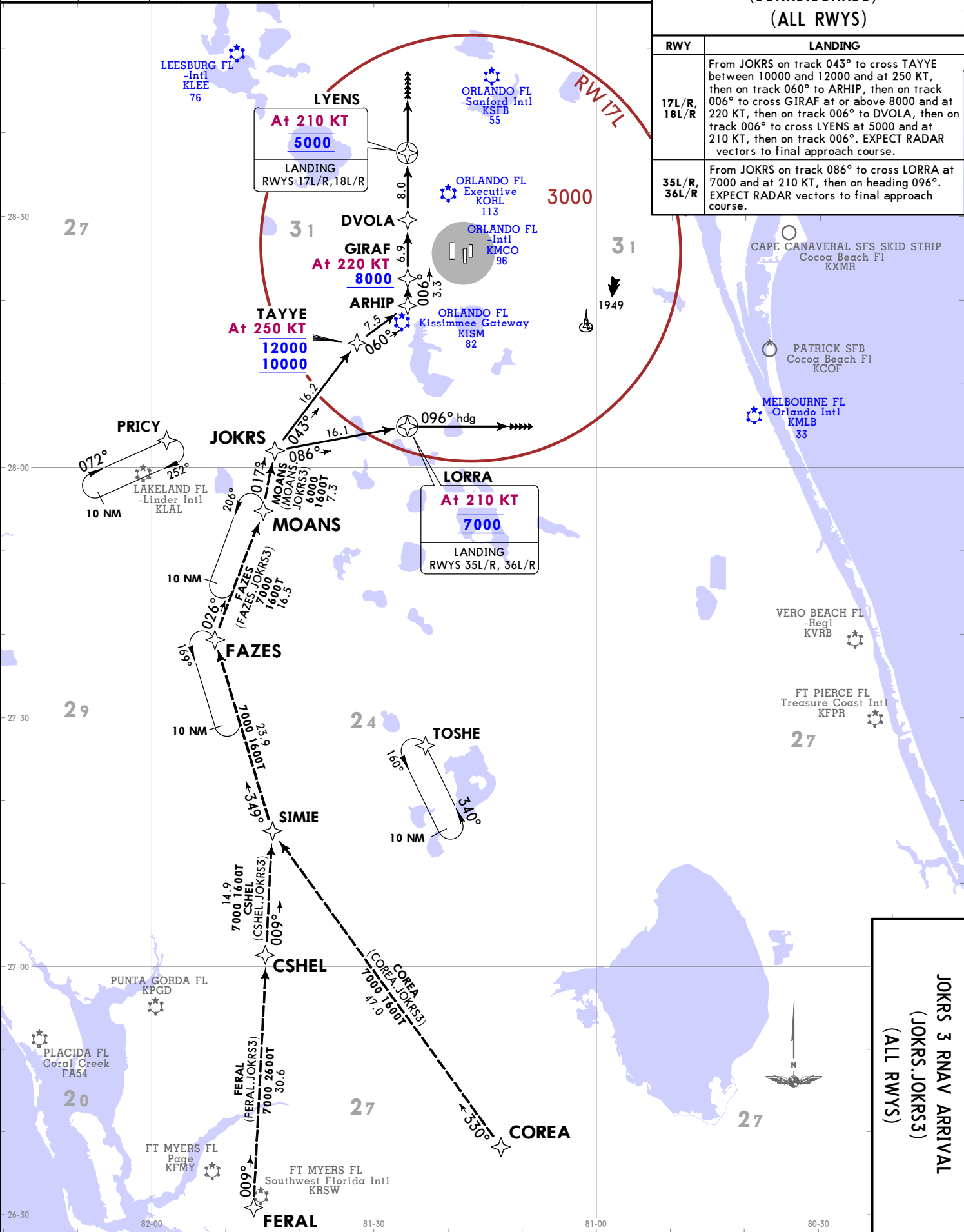
CHANGES: Procedure renumbered, revised, reindexed.
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CHANGES: Procedure renumbered, revised, reindexed.

D-ATIS (Arrival) **121.25** Apt Elev See Graphic
 Alt Set: INCHES Trans level: FL180 RNAV 1 - DME/DME/IRU/or GPS
 1. RADAR required. 2. Do not file COREA and MOANS transitions - to be assigned by ATC.

JOKRS 3 RNAV ARRIVAL (JOKRS.JOKRS3) (ALL RWYS)

RWY	LANDING
17L/R, 18L/R	From JOKRS on track 043° to cross TAYYE between 10000 and 12000 and at 250 KT, then on track 060° to ARHIP, then on track 006° to cross GIRAF at or above 8000 and at 220 KT, then on track 006° to DVOLA, then on track 006° to LYENS at 5000 and at 210 KT, then on track 006°. EXPECT RADAR vectors to final approach course.
35L/R, 36L/R	From JOKRS on track 086° to cross LORRA at 7000 and at 210 KT, then on heading 096°. EXPECT RADAR vectors to final approach course.



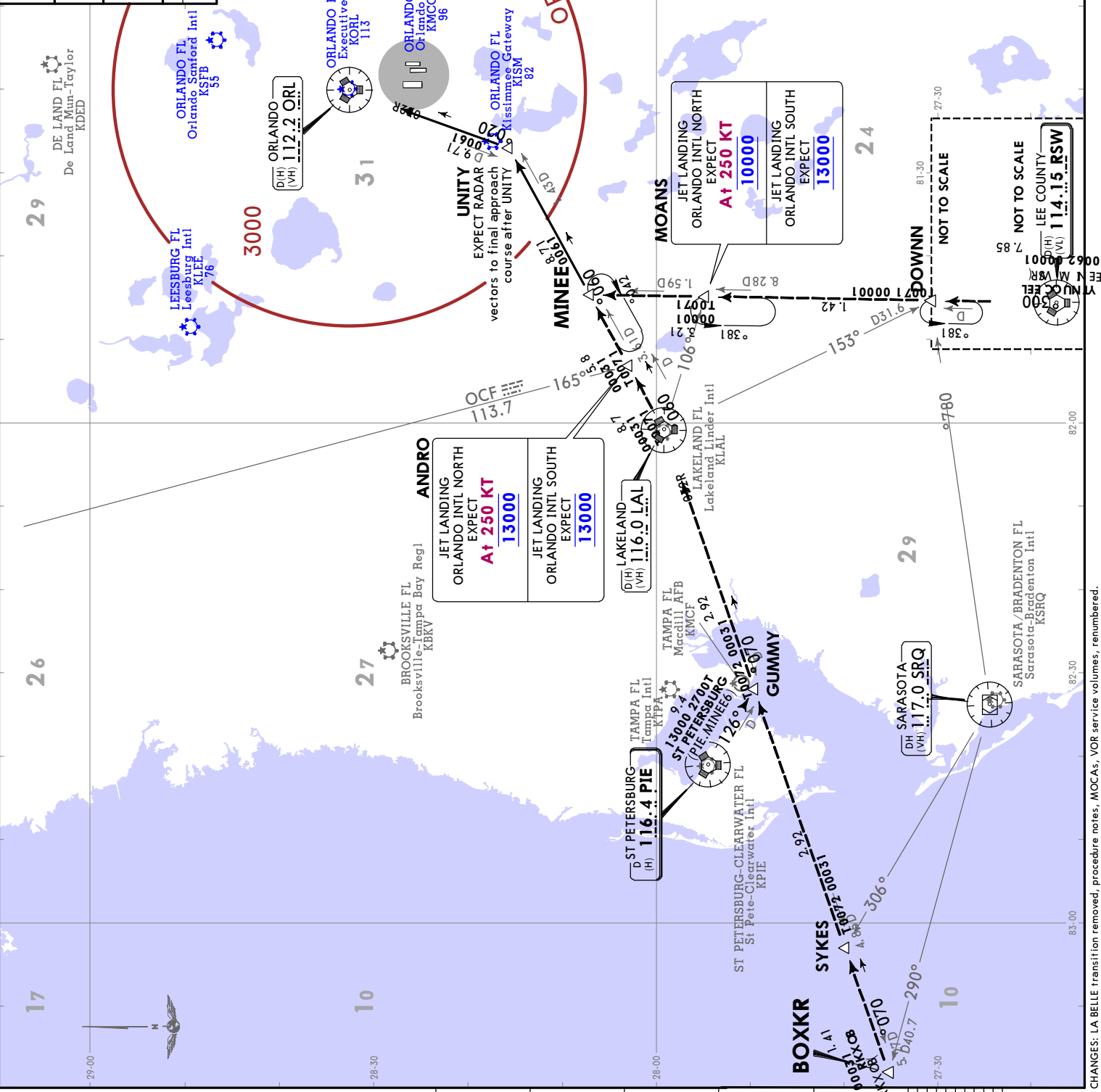
**JOKRS 3 RNAV ARRIVAL
(JOKRS.JOKRS3)
(ALL RWYS)**

JEPPESEN
 13 MAY 22 (20-2E) Eff 19 MAY
ORLANDO, FLA
ORLANDO INTL
RNAV STAR

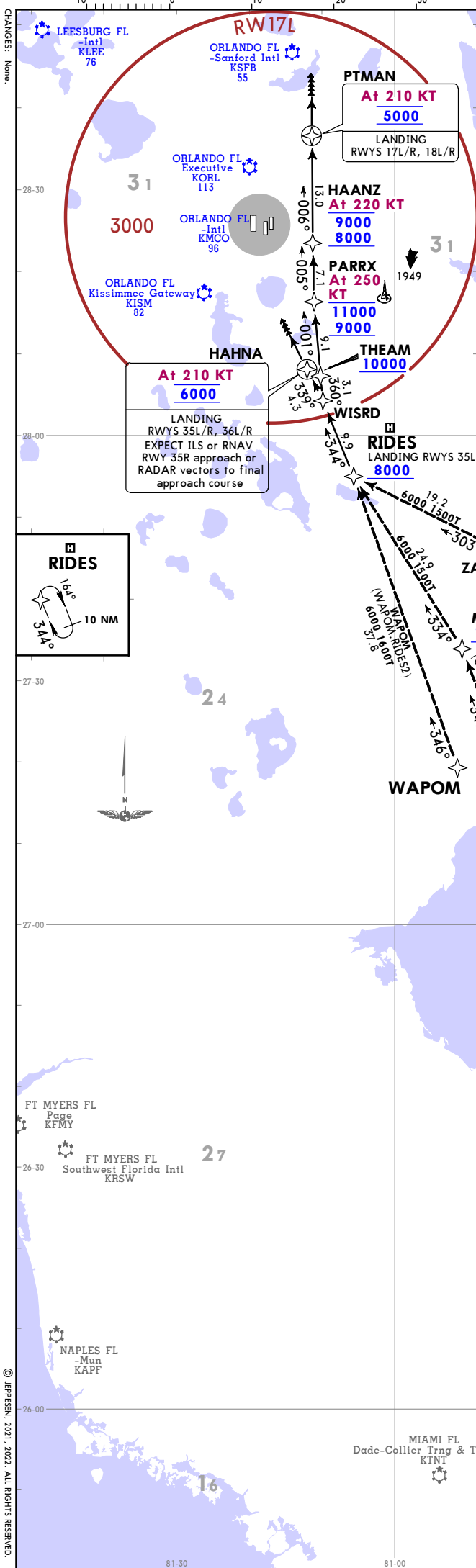
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STAR
JEPPesen **ORLANDO, FLA**
 14 FEB 25 **20-2G** **Eff 20 Feb**

ORLANDO INTL (Arrival)
 Apt Elev
 See Graphic
121.25
 Alt Set: INCHES Trans level: FL180
 1. RADAR required.
 2. Also serves KCOI, KTIX.
MINEE 6 ARRIVAL (MINEE.MINEE6)
ROUTING
 From over MINEE on LAL R060 to UNITY, then on ORL R200 to ORL VOR.



KMCO/MCO
ORLANDO INTL

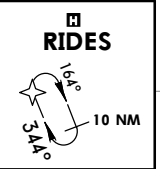


D-ATIS (Arrival) 121.25	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 RNAV 1 - DME/DME/IRU or GPS
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1. RADAR required.
2. Jet aircraft only.
3. LAIZY and SPIFF transitions, ATC assigned only.
4. CCLUB transition, ATC assigned only except at or below FL240.
5. MCO approach will issue landing runway.
6. EXPECT "descend via" clearance and landing direction (NORTH or SOUTH) by ARTCC. For vertical navigation planning, landing SOUTH, select Rwy 17L, landing NORTH, select Rwy 35R.

RIDES 2 RNAV ARRIVAL (RIDES.RIDES2) (ALL RWYS)

ROUTING	
From RIDES on track 344° to WISRD.	
RWY	LANDING
17L/R, 18L/R	From WISRD on track 360° to cross THEAM at or above 10000, then on track 001° to cross PARRX between 9000 and 11000 and at 250 KT, then on track 005° to cross HAANZ between 8000 and 9000 and at 220 KT, then on track 006° to cross PTMAN at 5000 and at 210 KT, then on track 006°. EXPECT RADAR vectors to final approach course.
35L/R, 36L/R	From WISRD on track 339° to cross HAANZ at 6000 and at 210 KT, then on track 339°. EXPECT ILS or RNAV Rwy 35R approach or RADAR vectors to final approach course.



RIDES 2 RNAV ARRIVAL (RIDES.RIDES2) (ALL RWYS)

KMCO/MCO
 ORLANDO INTL
 25 OCT 24 (20-2J) EFF 31 OCT
 JEPPesen
 ORLANDO, FL
 RNAV STAR

KMCO/MCO ORLANDO INTL



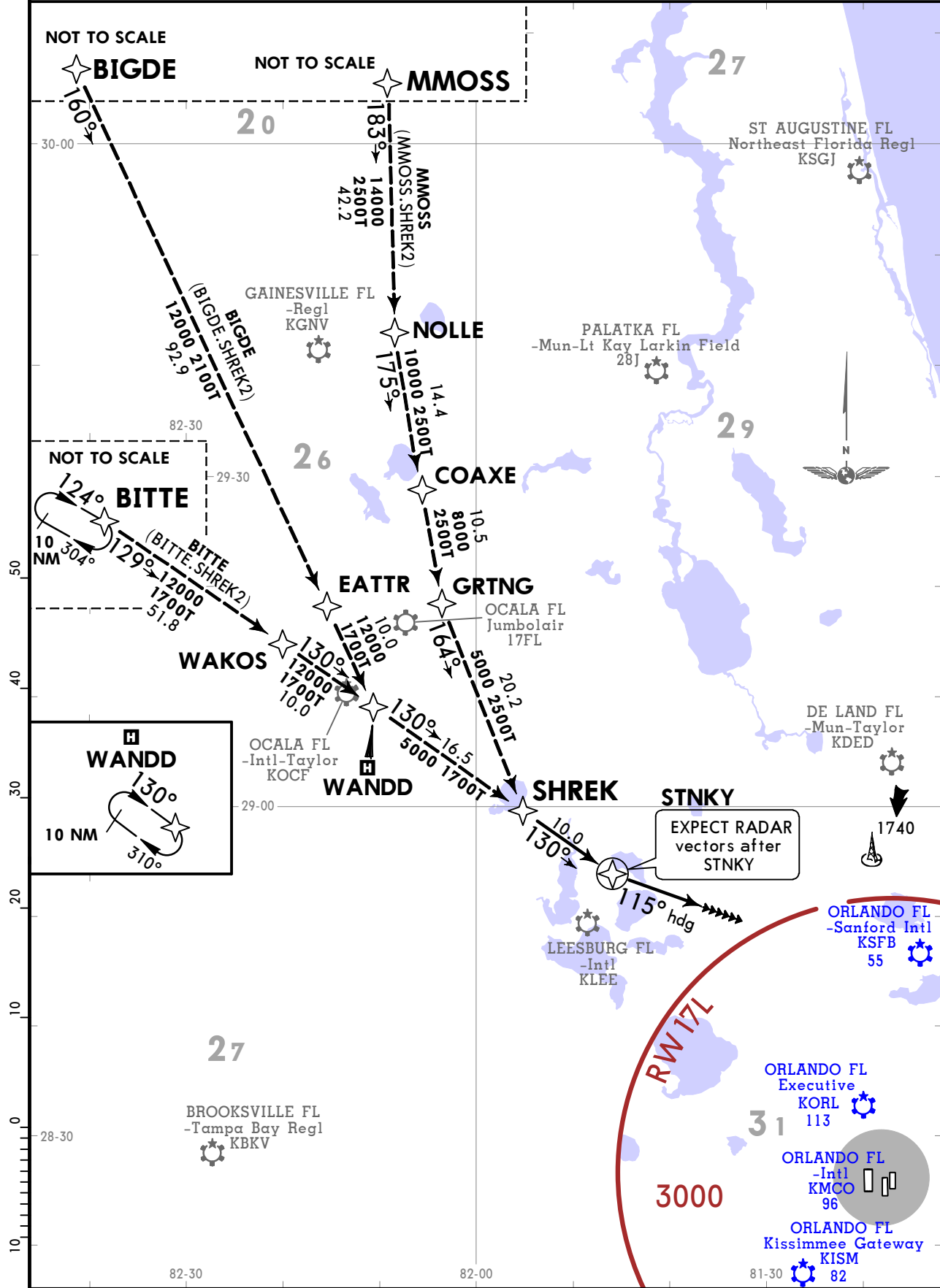
ORLANDO, FLA

26 NOV 21 (20-2J1) Eff 2 Dec

RNAV STAR

D-ATIS (Arrival) 121.25	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180
		RNAV 1 - DME/DME/IRU or GPS
		1. RADAR required. 2. Turboprops and props only landing MCO.

SHREK 2 RNAV ARRIVAL (SHREK.SHREK2)

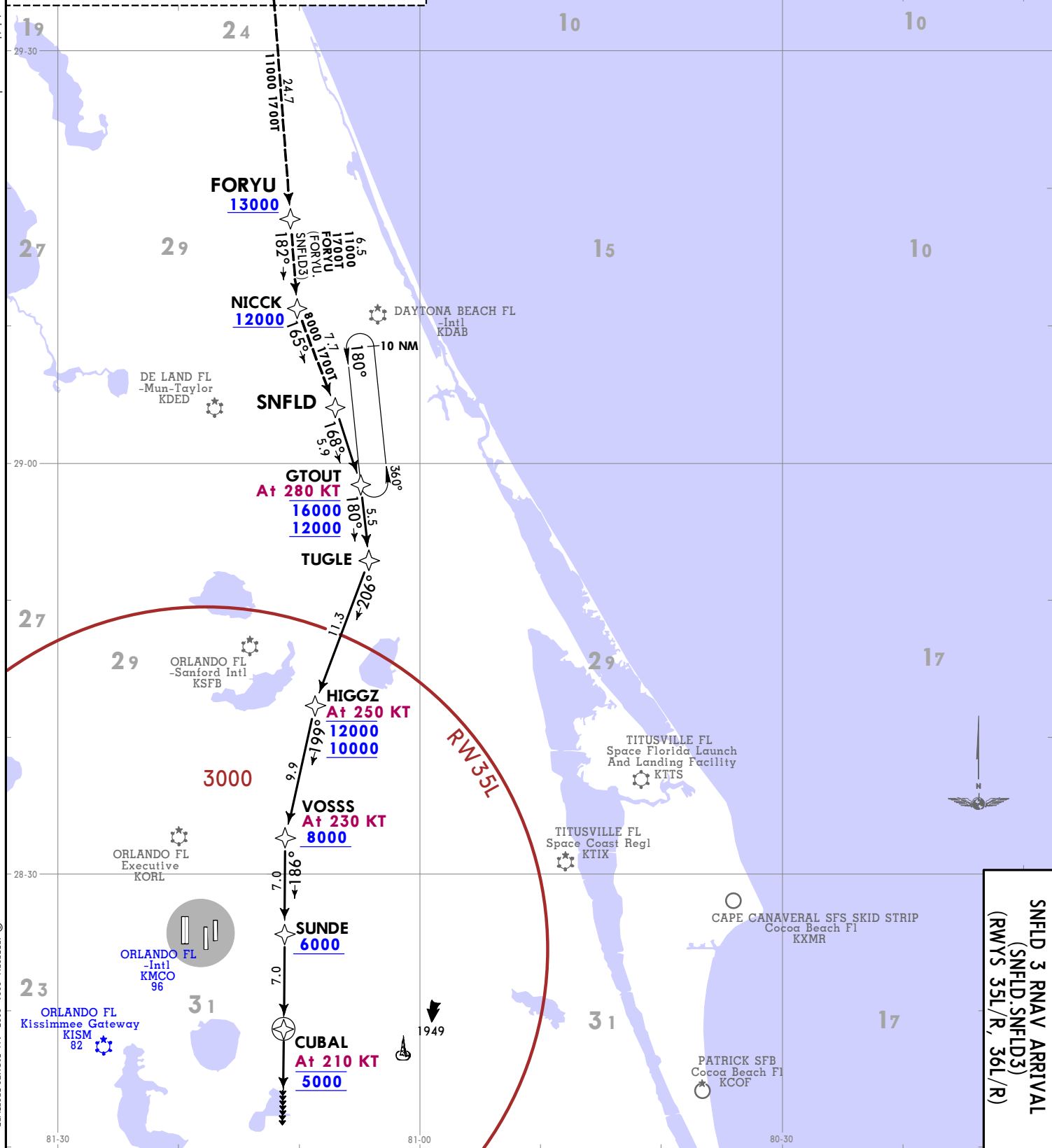
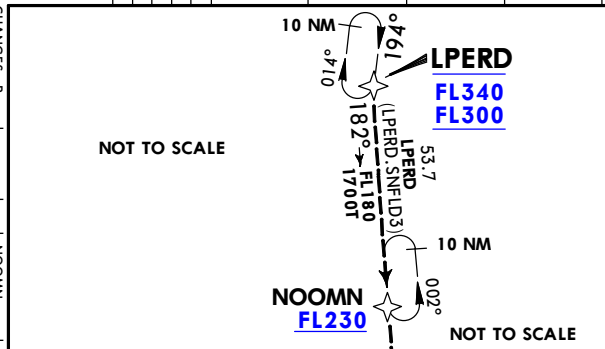


ROUTING

From SHREK on track 130° to STNKY, then on heading 115° or as assigned by ATC. EXPECT RADAR vectors to final approach course.

KMCO/MCO
ORLANDO INTL

D-ATIS (Arrival) 121.25	Apt Elev See Graphic	SNFLD 3 RNAV ARRIVAL (SNFLD.SNFLD3) (RWYS 35L/R, 36L/R)
Alt Set: INCHES Trans level: FL180		
RNAV 1 - DME/DME/IRU or GPS		
1. RADAR required. 2. Jet aircraft only. 3. Landing NORTH use Rwy 35R transition. Landing SOUTH use GTOUT (RNAV) STAR. EXPECT runway assignment from ORL approach prior to SNFLD.		ROUTING From SNFLD on track 168° to cross GTOUT between 12000 and 16000 and at 280 KT, then on track 180° to TUGLE, then on track 206° to cross HIGGZ between 10000 and 12000 and at 250 KT, then on track 199° to cross VOSSS at or above 8000 and at 230 KT, then on track 186° to cross SUNDE at or above 6000, then on track 186° to cross CUBAL at 5000 and at 210 KT, then on track 186°. EXPECT RADAR vectors to final approach course.



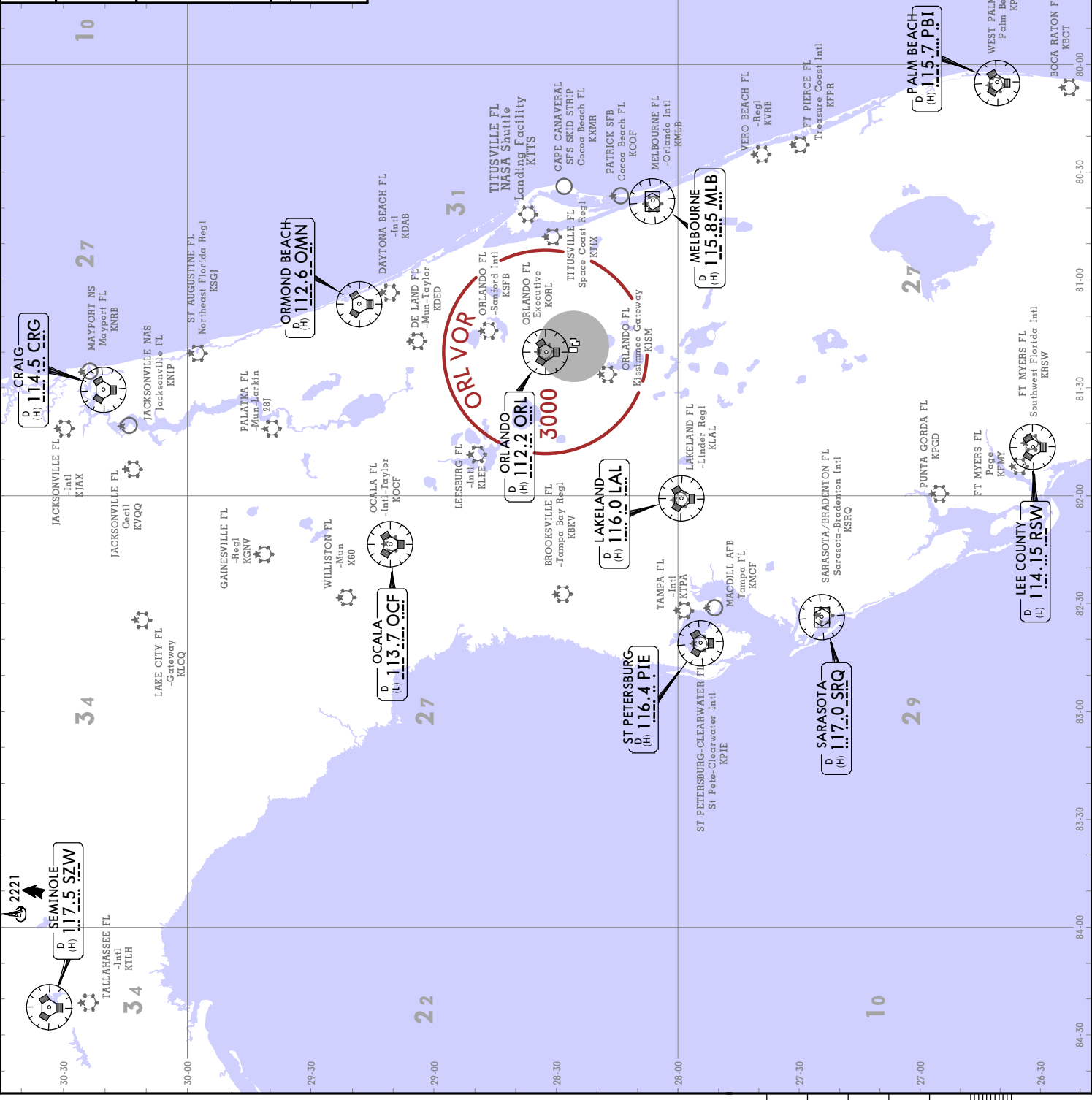
SNFLD 3 RNAV ARRIVAL
(SNFLD.SNFLD3)
(RWYS 35L/R, 36L/R)

JEPPesen ORLANDO, FLA
17 FEB 23 (20-2K) EFF 23 Feb
RNAV STAR

CHANGES: Procedure renumbered. NOOMN speed restriction removed.
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JEPPesen **ORLANDO, FLA** **SID**
 13 MAY 22 (20-3) Eff 19 May

ORLANDO Departure (R) 119.4	Apt Elev 96	Trans alt: 18000 RADAR required.
CITRUS 1 DEPARTURE (CITR1.CITR) (ALL RWYS)		
TAKEOFF OBSTACLE NOTES See TAKEOFF OBSTACLE NOTES page (20-30B1).		
This SID requires takeoff 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	TOP ALTITUDE	
Climb on heading as assigned for vectors to appropriate fix, MAINTAIN 2000. EXPECT further clearance to filed altitude/flight level 10 minutes after departure.	2000	



KMCO/MCO
ORLANDO INTL

RNAV DEPARTURE ATTENTION ALL USERS PAGE (AAUP)

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

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

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

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

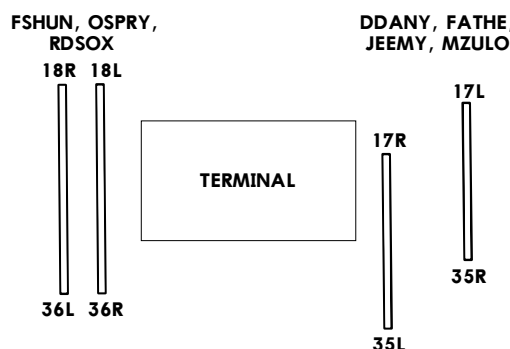
5. **SPECIFIC INFORMATION:** 0700 - 2300 local runway 36L/R, 35L/R RNAV simultaneous departures, all RNAV equipped aircraft departing should EXPECT to fly an MCO RNAV DEPARTURE SID. In the event of weather or other non-standard events, headings may be issued in lieu of an RNAV off the ground takeoff clearance.
 - Final runway assignments will be issued on initial contact with Ground Control.
 - For planning purposes, pilots can anticipate the preferred runway assignment based upon the information below.

