

MUGM/NBW
GUANTANAMO BAY, CUBA



JEPPesen

(30-2)

30 JAN 15

GUANTANAMO BAY NAS

RNAV STAR

Apt Elev
60'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. RNAV 1.

2. COPTER only.

3. RNP capable aircraft use 2.0 RNP.

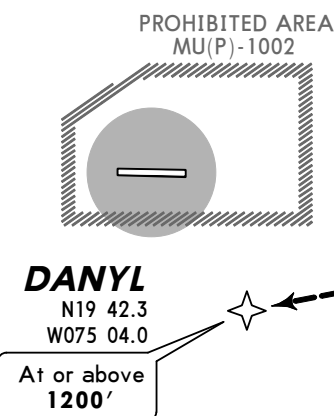
4. DME/DME not authorized.

5. CAUTION: Approach conducted in uncontrolled airspace. No IFR service/separation available. Military aircraft use due regard.

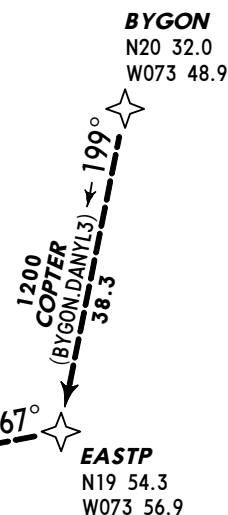
**DANYL THREE RNAV ARRIVAL
(DANYL.DANYL3)**

MU(P)-1002 NAVAL AIRSPACE RESERVATION

At no time shall aircraft, other than public aircraft of the United States, be navigated into Guantanamo Bay Naval Airspace Reservation unless authorized by Commander, Guantanamo Bay Naval Base.



Direct distance from DANYL to:
Guantanamo Bay NAS 14 NM



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
In the event of lost communications, proceed with assigned route to DANYL. Proceed with expected approach procedure. MAINTAIN 1200' or last assigned altitude, whichever is higher.
LOST COMMS ▼ LOST COMMS ▼

TRANSITION

COPTER

From over BYGON fly track 199° to EASTP. From over EASTP fly track 267° to DANYL. EXPECT approach clearance prior to crossing DANYL.

MUGM/NBW GUANTANAMO BAY, CUBA

JEPPESEN
 (30-2A)

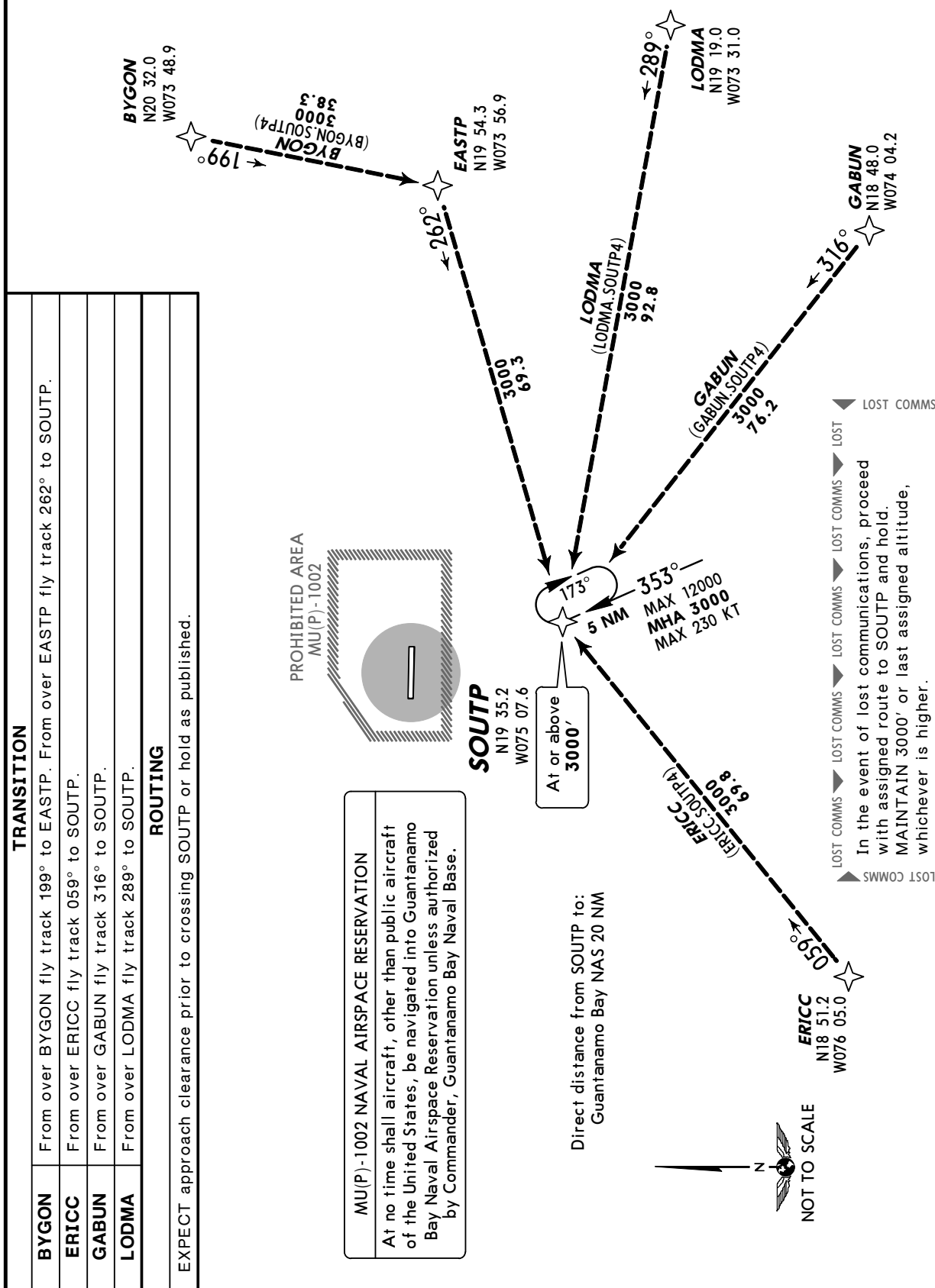
30 JAN 15

GUANTANAMO BAY NAS RNAV STAR

Apt Elev
 60'

- Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. RNAV 1.
 2. RNP capable aircraft use 2.0 RNP.
 3. DME/DME not authorized.
 4. CAUTION: Approach conducted in uncontrolled airspace. No IFR service/separation available. Military aircraft use due regard.

SOUTP FOUR RNAV ARRIVAL (SOUTP.SOUTP4)



MUGM/NBW
GUANTANAMO BAY, CUBA



JEPPESEN

(30-3)

30 JAN 15

GUANTANAMO BAY NAS

RNAV DP

Apt Elev
60'

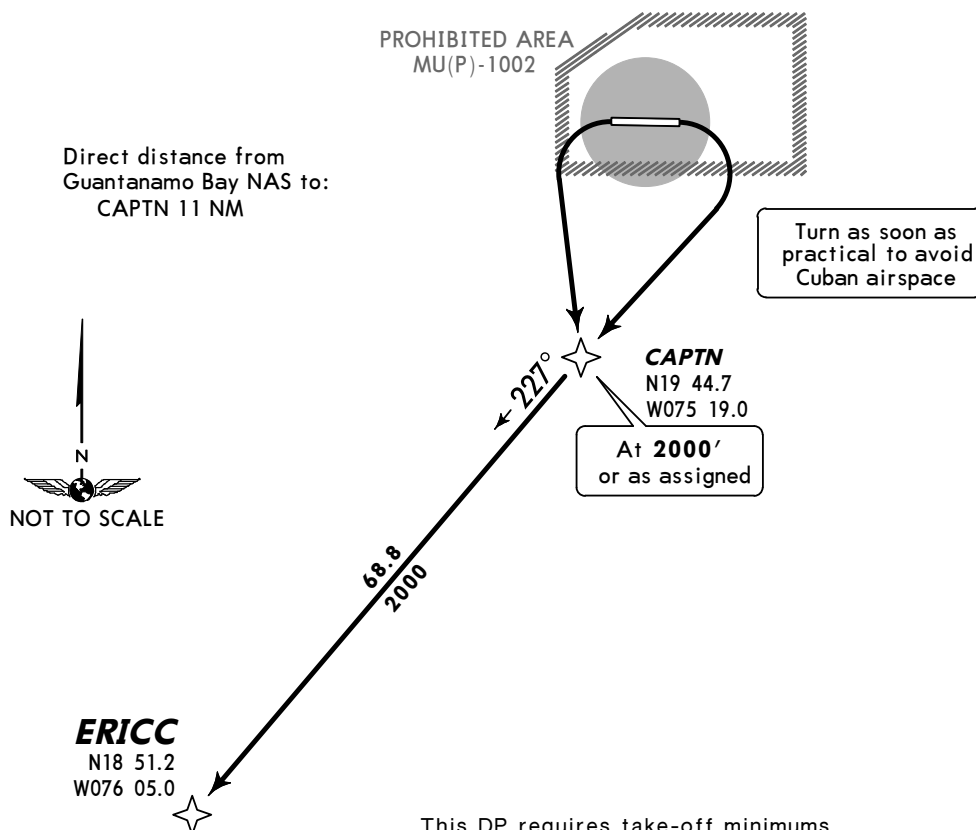
Trans level: FL180 Trans alt: 18000'

1. **RNAV 1.**
2. **GPS required.**
3. DME/DME not authorized.
4. For use by /E, /F, /G and /R (RNP 2.0) equipped aircraft only.
5. **CAUTION:** Approach conducted in uncontrolled airspace. No IFR service/separation available. Military aircraft use due regard.

ERICC THREE RNAV DEPARTURE
(ERICC3.ERICC)
OBSTACLE

MU(P)-1002 NAVAL AIRSPACE RESERVATION

At no time shall aircraft, other than public aircraft of the United States, be navigated into Guantanamo Bay Naval Airspace Reservation unless authorized by Commander, Guantanamo Bay Naval Base.



OBSTACLES

Rwy 28: Terrain 66' from DER, 500' RIGHT of centerline, 66' MSL. Terrain 63' from DER, 517' RIGHT of centerline, 67' MSL. Terrain 456' from DER, 554' RIGHT of centerline, 72' MSL. Terrain 253' from DER, 568' RIGHT of centerline, 73' MSL. Terrain 5345' from DER, 1671' RIGHT of centerline, 197' MSL.

This DP requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 10: Standard (or lower than standard, if authorized) with minimum climb of 282' per NM to 700'.
Rwy 28: Standard (or lower than standard, if authorized) with minimum climb of 355' per NM to 700'.

Gnd speed-KT	75	100	150	200	250	300
282' per NM	353	470	705	940	1175	1410
355' per NM	444	592	888	1183	1479	1775

RWY	INITIAL CLIMB
10	Cross DER at least 35' AGL/83' MSL, then climbing RIGHT turn to 2000' direct CAPTN. Cross CAPTN at 2000' or as assigned.
28	Cross DER at least 35' AGL/95' MSL, then climbing LEFT turn to 2000' direct CAPTN. Cross CAPTN at 2000' or as assigned.
ROUTING	
From CAPTN, fly track 227° to ERICC.	

MUGM/NBW GUANTANAMO BAY, CUBA



JEPPESEN

(30-3A)

30 JAN 15

GUANTANAMO BAY NAS

RNAV DP

Apt Elev
60'

- Trans level: FL180 Trans alt: 18000'
1. RNAV 1.
 2. GPS required.
 3. DME/DME not authorized.
 4. For use by /E, /F, /G and /R (RNP 2.0) equipped aircraft only.
 5. CAUTION: Approach conducted in uncontrolled airspace. No IFR service/separation available. Military aircraft use due regard.