Departing Runways 35L/R 17L/R

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

Departing Runways 36L/R 18L/R

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



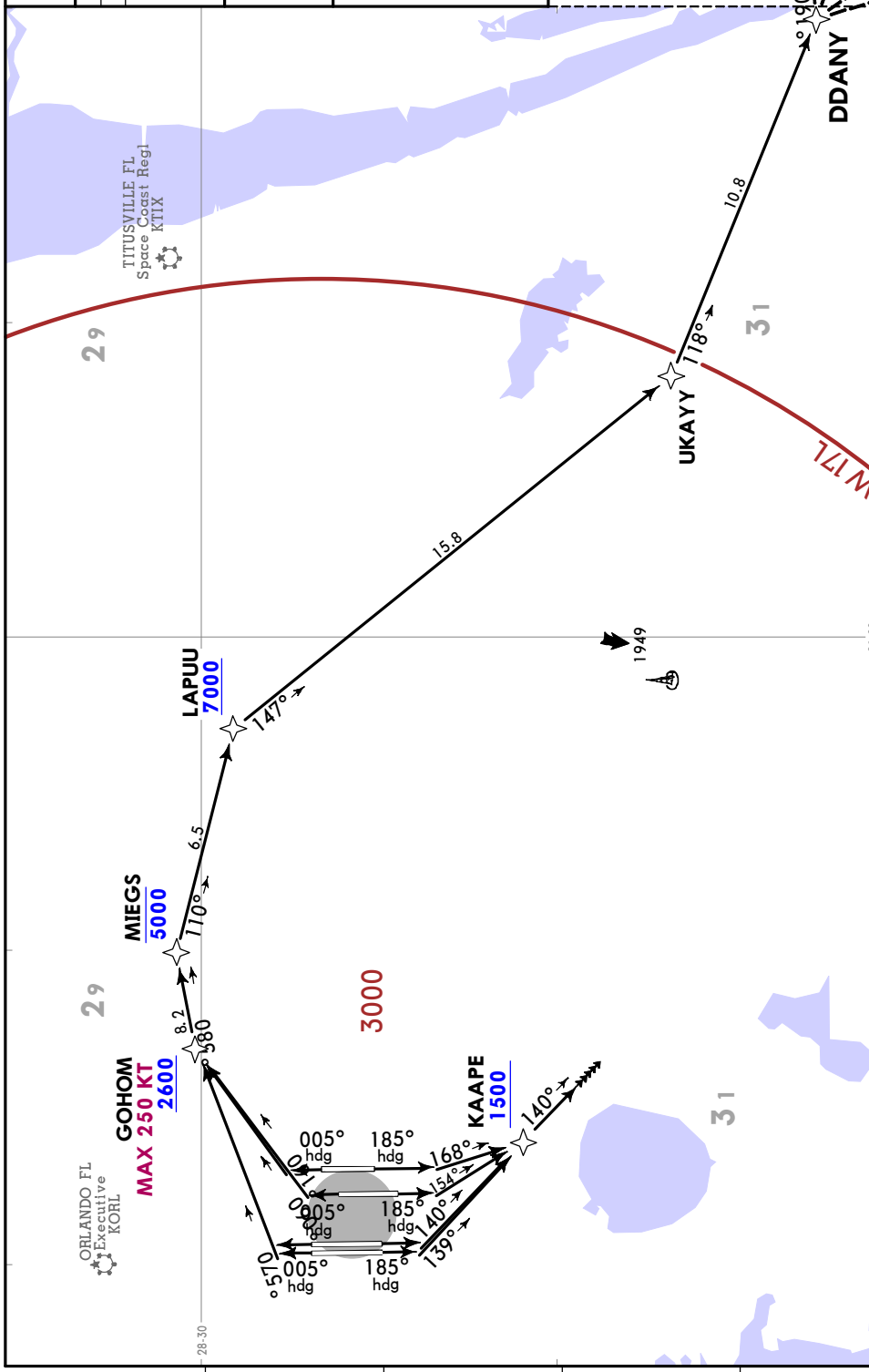
ORLANDO Departure (R)	124.8
Apt Elev	96
Trans alt: 18000	
RNAV 1 - DME/DME/IRU or GPS	
1. RADAR required.	
2. Jet aircraft only.	
3. Do not file ZALEN transition - to be assigned by ATC.	
4. See additional requirements on AAUP (Attention All Users Page).	

DDANY 3 RNAV DEPARTURE
 (DDANY3.DDANY)
 (ALL RWYS)

TAKEOFF OBSTACLE NOTES
 See TAKEOFF OBSTACLE NOTES page (20-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rwy 17L/R, 18L/R, 35L/R, 36L/R: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 600.

Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500



RWY	INITIAL CLIMB	TOP ALTITUDE
17L	Climb on heading 185° to intercept course 168° to cross KAAPE at or above 1500, then on track 140°, for vectors to UKAYY.	
17R	Climb on heading 185° to intercept course 154° to cross KAAPE at or above 1500, then on track 140°, for vectors to UKAYY.	
18L	Climb on heading 185° to intercept course 140° to cross KAAPE at or above 1500, then on track 140°, for vectors to UKAYY.	
18R	Climb on heading 185° to intercept course 139° to cross KAAPE at or above 1500, then on track 140°, for vectors to UKAYY.	
35L	Climb on heading 005° to intercept course 060° to cross GOHOM at or above 2600 and at or below 250 KT, then on track 085° to cross MIEGS at or below 5000, then on track 110° to cross LAPUU at or above 7000, then on track 147° to UKAYY.	7000
35R	Climb on heading 005° to intercept course 061° to cross GOHOM at or above 2600 and at or below 250 KT, then on track 085° to cross MIEGS at or below 5000, then on track 110° to cross LAPUU at or above 7000, then on track 147° to UKAYY.	
36L/R	Climb on heading 005° to intercept course 075° to cross GOHOM at or above 2600 and at or below 250 KT, then on track 085° to cross MIEGS at or below 5000, then on track 110° to cross LAPUU at or above 7000, then on track 147° to UKAYY.	

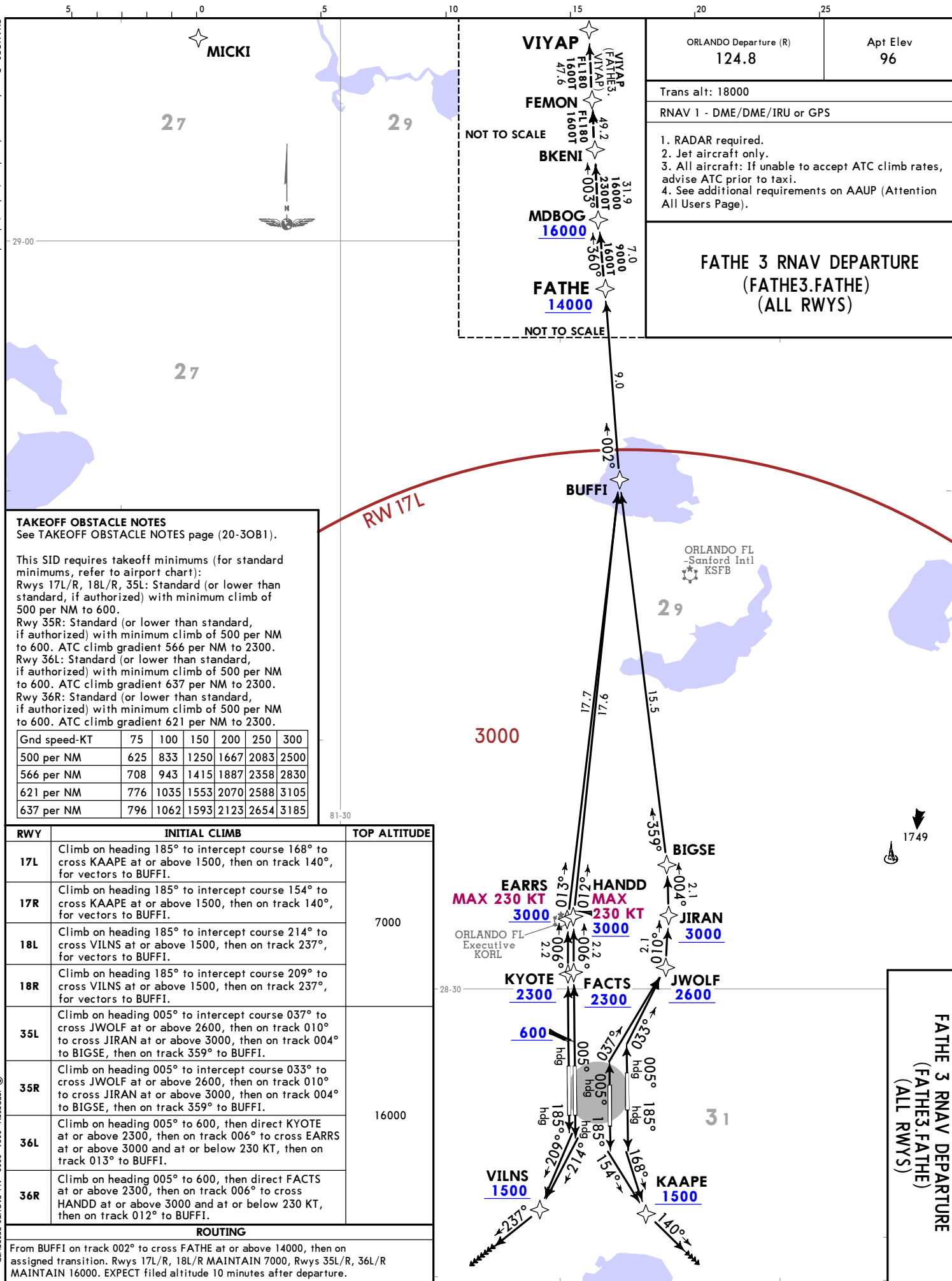
ROUTING

From UKAYY on track 118° to DDANY. MAINTAIN 7000. EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, revised.

CHANGES: Procedure renumbered, revised, reindexed.

KMCO/MCO
ORLANDO INTL



TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (20-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rwys 17L/R, 18L/R, 35L: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 600.
Rwy 35R: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 600. ATC climb gradient 566 per NM to 2300.
Rwy 36L: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 600. ATC climb gradient 637 per NM to 2300.
Rwy 36R: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 600. ATC climb gradient 621 per NM to 2300.

Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500
566 per NM	708	943	1415	1887	2358	2830
621 per NM	776	1035	1553	2070	2588	3105
637 per NM	796	1062	1593	2123	2654	3185

RWY	INITIAL CLIMB	TOP ALTITUDE
17L	Climb on heading 185° to intercept course 168° to cross KAAPE at or above 1500, then on track 140°, for vectors to BUFFI.	7000
17R	Climb on heading 185° to intercept course 154° to cross KAAPE at or above 1500, then on track 140°, for vectors to BUFFI.	
18L	Climb on heading 185° to intercept course 214° to cross VILNS at or above 1500, then on track 237°, for vectors to BUFFI.	
18R	Climb on heading 185° to intercept course 209° to cross VILNS at or above 1500, then on track 237°, for vectors to BUFFI.	
35L	Climb on heading 005° to intercept course 037° to cross JWOLF at or above 2600, then on track 010° to cross JIRAN at or above 3000, then on track 004° to BIGSE, then on track 359° to BUFFI.	16000
35R	Climb on heading 005° to intercept course 033° to cross JWOLF at or above 2600, then on track 010° to cross JIRAN at or above 3000, then on track 004° to BIGSE, then on track 359° to BUFFI.	
36L	Climb on heading 005° to 600, then direct KYOTE at or above 2300, then on track 006° to cross EARRS at or above 3000 and at or below 230 KT, then on track 013° to BUFFI.	
36R	Climb on heading 005° to 600, then direct FACTS at or above 2300, then on track 006° to cross HANDD at or above 3000 and at or below 230 KT, then on track 012° to BUFFI.	

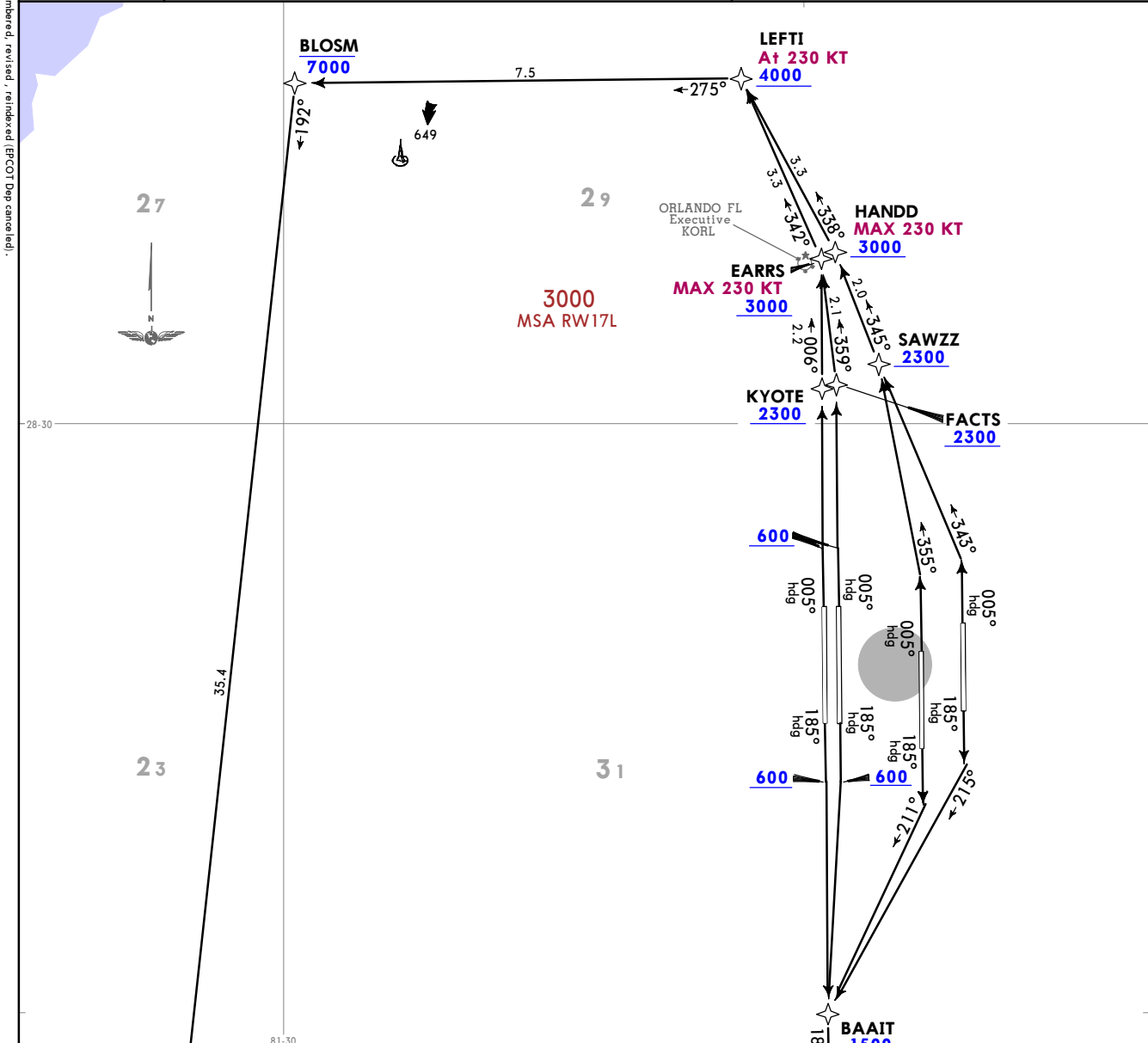
ROUTING
From BUFFI on track 002° to cross FATHE at or above 14000, then on assigned transition. Rwys 17L/R, 18L/R MAINTAIN 7000, Rwys 35L/R, 36L/R MAINTAIN 16000. EXPECT filed altitude 10 minutes after departure.

ORLANDO Departure (R) 124.8	Apt Elev 96
Trans alt: 18000	
RNAV 1 - DME/DME/IRU or GPS	
1. RADAR required. 2. Jet aircraft only. 3. All aircraft: If unable to accept ATC climb rates, advise ATC prior to taxi. 4. See additional requirements on AAUP (Attention All Users Page).	

**FATHE 3 RNAV DEPARTURE
(FATHE3.FATHE)
(ALL RWYS)**

JEPPESEN ORLANDO, FLA
 13 MAY 22 (20-3A1) EFF 19 MAY 22
 RNAV SID

ORLANDO Departure (R) 120.15	Trans alt: 18000	FSHUN 3 RNAV DEPARTURE (FSHUN3.FSHUN) (ALL RWYS)
	RNAV 1 - DME/DME/IRU or GPS	
Apt Elev 96	1. RADAR required. 2. Jet and turboprop aircraft only. 3. All aircraft: If unable to accept ATC climb rate advise ATC prior to taxi. 4. See additional requirements on AAUP (Attention All Users Page).	



TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (20-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rwy 17L/R, 18L/R, 35L: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 600.
 Rwy 35R: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 600. ATC climb gradient 566 per NM to 2300.
 Rwy 36L: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 600. ATC climb gradient 637 per NM to 2300.
 Rwy 36R: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 600. ATC climb gradient 621 per NM to 2300.

Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500
566 per NM	708	943	1415	1887	2358	2830
621 per NM	776	1035	1553	2070	2588	3105
637 per NM	796	1062	1593	2123	2654	3185

RWY	INITIAL CLIMB	TOP ALTITUDE
17L	Climb on heading 185° to intercept course 215° to cross BAAIT at or above 1500, then on track 185°, for vectors to TUPPY.	7000
17R	Climb on heading 185° to intercept course 211° to cross BAAIT at or above 1500, then on track 185°, for vectors to TUPPY.	
18L/R	Climb on heading 185° to 600, then direct BAAIT at or above 1500, then on track 185°, for vectors to TUPPY.	
35L	Climb on heading 005° to intercept course 355° to cross SAWZZ at or above 2300, then on depicted route to TUPPY.	
35R	Climb on heading 005° to intercept course 343° to cross SAWZZ at or above 2300, then on depicted route to TUPPY.	
36L	Climb on heading 005° to 600, then direct KYOTE to cross at or above 2300, then on depicted route to TUPPY.	
36R	Climb on heading 005° to 600, then direct FACTS to cross at or above 2300, then on depicted route to TUPPY.	

ROUTING
From TUPPY on track 204° to FSHUN. MAINTAIN 7000. EXPECT clearance to filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, revised, reindexed (EPCOT Dep cancelled).

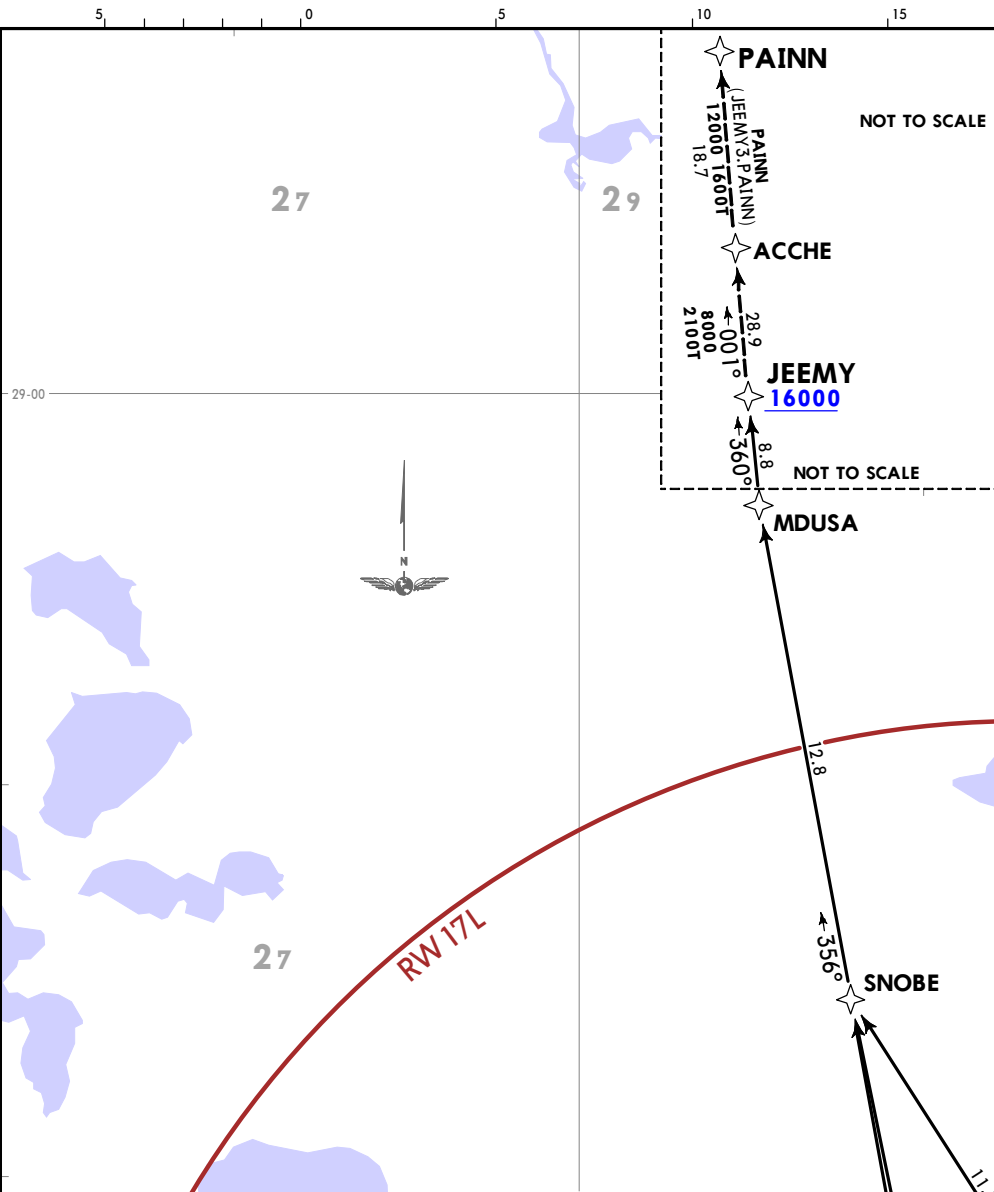
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KMCO/MCO
ORLANDO INTL

JEPPESEN
ORLANDO, FLA
RNAV SID
13 MAY 22 (20-3B) Eff 19 May

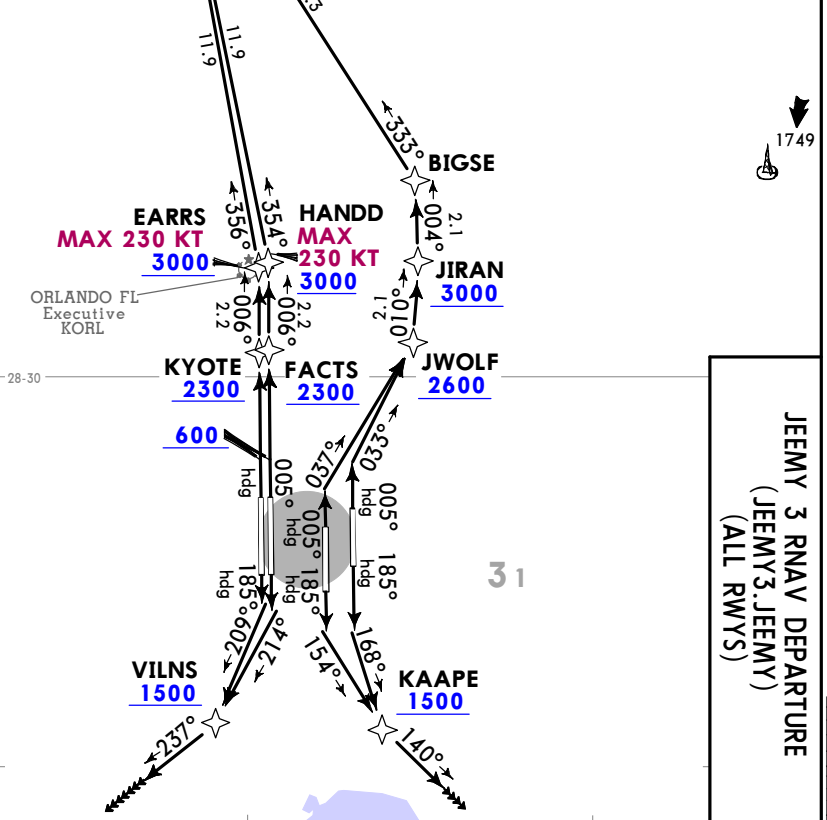
FSHUN 3 RNAV DEPARTURE
(FSHUN3.FSHUN)
(ALL RWYS)

CHANGES: Procedure renumbered, revised, reindexed.



ORLANDO Departure (R)		Apt Elev																																			
NORTH	SOUTH	96																																			
124.8	120.15																																				
Trans alt: 18000																																					
RNAV 1 - DME/DME/IRU or GPS																																					
1. RADAR required. 2. Jet aircraft only. 3. All aircraft: If unable to accept ATC climb rate, advise ATC prior to taxi. 4. See additional requirements on AAUP (Attention All Users Page).																																					
JEEMY 3 RNAV DEPARTURE (JEEMY3.JEEMY) (ALL RWYS)																																					
TAKEOFF OBSTACLE NOTES See TAKEOFF OBSTACLE NOTES page (20-30B1). This SID requires takeoff minimums (for standard minimums, refer to airport chart): Rwy 17L/R, 18L/R, 35L: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 600. Rwy 35R: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 600. ATC climb of 566 per NM to 2600. Rwy 36L: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 600. ATC climb of 637 per NM to 2300. Rwy 36R: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 600. ATC climb of 621 per NM to 2300.																																					
<table border="1"> <thead> <tr> <th>Gnd speed-KT</th> <th>75</th> <th>100</th> <th>150</th> <th>200</th> <th>250</th> <th>300</th> </tr> </thead> <tbody> <tr> <td>500 per NM</td> <td>625</td> <td>833</td> <td>1250</td> <td>1667</td> <td>2083</td> <td>2500</td> </tr> <tr> <td>566 per NM</td> <td>708</td> <td>943</td> <td>1415</td> <td>1887</td> <td>2358</td> <td>2830</td> </tr> <tr> <td>621 per NM</td> <td>776</td> <td>1035</td> <td>1553</td> <td>2070</td> <td>2588</td> <td>3105</td> </tr> <tr> <td>637 per NM</td> <td>796</td> <td>1062</td> <td>1593</td> <td>2123</td> <td>2654</td> <td>3185</td> </tr> </tbody> </table>			Gnd speed-KT	75	100	150	200	250	300	500 per NM	625	833	1250	1667	2083	2500	566 per NM	708	943	1415	1887	2358	2830	621 per NM	776	1035	1553	2070	2588	3105	637 per NM	796	1062	1593	2123	2654	3185
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637 per NM	796	1062	1593	2123	2654	3185																															

RWY	INITIAL CLIMB	TOP ALTITUDE
17L	Climb on heading 185° to intercept course 168° to cross KAAPE at or above 1500, then on track 140°, for vectors to MDUSA.	7000
17R	Climb on heading 185° to intercept course 154° to cross KAAPE at or above 1500, then on track 140°, for vectors to MDUSA.	
18L	Climb on heading 185° to intercept course 214° to cross VILNS at or above 1500, then on track 237°, for vectors to MDUSA.	
18R	Climb on heading 185° to intercept course 209° to cross VILNS at or above 1500, then on track 237°, for vectors to MDUSA.	16000
35L	Climb on heading 005° to intercept course 037° to cross JWOLF at or above 2600, then on track 010° to cross JIRAN at or above 3000, then on track 004° to BIGSE, then on track 333° to SNOBE, then on track 356° to MDUSA.	
35R	Climb on heading 005° to intercept course 033° to cross JWOLF at or above 2600, then on track 010° to cross JIRAN at or above 3000, then on track 004° to BIGSE, then on track 333° to SNOBE, then on track 356° to MDUSA.	
36L	Climb on heading 005° to 600, then direct KYOTE to cross at or above 2300, then on track 006° to cross EARRS at or above 3000 and at or below 230 KT, then on track 356° to SNOBE, then on track 356° to MDUSA.	
36R	Climb on heading 005° to 600, then direct FACTS to cross at or above 2300, then on track 006° to cross HANDD at or above 3000 and at or below 230 KT, then on track 354° to SNOBE, then on track 356° to MDUSA.	



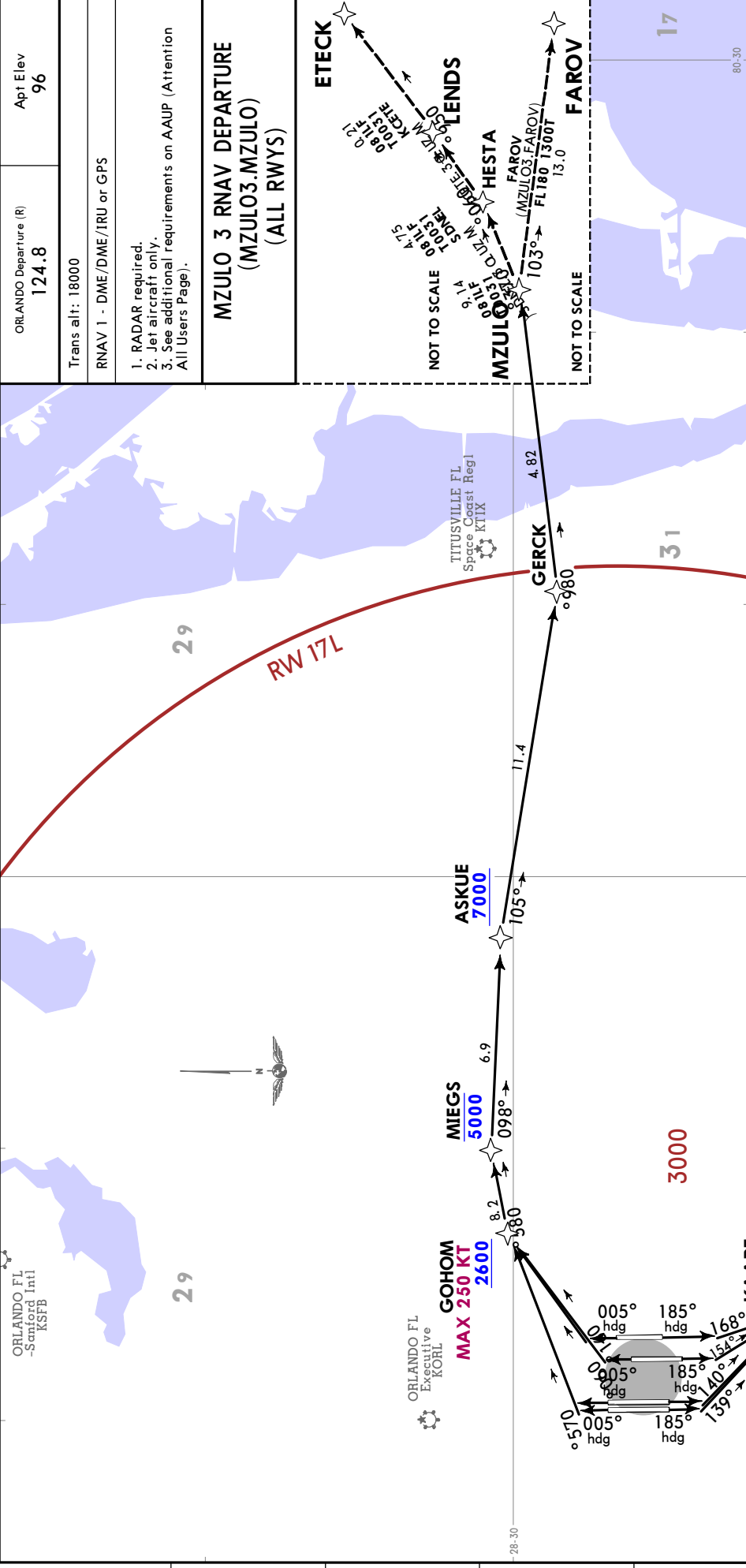
ROUTING
 From MDUSA on track 360° to cross JEEMY at or above 16000, then on assigned transition, Rwy 17L/R, 18L/R MAINTAIN 7000, Rwy 35L/R, 36L/R MAINTAIN 16000. EXPECT filed altitude 10 minutes after departure.

KMCO/MCO
 ORLANDO INTL
 13 MAY 22 20:30
 JEPPESSEN
 Eff. 19 May
 ORLANDO, FLA
 RNAV SID

JEPPESEN ORLANDO, FLA
ORLANDO, FLA
RNAV SID

2 FEB 24 (20-3D)
 ORLANDO Departure (R)
124.8
 Trans alt: 18000
 RNAV 1 - DME/DME/IRU or GPS
 1. RADAR required.
 2. Jet aircraft only.
 3. See additional requirements on AAUP (Attention All Users Page).

MZULO 3 RNAV DEPARTURE
(MZULO3.MZULO)
(ALL RWYS)



RWY	INITIAL CLIMB	TOP ALTITUDE
17L	Climb on heading 185° to intercept course 168° to cross KAAPE at or above 1500, then on track 140°, for vectors to GERCK.	80-30
17R	Climb on heading 185° to intercept course 154° to cross KAAPE at or above 1500, then on track 140°, for vectors to GERCK.	
18L	Climb on heading 185° to intercept course 140° to cross KAAPE at or above 1500, then on track 140°, for vectors to GERCK.	
18R	Climb on heading 185° to intercept course 139° to cross KAAPE at or above 1500, then on track 140°, for vectors to GERCK.	
35L	Climb on heading 005° to intercept course 060° to cross GOHOM at or above 2600 and at or below 250 KT, then on track 085° to cross MIEGS at or below 5000, then on track 098° to cross ASKUE at or above 7000, then on track 105° to GERCK.	7000
35R	Climb on heading 005° to intercept course 061° to cross GOHOM at or above 2600 and at or below 250 KT, then on track 085° to cross MIEGS at or below 5000, then on track 098° to cross ASKUE at or above 7000, then on track 105° to GERCK.	
36L/R	Climb on heading 005° to intercept course 075° to cross GOHOM at or above 2600 and at or below 250 KT, then on track 085° to cross MIEGS at or below 5000, then on track 098° to cross ASKUE at or above 7000, then on track 105° to GERCK.	

ROUTING
 From GERCK on track 089° to MZULO. MAINTAIN 7000, EXPECT clearance to filed altitude 10 minutes after departure.

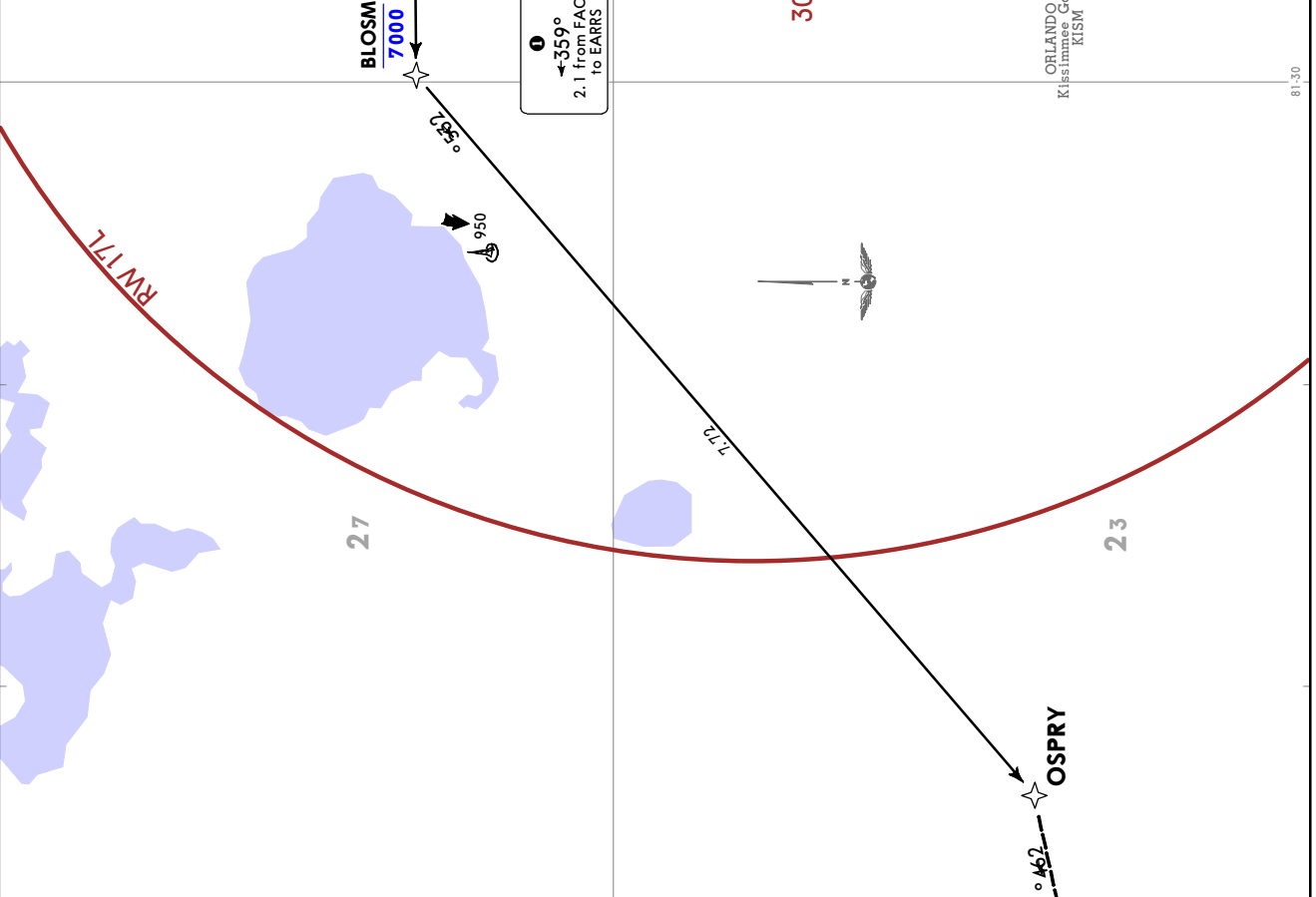
TAKEOFF OBSTACLE NOTES
 See TAKEOFF OBSTACLE NOTES page (20-30B1).
 This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rwy 17L/R, 18L/R, 35L/R, 36L/R: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 600.

Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500

JEPPESEN
5 AUG 22 (20-3F)
ORLANDO, FLA
ORLANDO, FLA
ORNAV SID

ORLANDO Departure (R)
120.15
Apt Elev 96
Trans alt: 18000
RNAV 1 - GPS
1. RADAR required.
2. Jet aircraft only.
3. See additional requirements on AAUP (Attention All Users Page).
4. All aircraft: If unable to accept ATC climb rate advise ATC prior to taxi.

OSPRY 1 RNAV DEPARTURE (OSPRY 1.OSPRY) (ALL RWYS)

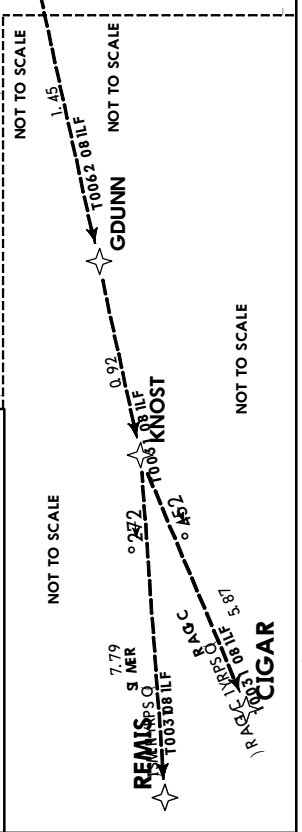


RWY	INITIAL CLIMB	TOP ALTITUDE
17L	Climb on heading 185° to intercept course 236° to cross VILINS at or above 1500, then on track 237° for vectors to OSPRY.	
17R	Climb on heading 185° to intercept course 237° to cross VILINS at or above 1500, then on track 237° for vectors to OSPRY.	
18L	Climb on heading 185° to intercept course 214° to cross VILINS at or above 1500, then on track 237° for vectors to OSPRY.	
18R	Climb on heading 185° to intercept course 209° to cross VILINS at or above 1500, then on track 237° for vectors to OSPRY.	
35L	Climb on heading 005° to intercept course 355° to cross SAWZZ at or above 2300, then on track 345° to cross HANDD at or above 3000 and at or below 230 KT, then on track 338° to cross LEFTI at or above 4000 and at or below 230 KT, then on track 275° to cross BLOSM at or below 7000, then on track 235° to OSPRY.	7000
35R	Climb on heading 005° to intercept course 343° to cross SAWZZ at or above 2300, then on track 345° to cross HANDD at or above 3000 and at or below 230 KT, then on track 338° to cross LEFTI at or above 4000 and at or below 230 KT, then on track 275° to cross BLOSM at or below 7000, then on track 235° to OSPRY.	
36L	Climb on heading 005° to intercept course 343° to cross KYOTE at or above 2300, then on track 006° to cross EARRS at or above 3000, then on track 342° to cross LEFTI at or above 4000 and at or below 230 KT, then on track 275° to cross BLOSM at or below 7000, then on track 235° to OSPRY.	
36R	Climb on heading 005° to 600, then direct to cross FACTS at or above 2300, then on track 359° to cross EARRS at or above 3000, then on track 342° to cross LEFTI at or above 4000 and at or below 230 KT, then on track 275° to cross BLOSM at or below 7000, then on track 235° to OSPRY.	

From OSPRY on assigned transition. MAINTAIN 7000, EXPECT clearance to filed altitude 10 minutes after departure.

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (20-30B 1).
This SID requires takeoff minimums (for standard minimums refer to airport chart):
Rwys 17L/R, 18L/R, 35L: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 600.
Rwy 35R: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 600. ATC climb gradient 566 per NM to 2300.
Rwy 36L: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 600. ATC climb gradient 637 per NM to 2300.
Rwy 36R: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 600. ATC climb gradient 621 per NM to 2300.

Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500
566 per NM	708	943	1415	1887	2358	2830
621 per NM	776	1035	1553	2070	2588	3105
637 per NM	796	1062	1593	2123	2654	3185



JEPPESEN
5 AUG 22 (20-3G)

KMCO/MCO
ORLANDO INTL

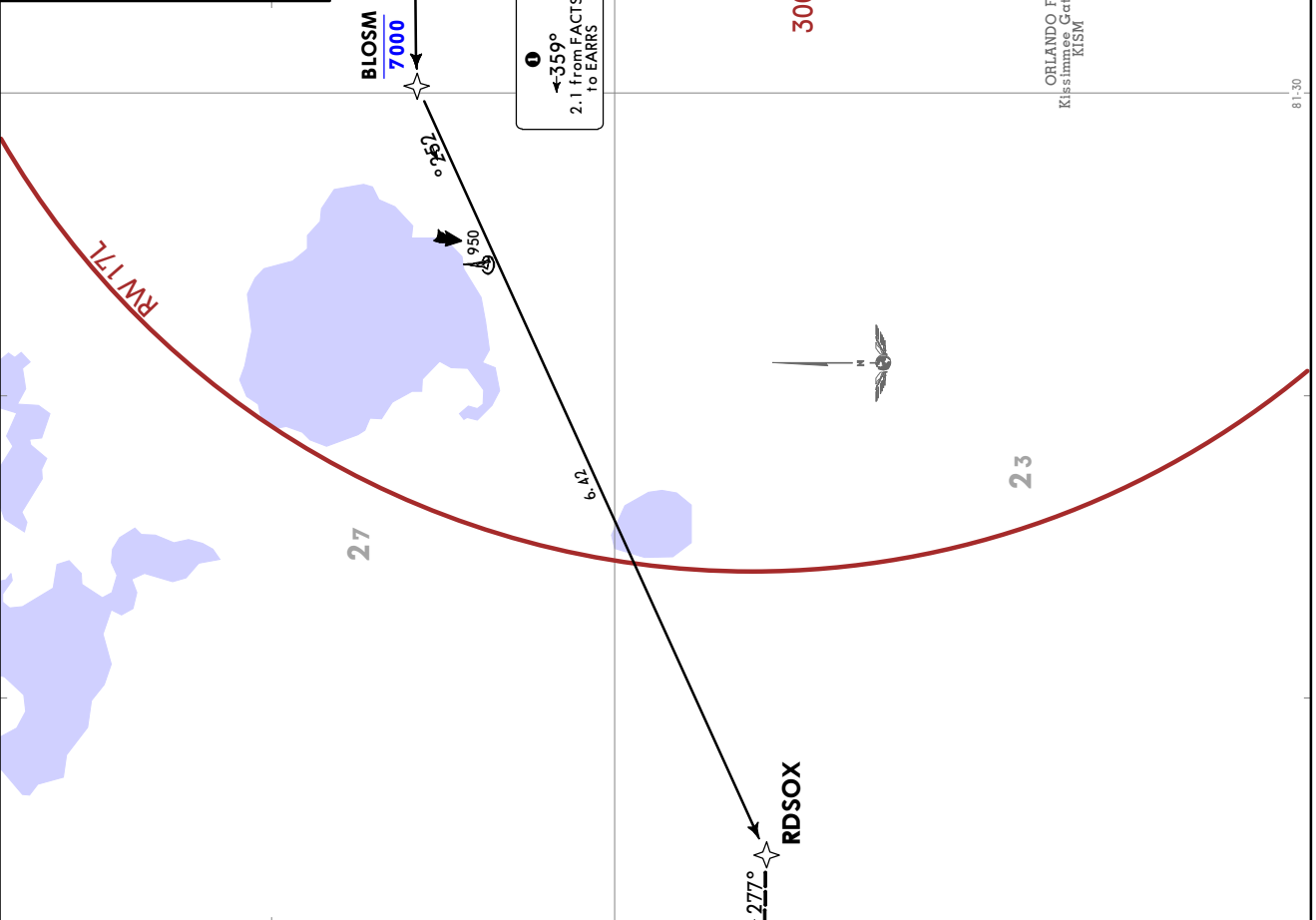
ORLANDO, FLA
RNAV SID

ORLANDO Departure (R)	120.15	Apt Elev	96
Trans alt:	18000		
RNAV 1 - DME/DME/IRU or GPS			
1. RADAR required.			
2. Jet aircraft only.			
3. See additional requirements on AAUP (Attention All Users Page).			
4. All aircraft: If unable to accept ATC climb rate advise ATC prior to taxi.			

RDSOX 1 RNAV DEPARTURE (RDSOX1.RDSOX) (ALL RWYS)	
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RWY	INITIAL CLIMB	TOP ALTITUDE
17L	Climb on heading 185° to intercept course 236° to cross VILNS at or above 1500, then on track 237°, for vectors to RDSOX.	
17R	Climb on heading 185° to intercept course 237° to cross VILNS at or above 1500, then on track 237°, for vectors to RDSOX.	
18L	Climb on heading 185° to intercept course 214° to cross VILNS at or above 1500, then on track 237°, for vectors to RDSOX.	
18R	Climb on heading 185° to intercept course 209° to cross VILNS at or above 1500, then on track 237°, for vectors to RDSOX.	
35L	Climb on heading 005° to intercept course 355° to cross SAWZZ at or above 2300, then on track 345° to cross HANDD at or above 3000, then on track 338° to cross LEFTI at or above 4000 and at or below 230 KT, then on track 275° to cross BLOSM at or below 7000, then on track 252° to RDSOX.	7000
35R	Climb on heading 005° to intercept course 343° to cross SAWZZ at or above 2300, then on track 345° to cross HANDD at or above 3000, then on track 338° to cross LEFTI at or above 4000 and at or below 230 KT, then on track 275° to cross BLOSM at or below 7000, then on track 252° to RDSOX.	
36L	Climb on heading 005° to 600, then direct to cross KYOTE at or above 2300, then on track 006° to cross EARRS at or above 3000, then on track 342° to cross LEFTI at or above 4000 and at or below 230 KT, then on track 275° to cross BLOSM at or below 7000, then on track 252° to RDSOX.	
36R	Climb on heading 005° to 600, then direct to cross FACTS at or above 2300, then on track 359° to cross EARRS at or above 3000, then on track 342° to cross LEFTI at or above 4000 and at or below 230 KT, then on track 275° to cross BLOSM at or below 7000, then on track 252° to RDSOX.	

ROUTING
From RDSOX on assigned transition. MAINTAIN 7000, EXPECT clearance to filed altitude 10 minutes after departure.



JFRYS	NOT TO SCALE
JFRYS (RDSOX1.JFRYS)	NOT TO SCALE
FL180 1800T	NOT TO SCALE
29.4	NOT TO SCALE

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (20-30B |).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):

Rwys 17L/R, 18L/R, 35L: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 600.

Rwy 35R: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 600. ATC climb gradient 566 per NM to 2300.

Rwy 36L: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 600. ATC climb gradient 637 per NM to 2300.

Rwy 36R: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 600. ATC climb gradient 621 per NM to 2300.

Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500
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621 per NM	776	1035	1553	2070	2588	3105
637 per NM	796	1062	1593	2123	2654	3185

KMCO/MCO


JEPPESEN
 1 DEC 17 (20-30B1) Eff 7 Dec

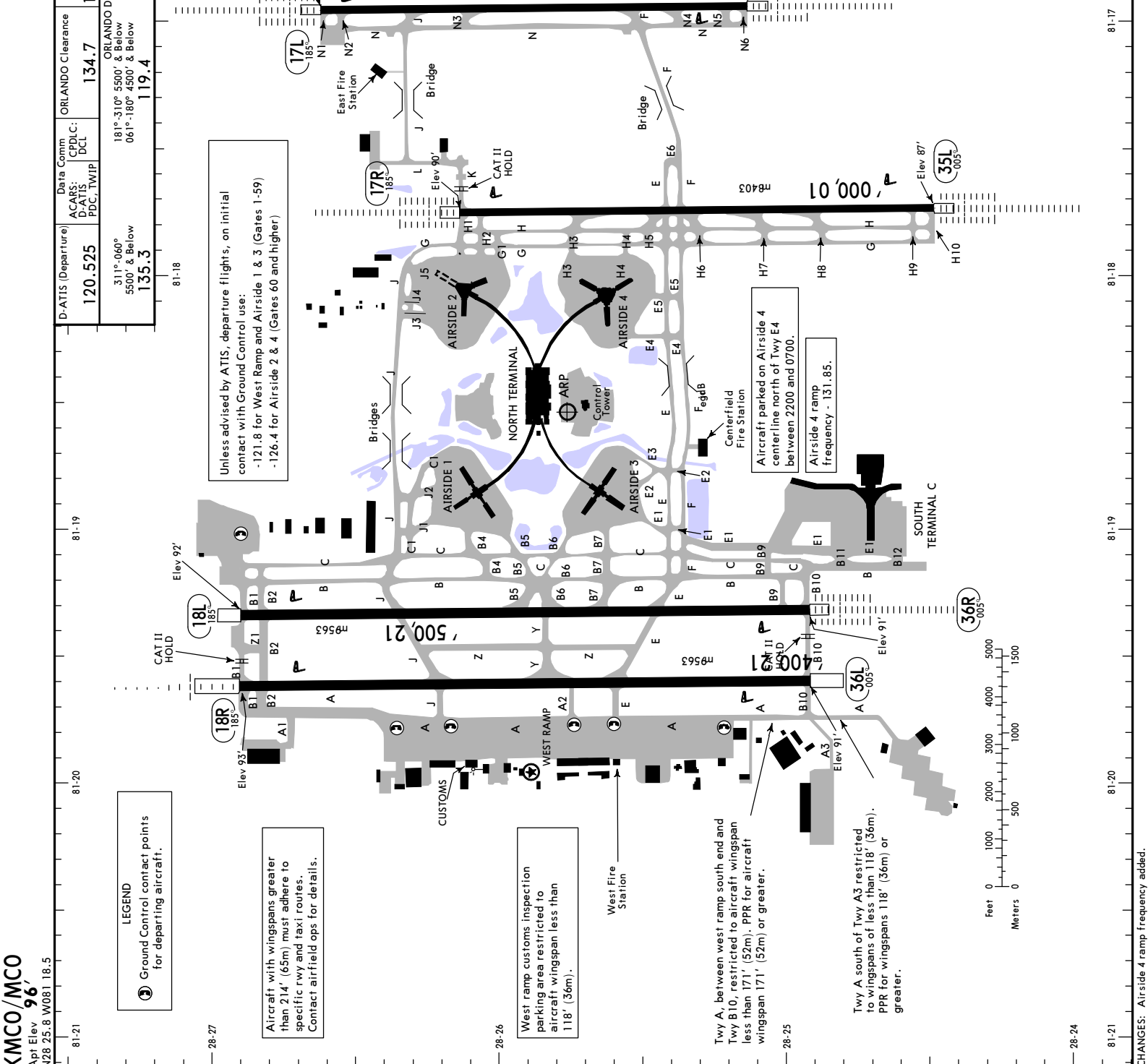
ORLANDO, FLA

ORLANDO INTL

TAKEOFF OBSTACLE NOTES

- RWY 17L:
NAVAID 9' FROM DER, ON CENTERLINE, 1' AGL/90' MSL. LIGHT POLE 9' FROM DER, 120' LEFT OF CENTERLINE, 3' AGL/91' MSL. TREE 1534' FROM DER, 902' LEFT OF CENTERLINE, 74' AGL/152' MSL.
- RWY 17R:
TREE 1373' FROM DER, 855' RIGHT OF CENTERLINE, 58' AGL/133' MSL. TREES BEGINNING 1473' FROM DER, 873' RIGHT OF CENTERLINE, UP TO 60' AGL/136' MSL.
- RWY 18L:
LIGHT POLE 13' FROM DER, 283' RIGHT OF CENTERLINE, 3' AGL/94' MSL. TREE 2863' FROM DER, 1079' LEFT OF CENTERLINE, 89' AGL/169' MSL. TREES BEGINNING 2930' FROM DER, 1166' LEFT OF CENTERLINE, UP TO 95' AGL/171' MSL.
- RWY 18R:
LIGHT POLE 14' FROM DER, 282' LEFT OF CENTERLINE, 3' AGL/92' MSL.
- RWY 35L:
LIGHT POLE 15' FROM DER, 283' RIGHT OF CENTERLINE, 5' AGL/92' MSL. POLE 1250' FROM DER, 686' LEFT OF CENTERLINE, 45' AGL/129' MSL.
- RWY 35R:
NAVAID 9' FROM DER, ON CENTERLINE, 1' AGL/90' MSL. NAVAID 1191' FROM DER, 768' RIGHT OF CENTERLINE, 36' AGL/125' MSL. POLE 1661' FROM DER, 922' RIGHT OF CENTERLINE, 44' AGL/133' MSL. POLE 1712' FROM DER, 916 FT LEFT OF CENTERLINE, 25' AGL/134' MSL. TREES BEGINNING 2235' FROM DER, 1012' RIGHT OF CENTERLINE, UP TO 167' MSL.
- RWY 36L:
SIGN 3' FROM DER, 373' LEFT OF CENTERLINE, 3' AGL/93' MSL. POLE 1061 FT FROM DER, 779' LEFT OF CENTERLINE, 45' AGL/137' MSL. SIGN 1063' FROM DER, 775' RIGHT OF CENTERLINE, 38' AGL/123' MSL.
- RWY 36R:
BUILDING AND TREE BEGINNING 962' FROM DER, 582' RIGHT OF CENTERLINE, UP TO 30' AGL/121' MSL. SIGN 1054' FROM DER, 704' LEFT OF CENTERLINE, 29' AGL/119' MSL. SIGN 1062' FROM DER, 725' LEFT OF CENTERLINE, 38' AGL/123' MSL.

4 AUG 23	(20-9)	ORLANDO INTL	
Ground	West	East	Tower
ORLANDO Clearance	121.8	126.4	Rwys 18L/R & 36L/R
ORLANDO Clearance	134.7		Rwys 17L/R & 35L/R
119.4			118.45
ORLANDO Departure (R)			
181°-310° Above 5500'	360°-180° Above 5500'		181°-359° Above 5500'
181°-310° 5500' & Below	061°-180° 4500' & Below		120.15
135.3			
120.525			
D-ATIS (Departure)	ACARS: CPDLC: D-ATIS: PDC, TWIP		
134.7			



LEGEND
 Ground Control contact points for departing aircraft.

Aircraft with wingspans greater than 214' (65m) must adhere to specific rwy and taxi routes. Contact airfield ops for details.

West ramp customs inspection parking area restricted to aircraft wingspan less than 118' (36m).

Twy A, between west ramp south end and Twy B10, restricted to aircraft wingspan less than 171' (52m). PPR for aircraft wingspan 171' (52m) or greater.

Twy A south of Twy A3 restricted to wingspans of less than 118' (36m). PPR for wingspans 118' (36m) or greater.

Unless advised by ATIS, departure flights, on initial contact with Ground Control use:
 -121.8 for West Ramp and Airside 1 & 3 (Gates 1-59)
 -126.4 for Airside 2 & 4 (Gates 60 and higher)

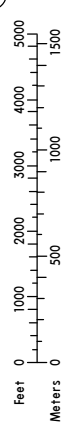
Twy J3 and Twy J4 restricted to wingspan of less than 118' (36m).

Avoid contact with taxiway edge lights; all aircraft with wingspans greater than 118' (36m) must perform judgmental oversteering instead of cockpit centerline steering when taxiing.

CAUTION: Bright lights on road between Rwys 17R/35L and 17L/35R may be mistaken for runway lights.

Aircraft parked on Airside 4 centerline north of Twy E4 between 2200 and 0700.

Airside 4 ramp frequency - 131.85.



KMCO/MCO

JEPPesen
4 AUG 23 **(20-9A)**

ORLANDO, FLA
ORLANDO INTL

GENERAL
Birds and deer on and in vicinity of airport.
Terminal Doppler Weather RADAR.
Low-level wind shear alert system.
ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
Runway Status Lights are in operation.

ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
17R	HIRL CL ALSF-II TDZ PAPI-L (3.00°) grooved RVR		8949' 2728m		150' 46m
35L	HIRL CL ALSF-II TDZ PAPI-R (3.00°) grooved RVR		8960' 2731m		

17L	HIRL CL ALSF-II TDZ ② PAPI-L grooved RVR		7961' 2427m		150' 46m
① 35R	HIRL CL ALSF-II TDZ ② PAPI-R grooved RVR		7951' 2423m		

① Rwy unlit 0400Z-1100Z (0300Z-1000Z during Daylight Savings Time).
② Angle 3.00°.

18R	HIRL CL MALSR TDZ PAPI-L (angle 3.00°) grooved RVR		10,954' 3339m		200' 61m
36L	HIRL CL REIL PAPI-L (angle 3.00°) grooved RVR	③			

③ LDA 11,621' (3542m).

18L	HIRL CL PAPI-L (angle 3.00°) grooved RVR				200' 61m
36R	HIRL CL ALSF-II TDZ PAPI-L (angle 3.00°) grooved RVR	④	10,954' 3339m		

④ LDA 11,601' (3536m).