GTMOD FOUR RNAV DEPARTURE (GTMOD4.DANYL) **OBSTACLE**

MU(P)-1002 NAVAL AIRSPACE RESERVATION

At no time shall aircraft, other than public aircraft of the United States, be navigated into Guantanamo Bay Naval Airspace Reservation unless authorized by Commander, Guantanamo Bay Naval Base.

PROHIBITED AREA
MU(P)-1002

Direct distance from
Guantanamo Bay NAS to:
DANYL 14 NM

Turn as soon as
practical to avoid
Cuban airspace

DANYL
N19 42.3
W075 04.0

At 2000'
or as assigned

BYGON
N20 32.0
W073 48.9

BYGON
(GTMOD4.BYGON)

019° 38.3

EASTP
N19 54.3
W073 56.9

NOT TO SCALE

LODMA
(GTMOD4.LODMA)

90.9

LODMA
N19 19.0
W073 31.0

GABUN
(GTMOD4.GABUN)

78.3

GABUN
N18 48.0
W074 04.2

This DP requires take-off minimums
(for standard minimums, refer to airport chart):
Rwy 10: Standard (or lower than standard, if
authorized) with minimum climb of 282' per NM
to 700'.
Rwy 28: Standard (or lower than standard, if
authorized) with minimum climb of 350' per NM
to 700'.

Gnd speed-KT	75	100	150	200	250	300
282' per NM	353	470	705	940	1175	1410
350' per NM	438	583	875	1167	1458	1750

OBSTACLES

Rwy 28: Terrain 66' from DER, 500' RIGHT of centerline, 66' MSL. Terrain 63' from DER, 517' RIGHT of centerline, 67' MSL. Terrain 456' from DER, 554' RIGHT of centerline, 72' MSL. Terrain 253' from DER, 568' RIGHT of centerline, 73' MSL. Terrain 5345' from DER, 1671' RIGHT of centerline, 197' MSL.

RWY	INITIAL CLIMB
10	Cross DER at least 35' AGL/83' MSL, then climbing RIGHT turn to 2000' direct DANYL. Cross DANYL at 2000' or as assigned.
28	Cross DER at least 35' AGL/95' MSL, then climbing LEFT turn to 2000' direct DANYL. Cross DANYL at 2000' or as assigned.
TRANSITION	
BYGON	From DANYL fly track 087° to EASTP, then fly track 019° to BYGON.
GABUN	From DANYL fly track 142° to GABUN.
LODMA	From DANYL fly track 113° to LODMA.

MUGM/NBW

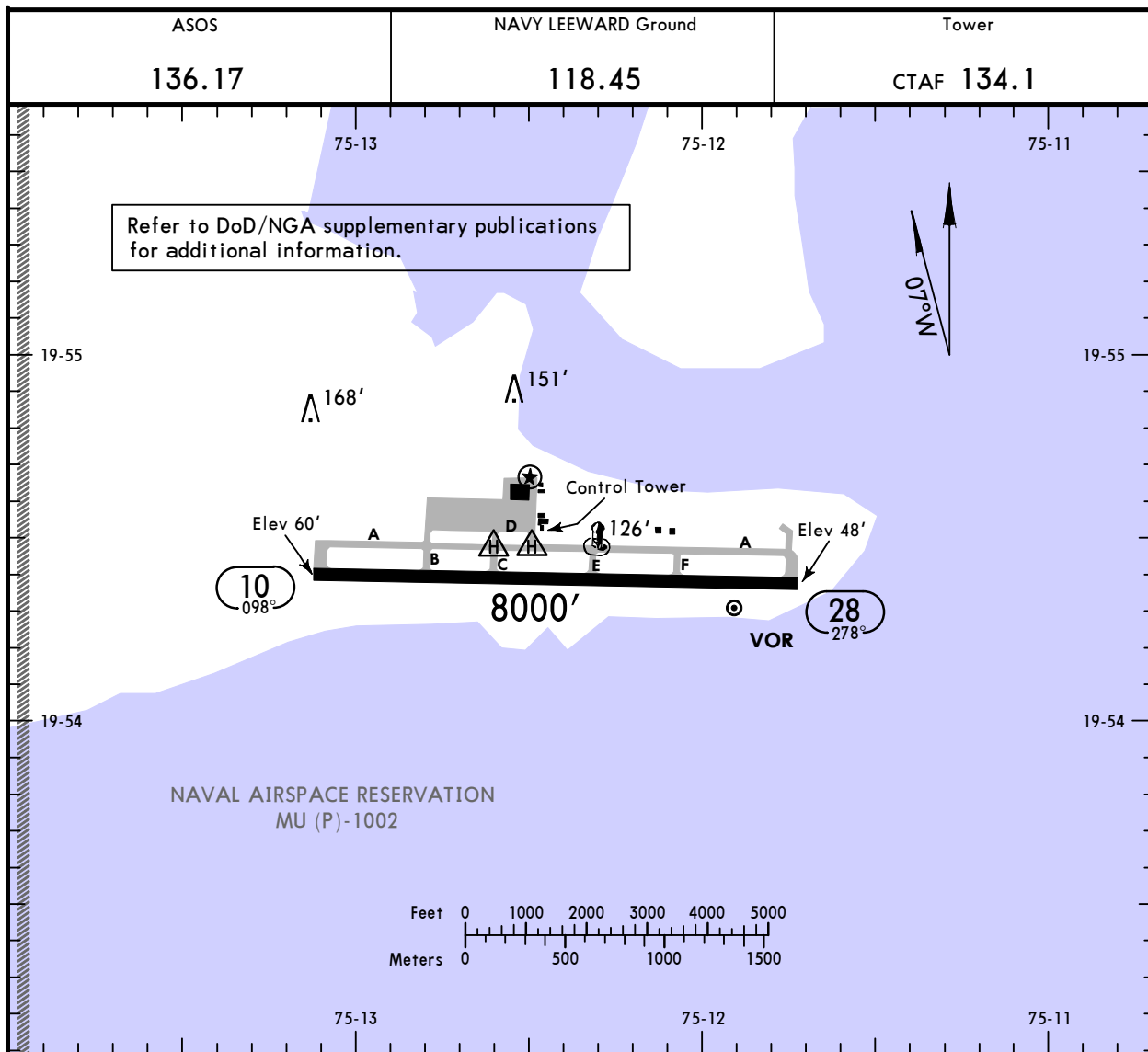
Apt Elev **60'**
N19 54.4 W075 12.4

5 DEC 14

(30-9)

GUANTANAMO BAY NAS

GUANTANAMO BAY, CUBA



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		Threshold	Glide Slope	TAKE-OFF	WIDTH
10	HIRL PAPI-L (angle 3.0°)				200'
28					

TAKE-OFF			
All Rwys			
	Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	
3 & 4 Eng		1/2	

MUGM/NBW

GUANTANAMO BAY, CUBA

30 JAN 15 (32-1)

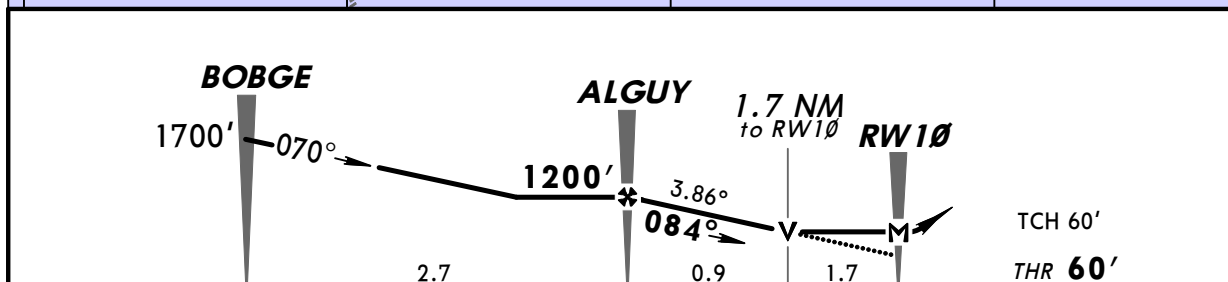
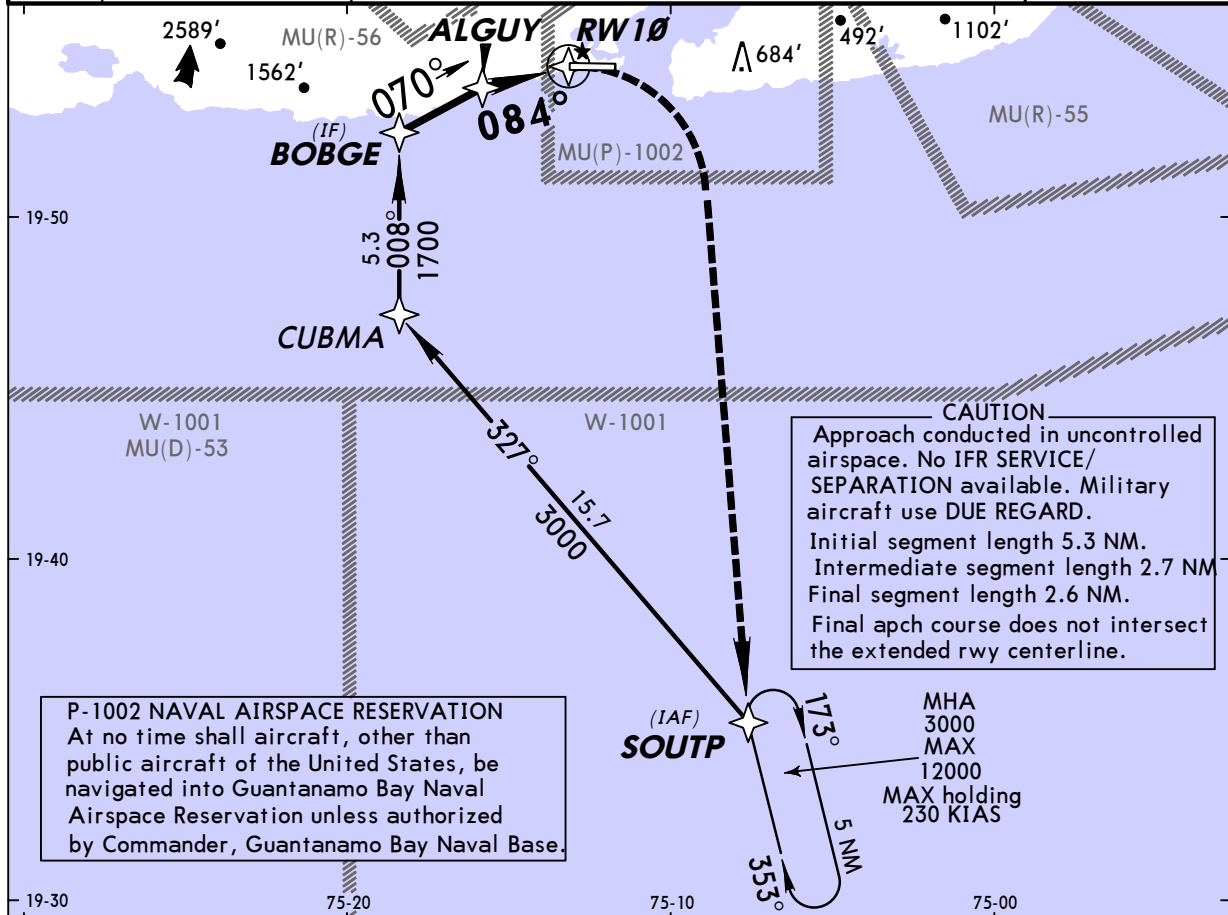
JEPPesen

GUANTANAMO BAY NAS

RNAV (GPS) Rwy 10

BRIEFING STRIP™

ASOS 136.17		NAVY LEEWARD Tower CTAF 134.1		Ground 118.45	
RNAV	Final Apch Crs 084°	Minimum Alt ALGUY 1200' (1140')	LNAV MDA(H) 800' (740')	Apt Elev 60' THR 60'	<div>5200'</div> <div>MSA RW10</div>
MISSED APCH: Climbing RIGHT turn to 3000' direct SOUTP and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. GPS or RNP-0.30 required. 2. EMERG SAFE ALT 100 NM 6200'. 3. DME/DME RNP-0.30 not authorized. 4. Max apch speed 165 KIAS initial, intermediate and final segments. 5. Procedure not authorized when GITMO WEST airspace not active. 6. For apch clearance call Navy Leeward Twr. 7. VDA and TCH not coincident with VGSI.					