TAKE-OFF				
All Rwys				
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	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR 5	Mid RVR 10			
Rollout RVR 5	Rollout RVR 10			

ODP TAKEOFF OBSTACLE NOTES
Rwy 17L: Navaid 9' from DER, on centerline, 1' AGL/90' MSL. Light pole 9' from DER, 120' left of centerline, 3' AGL/91' MSL. Tree 1534' from DER, 902' left of centerline, 74' AGL/152' MSL.
Rwy 17R: Tree 1373' from DER, 855' right of centerline, 58' AGL/133' MSL. Trees beginning 1473' from DER, 873' right of centerline, up to 60' AGL/136' MSL.
Rwy 18L: Light pole 13' from DER, 283' right of centerline, 3' AGL/94' MSL. Tree 2863' from DER, 1079' left of centerline, 89' AGL/169' MSL. Trees beginning 2930' from DER, 1166' left of centerline, up to 95' AGL/171' MSL.
Rwy 18R: Light pole 14' from DER, 282' left of centerline, 3' AGL/92' MSL.
Rwy 35L: Light pole 15' from DER, 283' right of centerline, 5' AGL/92' MSL. Pole 1250' from DER, 686' left of centerline, 45' AGL/129' MSL.
Rwy 35R: Navaid 9' from DER, on centerline, 1' AGL/90' MSL. Navaid 1191' from DER, 768' right of centerline, 36' AGL/125' MSL. Pole 1661' from DER, 922' right of centerline, 44' AGL/133' MSL. Pole 1712' from DER, 916' left of centerline, 25' AGL/134' MSL. Trees beginning 2235' from DER, 1012' right of centerline, up to 167' MSL.
Rwy 36L: Sign 3' from DER, 373' left of centerline, 3' AGL/93' MSL. Pole 1061' from DER, 779' left of centerline, 45' AGL/137' MSL. Sign 1063' from DER, 775' right of centerline, 38' AGL/123' MSL.
Rwy 36R: Building and tree beginning 962' from DER, 582' right of centerline, up to 30' AGL/121' MSL. Sign 1054' from DER, 704' left of centerline, 29' AGL/119' MSL. Sign 1062' from DER, 725' left of centerline, 38' AGL/123' MSL.

FOR FILING AS ALTERNATE			
ILS Rwy 17L	ILS Rwy 35L	LOC Rwy 17L/R	RNAV (GPS) Rwy 17L/R
ILS Rwy 17R	ILS Rwy 35R	LOC Rwy 18R	RNAV (GPS) Rwy 18L/R
ILS Rwy 18R	ILS Rwy 36R	LOC Rwy 35L/R	RNAV (GPS) Rwy 35L/R
		LOC Rwy 36R	RNAV (GPS) Rwy 36L/R

A		
B		
C	600-2	800-2
D		

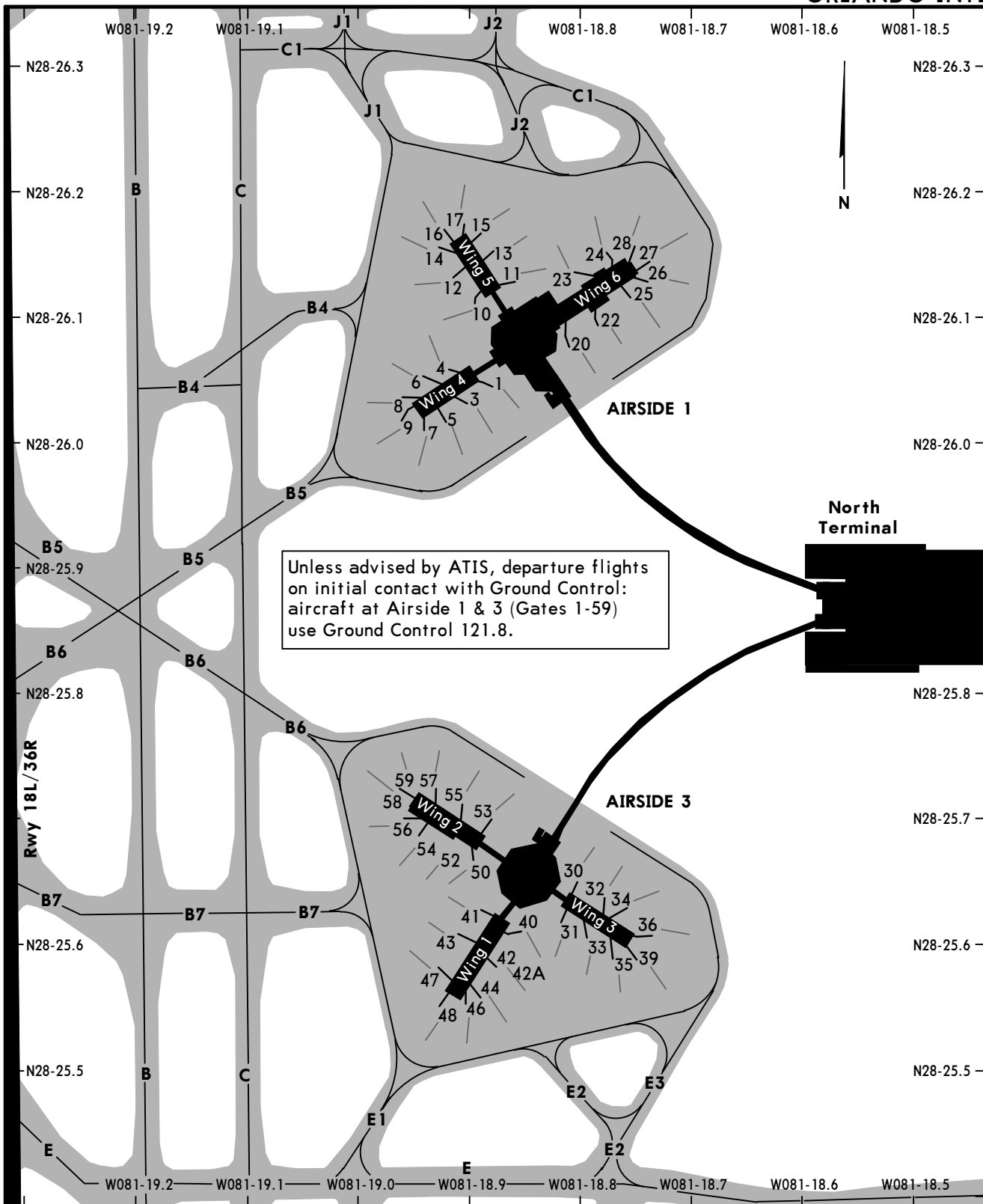
KMCO/MCO

JEPPESSEN

ORLANDO, FLA

2 AUG 24 20-9B

ORLANDO INTL



PARKING GATE COORDINATES

GATE No.	COORDINATES		GATE No.	COORDINATES	
AIRSIDE 1			AIRSIDE 3		
1, 3	N28 26.0	W081 18.9	30	N28 25.7	W081 18.8
4	N28 26.1	W081 18.9	31 thru 35	N28 25.6	W081 18.8
5 thru 7	N28 26.0	W081 18.9	36, 39	N28 25.6	W081 18.7
8, 9	N28 26.0	W081 19.0	40 thru 48	N28 25.6	W081 18.9
10 thru 13	N28 26.1	W081 18.9	50 thru 55	N28 25.7	W081 18.9
14 thru 17	N28 26.2	W081 18.9	56, 58, 59	N28 25.7	W081 19.0
20 thru 25	N28 26.1	W081 18.8	57	N28 25.7	W081 18.9
26, 27	N28 26.1	W081 18.7			
28	N28 26.2	W081 18.8			

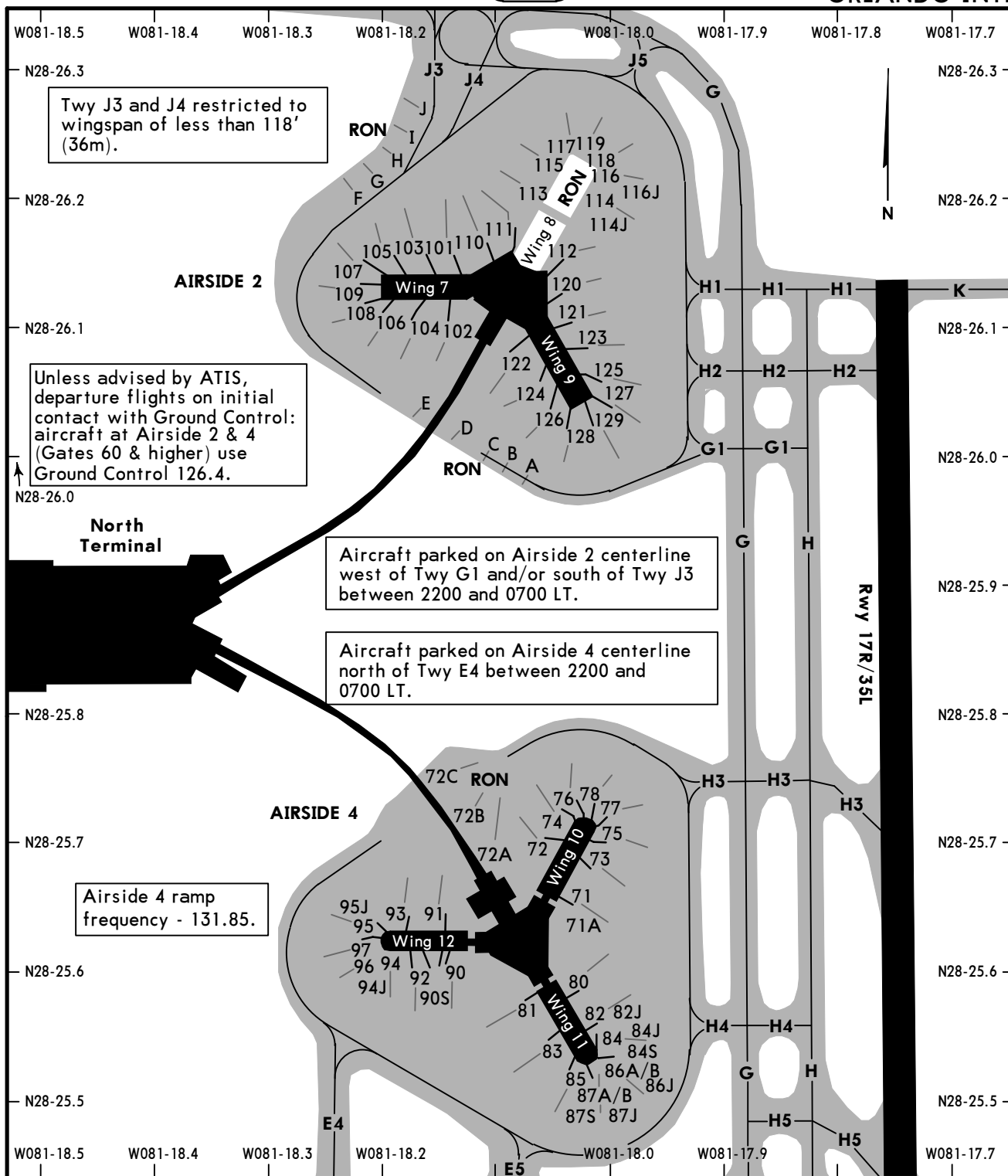
KMCO/MCO

JEPPESSEN

ORLANDO, FLA

2 AUG 24 20-9C

ORLANDO INTL



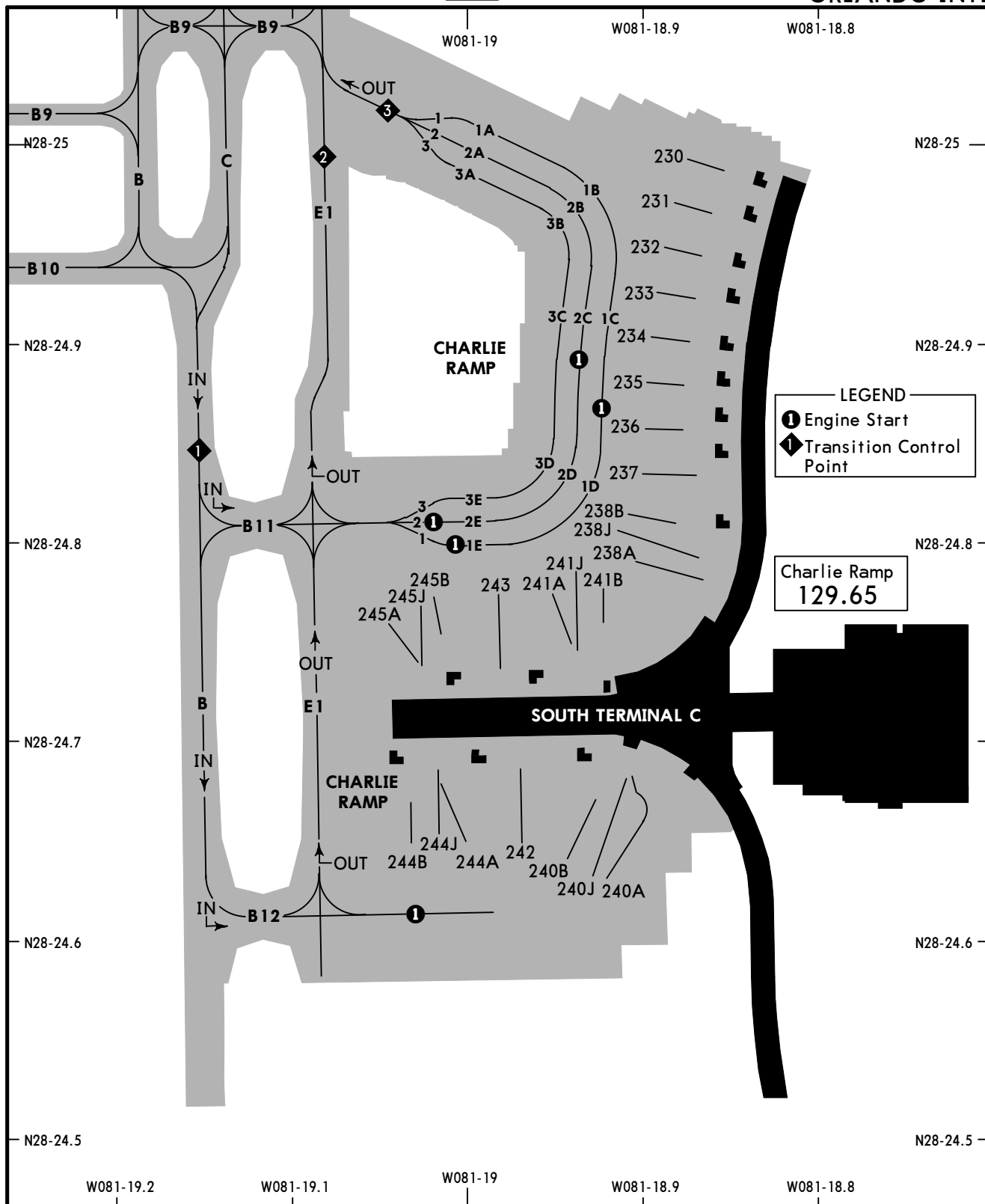
PARKING GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
AIRSIDE 2		AIRSIDE 4	
101	N28 26.2 W081 18.1	71, 71A, 73	N28 25.7 W081 18.0
102	N28 26.1 W081 18.1	72, 72A, 72B	N28 25.7 W081 18.1
103, 105	N28 26.2 W081 18.2	72C	N28 25.8 W081 18.2
104, 106	N28 26.1 W081 18.2	74 thru 78	N28 25.7 W081 18.0
107 thru 109	N28 26.1 W081 18.2	80	N28 25.6 W081 18.0
110, 111	N28 26.2 W081 18.1	81	N28 25.6 W081 18.1
112	N28 26.2 W081 18.0	82, 82J	N28 25.6 W081 18.0
113, 115	N28 26.2 W081 18.1	83	N28 25.5 W081 18.1
114, 116, 116J	N28 26.2 W081 18.0	84, 84J, 84S	N28 25.6 W081 18.0
117 thru 119	N28 26.2 W081 18.0	85 thru 87S	N28 25.5 W081 18.0
120 thru 125	N28 26.1 W081 18.0		
126 thru 129	N28 26.0 W081 18.0		
A thru D	N28 26.0 W081 18.1		
E	N28 26.0 W081 18.2	90, 90S	N28 25.6 W081 18.1
F thru I	N28 26.2 W081 18.2	91	N28 25.6 W081 18.1
J	N28 26.3 W081 18.2	92 thru 97	N28 25.6 W081 18.2

KMCO/MCO

JEPPESEN
26 APR 24 (20-9F)

ORLANDO, FLA
ORLANDO INTL



PARKING GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
SOUTH TERMINAL C		SOUTH TERMINAL C	
230, 231	N28 25.0 W081 18.9	240A thru 240J	N28 24.7 W081 18.9
232 thru 236	N28 24.9 W081 18.9	242 thru 244B	N28 24.7 W081 19.0
237 thru 238A	N28 24.8 W081 18.9		
241B	N28 24.8 W081 18.9		
241A, 241J	N28 24.7 W081 18.9		
243, 245A, 245J	N28 24.7 W081 19.0		
245B	N28 24.8 W081 19.0		

KMCO/MCO ORLANDO INTL



ORLANDO, FLA

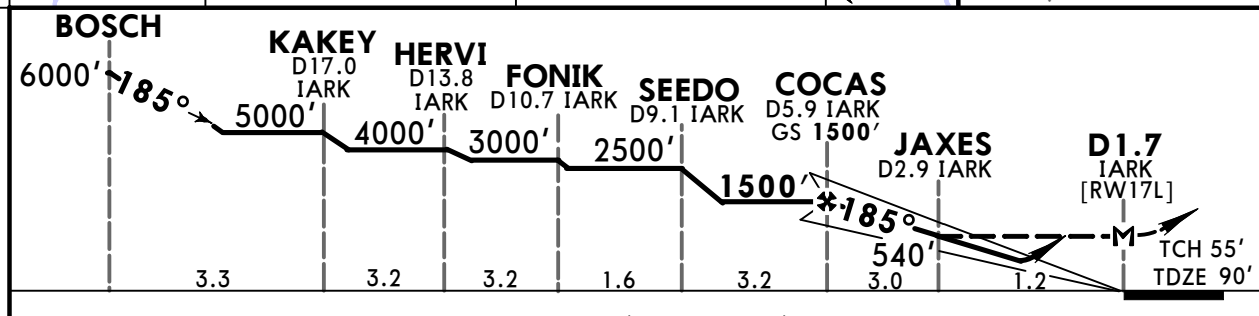
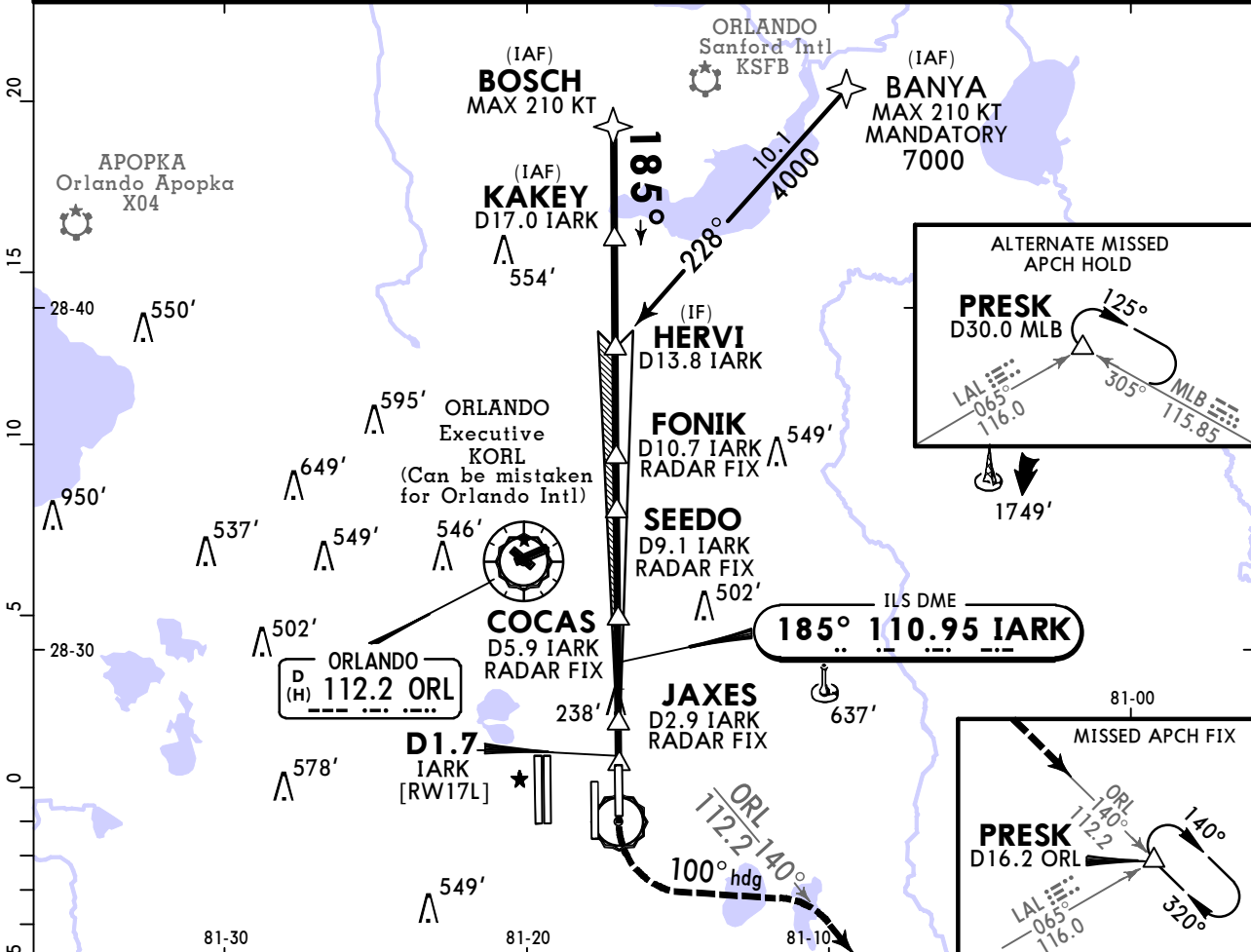
23 DEC 22

(21-1)

Eff 29 Dec

ILS or LOC Rwy 17L

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower		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 110.95	Final Apch Crs 185°	COCAS 1500' (1410')	ILS DA(H) 290' (200')	Apt Elev 96' TDZE 90'	3000 MSA ORL VOR	
MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' on heading 100° and outbound ORL VOR R-140 to PRESK/D16.2 ORL and hold, continue climb-in-hold to 3000'.						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
RNAV 1-DME/DME/IRU or GPS or RADAR required for procedure entry. DME or RADAR required.						
1. Simultaneous approach authorized. 2. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 72').						



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	500'	3000'	100° hdg	
GS 3.00°	372	478	531	637	743	849					
MAP at D1.7 IARK or COCAS to MAP	4.3	3:41	2:52	2:35	2:09	1:51	1:37				

TERPS AMEND 4B 29 DEC 2022	STRAIGHT-IN LANDING RWY 17L				CIRCLE-TO-LAND		
	ILS DA(H) 290' (200')		LOC (GS out) MDA(H) 500' (410')		Max Kts	MDA(H)	
	TDZ/CL out	ALS out	ALS out				
	A			RVR 24 or 1/2	RVR 50 or 1	90	740' (644') - 1
	B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	120	740' (644') - 1 3/4
C				RVR 60 or 1/4	140	740' (644') - 2	
D					165	740' (644') - 2	

1 RVR 18 with Flight Director or Autopilot or HUD to DA.
 CHANGES: IM removed, RADAR FIX deleted from HERVI & KAKEY, MLB frequency. © JEPPESEN, 2003, 2022. ALL RIGHTS RESERVED.

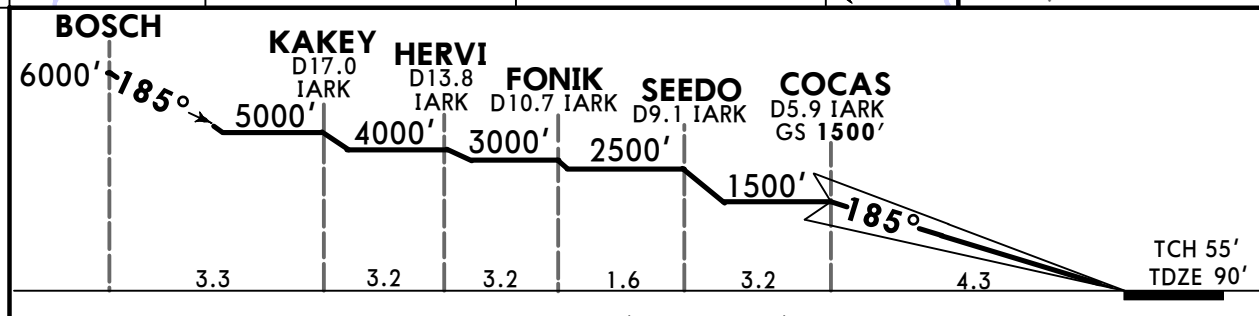
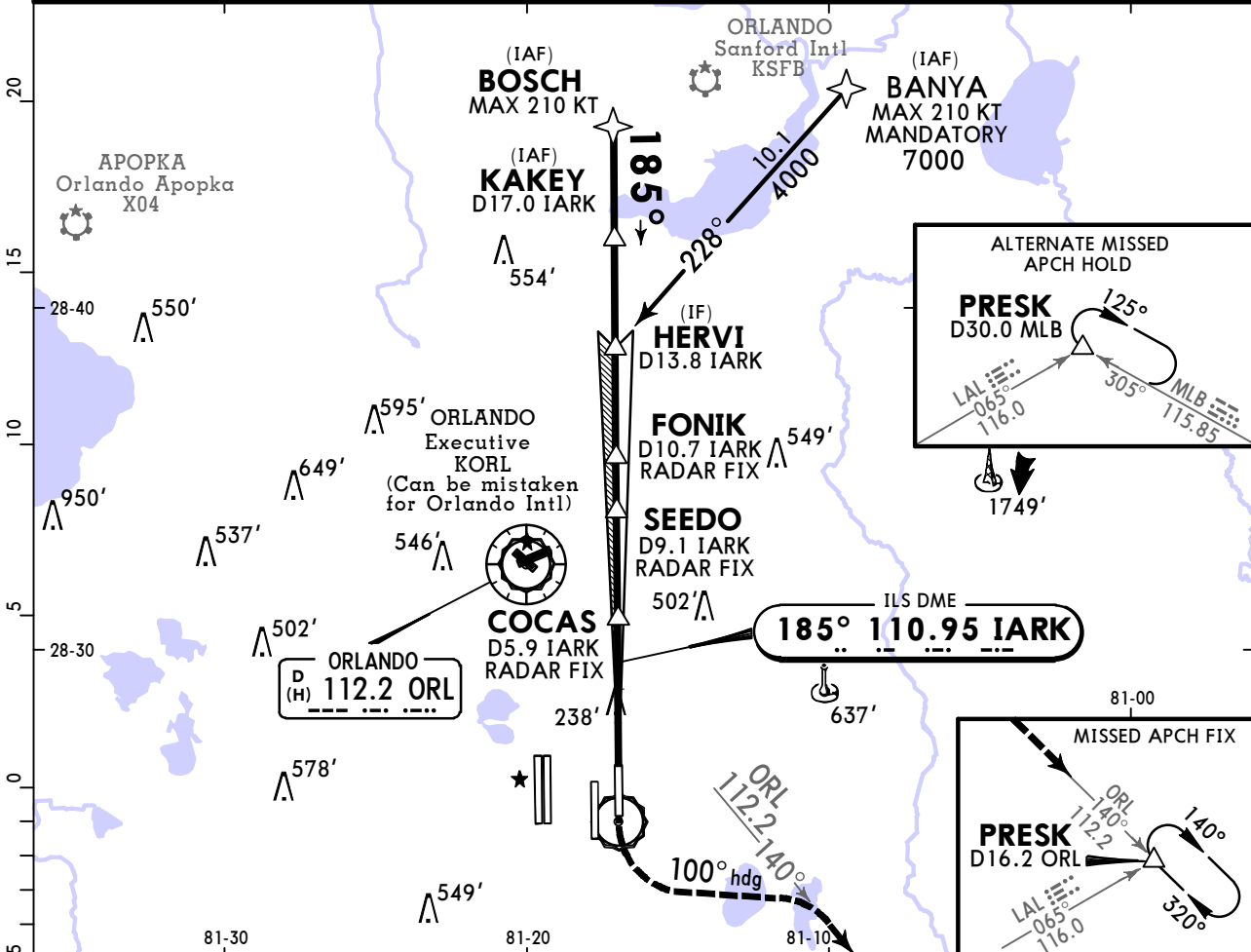
KMCO/MCO ORLANDO INTL

JEPPESSEN
23 DEC 22
Eff 29 Dec

(21-1A)

ORLANDO, FLA ILS Rwy 17L CAT II & III

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower		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	COCAS	CAT III ILS Refer to Minimums	CAT II ILS RA 101'	Apt Elev 96'	3000 MSA ORL VOR
110.95	185°	1500' (1410')		DA(H) 190'(100')	TDZE 90'	
MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' on heading 100° and outbound ORL VOR R-140 to PRESK/D16.2 ORL and hold, continue climb-in-hold to 3000'.						
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'	
RNAV 1-DME/DME/IRU or GPS or RADAR required for procedure entry. DME or RADAR required.						
1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized. 3. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 72').						



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	500'	3000'	100° hdg
GS	3.00°	372	478	531	637	743				

TERPS		STRAIGHT-IN LANDING RWY17L	
CAT III ILS		CAT II ILS RA 101' DA(H) 190'(100')	
A			
B			
C	RVR 6		RVR 12
D			

TERPS AMEND 4B 29 DEC 2022

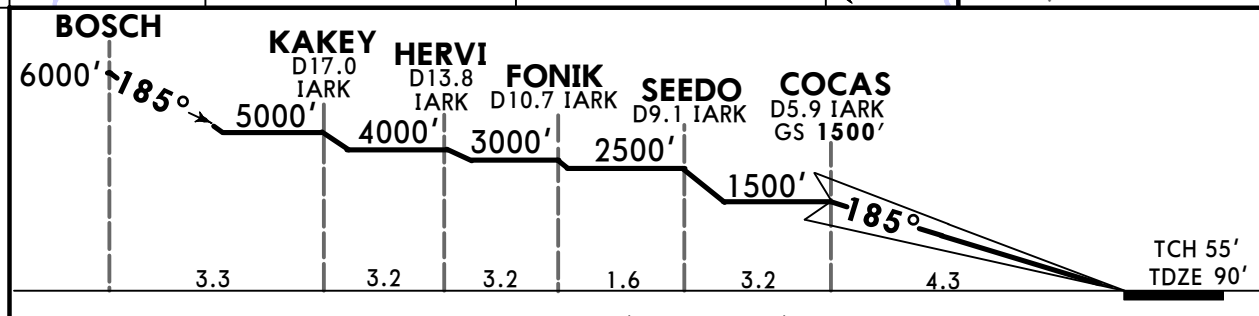
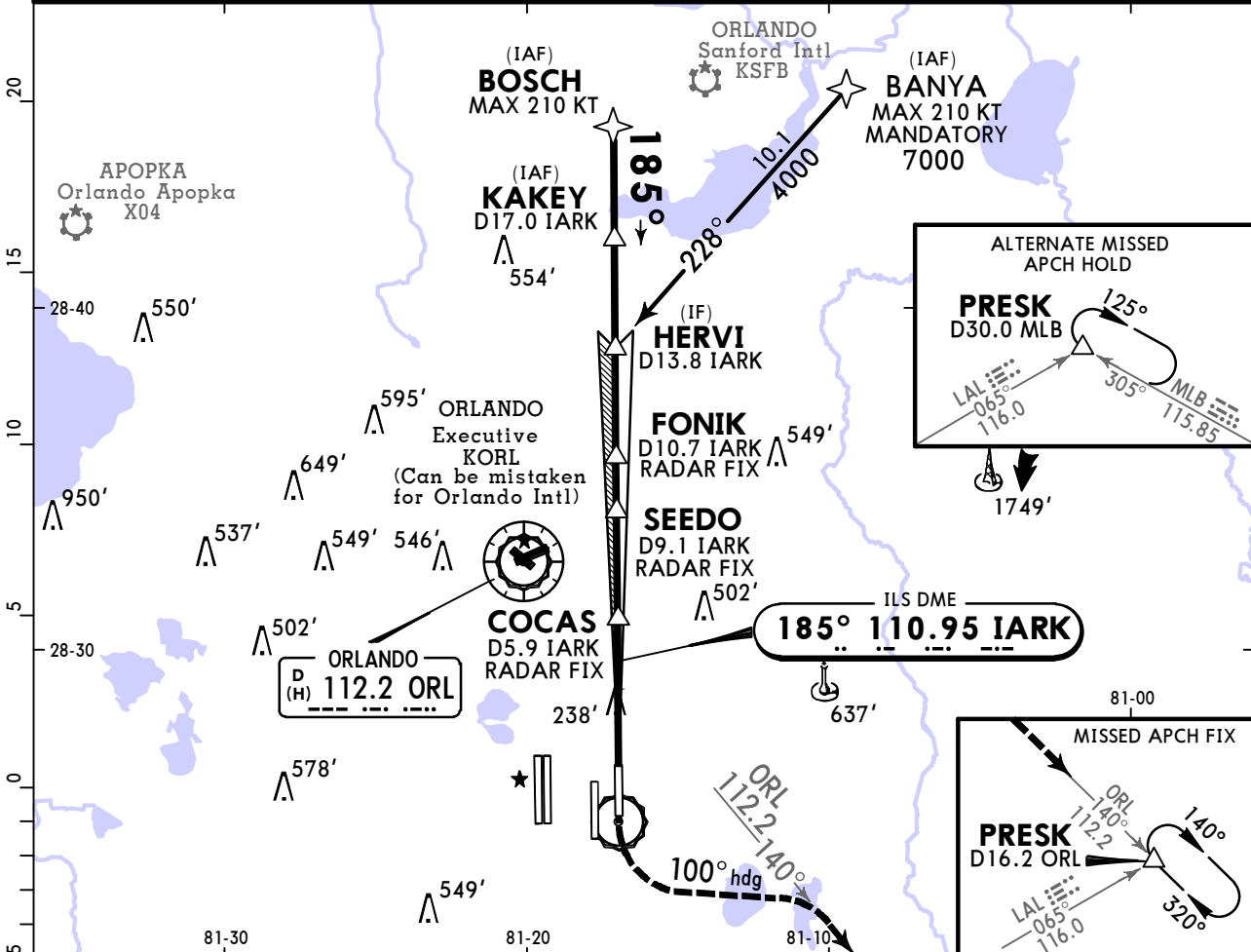
KMCO/MCO ORLANDO INTL

JEPPESSEN
23 DEC 22
Eff 29 Dec (21-1B)

ORLANDO, FLA ILS Rwy 17L SA CAT I

D-ATIS (Arrival) 121.25	ORLANDO Approach (R) 124.8	ORLANDO Tower Rwys 17L/R & 35L/R 118.45 Rwys 18L/R & 36L/R 124.3		West Ground 121.8	East 126.4
LOC IARK 110.95	Final Apch Crs 185°	COCAS 1500' (1410')	SA CAT I ILS RA 145' DA(H) 240' (150')	Ap't Elev 96' TDZE 90'	3000

MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' on heading 100° and outbound ORL VOR R-140 to PRESK/D16.2 ORL and hold, continue climb-in-hold to 3000'.
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 RNAV 1-DME/DME/IRU or GPS or RADAR required for procedure entry. DME or RADAR required.
 1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized. 3. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 72').



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	500'	3000'	100° hdg
GS 3.00°	372	478	531	637	743	849				

TERPS STRAIGHT-IN LANDING RWY17L
SA CAT I ILS
RA 145'
 DA(H) 240' (150')

A	RVR 14
B	
C	
D	

1 Requires specific OPSPEC, MSPEC, or LOA approval.
 CHANGES: IM removed, RADAR FIX deleted from HERVI & KAKEY, MLB frequency. © JEPPESSEN, 2015, 2022. ALL RIGHTS RESERVED.

TERPS AMEND 4B 29 DEC 2022

BRIEFING STRIP™

KMCO/MCO ORLANDO INTL

JEPPESSEN

ORLANDO, FLA

23 DEC 22

21-2

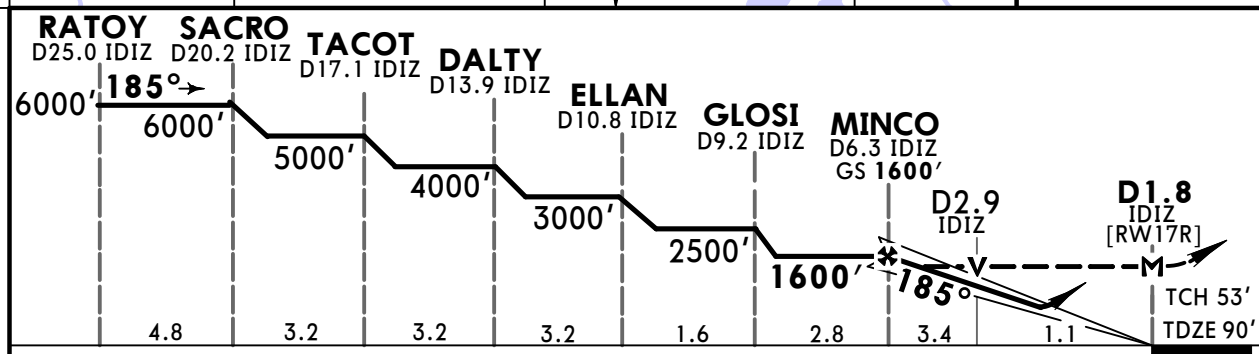
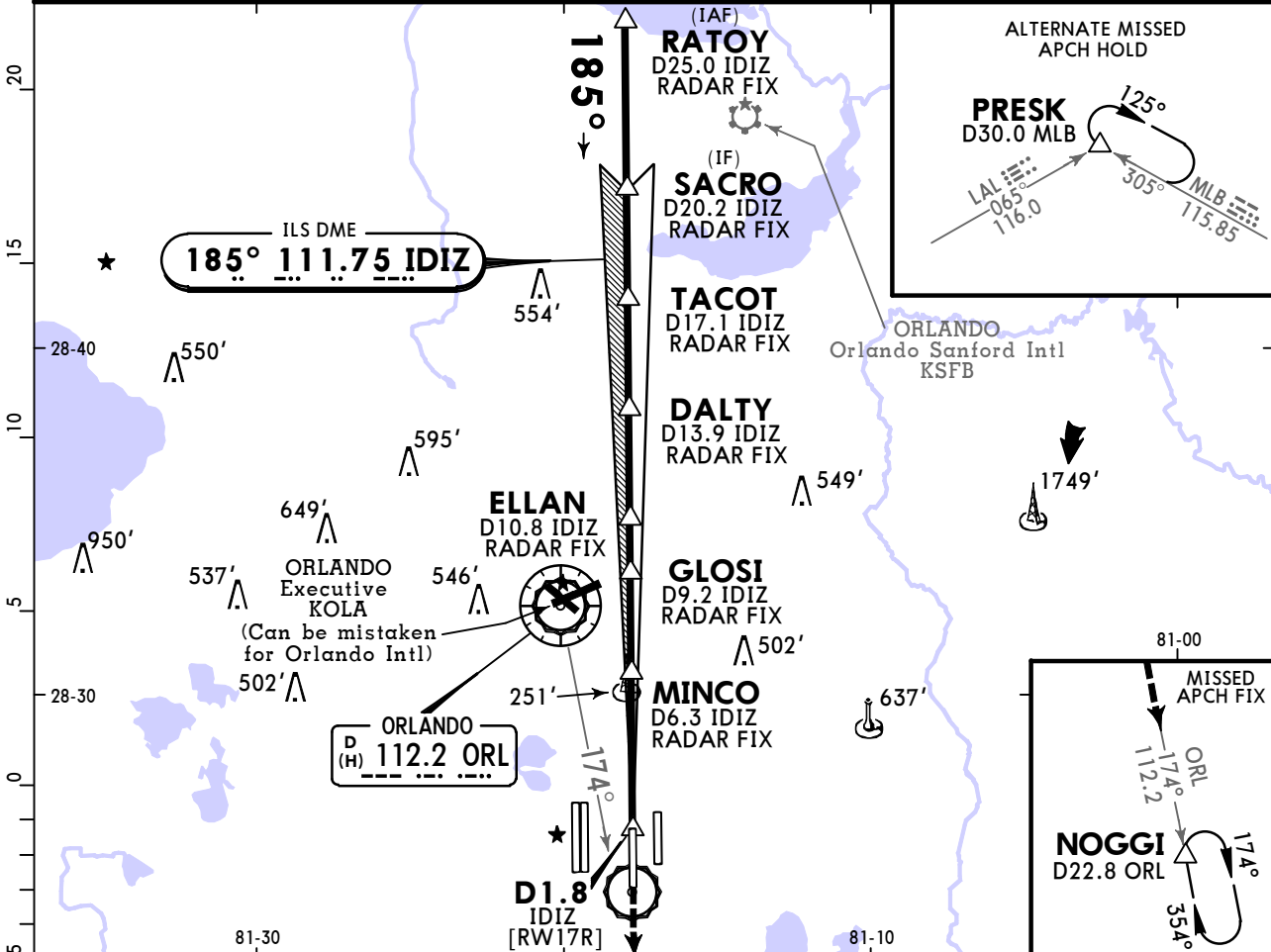
Eff 29 Dec

ILS or LOC Rwy 17R

BRIEFING STRIP™	D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 17L/R & 35L/R		Rwys 18L/R & 36L/R		Ground West	Ground East
	121.25	124.8	118.45	124.3	121.8	126.4		
	LOC IDIZ 111.75	Final Apch Crs 185°	MINCO 1600' (1510')	ILS DA(H) 290' (200')	Apt Elev 96' TDZE 90'	3000		
MISSED APCH: Climb to 3000' outbound on ORL VOR R-174 to NOGGI/D22.8 ORL and hold.							MSA ORL VOR	

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

1. RADAR required for procedure entry. 2. DME or RADAR required. 3. Simultaneous approach authorized. 3. When using alternate missed approach, simultaneous approach not authorized. 4. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. 5. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 71').



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	3000'	ORL	NOGGI
GS	3.00°	372	478	531	637	849				
MAP at D1.8 IDIZ or MINCO to MAP	4.5	3:51	3:00	2:42	2:15	1:56	PAPI	↑	on 112.2	

TERPS AMEND 5F 29 DEC 2022	STRAIGHT-IN LANDING RWY17R				CIRCLE-TO-LAND			
	ILS DA(H) 290' (200')		LOC (GS out) MDA(H) 520' (430')		Max Kts	MDA(H)		
	TDZ/CL out	ALS out	ALS out					
	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	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1/4	120	740' (644') - 1 3/4
C						140	740' (644') - 2	
D						165	740' (644') - 2	

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

KMCO/MCO ORLANDO INTL

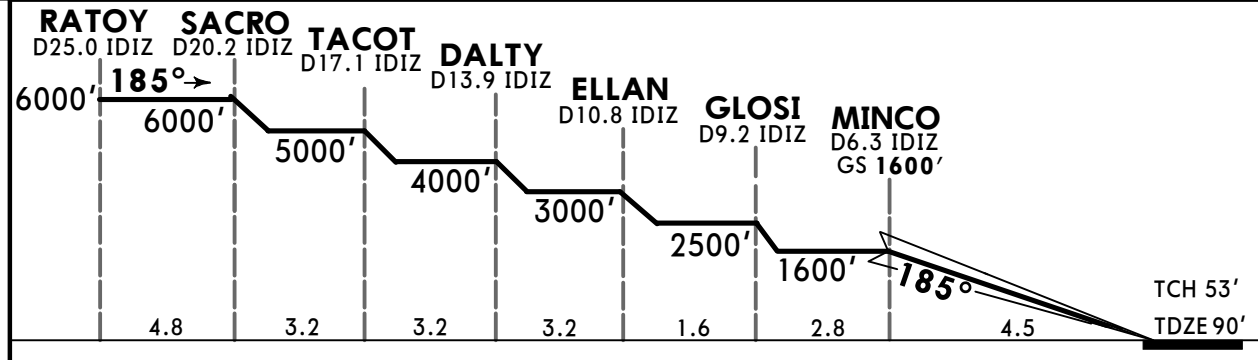
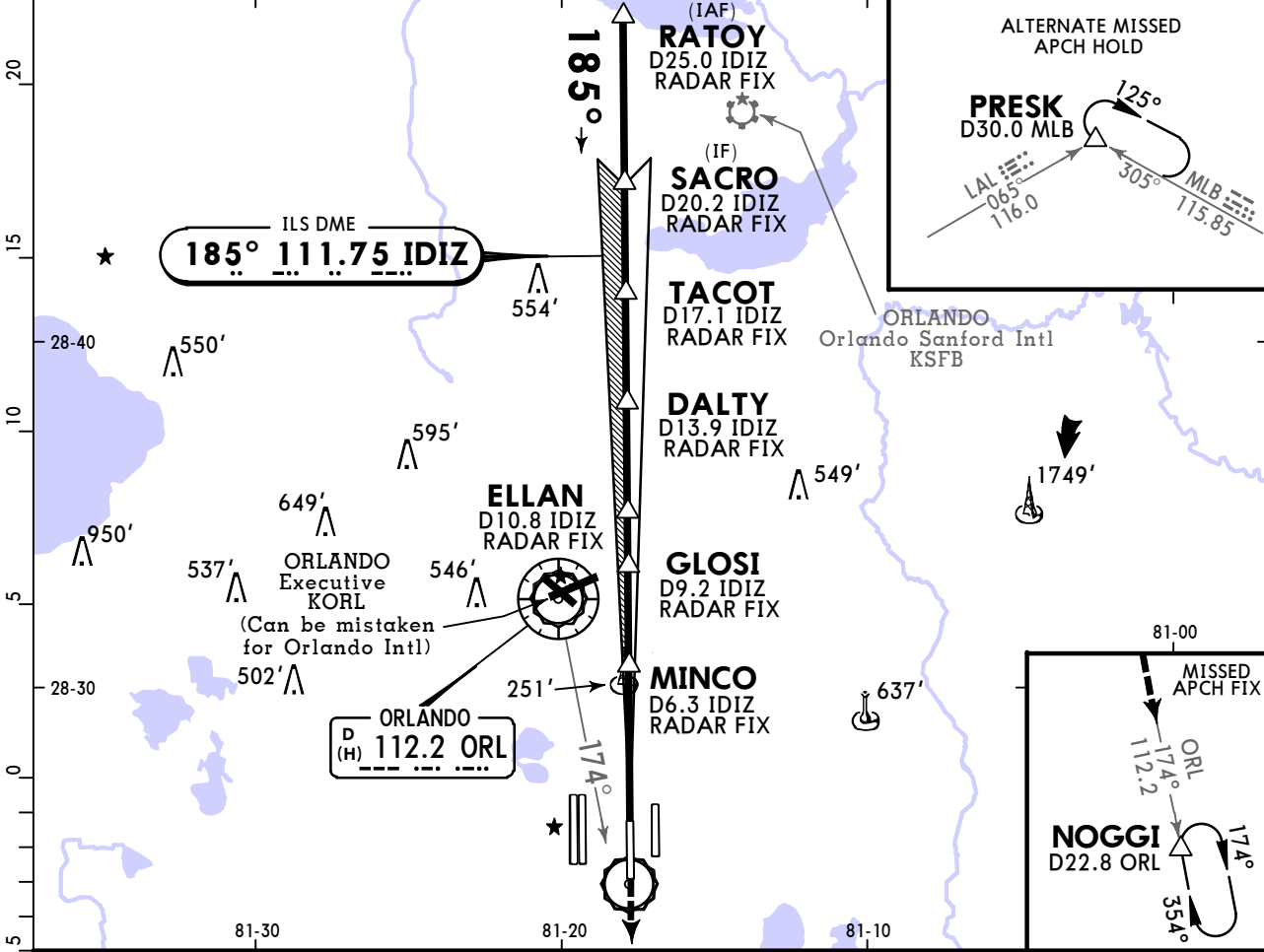
JEPPesen
23 DEC 22 **(21-2A)** Eff 29 Dec

ORLANDO, FLA ILS Rwy 17R CAT II

BRIEFING STRIP™	D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 17L/R & 35L/R	ORLANDO Tower Rwys 18L/R & 36L/R	West	Ground	East	
	121.25	124.8	118.45	124.3	121.8		126.4	
	LOC IDIZ 111.75	Final Apch Crs 185°	MINCO 1600' (1510')	CAT II RA 104' DA(H) 190' (100')	Apt Elev 96' TDZE 90'	3000		
MISSED APCH: Climb to 3000' outbound on ORL VOR R-174 to NOGGI/ D22.8 ORL and hold.							MSA ORL VOR	

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

1. Special Aircrew & Acft Certification Required. 2. RADAR required for procedure entry. 3. DME or RADAR required. 4. Simultaneous approach authorized. 5. When using alternate missed approach, simultaneous approach not authorized. 6. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. 7. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 71').



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	3000'	ORL on 112.2 R-174	NOGGI
GS	3.00°	372	478	531	637	743				

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

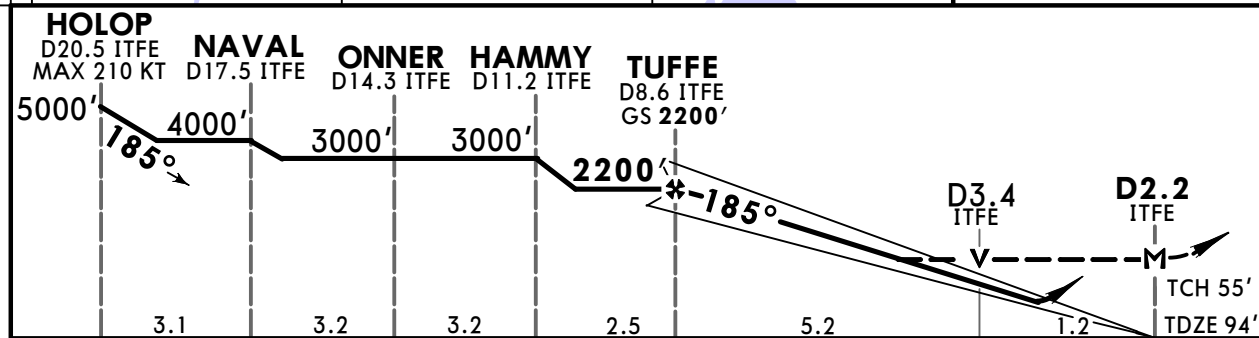
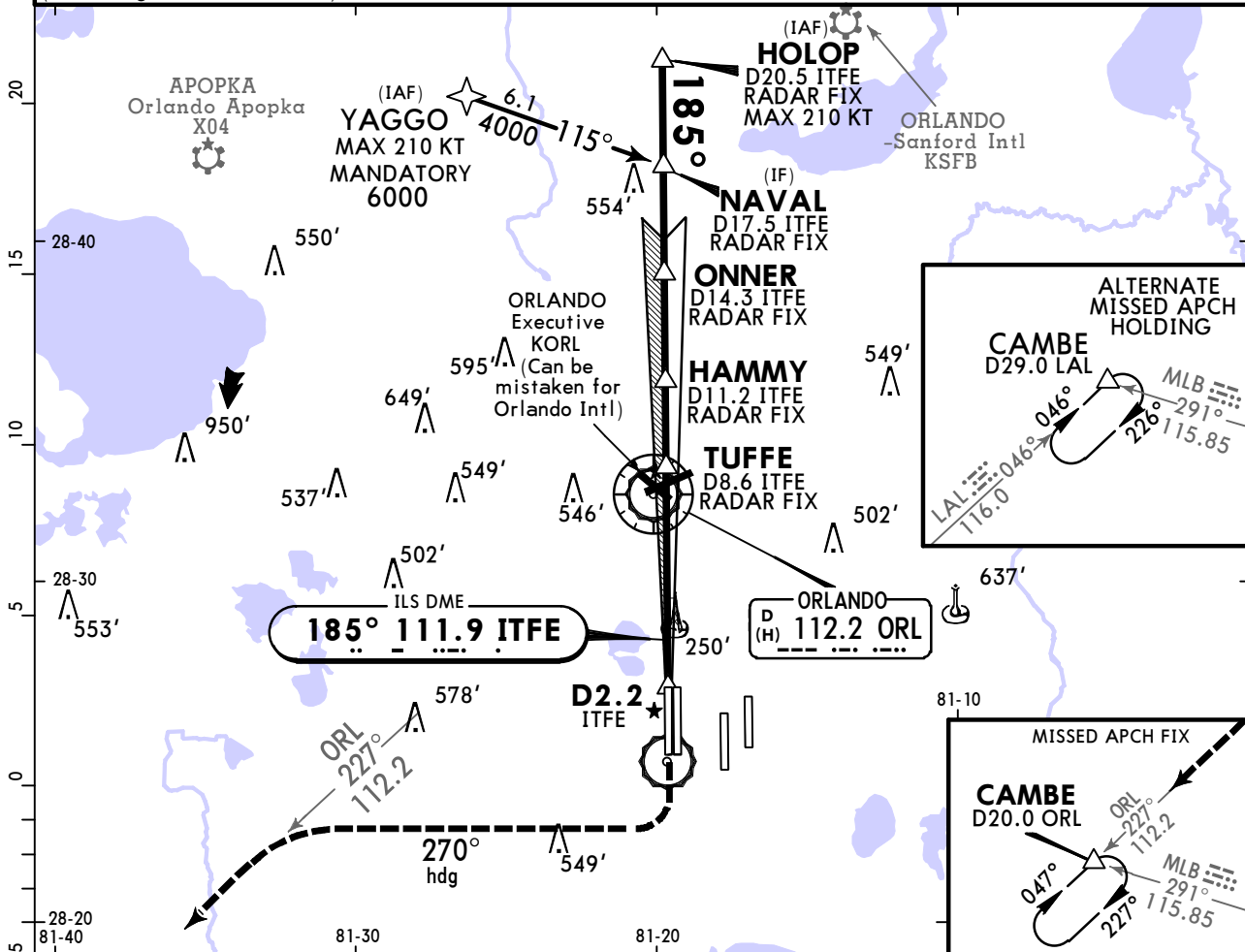
A	RVR 12
B	
C	
D	

KMCO/MCO ORLANDO INTL

JEPPESSEN
21 JUL 23 (21-3)

ORLANDO, FLA ILS or LOC Rwy 18R

BRIEFING STRIP™	D-ATIS (Arrival) 121.25	ORLANDO Approach (R) 124.8	ORLANDO Tower Rwys 18L/R & 36L/R 124.3 Rwys 17L/R & 35L/R 118.45		West Ground 121.8	East 126.4
	LOC ITFE 111.9	Final Apch Crs 185°	TUFFE 2200' (2106')	ILS DA(H) 294' (200')	Apt Elev 96' TDZE 94'	3000 MSA ORL VOR
	MISSED APCH: Climb to 500' then climbing RIGHT turn to 4000' on heading 270° and outbound on ORL VOR R-227 to CAMBE INT/D20.0 ORL and hold, continue climb-in-hold to 4000'.					
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'	
RNP APCH - GPS. From YAGGO.						
1. DME or RADAR required. 2. Simultaneous approach authorized. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 71').						



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	500'	4000'	270° hdg
GS	3.00°	372	478	531	637	743				
MAP at D2.2 ITFE or TUFFE to MAP	6.4	5:29	4:16	3:50	3:12	2:45	2:24			

TERPS AMEND 11A 7 OCT 2021	STRAIGHT-IN LANDING RWY18R						CIRCLE-TO-LAND	
	ILS DA(H) 294' (200')			LOC (GS out) MDA(H) 540' (446')			Max Kts	MDA(H)
	TDZ/CL out	RAIL/ALS out		RAIL/ALS out				
	A			RVR 24 or 1/2	RVR 50 or 1		90	740' (644') - 1
	B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4			120	740' (644') - 1 3/4
C				RVR 45 or 7/8	1 3/8		140	740' (644') - 2
D							165	740' (644') - 2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: MLB VOR frequency.