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle 3.86°	478	615	683	820	957	1093				
MAP at RW10										

Military		STRAIGHT-IN LANDING RWY 10		CIRCLE-TO-LAND	
		LNAV			
		MDA(H) 800' (740')			
A	1	Max Kts	MDA(H)		
B		90	800' (740') - 1		
C	2	120	860' (800') - 1		
D		140	860' (800') - 2 1/4		
		165	1040' (980') - 3		

CHANGES: Procedure.

MUGM/NBW

GUANTANAMO BAY, CUBA

JEPPesen

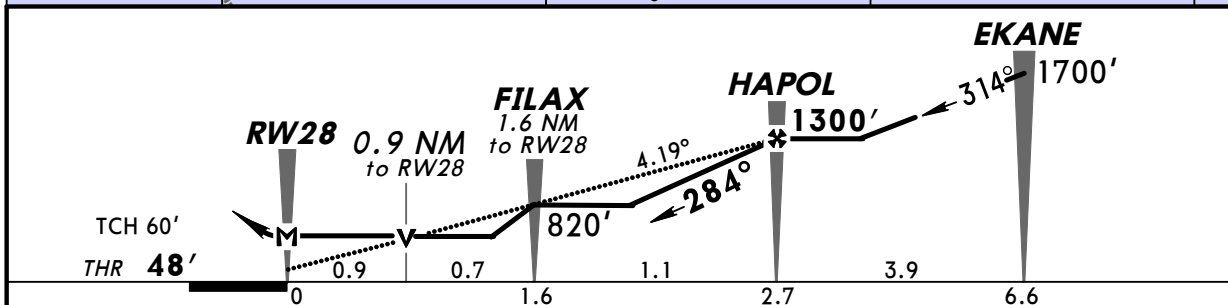
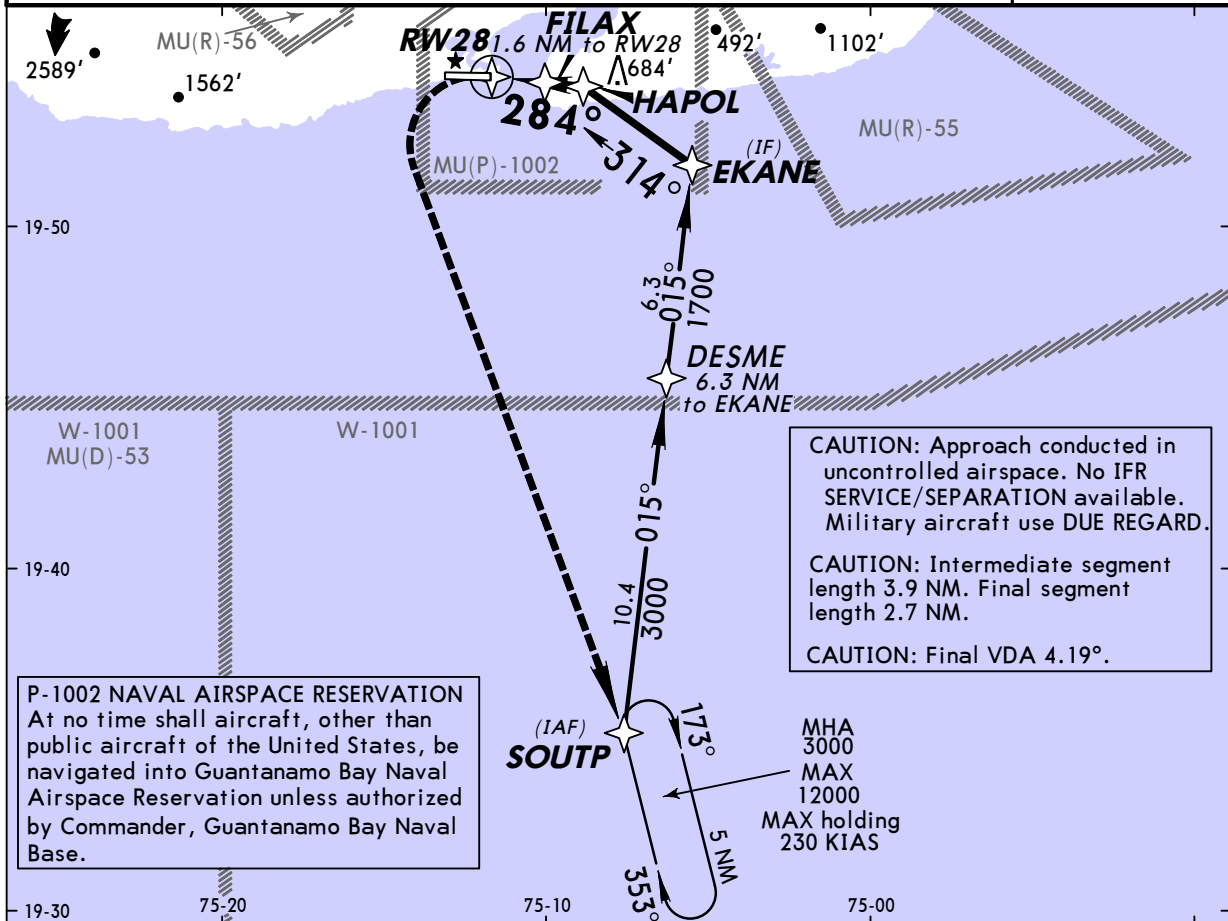
30 JAN 15 (32-2)

GUANTANAMO BAY NAS

RNAV (GPS) Rwy 28

BRIEFING STRIP™

ASOS 136.17		NAVY LEEWARD Tower CTAF 134.1		Ground 118.45	
RNAV	Final Apch Crs 284°	Minimum Alt HAPOL 1300' (1252')	LNAV MDA(H) 500' (452')	Apt Elev 60' THR 48'	<div>5200'</div> <div>MSA RW28</div>
MISSED APCH: Climbing LEFT turn to 3000' direct SOUTP and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. EMERG SAFE ALT 100 NM 6200'. 2. DME/DME RNP-0.30 not authorized. 3. Max approach speed 165 KIAS from DESME to RW28. 4. For approach clearance call Navy Leeward Tower. 5. VDA and TCH not coincident with VGSI.					



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L		<div style="border: 1px solid black; padding: 2px;">3000'</div> <div style="border: 1px solid black; padding: 2px;">LT</div>	<div style="border: 1px solid black; padding: 2px;">D</div>	SOUTP
Descent Angle 4.19°	519	668	742	890	1039	1187					

Military	STRAIGHT-IN LANDING RWY 28		CIRCLE-TO-LAND	
	LNAV		Maneuvering for a circling approach limited to ¾ mile west of Rwy 10 when	
	MDA(H) 500' (452')		Max Kts	MDA(H)
			Guantanamo West airspace not active	

STRAIGHT-IN LANDING RWY 28						CIRCLE-TO-LAND					
LNAV						Maneuvering for a circling approach limited to 3/4 mile west of Rwy 10 when Guantanamo West airspace not active					
MDA(H) 500' (452')						Max Kts	MDA(H)				
A	1					90	800' (740') - 1				
B						120	860' (800') - 1				
C						140	860' (800') - 2 1/4				
D	1 3/8					165	1040' (980') - 3				

TERPS

MUGM/NBW

GUANTANAMO BAY, CUBA

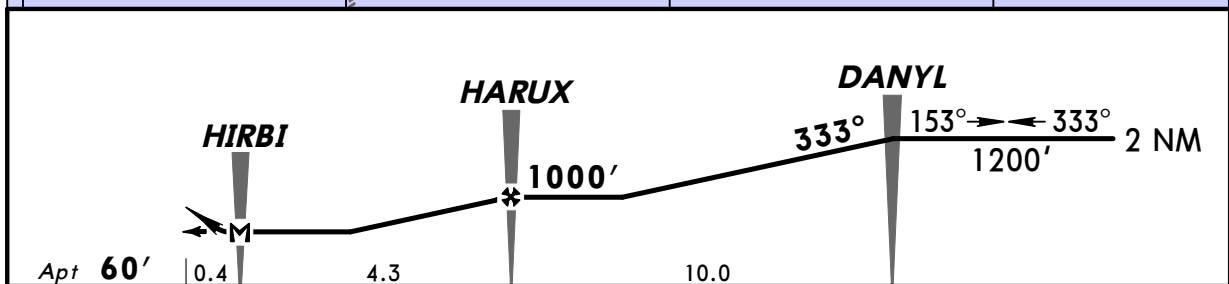
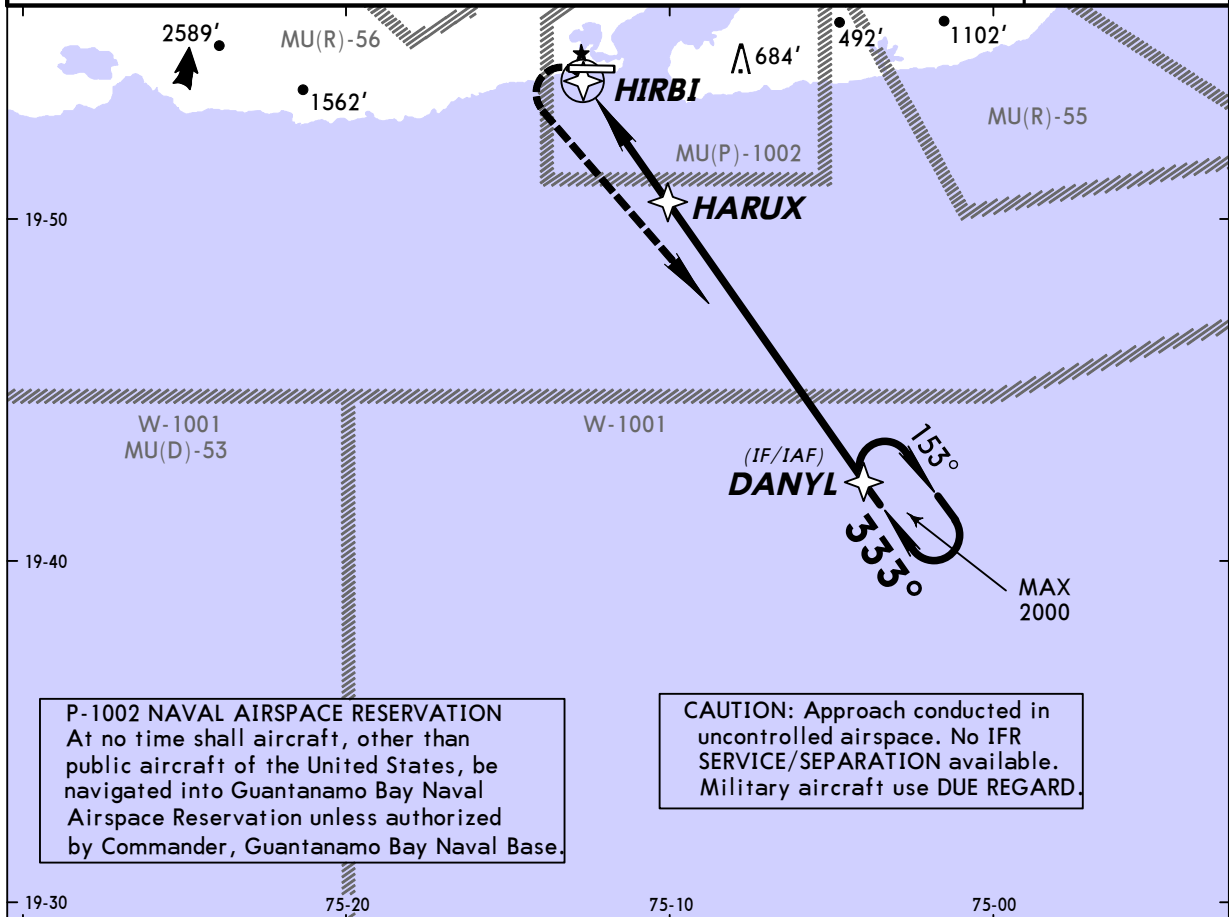
JEPPesen