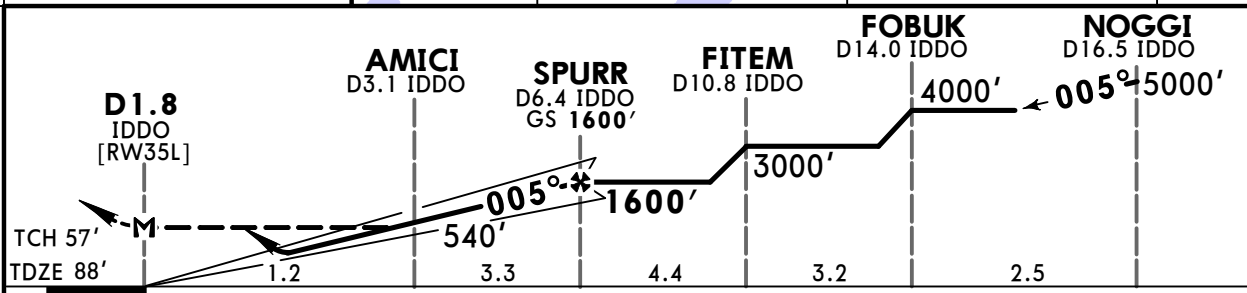
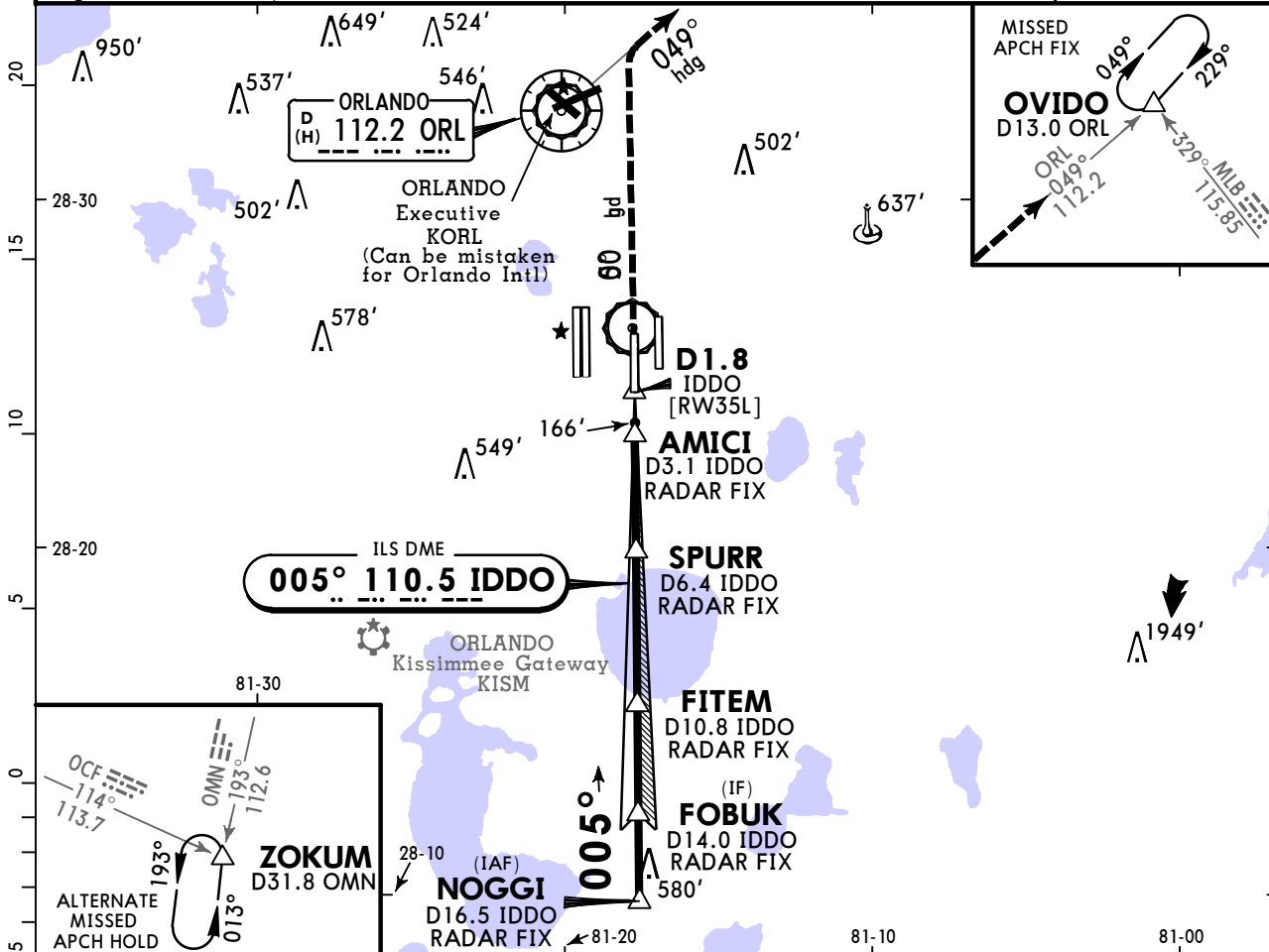
KMCO/MCO ORLANDO INTL

JEPPESSEN

ORLANDO, FLA

23 DEC 22 (21-4) Eff 29 Dec ILS or LOC Rwy 35L

BRIEFING STRIP™	D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 17L/R & 35L/R Rwys 18L/R & 36L/R		West	Ground	East
	121.25	124.8	118.45 124.3		121.8		126.4
	LOC IDDO 110.5	Final Apch Crs 005°	SPURR 1600' (1512')	ILS DA(H) 288' (200')	Apt Elev 96' TDZE 88'		
	MISSED APCH: Climb to 3000' on heading 005° and outbound ORL VOR R-049 to OVIDO/D13.0 ORL and hold.						
Alt Set: INCHES			Trans level: FL 180		Trans alt: 18000'		
1. RADAR required for procedure entry. 2. DME or RADAR required. 3. Simultaneous approach authorized. 4. When using alternate missed approach, simultaneous approach not authorized. 5. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. 6. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 72').							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	3000' on 005° hdg and 112.2 ORL R-049	OVIDO	
GS	3.00°	372	478	531	637	743				849
MAP at D1.8 IDDO or SPURR to MAP	4.6	3:57	3:04	2:46	2:18	1:58				1:43

TERPS AMEND 8A 29 DEC 2022	TERPS				STRAIGHT-IN LANDING RWY35L		CIRCLE-TO-LAND	
	ILS		LOC (GS out)		Max Kts MDA(H)			
	DA(H) 288' (200')		MDA(H) 420' (332')					
	TDZ/CL out		ALS out		ALS out			
	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	740' (644') -1 3/4	
C				RVR 26 or 1/2		140	740' (644') -2	
D						165	740' (644') -2	

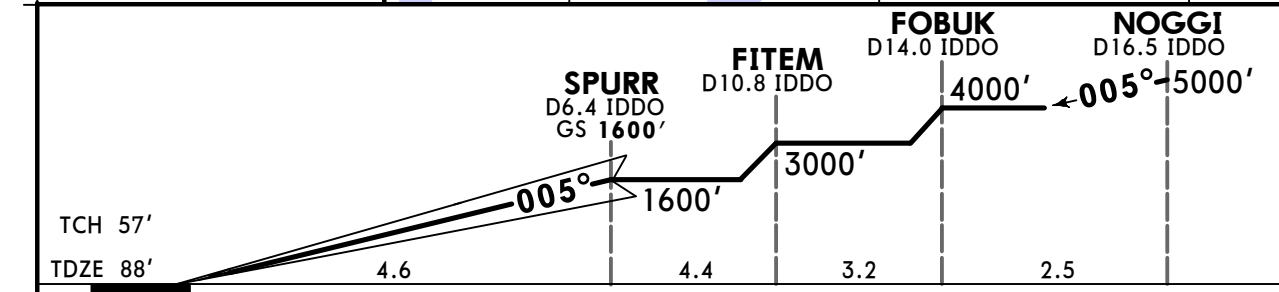
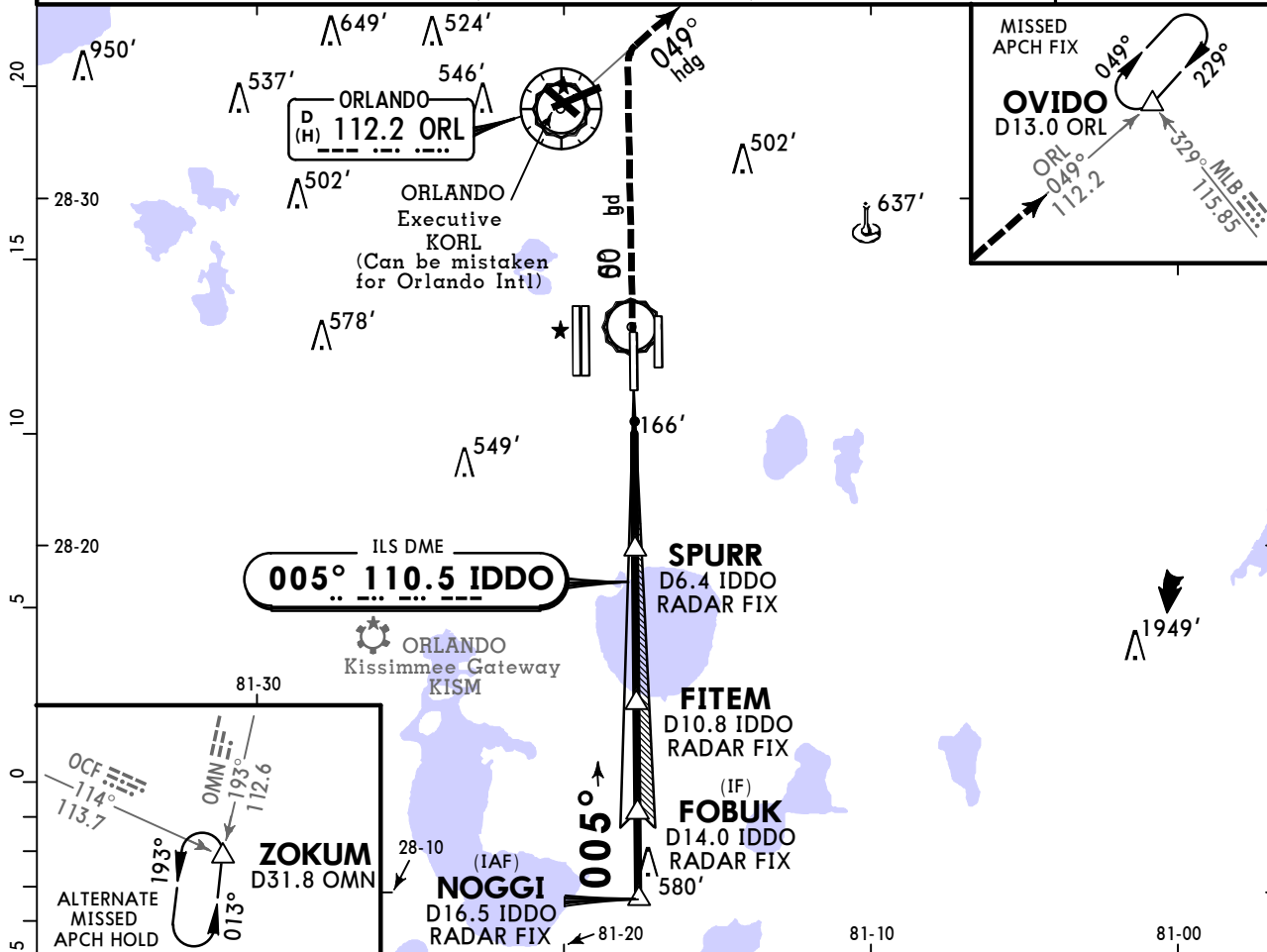
1 RVR 18 with Flight Director or Autopilot or HUD to DA.

KMCO/MCO ORLANDO INTL

23 DEC 22
Eff 29 Dec **21-4A**

ORLANDO, FLA ILS Rwy 35L CAT II & III

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower		West	Ground	East
121.25	124.8	Rwys 17L/R & 35L/R	Rwys 18L/R & 36L/R	121.8		126.4
LOC IDDO 110.5	Final Apch Crs 005°	SPURR 1600' (1512')	CAT III Refer to Minimums	CAT II RA 106' DA(H) 188'(100')	Apt Elev 96'	TDZE 88'
MISSED APCH: Climb to 3000' on heading 005° and outbound ORL VOR R-049 to OVIDO/D13.0 ORL and hold.						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. Special Aircrew & Aircraft Certification Required. 2. RADAR required for procedure entry. 3. DME or RADAR required. 4. Simultaneous approach authorized. 5. When using alternate missed approach, simultaneous approach not authorized. 6. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. 7. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 72').						



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	3000'	↑	on 005°	and 112.2	ORL R-049	OVIDO
GS	3.00°	372	478	531	637	743							

TERPS		STRAIGHT-IN LANDING RWY 35L	
CAT III ILS		CAT II ILS RA 106' DA(H) 188'(100')	
A			
B	RVR 6		RVR 12
C			
D			

TERPS AMEND 8A 29 DEC 2022

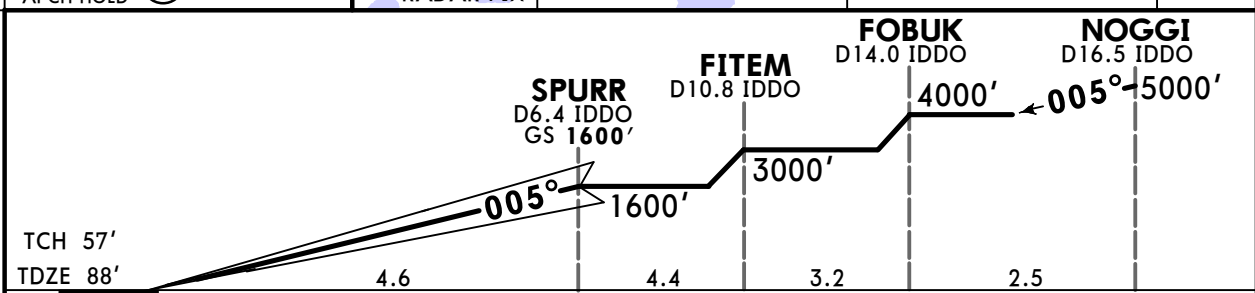
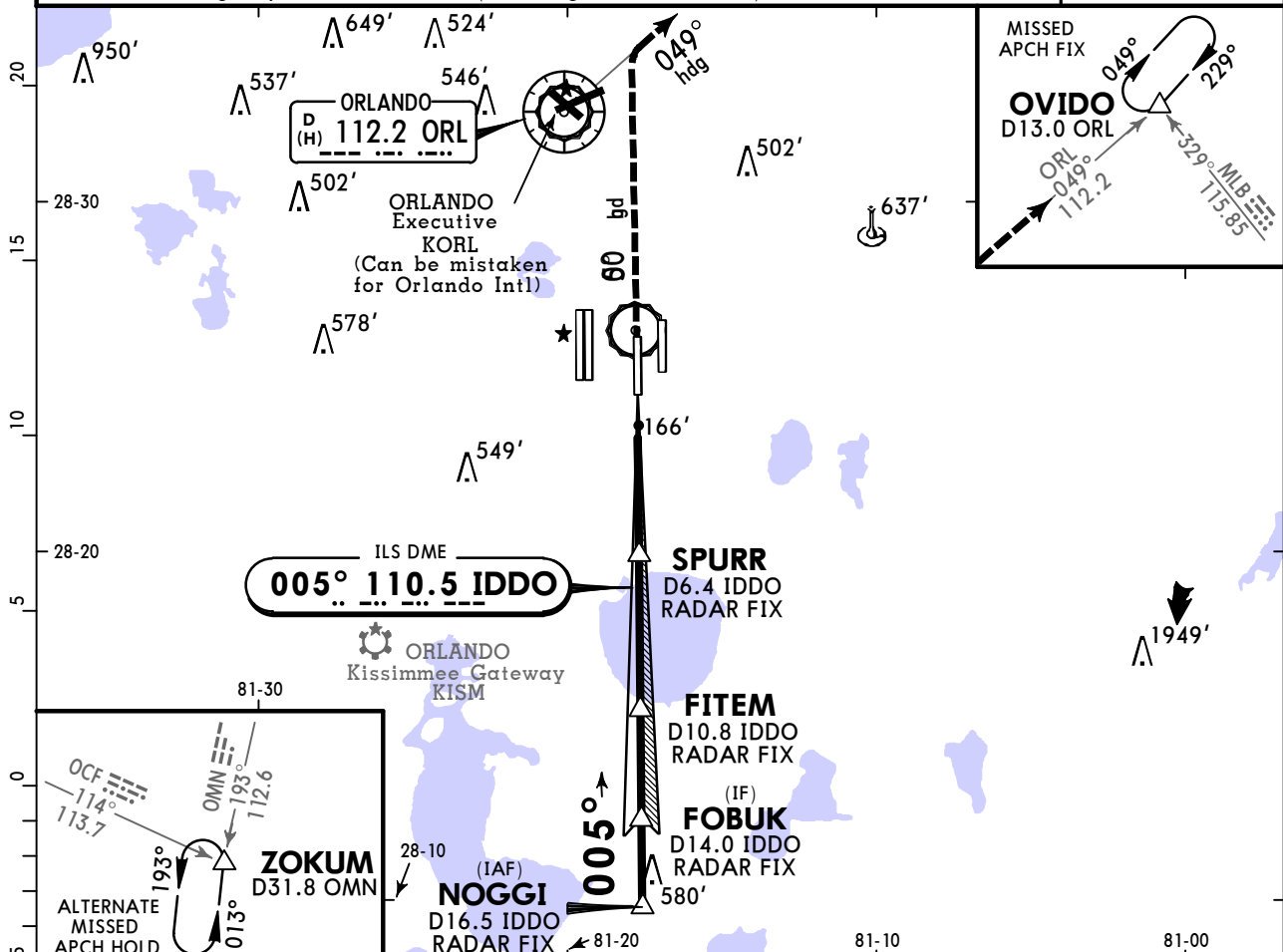
KMCO/MCO ORLANDO INTL

JEPPESSEN
23 DEC 22
Eff 29 Dec **21-4B**

ORLANDO, FLA ILS Rwy 35L SA CAT I

D-ATIS (Arrival) 121.25	ORLANDO Approach (R) 124.8	ORLANDO Tower Rwys 17L/R & 35L/R 118.45	Rwys 18L/R & 36L/R 124.3	West 121.8	Ground 126.4	East
LOC IDDO 110.5	Final Apch Crs 005°	SPURR 1600' (1512')	SA CAT I ILS RA 164' DA(H) 238' (150')	Apt Elev 96' TDZE 88'		
MISSED APCH: Climb to 3000' on heading 005° and outbound ORL VOR R-049 to OVIDO/D13.0 ORL and hold.						
Alt Set: INCHES			Trans level: FL 180			

1. Special Aircrew & Aircraft Certification Required. 2. RADAR required for procedure entry. 3. DME or RADAR required. 4. Simultaneous approach authorized. 5. When using alternate missed approach, simultaneous approach not authorized. 6. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. 7. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 72').



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	3000'	↑ on	005°	hdg and	ORL 112.2 R-049	OVIDO
GS	3.00°	372	478	531	637	743							

TERPS STRAIGHT-IN LANDING RWY 35L
SA CAT I ILS
RA 164'
DA(H) **238'** (150')

A	RVR 14
B	
C	
D	

Requires specific OPSPEC, MSPEC, or LOA approval.

KMCO/MCO ORLANDO INTL



23 DEC 22

(21-5) Eff 29 Dec

ORLANDO, FLA

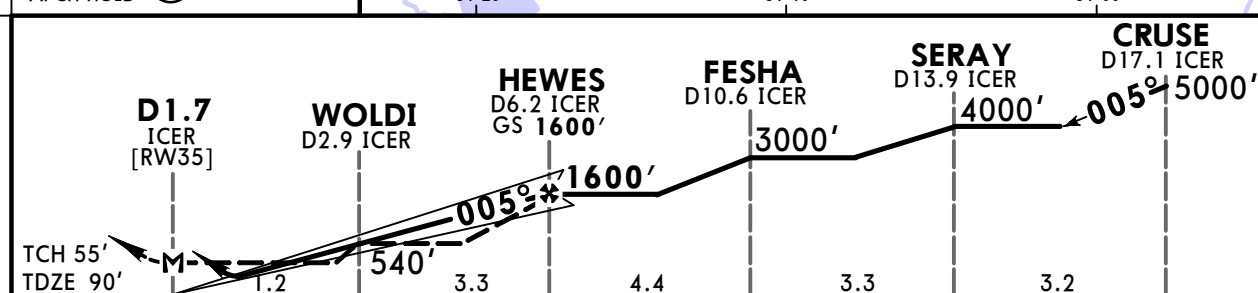
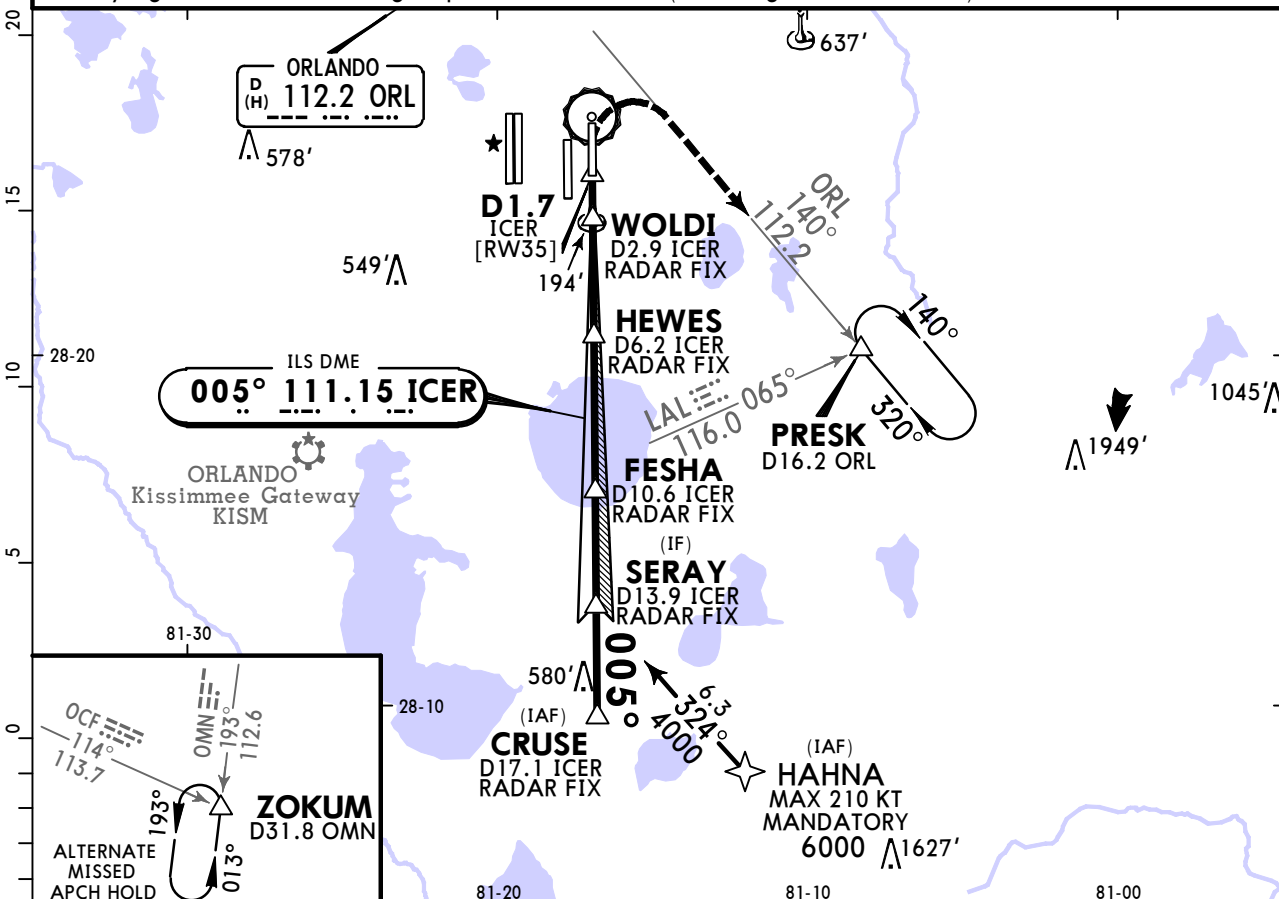
ILS or LOC Rwy 35R

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 17L/R & 35L/R Rwys 18L/R & 36L/R		West	Ground	East
121.25	124.8	118.45	124.3	121.8		126.4
LOC ICER 111.15	Final Apch Crs 005°	HEWES 1600' (1510')	ILS DA(H) 290' (200')	Apt Elev 96' TDZE 90'		3000 MSA ORL VOR
MISSED APCH: Climb to 500' then climbing RIGHT turn to 3000' outbound on ORL VOR R-140 to PRESK INT/D16.2 ORL and hold, continue climb-in-hold to 3000'.						

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

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

1. Simultaneous approach authorized. 2. When using alternate missed approach, simultaneous approach not authorized. 3. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 73').



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	500'	3000'	ORL on R-140	PRESK
GS	3.00°	372	478	531	637	743					
MAP at D1.7 ICER or HEWES to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43				

TERPS		STRAIGHT-IN LANDING RWY35R				CIRCLE-TO-LAND	
		ILS DA(H) 290' (200')		LOC (GS out) MDA(H) 460' (370')			
		TDZ/CL out		ALS out		Max Kts	
A						90	740' (644') -1
B						120	
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	140	740' (644') -1 3/4
D				RVR 35 or 5/8	RVR 55 or 1	165	740' (644') -2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: IM removed, profile.

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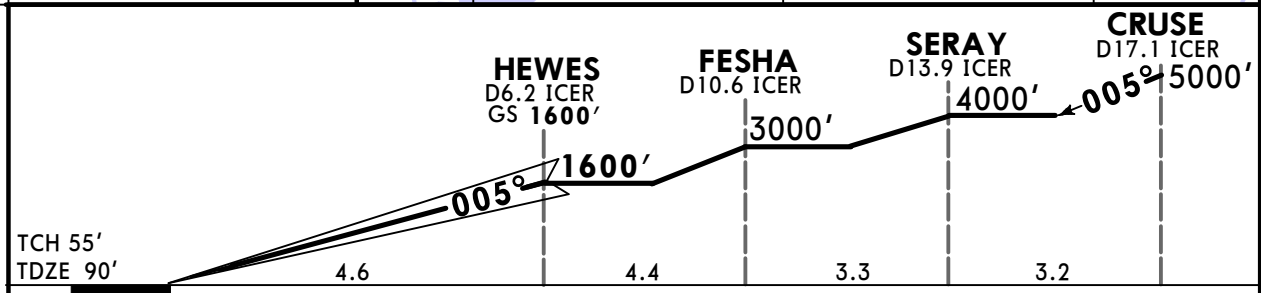
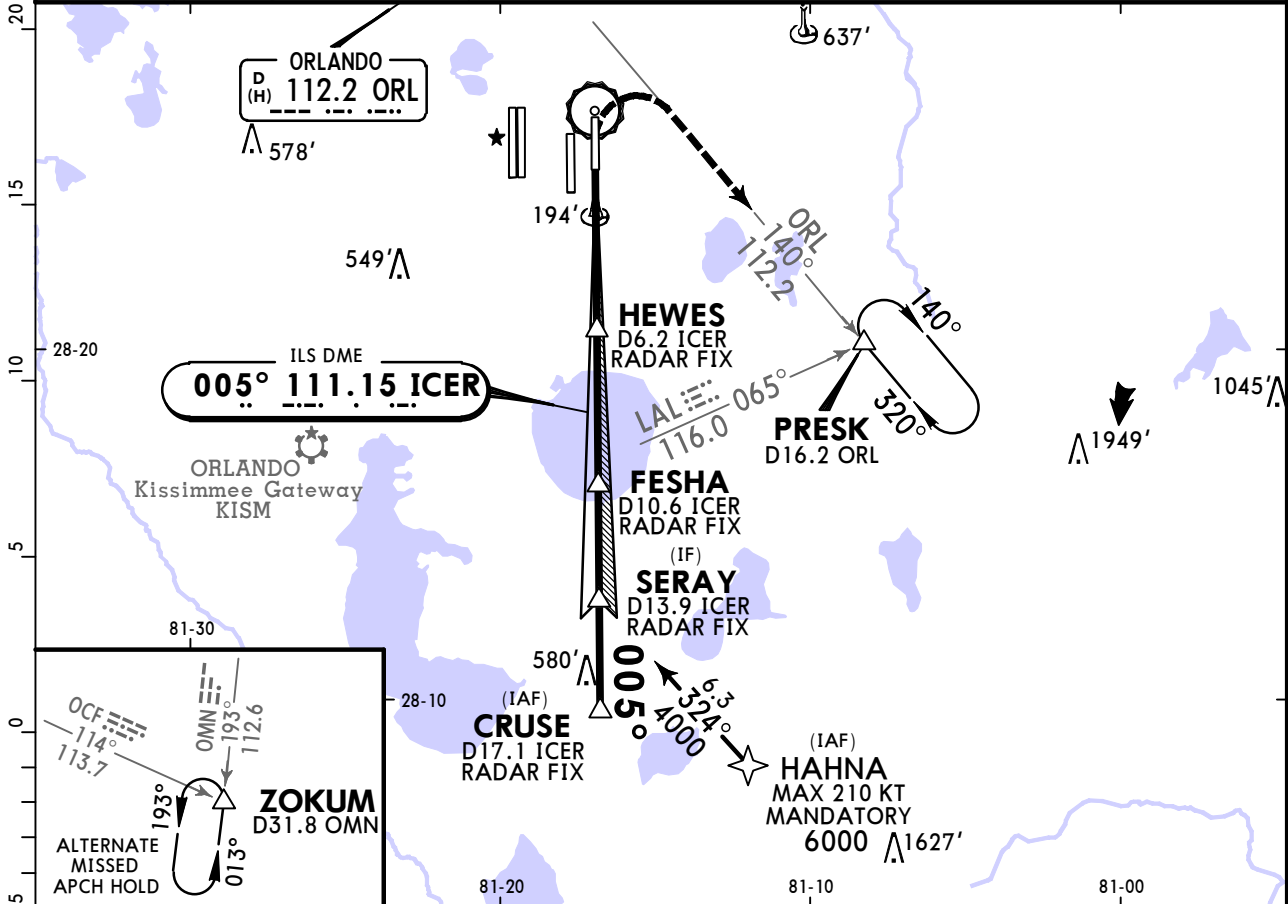
TERPS AMEND 5B 29 DEC 2022

KMCO/MCO ORLANDO INTL

JEPPESEN
23 DEC 22
Eff 29 Dec (21-5A)

ORLANDO, FLA ILS Rwy 35R CAT II & III

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 17L/R & 35L/R		Rwys 18L/R & 36L/R		West	Ground	East	
121.25	124.8	118.45		124.3		121.8		126.4	
LOC ICER 111.15	Final Apch Crs 005°	HEWES 1600' (1510')	CAT III Refer to Minimums	CAT II RA 101' DA(H) 190'(100')	Apt Elev 96'	TDZE 90'			
MISSED APCH: Climb to 500' then climbing RIGHT turn to 3000' outbound on ORL VOR R-140 to PRESK INT/D16.2 ORL and hold, continue climb-in-hold to 3000'.							3000		
Alt Set: INCHES							Trans level: FL 180		Trans alt: 18000'
Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry. RNAV 1-DME/DME/IRU or GPS required from HAHNA.									
1. Special Aircrew & Aircraft Certification Required. 2. Simultaneous approach authorized. 3. When using alternate missed approach, simultaneous approach not authorized. 4. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. 5. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 73').									



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	500'	3000'	ORL on R-140	PRESK
GS	3.00°	372	478	531	637	743					

TERPS		STRAIGHT-IN LANDING RWY35R	
CAT III ILS		CAT II ILS RA 101' DA(H) 190'(100')	
A			
B			
C	RVR 6		RVR 12
D			

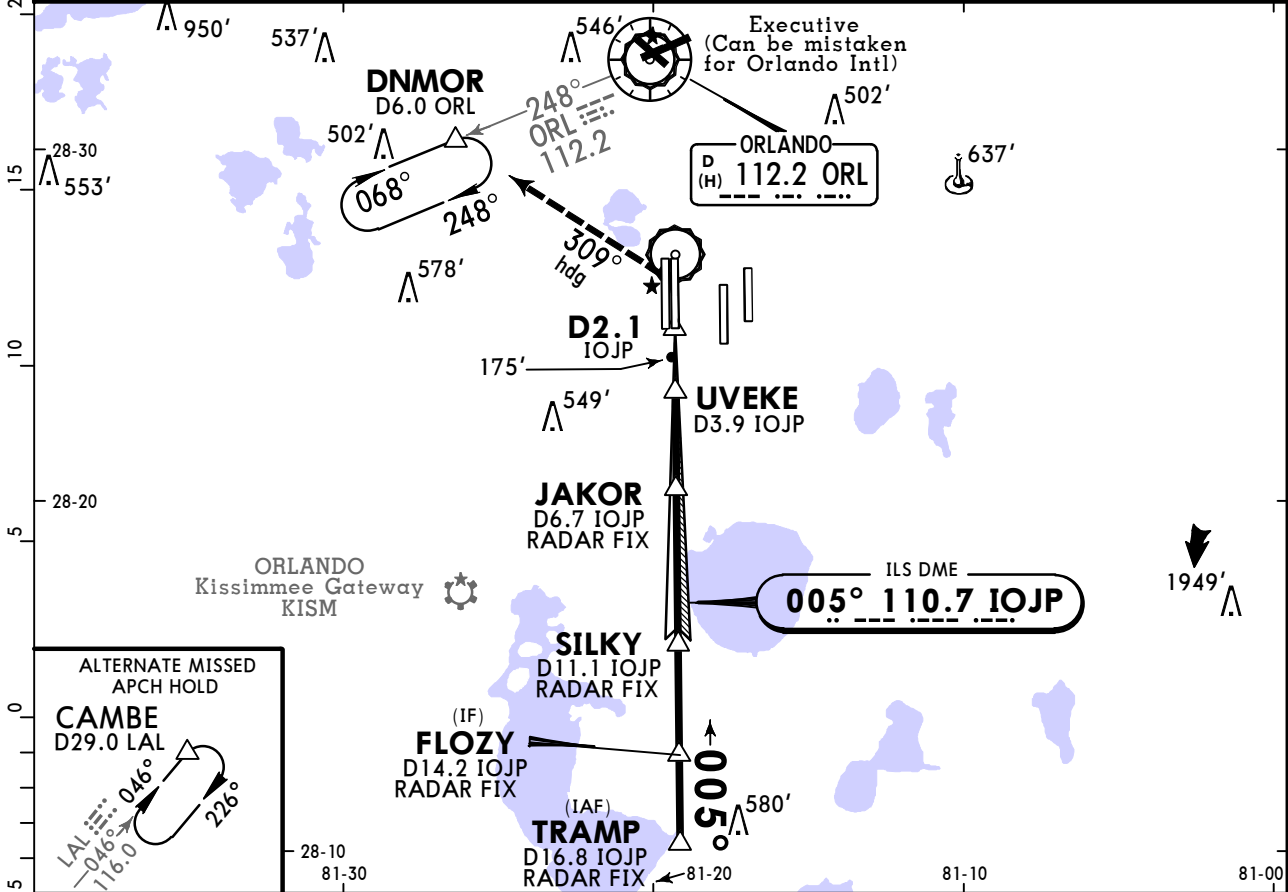
TERPS AMEND 5B 29 DEC 2022

KMCO/MCO ORLANDO INTL

JEPPESEN
23 DEC 22 **(21-6)** Eff 29 Dec

ORLANDO, FLA ILS or LOC Rwy 36R

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower		Ground	
121.25	124.8	Rwys 18L/R & 36L/R	Rwys 17L/R & 35L/R	West	East
121.25	124.8	124.3	118.45	121.8	126.4
LOC IOJP 110.7	Final Apch Crs 005°	JAKOR 1600' (1508')	ILS DA(H) 292' (200')	Apt Elev 96'	TDZE 92'
MISSED APCH: Climb to 500', then climbing LEFT turn to 3000' on heading 309° and outbound ORL VOR R-248 to DNMOR/D6.0 ORL and hold, continue climb-in-hold to 3000'.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. RADAR required for procedure entry. 2. DME or RADAR required. 3. Simultaneous approach authorized. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 70').					
					MSA ORL VOR

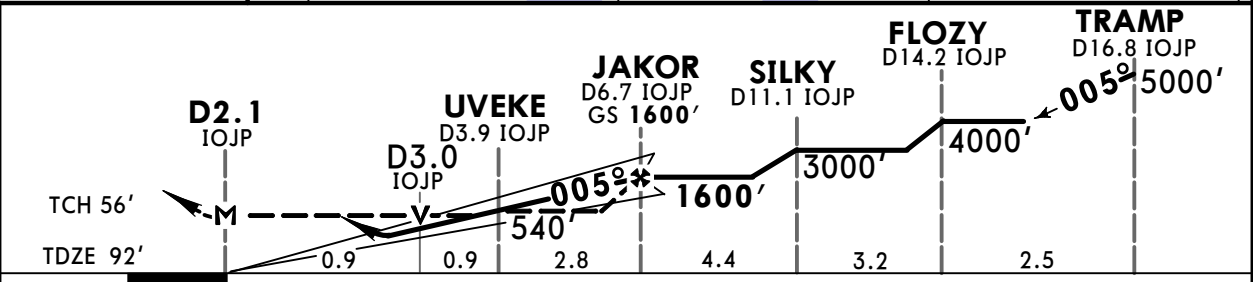


ALTERNATE MISSED APCH HOLD

CAMBE
D29.0 LAL

LAL 046°
116.0

226°



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 500' 3000' 309° ↑ ↘ on hdg
GS	3.00°	372	478	531	637	849	
MAP at D2.1 IOJP or JAKOR to MAP	4.6	3:57	3:04	2:46	2:18	1:58	

TERPS	STRAIGHT-IN LANDING RWY36R				CIRCLE-TO-LAND	
	ILS		LOC (GS out)		C	
	DA(H) 292' (200')		2 With UVEKE MDA(H) 440' (348')		2 With UVEKE	
			Without UVEKE MDA(H) 540' (448')		Without UVEKE	
	TDZ/CL out	ALS out	ALS out	ALS out	Max Kts	
A			RVR 24	RVR 50	RVR 24	RVR 50
B	RVR 18	RVR 24	RVR 30	RVR 60	RVR 45	1 3/8
C	or 1/2	or 1/2	or 3/4	or 1 1/4	or 7/8	
D						
						MDA(H)
						740' (644') - 1
						740' (644') - 1 3/4
						740' (644') - 2

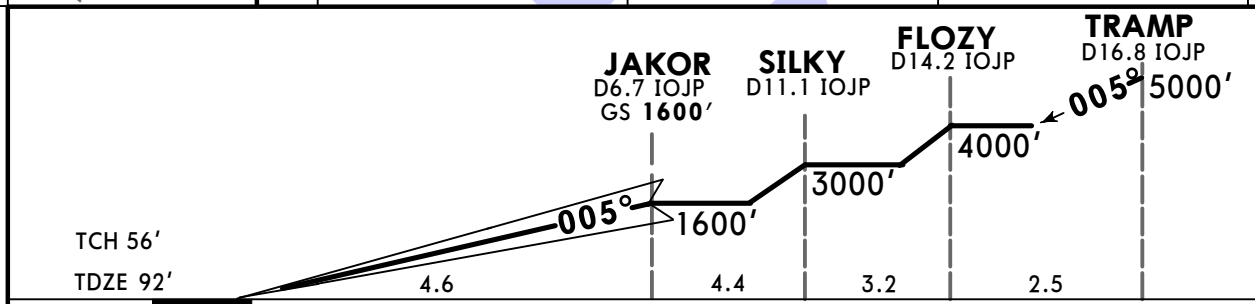
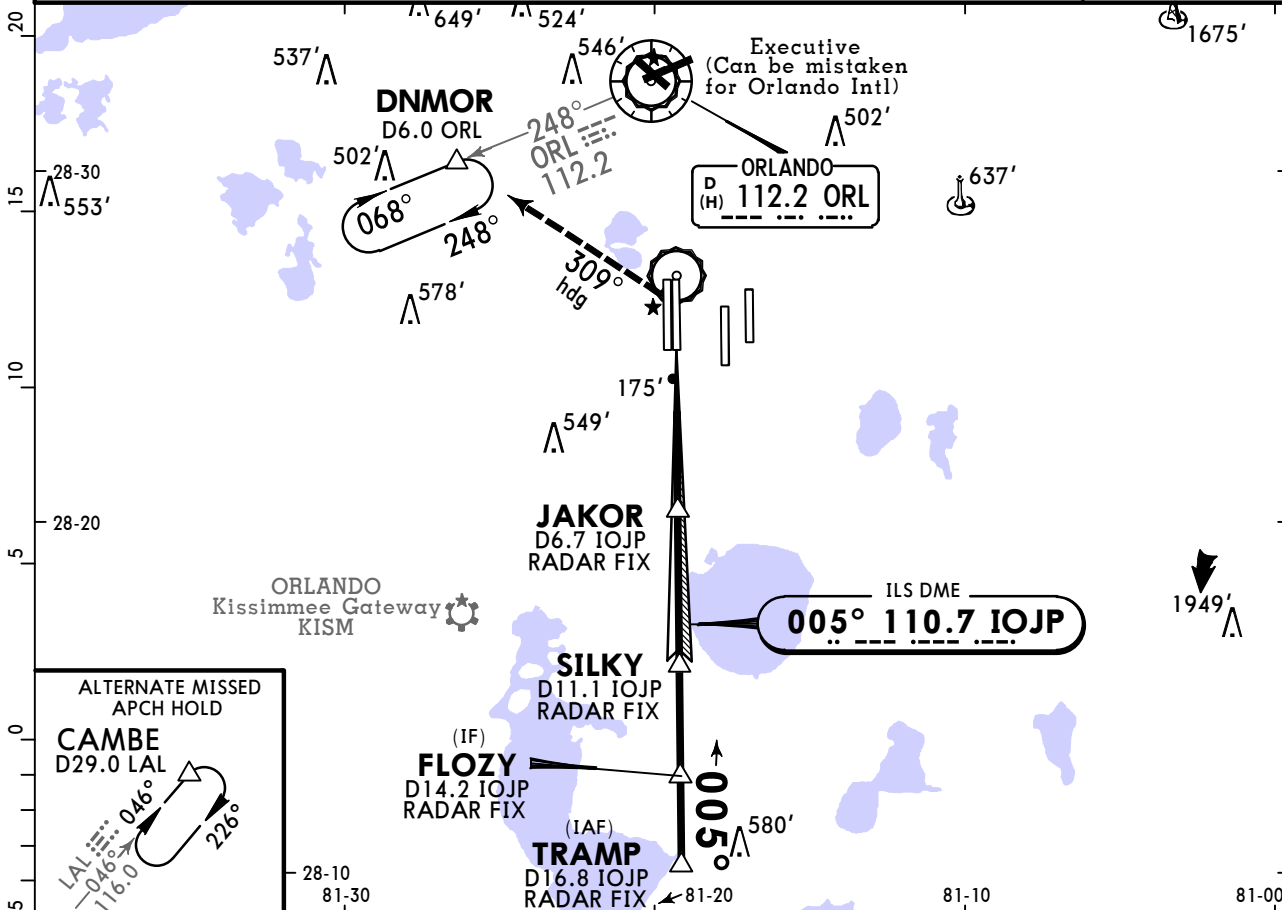
1 RVR 18 with Flight Director or Autopilot or HUD to DA. 2 DME required.
 CHANGES: IM removed, notes, chart format. © JEPPESEN, 1999, 2022. ALL RIGHTS RESERVED.

KMCO/MCO
ORLANDO INTL

JEPPESEN
23 DEC 22
Eff 29 Dec (21-6B)

ORLANDO, FLA
ILS Rwy 36R SA CAT I

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 18L/R & 36L/R Rwys 17L/R & 35L/R		Ground West East	
121.25	124.8	124.3		118.45	121.8 126.4
LOC IOJP 110.7	Final Apch Crs 005°	JAKOR 1600' (1508')	SA CAT I ILS RA 158' DA(H) 242' (150')	Apt Elev 96' TDZE 92'	3000 MSA ORL VOR
MISSED APCH: Climb to 500', then climbing LEFT turn to 3000' on heading 309° and outbound ORL VOR R-248 to DNMOR/D6.0 ORL and hold, continue climb-in-hold to 3000'.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. Special Aircrew & Acft Certification Required. 2. RADAR required for procedure entry. 3. DME or RADAR required. 4. Simultaneous approach authorized. 5. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 70').					



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	500'	3000'	309°
GS	3.00°	372	478	531	637	849		↑	LT	on

TERPS STRAIGHT-IN LANDING RWY36R
1 SA CAT I ILS
RA 158'
 DA(H) **242' (150')**

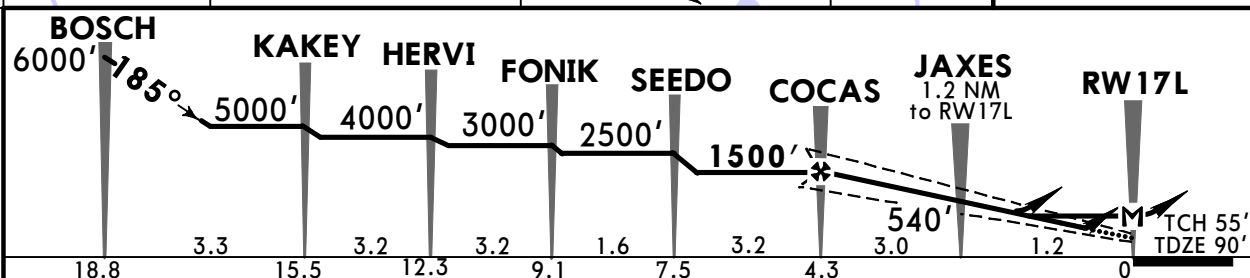
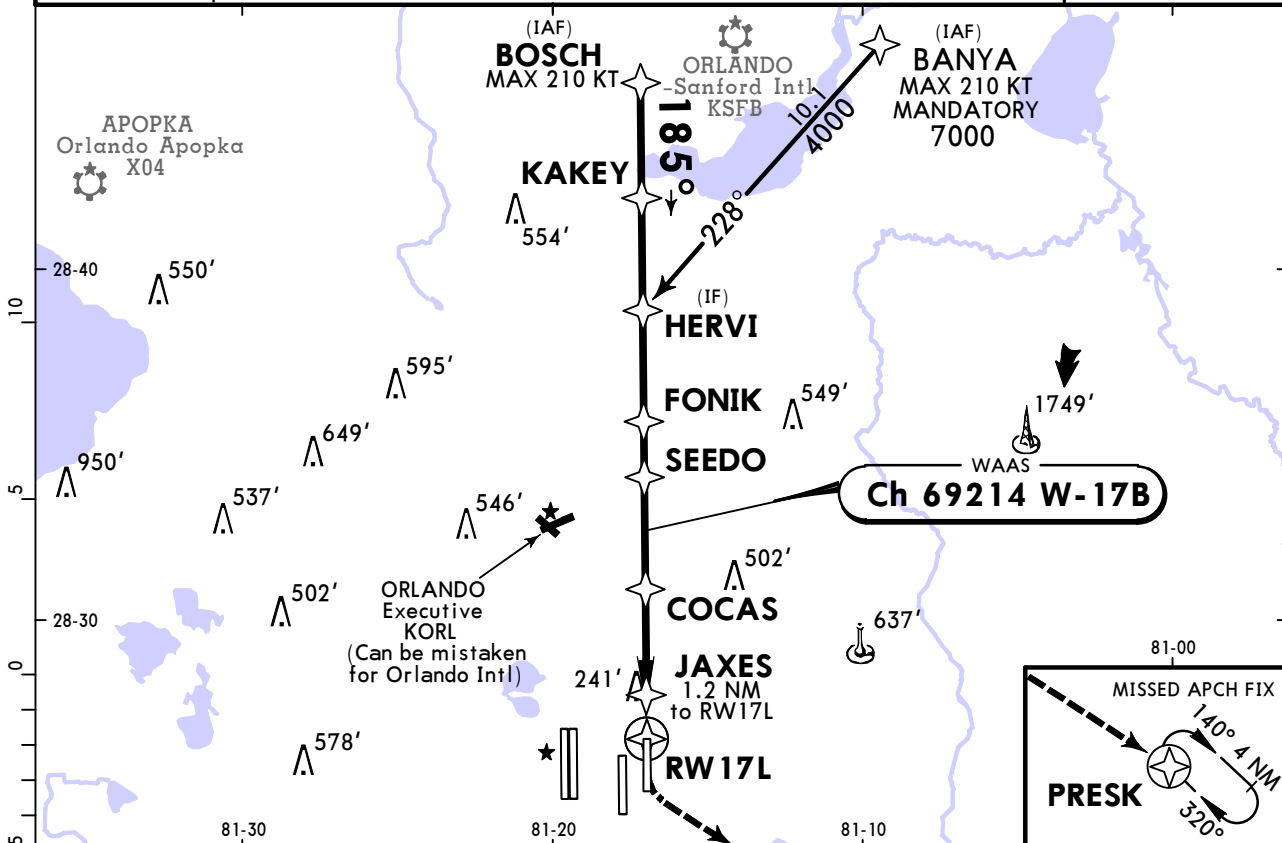
A
B
C
D
1 Requires specific OPSPEC, MSPEC, or LOA approval.

KMCO/MCO
ORLANDO INTL

JEPPESEN
16 FEB 24 **(22-1)**

ORLANDO, FLA
RNAV (GPS) Rwy 17L

BRIEFING STRIP™	D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 17L/R & 35L/R		Rwys 18L/R & 36L/R		Ground West	Ground East
	121.25	124.8	118.45		124.3		121.8	126.4
	WAAS Ch 69214 W-17B	Final Apch Crs 185°	COCAS 1500' (1410')		LPV DA(H) 290' (200')	Apt Elev 96'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>3000</p> <p>MSA RW17L</p>
	MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' direct PRESK and hold, continue climb-in-hold to 3000'.							
RNP Apch - GPS	Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'				
<p>1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 1°C or above 54°C. 2. Bright lights on highway midway between Rwy 17L and 17R may be mistaken for runway lights. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 72'). 4. Simultaneous approach authorized with Rwy 17R and Rwy 18L, or Rwy 17R and Rwy 18R. 5. LNAV procedure not authorized during simultaneous operations. 6. Use of Flight Director or Autopilot required during simultaneous operations.</p>								



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	500'	3000'	→	PRESK
Glide Path Angle	3.00°	372	478	531	637	849	PAPI	↑	LT	→	
MAP at RW17L											

TERPS						STRAIGHT-IN LANDING RWY 17L			CIRCLE-TO-LAND		
LPV DA(H) 290' (200')		LNAV/VNAV DA(H) 513' (423')		LNAV MDA(H) 500' (410')		Max Kts	MDA(H)				
TDZ/CL out	ALS out	ALS out		ALS out							
A					RVR 24 or 1/2	RVR 50 or 1	90	740' (644') - 1			
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 40 or 3/4	RVR 60 or 1 1/4	120	740' (644') - 1 3/4		
C								140	740' (644') - 2		
D								165	740' (644') - 2		

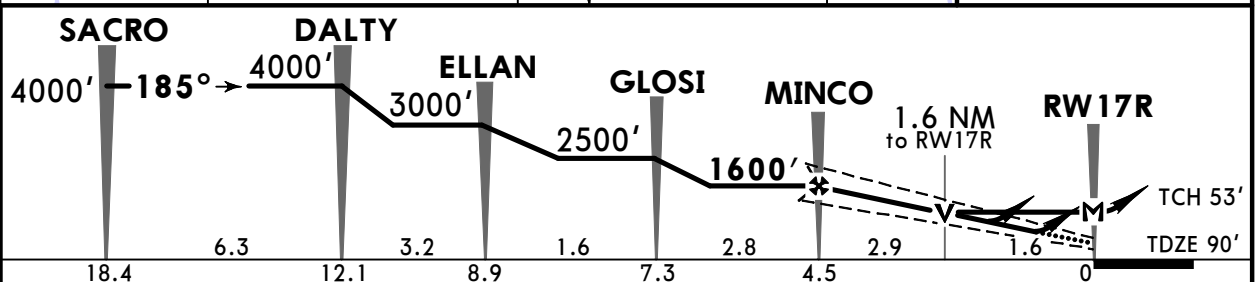
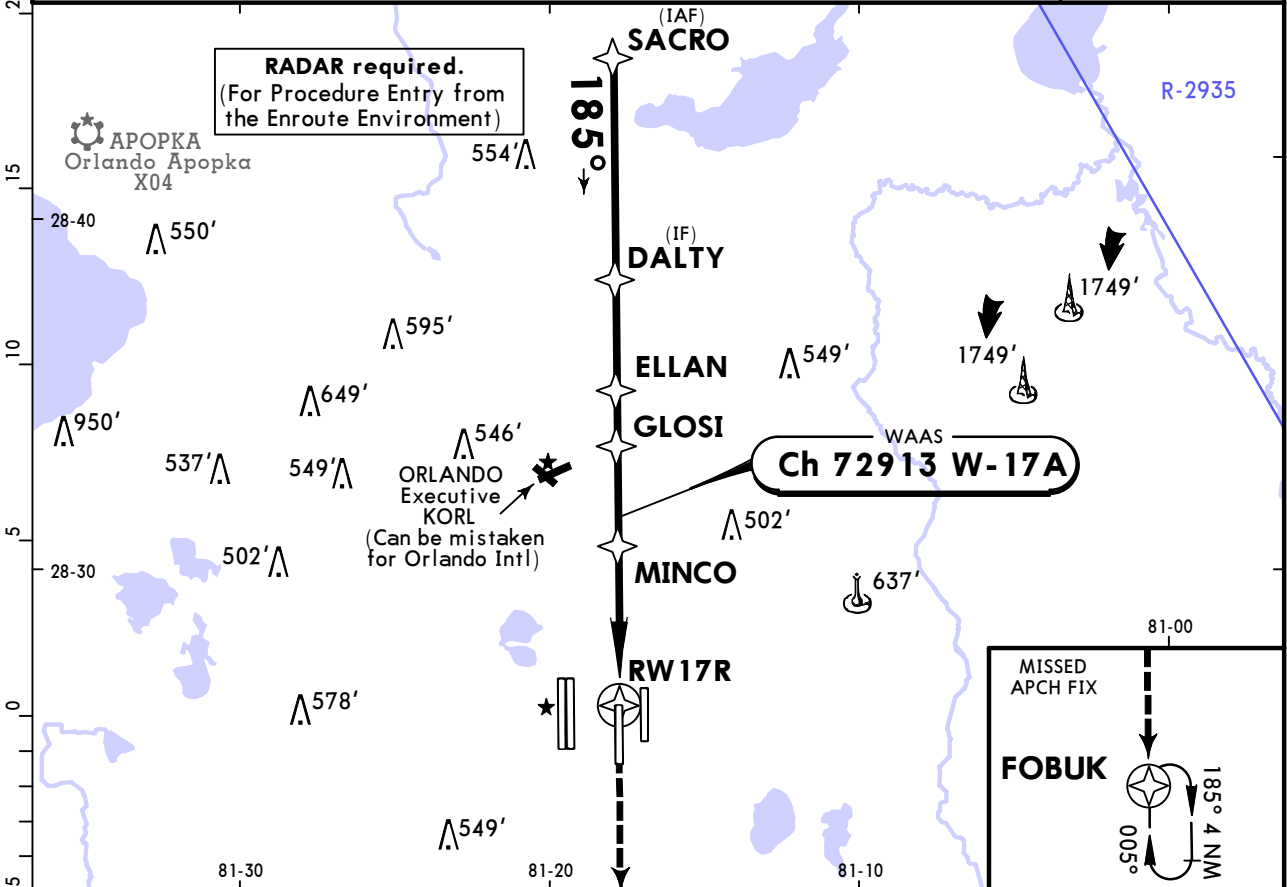
1 RVR 18 with Flight Director or Autopilot or HUD to DA.

KMCO/MCO ORLANDO INTL

JEPPESSEN
16 FEB 24 **(22-2)**

ORLANDO, FLA RNAV (GPS) Rwy 17R

BRIEFING STRIP™	D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower		Ground	
	121.25	124.8	Rwys 17L/R & 35L/R	Rwys 18L/R & 36L/R	West	East
	WAAS Ch 72913 W-17A	Final Apch Crs 185°	MINCO 1600' (1510')	LPV DA(H) 290' (200')	Apt Elev 96'	
	MISSED APCH: Climb to 3000' direct FOBUK and hold. RNP Apch-GPS Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -1°C or above 54°C. 2. Bright lights on highway midway between Rwy 17L and 17R may be mistaken for runway lights. 3. Simultaneous approach authorized with Rwy 17L and Rwy 18L, or Rwy 17L and Rwy 18R. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 71').					3000 MSA RW17R
TDZE 90'						



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	3000'	D →	FOBUK
Glide Path Angle	3.00°	372	478	531	637	849				
MAP at RW17R							PAPI			

TERPS					STRAIGHT-IN LANDING RWY 17R			CIRCLE-TO-LAND	
A	LPV DA(H) 290' (200')		LNAV/VNAV DA(H) 526' (436')		LNAV MDA(H) 660' (570')		Max Kts	MDA(H)	
	TDZ/CL out		ALS out		ALS out				
B	RVR 18	RVR 24	RVR 40	RVR 50	1 1/2	RVR 24 or 1/2	90	740' (644') - 1	
C	or 1/2	or 1/2	or 3/4	or 1		1 1/4	140	740' (644') - 1 3/4	
D						1 5/8	165	740' (644') - 2	

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

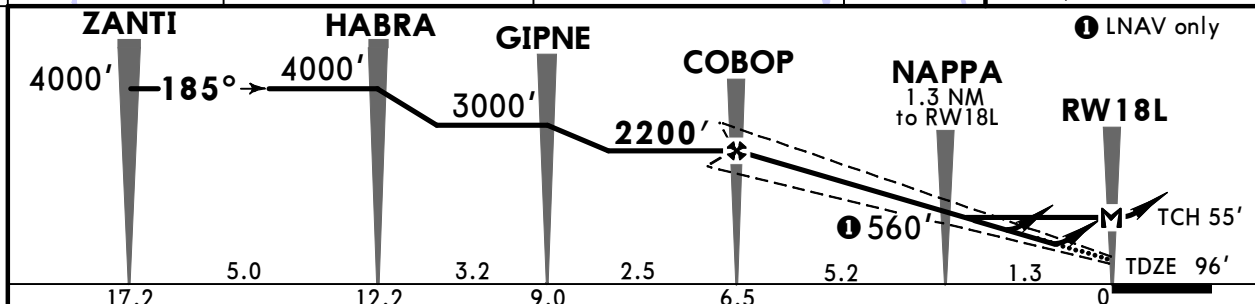
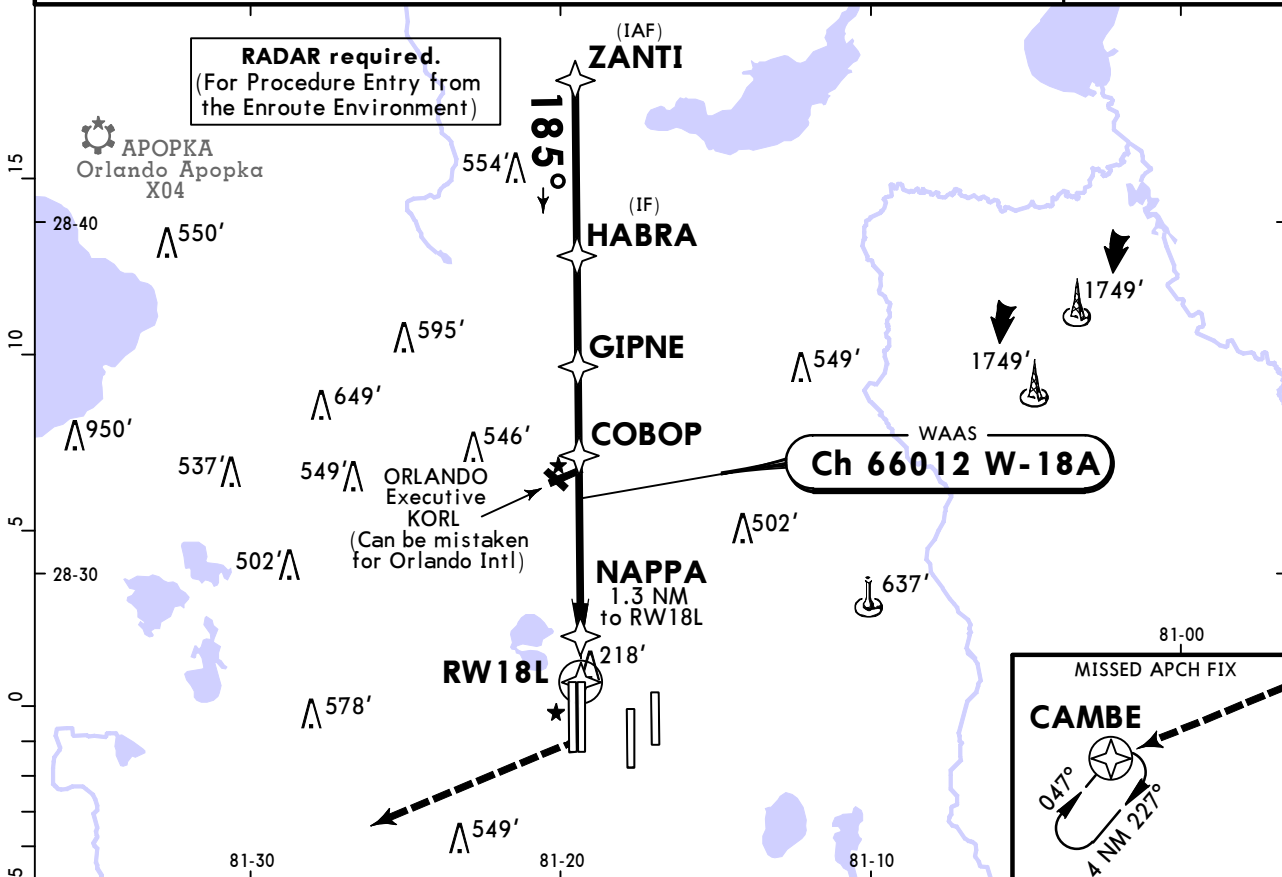
TERPS ORIG-E 17 AUG 2017