30 JAN 15 (32-3)

GUANTANAMO BAY NAS
COPTER RNAV (GPS) 333°

BRIEFING STRIP™

ASOS 136.17		NAVY LEEWARD Tower CTAF 134.1		Ground 118.45	
RNAV	Final Apch Crs 333°	Minimum Alt HARUX 1000' (940')	LNAV MDA(H) 800' (740')	Apt Elev 60'	<div>5200'</div> <div>MSA HIRBI</div>
MISSED APCH: Climbing LEFT turn to 2000' direct DANYL and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. EMERG SAFE ALT 100 NM 6200'. 2. DME/DME RNP-0.30 not authorized. 3. Do not exceed 90 KIAS. 4. For approach clearance call Navy Leeward Tower.					



						Lighting - Refer to Airport Chart	2000'	D	DANYL
MAP at HIRBI							LT		

Military									
LANDING H-333°									
LNAV									
MDA(H) 800' (740')									

TERPS

1									
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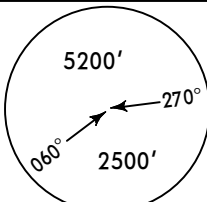
MUGM/NBW

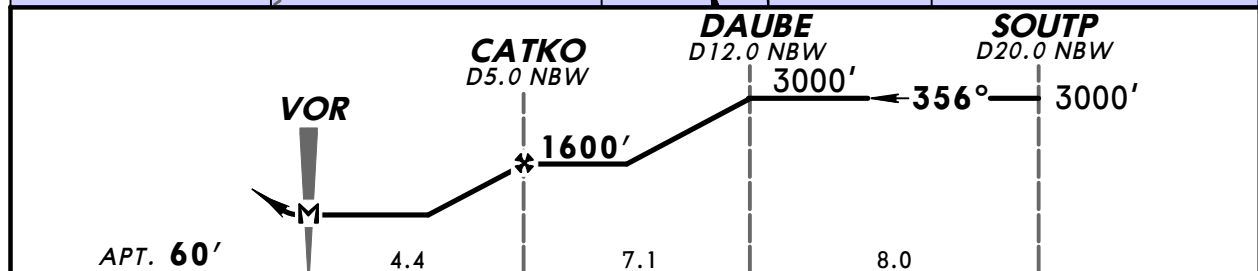
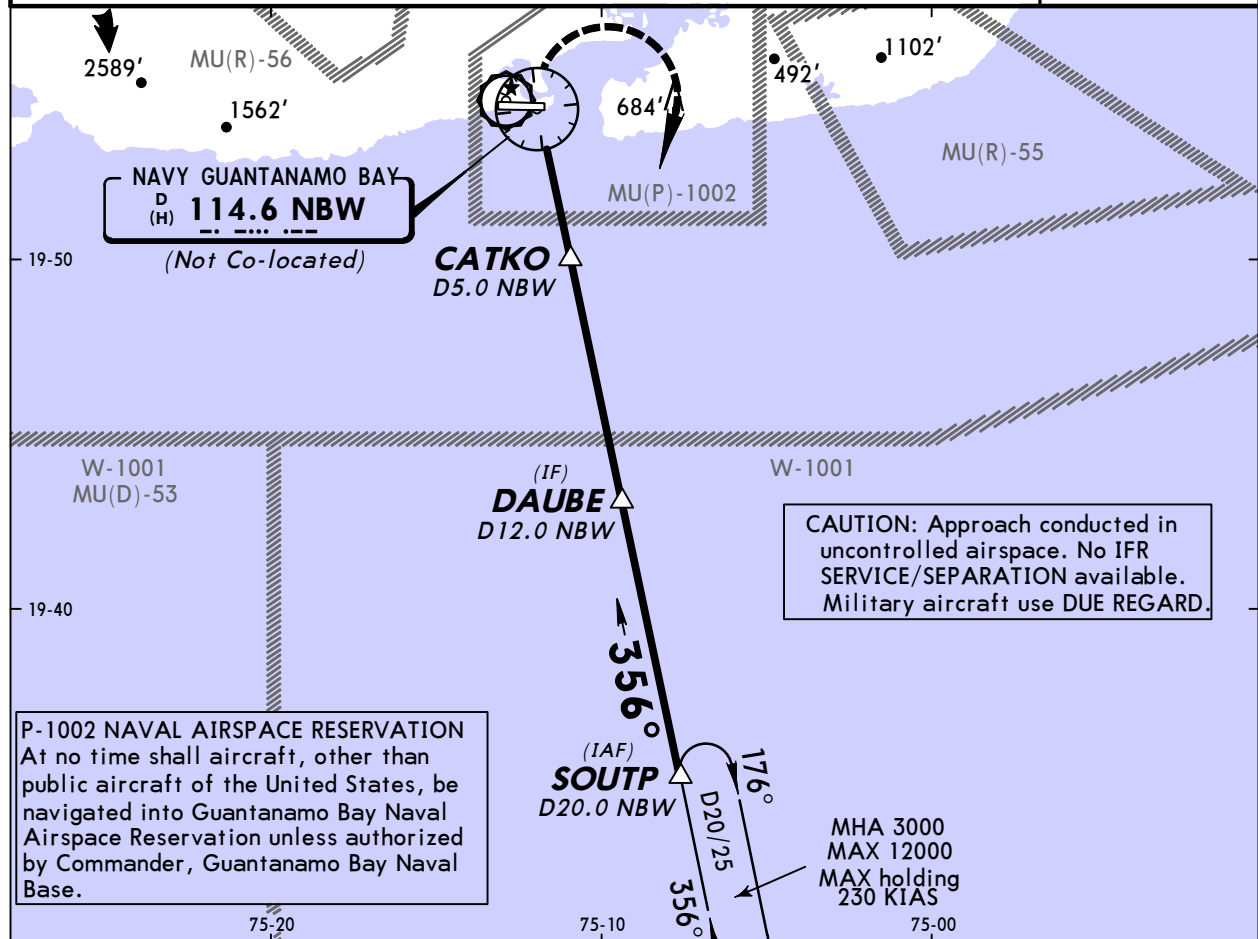
GUANTANAMO BAY, CUBA

JEPPesen
30 JAN 15 (33-1)

GUANTANAMO BAY NAS
VOR DME-A

BRIEFING STRIP™

ASOS 136.17		NAVY LEEWARD Tower CTAF 134.1		Ground 118.45	
VOR NBW 114.6	Final Apch Crs 356°	Minimum Alt CATKO 1600' (1540')	MDA(H) Refer to Minimums	Apt Elev 60'	
MISSED APCH: Climbing RIGHT turn to 3000', intercept NBW R-176 to SOUTP and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. EMERG SAFE ALT 100 NM 6200'. 2. For approach clearance call Navy Leeward Tower.					MSA NBW VOR



MAP at VOR					Lighting - Refer to Airport Chart	3000'	NBW 114.6 R-176
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Military		CIRCLE-TO-LAND	
		Maneuvering for a circling approach limited to 3/4 mile west of Rwy 10 when Guantanamo West airspace not active	
TERPS	A	Max Kts 90	MDA(H) 800' (740')-1
	B	120	860' (800')-1
	C	140	860' (800')-2 1/4
	D	165	1040' (980')-3

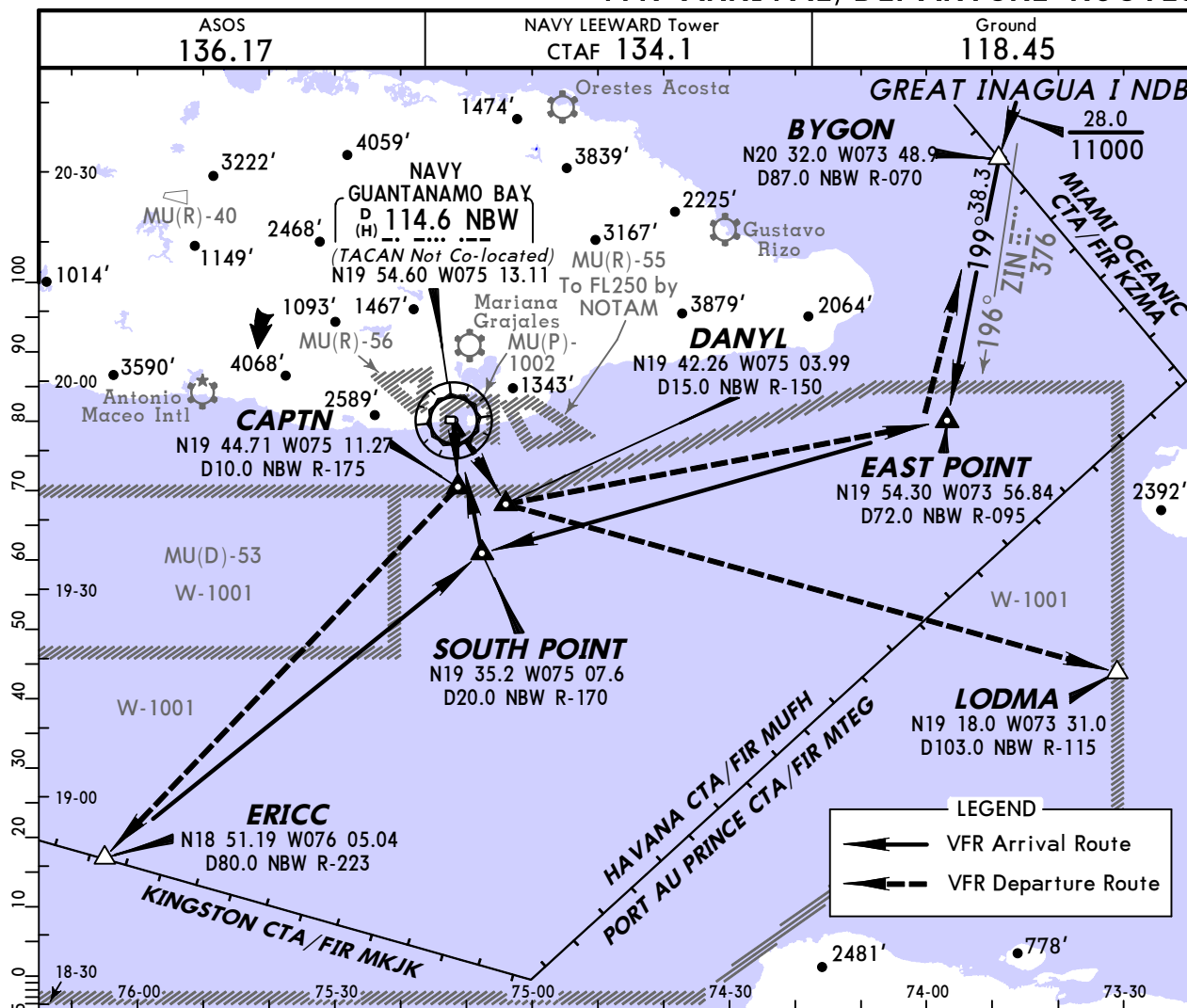
MUGM/NBW

JEPPesen
30 JAN 15 (39-1)