KMCO/MCO ORLANDO INTL

JEPPESEN
1 OCT 21 **(22-3)** Eff 7 Oct

ORLANDO, FLA RNAV (GPS) Rwy 18L

BRIEFING STRIP™	D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower		Ground	
	121.25	124.8	Rwys 18L/R & 36L/R	Rwys 17L/R & 35L/R	West	East
	WAAS Ch 66012 W-18A	Final Apch Crs 185°	COBOP 2200' (2104')	LPV DA(H) 296' (200')	Apt Elev 96'	
	MISSED APCH: Climb to 500' then climbing RIGHT turn to 4000' direct CAMBE and hold, continue climb-in-hold to 4000'.					
Alt Set: INCHES			Trans level: FL 180		Trans alt: 18000'	
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -1°C (31°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Simultaneous approach authorized with Rwy 17L/R. 5. LNAV procedure not authorized during simultaneous operations. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.						
MSA RW18L						



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	500'	4000'	D	CAMBE
Glide Path Angle 3.00°	372	478	531	637	743	849		↑	RT		
MAP at RW18L											

TERPS AMEND 1 5 FEB 2015	STRAIGHT-IN LANDING RWY 18L			CIRCLE-TO-LAND		
	LPV	LNAV/VNAV		LNAV	Max Kts 90	
	DA(H) 296' (200')	DA(H) 398' (302')		MDA(H) 480' (384')		
	A			RVR 55 or 1	120	740' (644') -1
	B				140	740' (644') -1 3/4
C	RVR 40 or 3/4	RVR 50 or 1			740' (644') -2	
D			RVR 60 or 1 1/8	165		

KMCO/MCO ORLANDO INTL



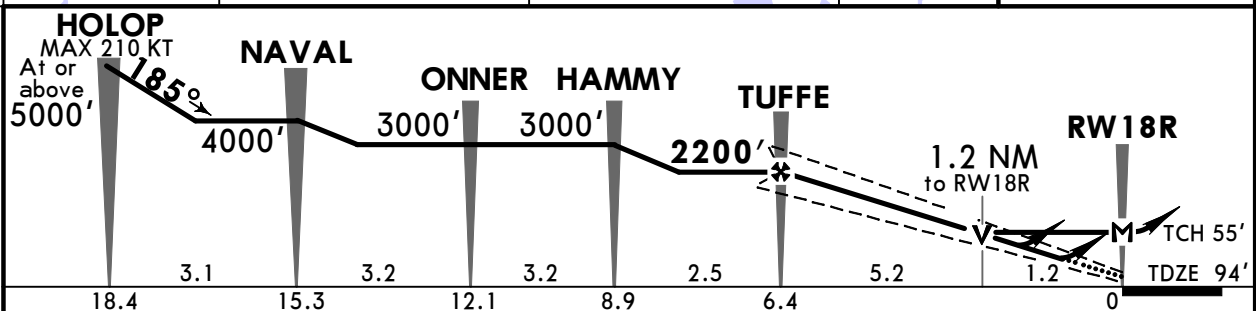
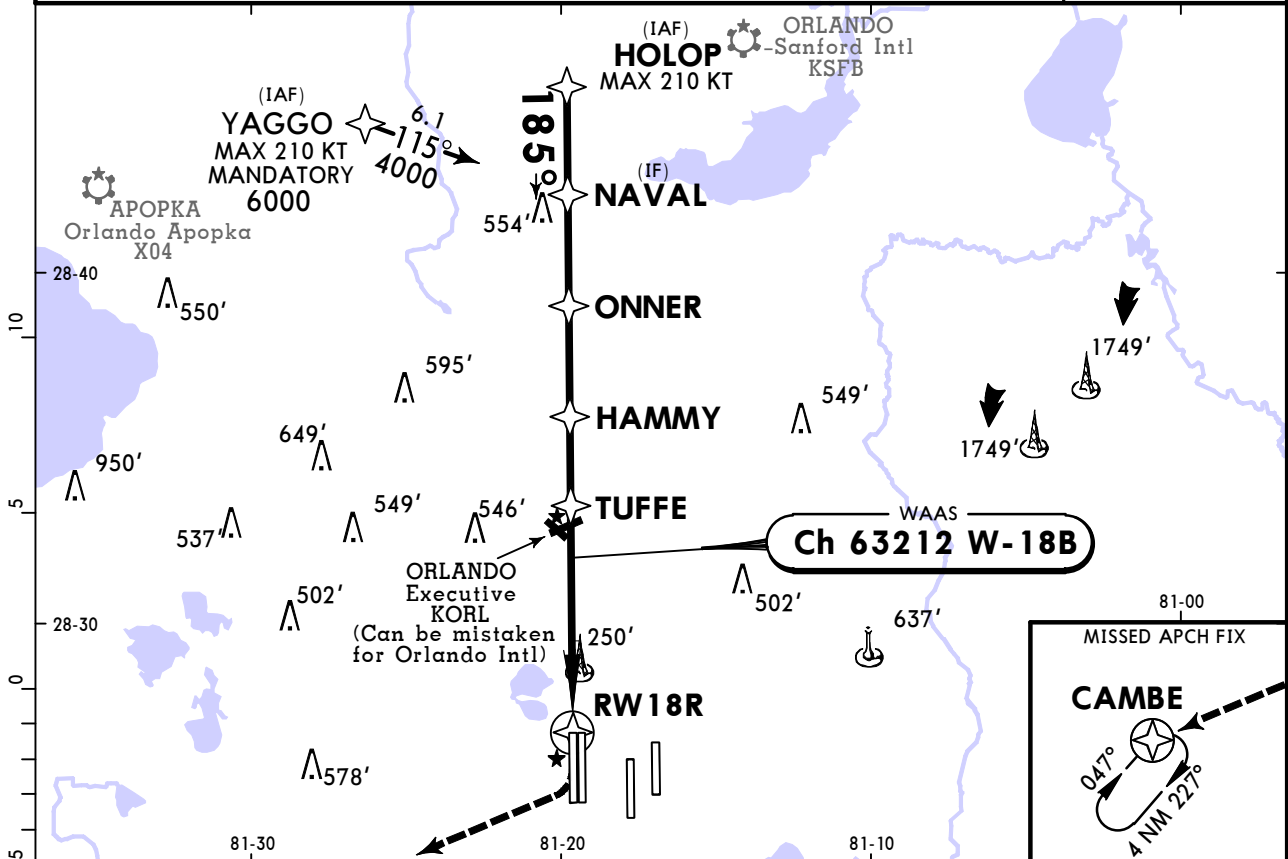
ORLANDO, FLA

1 OCT 21

22-4 Eff 7 Oct

RNAV (GPS) Rwy 18R

BRIEFING STRIP™	D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower		Ground		
	121.25	124.8	Rwys 18L/R & 36L/R	Rwys 17L/R & 35L/R	West	East	
	WAAS Ch 63212 W-18B	Final Apch Crs 185°	TUFFE 2200' (2106')	LPV DA(H) 294' (200')	Apt Elev 96'	3000	
	MISSED APCH: Climb to 500' then climbing RIGHT turn to 4000' direct CAMBE and hold, continue climb-in-hold to 4000'.					MSA RW18R	
	RNP APCH - GPS Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 1°C or above 54°C. 2. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 71'). 3. Simultaneous approach authorized. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot required during simultaneous operations.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR	500'	4000'	CAMBE
Glide Path Angle	3.00°	372	478	531	637	849	PAPI	↑	RT	
MAP at RW18R										

	STRAIGHT-IN LANDING RWY 18R					CIRCLE-TO-LAND		
	LPV DA(H) 294' (200')	LNAV/VNAV DA(H) 390' (296')		LNAV MDA(H) 540' (446')		Max Kts	MDA(H)	
	TDZ/CL out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out			
A					RVR 24 or 1/2	RVR 50 or 1	90	740' (644') - 1
B							120	
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	RVR 45 or 7/8	140	740' (644') - 1 3/4
D							165	740' (644') - 2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 2A 7 OCT 2021

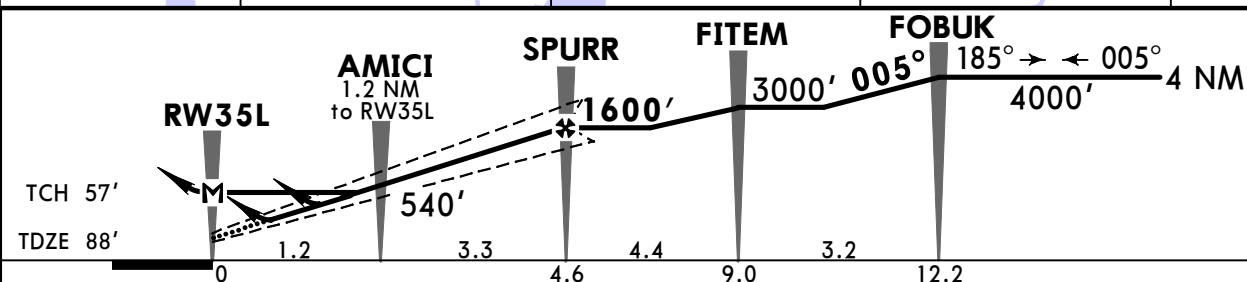
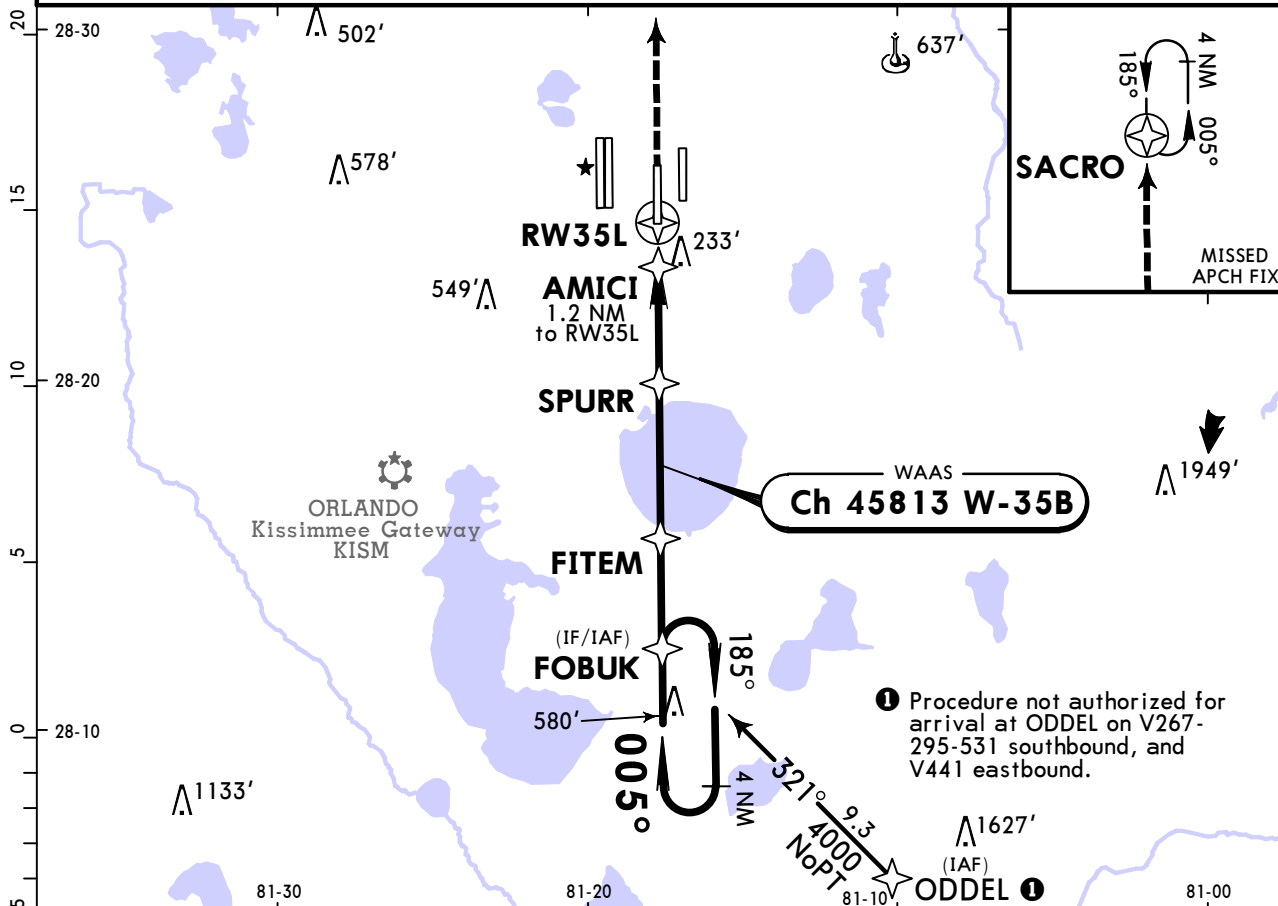
KMCO/MCO ORLANDO INTL

JEPPESEN
19 JAN 24 **(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 East
	121.25	124.8	118.45	124.3	121.8 126.4
WAAS Ch 45813 W-35B	Final Apch Crs 005°	SPURR 1600' (1512')	LPV DA(H) 288' (200')	Apt Elev 96' TDZE 88'	3000 MSA RW35L
MISSED APCH: Climb to 4000' direct SACRO and hold.					
RNP Apch - GPS	Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'	

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -1°C or above 54°C.
2. Simultaneous approach authorized with Rwy 35R, and Rwy 36L, or Rwy 35R and Rwy 36R.
3. LNAV procedure not authorized during simultaneous operations.
4. Use of Flight Director or Autopilot required during simultaneous operations.
5. Bright lights on highway midway between Rwy 35L and 35R may be mistaken for runway lights.
6. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 72).



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	4000'	SACRO
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at RW35L									

	STRAIGHT-IN LANDING RWY 35L					CIRCLE-TO-LAND		
	LPV DA(H) 288' (200')		LNAV/VNAV DA(H) 407' (319')		LNAV MDA(H) 500' (412')		Max Kts	MDA(H)
	TDZ/CL out	ALS out		ALS out	ALS out	ALS out		
A							90	740' (644') -1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 27 or 5/8	RVR 51 or 1	RVR 24 or 1/2	120	
C						RVR 40 or 3/4	140	740' (644') -1 3/4
D						RVR 60 or 1/4	165	740' (644') -2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

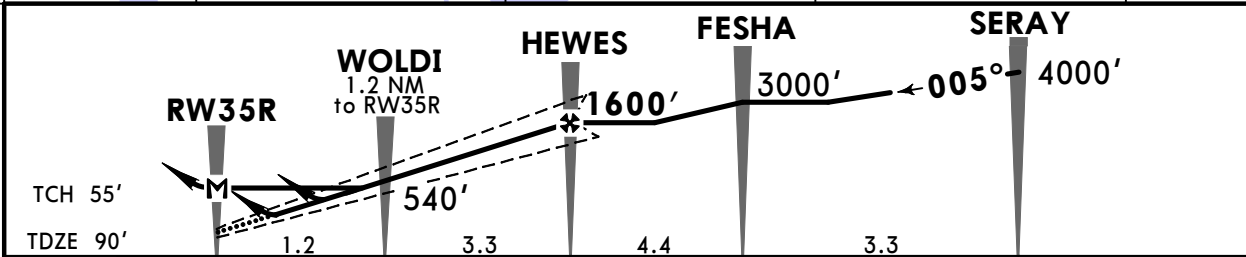
TERPS AMEND 1B 25 JAN 2024

KMCO/MCO
ORLANDO INTL

JEPPESEN
19 JAN 24 **(22-6)**

ORLANDO, FLA
RNAV (GPS) Rwy 35R

BRIEFING STRIP™	D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower		Ground	
	121.25	124.8	Rwys 17L/R & 35L/R	Rwys 18L/R & 36 L/R	West	East
	118.45	124.3	121.8	126.4		
WAAS Ch 86314 W-35A	Final Apch Crs 005°	HEWES 1600' (1510')	LPV DA(H) 290' (200')	Apt Elev 96'	3000 MSA RW35R	
MISSED APCH: Climb to 500' then climbing RIGHT turn to 3000' direct PRESK and hold, continue climb-in-hold to 3000'.						
RNP APCH Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'	
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 1°C or above 54°C. 2. Simultaneous approach authorized. 3. LNAV procedure not authorized during simultaneous operations. 4. Use of Flight Director or Autopilot required during simultaneous operations. 5. Bright lights on highway midway between Rwy 35L and 35R may be mistaken for runway lights. 6. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 73').						



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	500'	3000'	PRESK
Glide Path Angle	3.00°	372	478	531	637	849	PAPI	↑	RT	→
MAP at RW35R										

	STRAIGHT-IN LANDING RWY 35R					CIRCLE-TO-LAND		
	LPV		LNAV/VNAV		LNAV		Max Kts	MDA(H)
	DA(H)	290' (200')	DA(H)	360' (270')	MDA(H)	460' (370')		
	TDZ/CL out	ALS out	ALS out	ALS out	ALS out	ALS out		
A					RVR 24 or 1/2	RVR 50 or 1	90	740' (644') - 1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 45 or 7/8	RVR 35 or 5/8	120	
C							140	740' (644') - 1 3/4
D							165	

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

KMCO/MCO ORLANDO INTL



16 APR 21

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ORLANDO, FLA

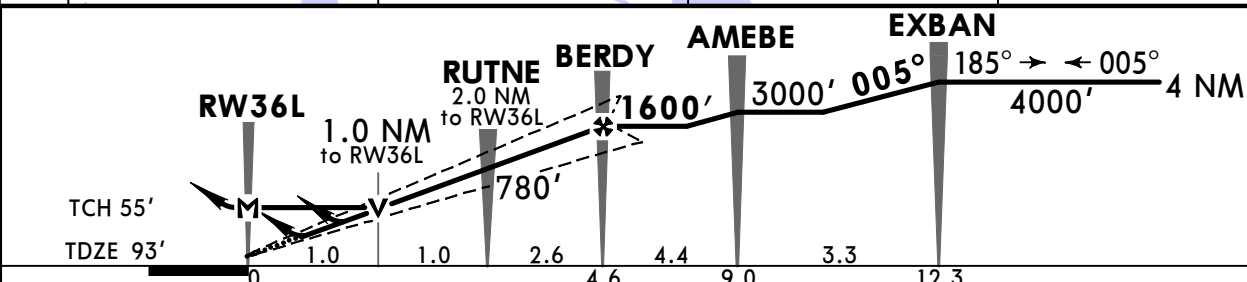
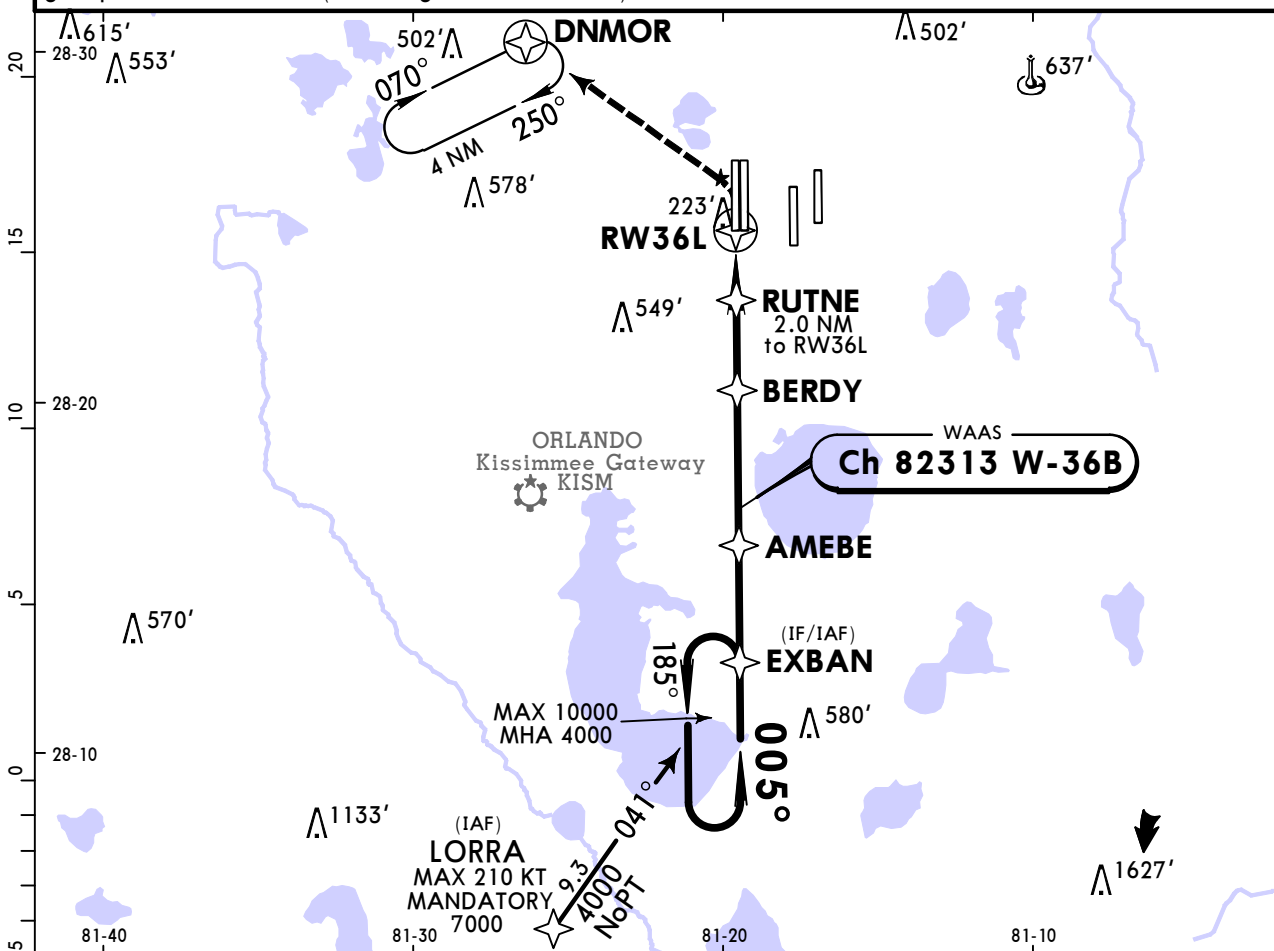
RNAV (GPS) Rwy 36L

BRIEFING STRIP™	D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower		Ground
	121.25	124.8	Rwys 18L/R & 36L/R 124.3	Rwys 17L/R & 35L/R 118.45	West 121.8 East 126.4
	WAAS Ch 82313 W-36B	Final Apth Crs 005°	BERDY 1600' (1507')	LPV DA(H) 293' (200')	Apt Elev 96' TDZE 93'

MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' direct DNMOR and hold, continue climb-in-hold to 3000'.

RNP APCH | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 1°C or above 54°C.
2. Simultaneous approach authorized. 3. LNAV procedure not authorized during simultaneous operations.
4. Use of Flight Director or Autopilot required during simultaneous operations. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 69°).



Gnd speed-Kts	70	90	100	120	140	160	REIL	500'	3000'	DNMOR
Glide Path Angle	3.00°	372	478	531	637	743	PAPI-L	↑	LT	→
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW36L										

TERPS			STRAIGHT-IN LANDING RWY 36L			CIRCLE-TO-LAND		
	LPV	LNAV/VNAV	LNAV					
	DA(H) 293' (200')	DA(H) 406' (313')	MDA(H) 480' (387')					
A			RVR 55 or 1			Max Kts		
B						90	740' (644') - 1	
C	RVR 40 or 3/4	RVR 45 or 7/8				120	740' (644') - 1 3/4	
D			RVR 60 or 1/4			140	740' (644') - 2	
						165	740' (644') - 2	

TERPS AMEND 3 22 APR 2021

KMCO/MCO ORLANDO INTL



16 APR 21

22-8

Eff 22 Apr

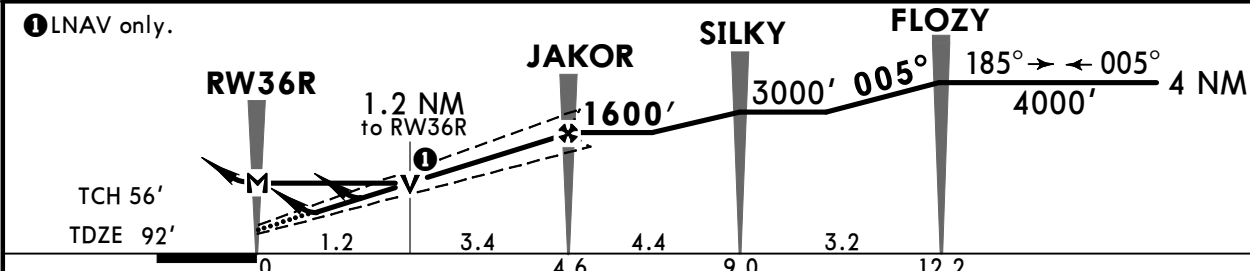
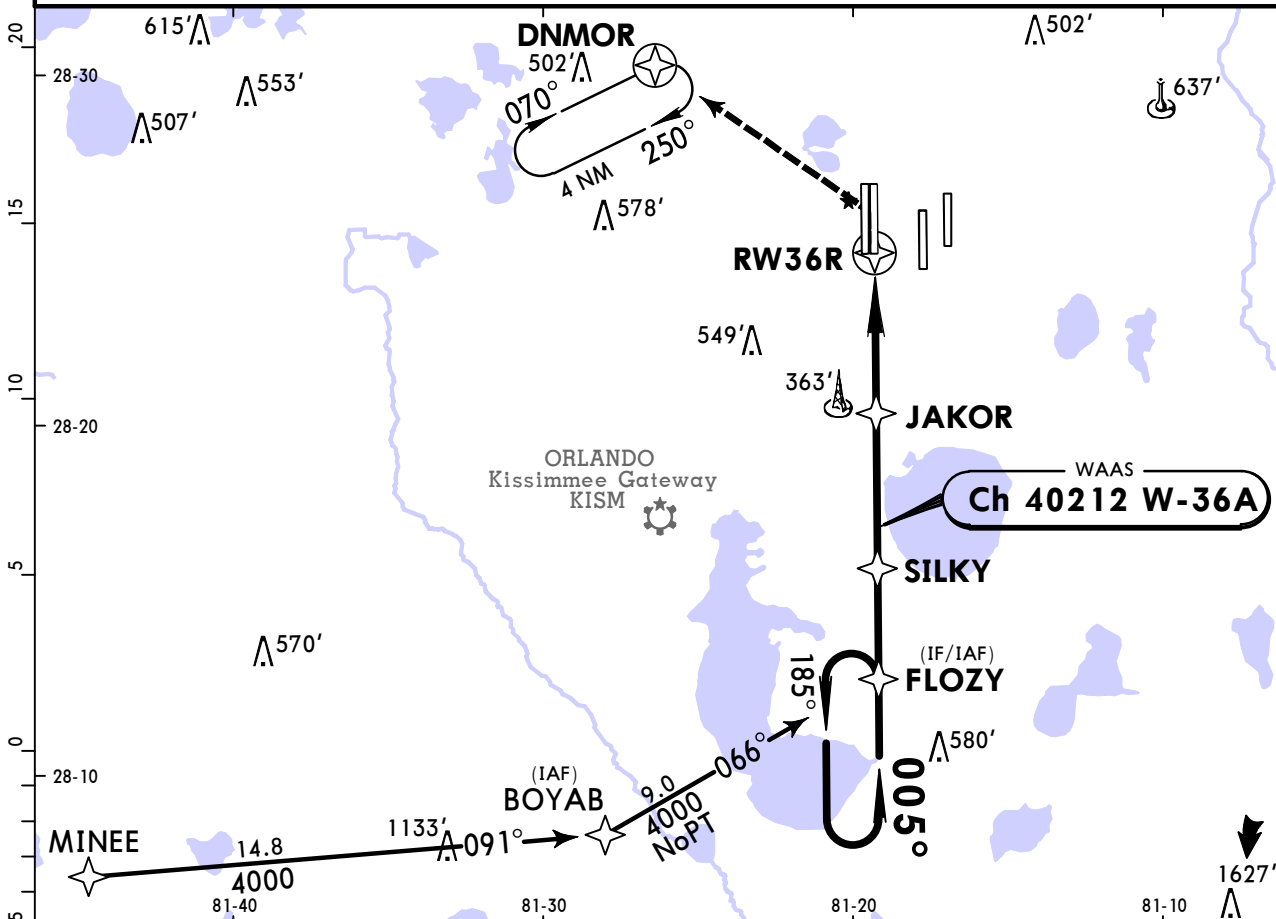
ORLANDO, FLA

RNAV (GPS) Rwy 36R

D-ATIS (Arrival) 121.25	ORLANDO Approach (R) 124.8	Rwys 18L/R & 36L/R 124.3	ORLANDO Tower Rwys 17L/R & 35L/R 118.45	Ground West 121.8 East 126.4
WAAS Ch 40212 W-36A	Final Apch Crs 005°	JAKOR 1600' (1508')	LPV DA(H) 292' (200')	Apt Elev 96' TDZE 92'
MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' direct DNMOR and hold, continue climb-in-hold to 3000'.				

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -1°C (31°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized. 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 (VGSI angle 3.00°/TCH 70').



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	500'	3000'	DNMOR
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI	↑	LT	
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW36R										

TERPS STRAIGHT-IN LANDING RWY 36R					CIRCLE-TO-LAND	
LPV		LNAV/VNAV			LNAV	
DA(H) 292' (200')		DA(H) 454' (362')			MDA(H) 540' (448')	
	TDZ/CL out	ALS out		ALS out		Max Kts
A						90
B	RVR 18	RVR 24	RVR 40	RVR 40	RVR 60	120
C	or 1/2	or 1/2	or 3/4	or 3/4	or 1 1/4	140
D						165
						MDA(H)
						740'(644') - 1
						740'(644') - 1 3/4
						740'(644') - 2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 2 12 OCT 2017

Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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ORLANDO, FL (ORLANDO INTL - KMCO)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KMCO

Chart Change Notices for Country USA

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.