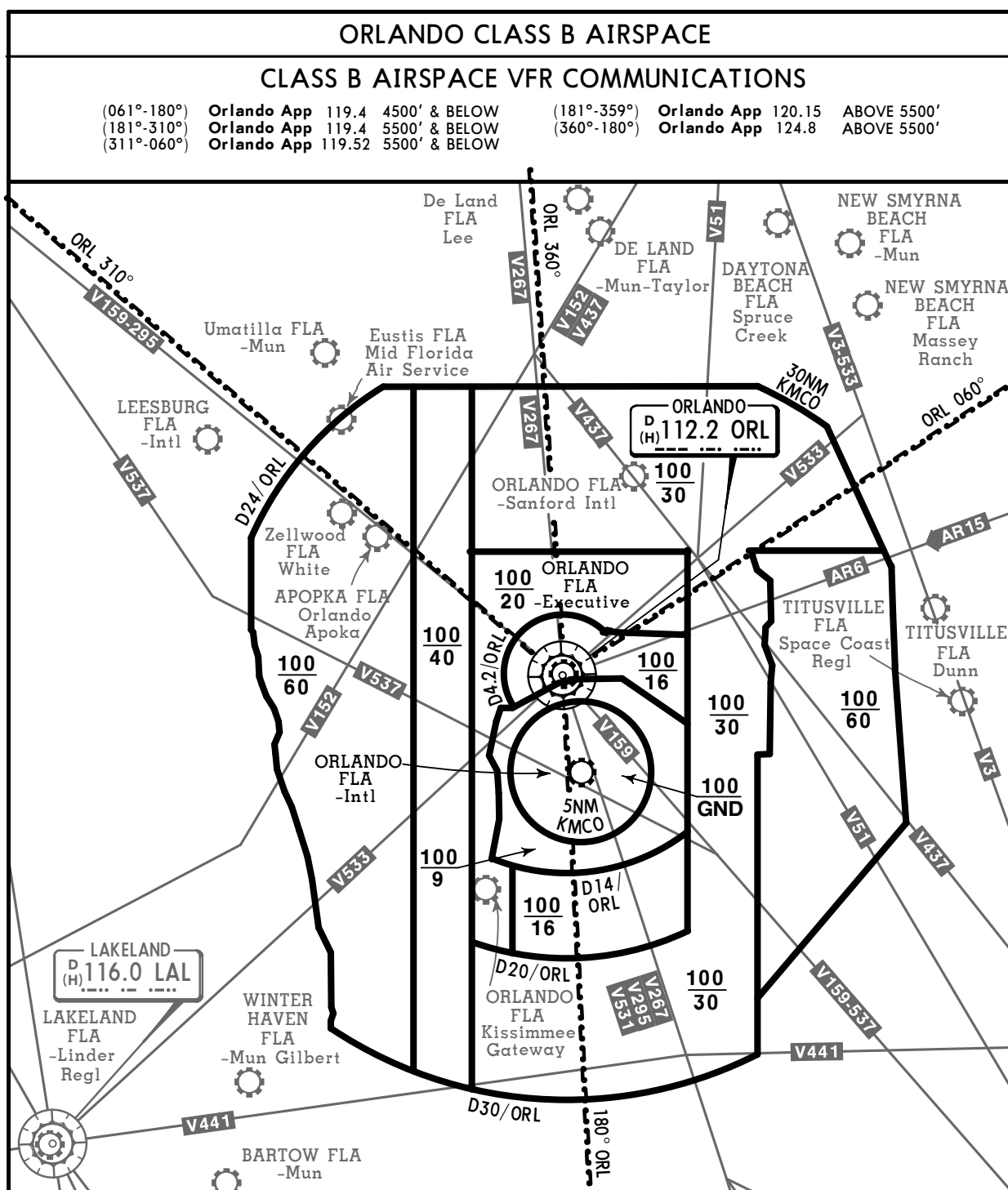
GUANTANAMO BAY NAS

GUANTANAMO BAY, CUBA

VFR ARRIVAL/DEPARTURE ROUTES



- VFR Arrival/Departure Routes are output in the Digital Aeronautical Flight Information File (DAFIF) as ATS routes with the Identifiers of GTMOA (Arrival), GTMOD (Departure), and the GTMOF (Arrival/Departure) btn CAPTN and ERICC.
- Aircraft inbound to and outbound from U.S. Naval Station Guantanamo Bay (GTMO) shall operate VFR while in the Havana FIR. Upon entering the Havana FIR, contact LEEWARD TOWER on 134.1 for traffic advisories. Leeward Tower opr H24. NO RADAR SERVICES AVAILABLE.
- Aircraft inbound to GTMO from the Northwest shall proceed on or East of the 196 degree bearing from Great Inagua I NDB (ZIN) to BYGON (D87.0 NBW R-070) and then to EAST POINT (D72.0 NBW R-095). From EAST POINT proceed to SOUTH POINT (D20.0 NBW R-170) and then to the field. Aircraft inbound from LODMA (D103.0 NBW R-115) and ERICC (D80.0 NBW R-223) shall also proceed to SOUTH POINT. Aircraft inbound from the West shall remain a minimum of 12 NM south of the coast and proceed to SOUTH POINT as well. ALL AIRCRAFT (except those using GTMO WEST) shall remain East of the Western boundary of the Naval Airspace Reservation (marked by high-intensity strobe light located 3/4 NM West of the approach end of runway 10). EXERCISE EXTREME CAUTION when landing runway 10 (due to short final approach and prevailing crosswinds).
- Aircraft departing to the Northeast shall proceed direct to DANYL (D15.0 NBW R-150) then to EAST POINT and then on to BYGON. Aircraft departing to the Southeast shall proceed from DANYL directly to LODMA. Aircraft departing to Jamaica shall proceed initially to CAPTN (D10.0 NBW R-175) and then on to ERICC. Southerly and Westerly departures shall also proceed initially through CAPTN.



FLIGHT PROCEDURES

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

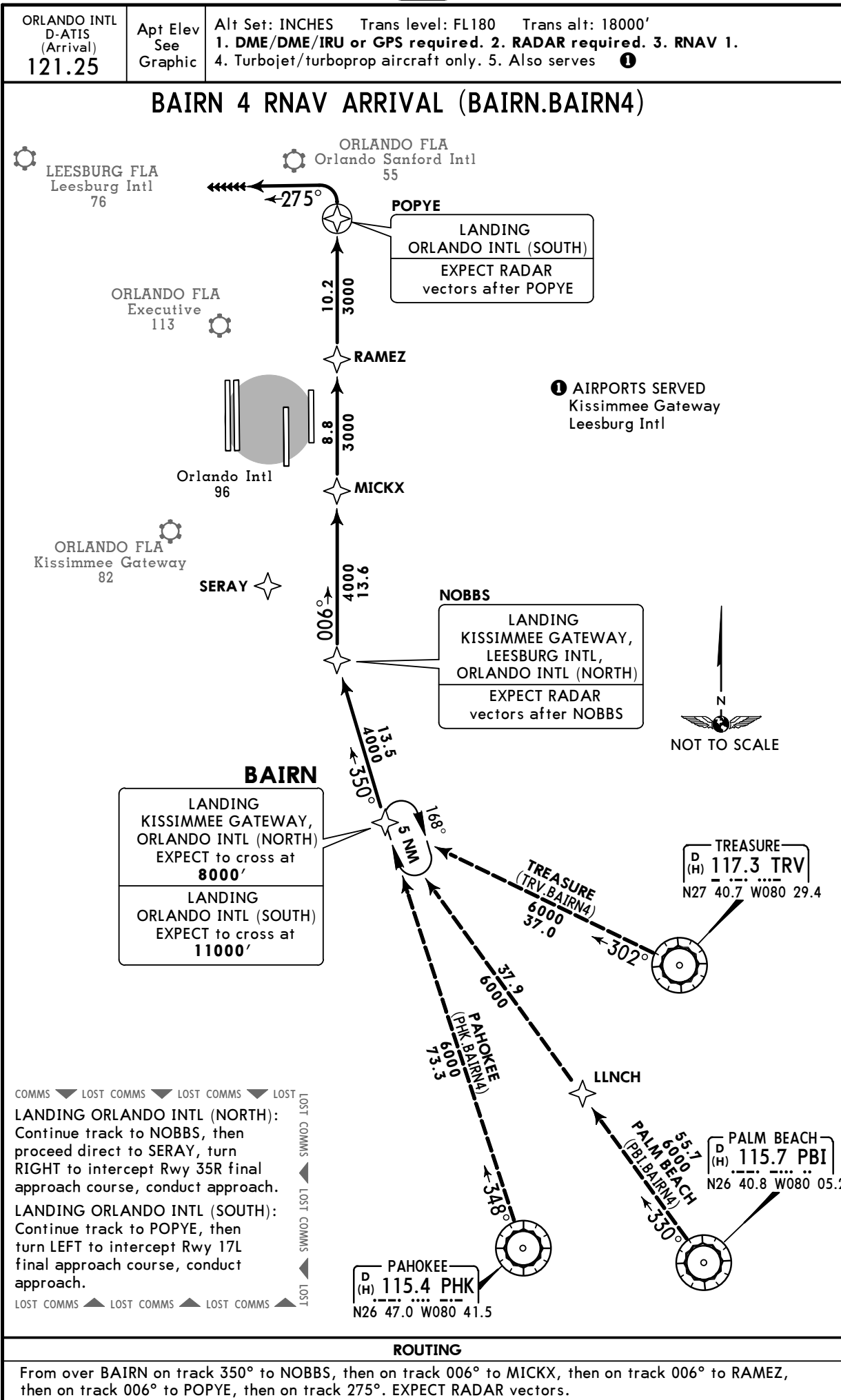
VFR Flights-

- 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.
- 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.
- 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.

KMCO/MCO
ORLANDO INTL

JEPPESEN
21 APR 17 **20-2** Eff 27 Apr

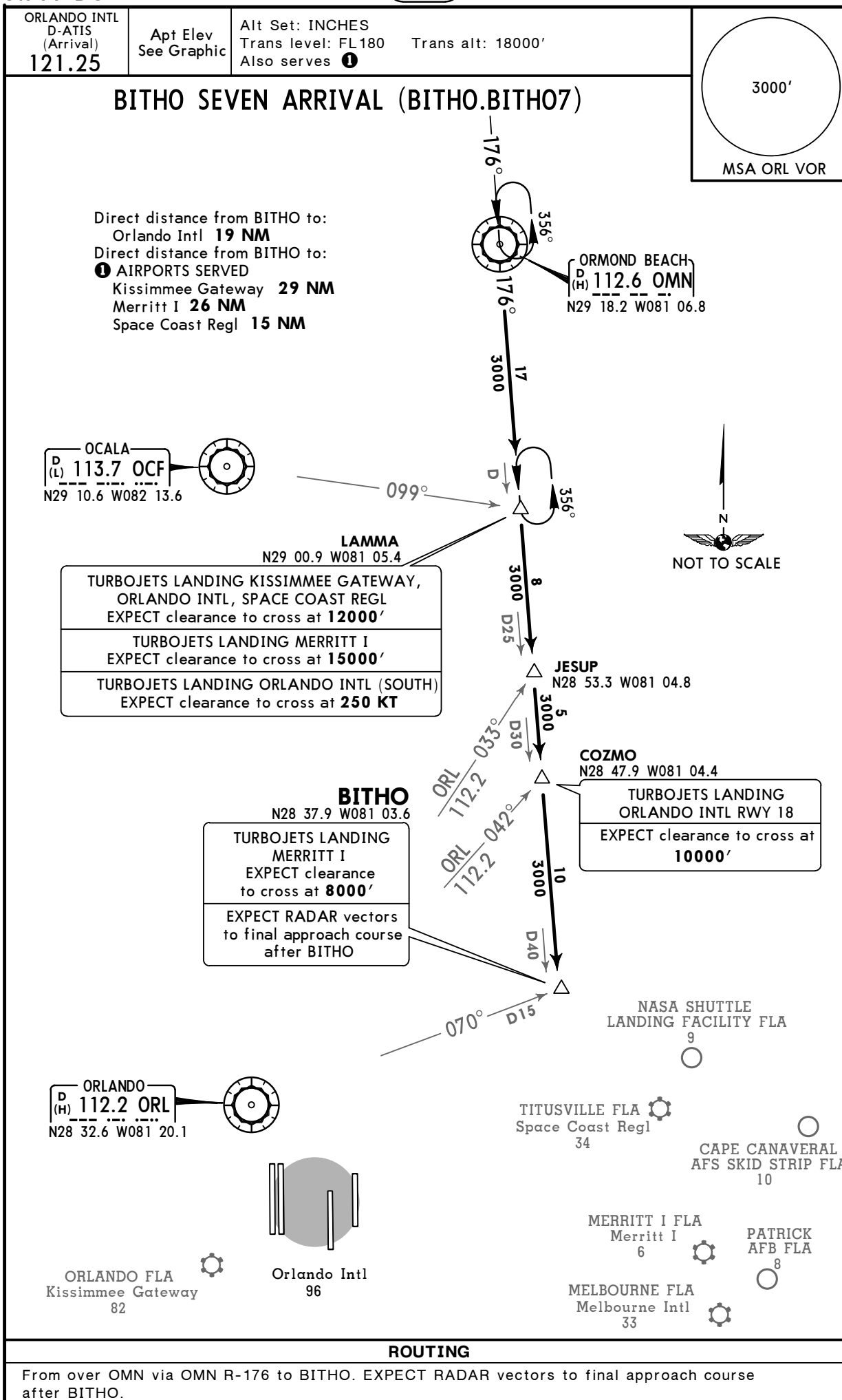
ORLANDO, FLA
RNAV STAR



KMCO/MCO
ORLANDO INTL

JEPPESEN
21 APR 17 **(20-2A)** Eff 27 Apr

ORLANDO, FLA
STAR



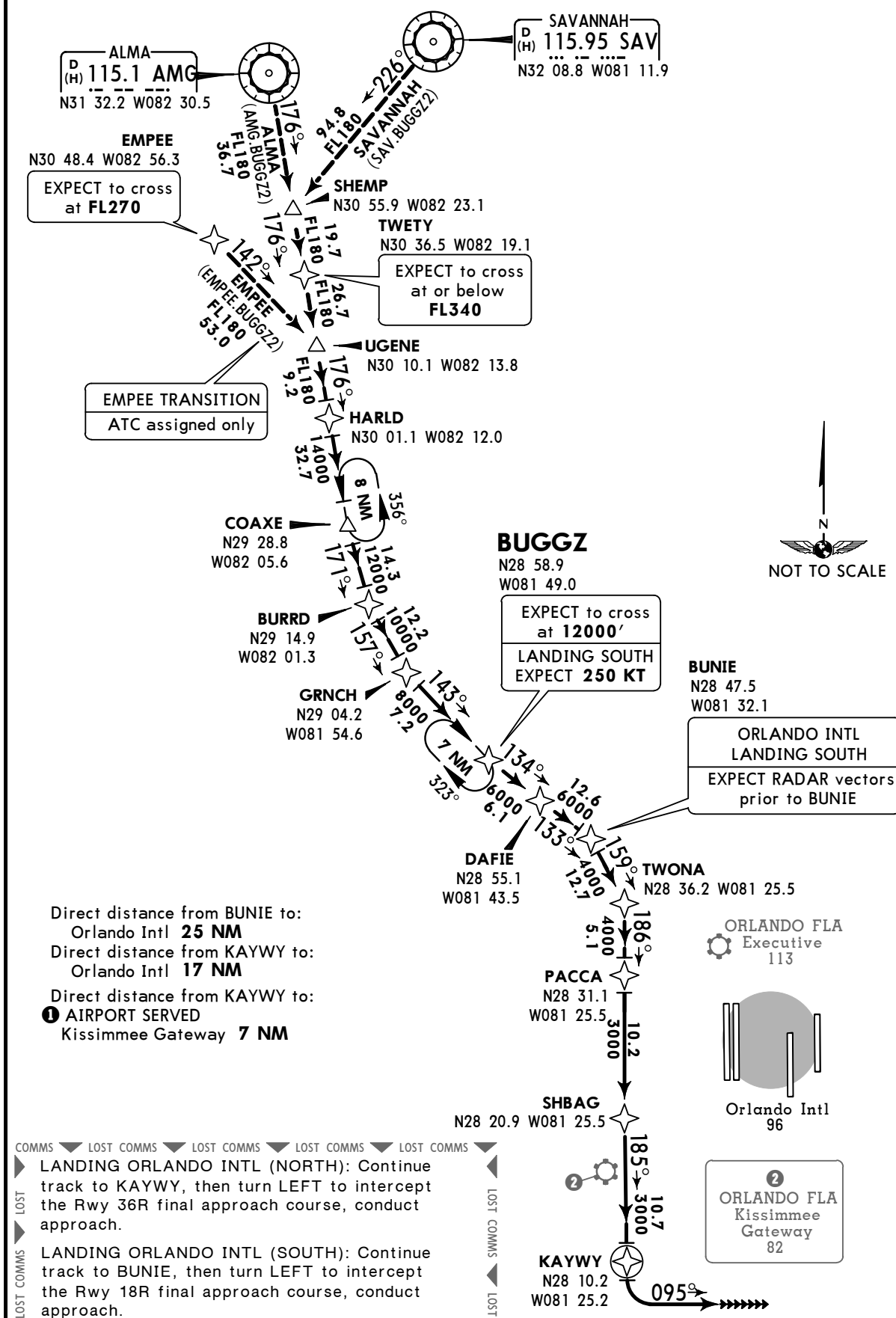
KMCO/MCO
ORLANDO INTL

JEPPESEN
24 MAR 17 **(20-2B)**

ORLANDO, FLA
RNAV STAR

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 1
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BUGGZ TWO RNAV ARRIVAL (BUGGZ.BUGGZ2)



ROUTING

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

CMCO/MCO
ORLANDO INTL

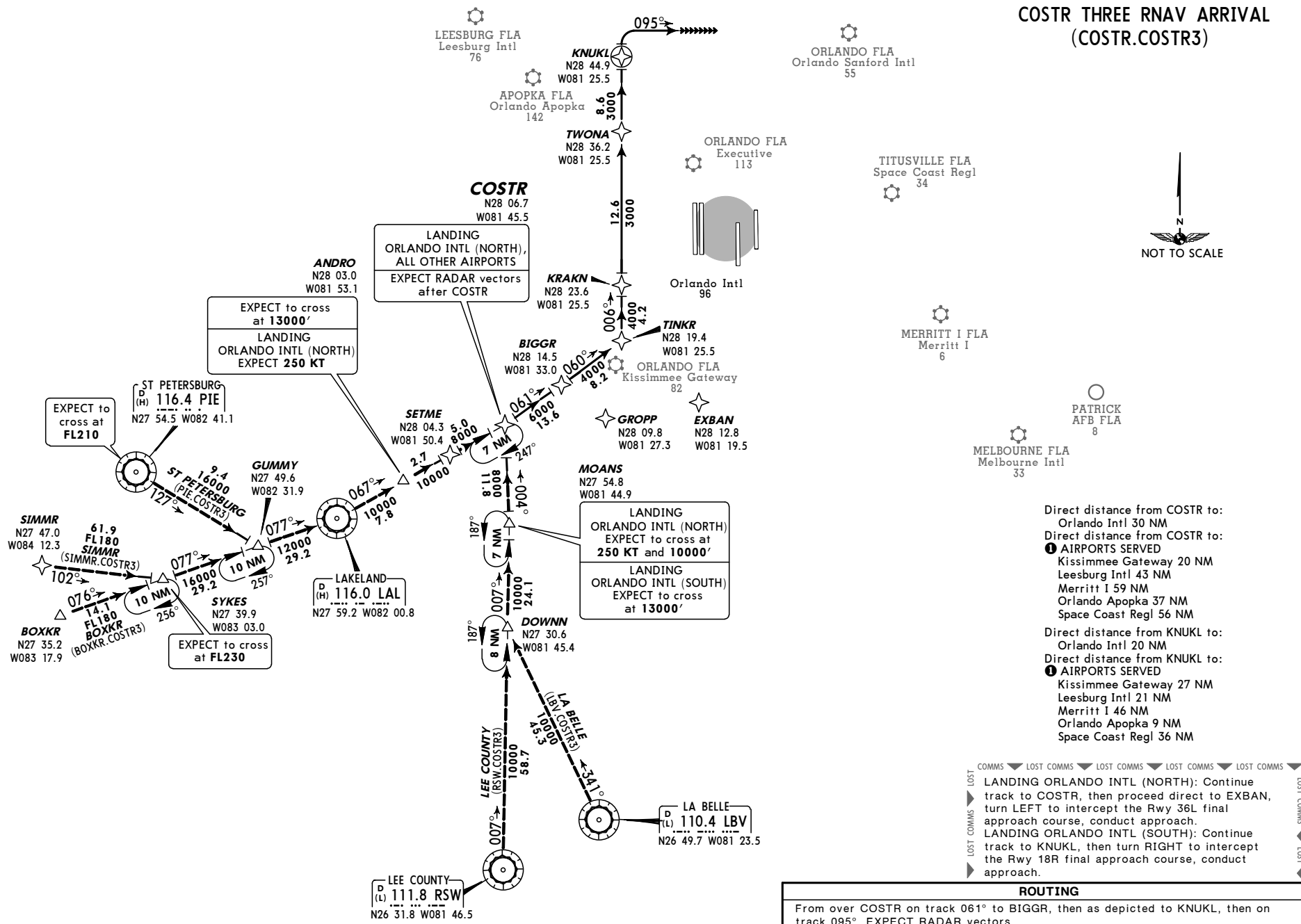
JEPPesen ORLANDO, FLA
6 DEC 13 (20-2C) Eff 12 Dec RNAV STAR

ORLANDO INTL
D-ATIS
(Arrival)
121.25

Apt Elev
See
Graphic

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

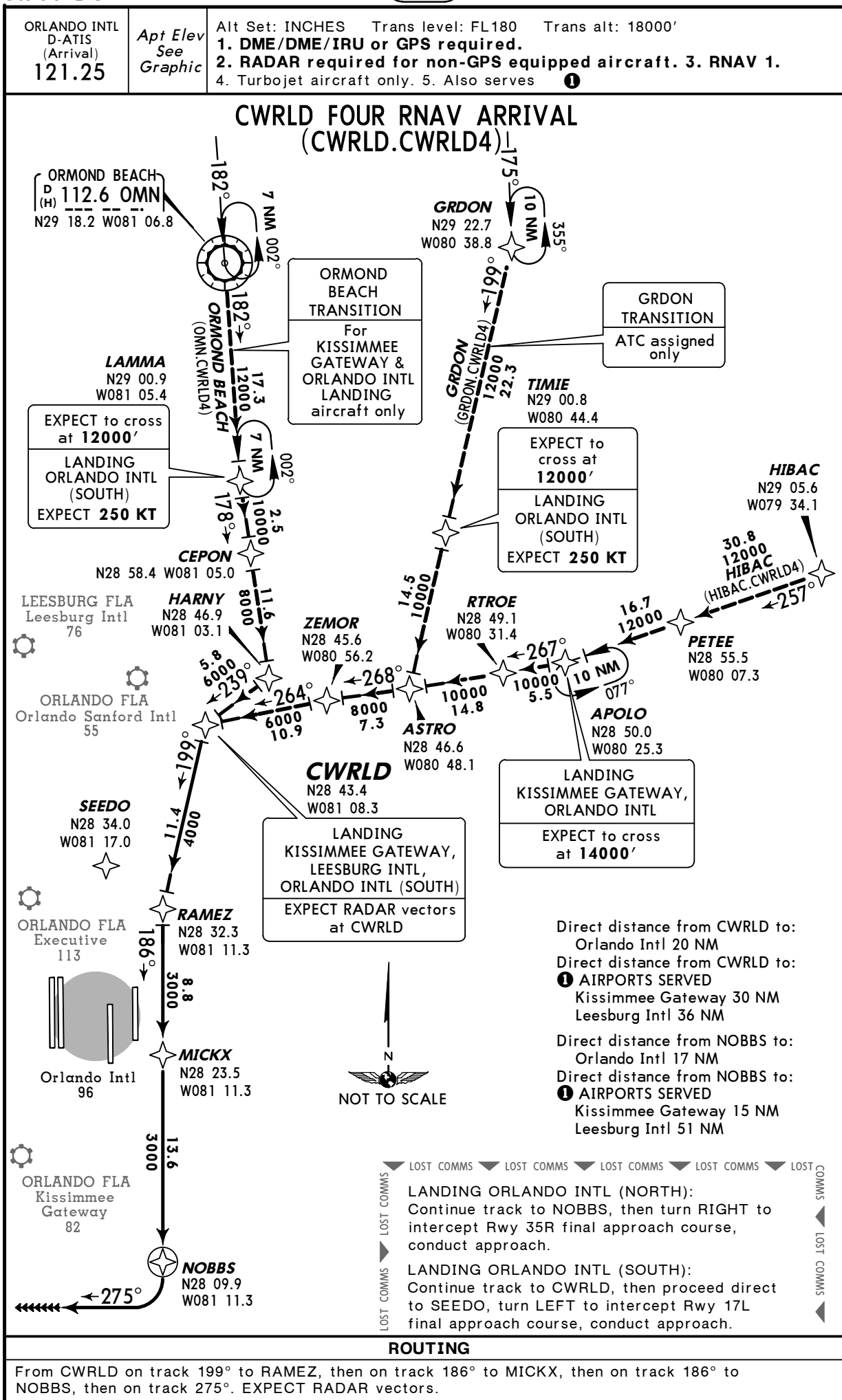
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.
4. Turbojet/turboprop aircraft only. 5. Also serves 1



KMCO/MCO
ORLANDO INTL

JEPPESSEN
6 DEC 13 **(20-2D)** Eff 12 Dec

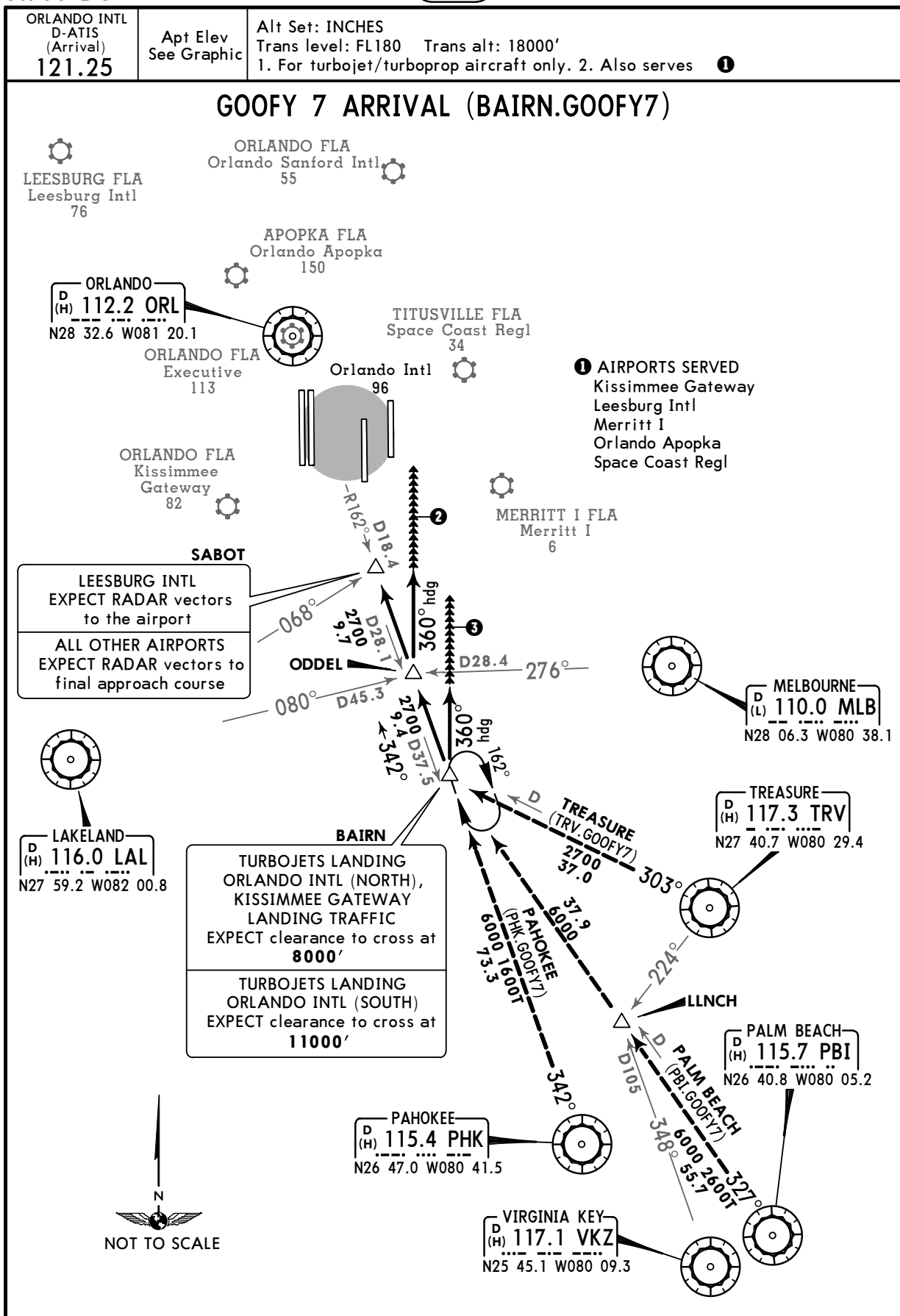
ORLANDO, FLA
RNAV STAR



KMCO/MCO
ORLANDO INTL

JEPPesen
21 APR 17 **(20-2E)** Eff 27 Apr

ORLANDO, FLA
STAR



ROUTING	
ORLANDO INTL	② Rwy 17L/R, 18L/R: From over BAIRN on ORL R-162 to ODDEL. Depart ODDEL heading 360° for vector to final approach course. ③ Rwy 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.

KMCO/MCO
ORLANDO INTL

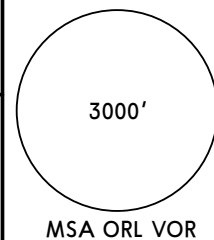
JEPPesen
21 APR 17 **20-2F** Eff 27 Apr

ORLANDO, FLA
STAR

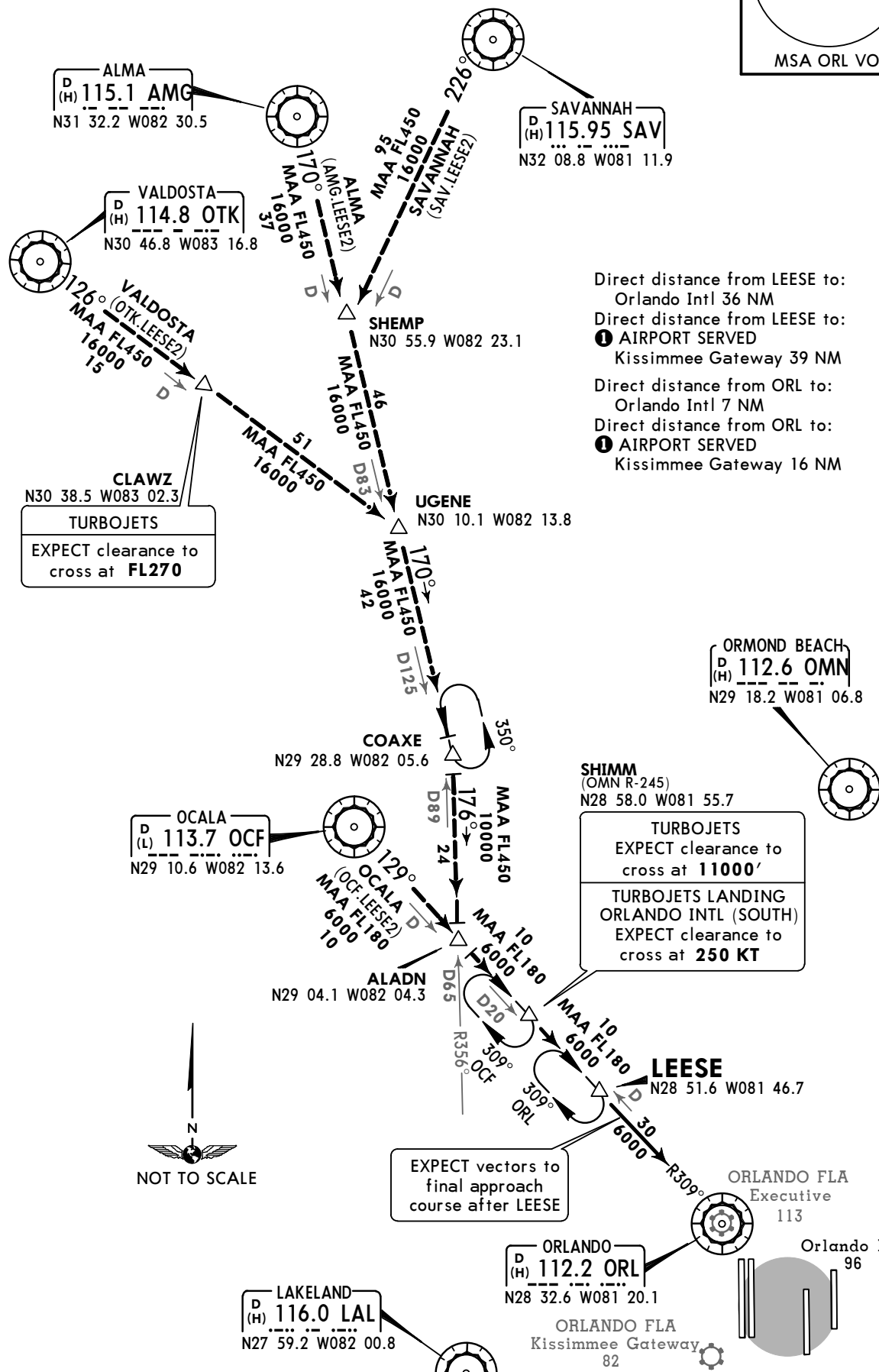
ORLANDO INTL
D-ATIS
(Arrival)
121.25

Apt Elev
See Graphic

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. DME required.
2. Also serves **1**



LEESE TWO ARRIVAL (LEESE.LEESE2)



ROUTING

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

KMCO/MCO
ORLANDO INTL

JEPPESEN
14 SEP 12 **20-2G** **Eff 20 Sep**

ORLANDO, FLA
STAR

MINEE FIVE ARRIVAL (MINEE.MINEE5)

Direct distance from UNITY to:
Orlando Intl **13 NM**
Direct distance from UNITY to:
Leesburg Intl **39 NM**
Kissimmee Gateway **2 NM**
Merritt I **41 NM**
Space Coast Regl **38 NM**

Direct distance from ORL to:
Orlando Intl **7 NM**
Direct distance from ORL to:
Leesburg Intl **30 NM**
Kissimmee Gateway **16 NM**
Merritt I **36 NM**
Space Coast Regl **28 NM**

AIRPORTS SERVED
LEESBURG INTL
EXPECT RADAR vectors to airport after UNITY
ALL OTHER AIRPORTS
EXPECT RADAR vectors to final approach course after UNITY

ROUTING
From over MINEE via LAL R-060 to UNITY, then via ORL R-200 to ORL. EXPECT RADAR vectors to airport after UNITY.
From over MINEE via LAL R-060 to UNITY, then via ORL R-200 to ORL. EXPECT RADAR vectors to final approach course after UNITY.

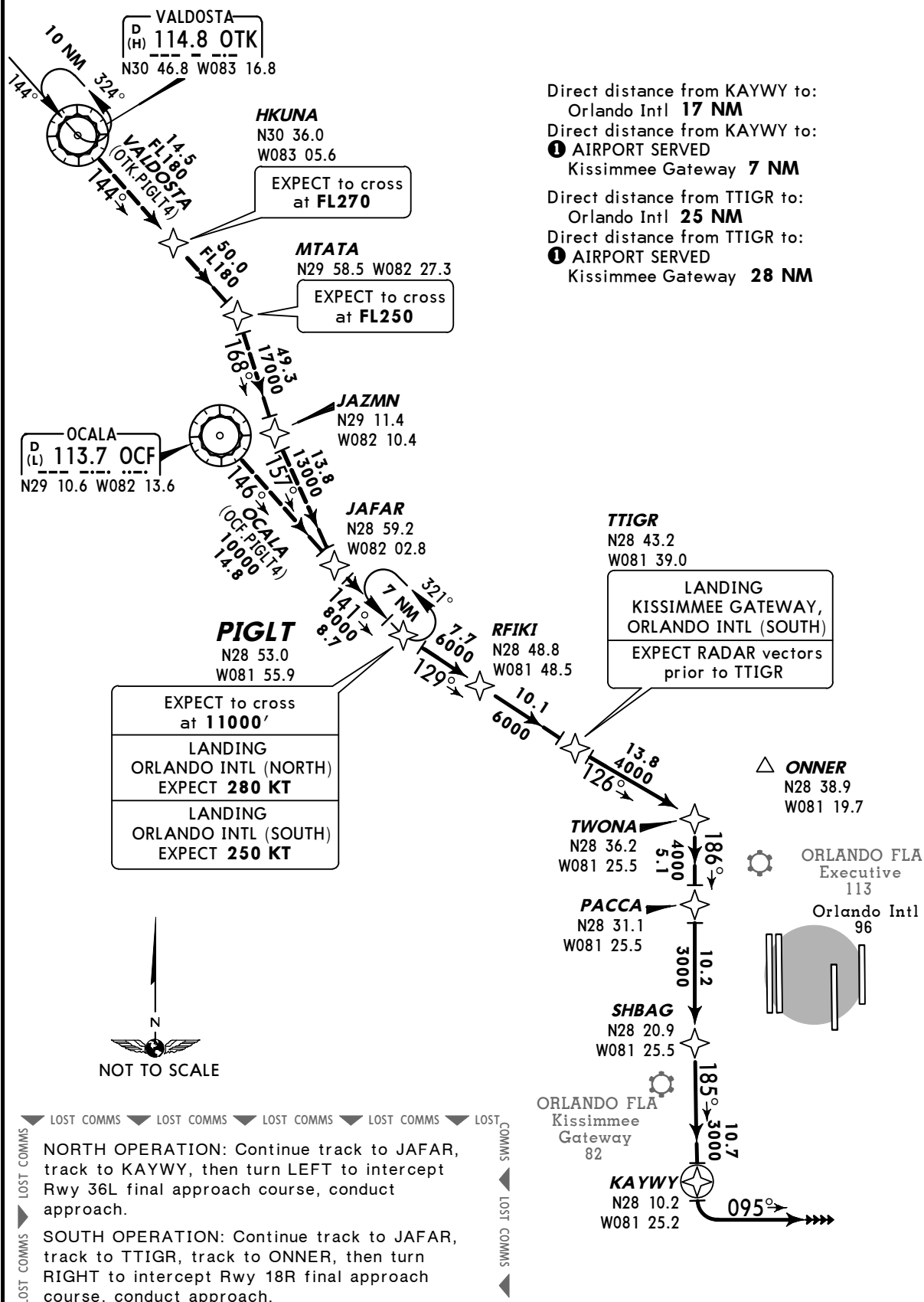
KMCO/MCO
ORLANDO INTL

JEPPESEN
14 SEP 12 (20-2H) Eff 20 Sep

ORLANDO, FLA
RNAV STAR

ORLANDO INTL D-ATIS (Arrival) 121.25	<i>Apt Elev</i> <i>See</i> <i>Graphic</i>	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 ①
--	---	--

PIGLT FOUR RNAV ARRIVAL (PIGLT.PIGLT4)



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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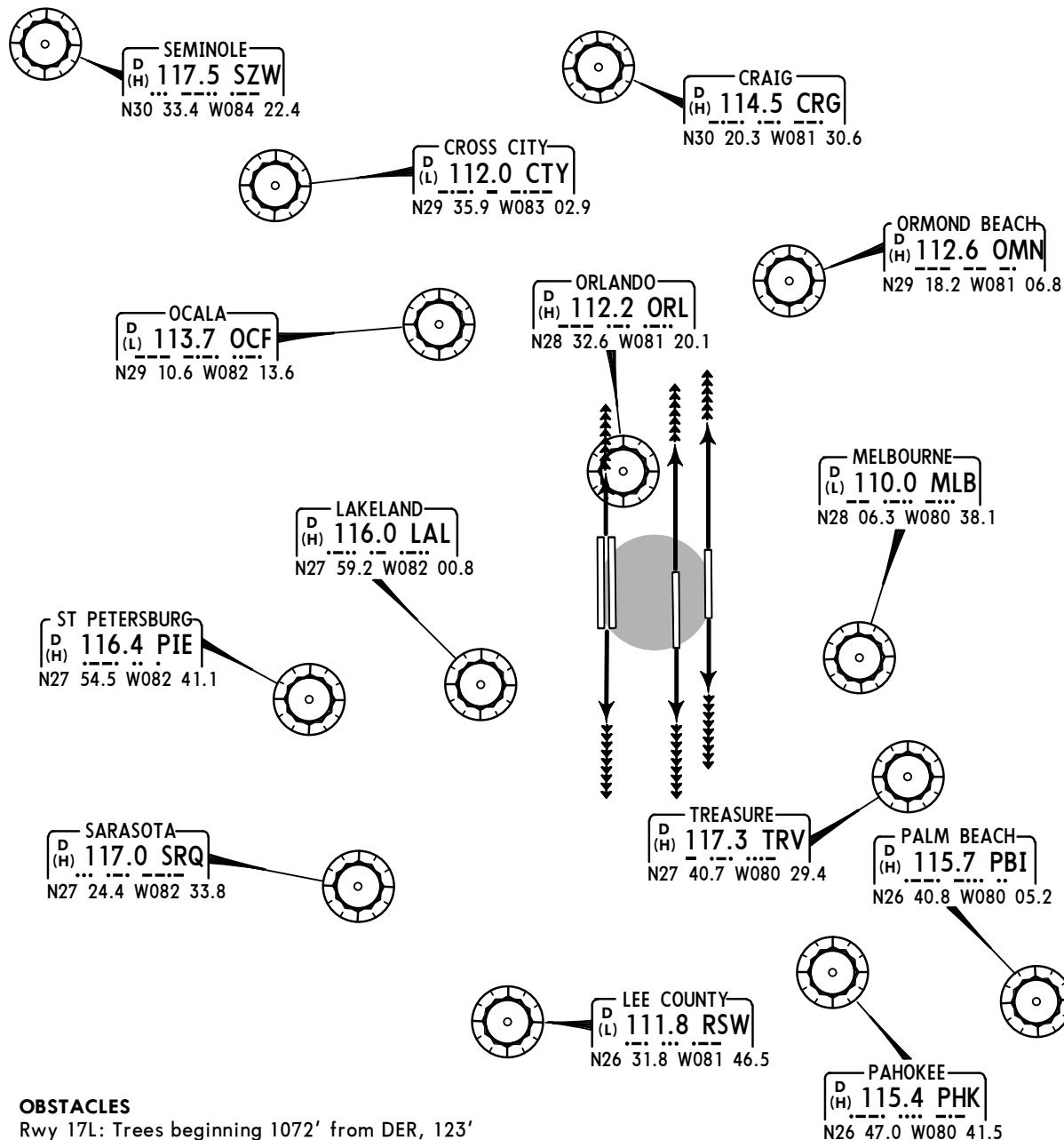
KMCO/MCO
ORLANDO INTL

JEPPesen
21 APR 17 **20-3** **Eff 27 Apr**

ORLANDO, FLA
SID

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

CITRUS 9 DEPARTURE (CITR9.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	TOP ALTITUDE
All aircraft climb on heading as assigned for vectors to appropriate fix, MAINTAIN 1500'. EXPECT further clearance to filed altitude/flight level 10 minutes after departure.	1500'

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JEPPESEN

24 APR 15

20-3A

Eff 30 Apr

ORLANDO, FLA

SID

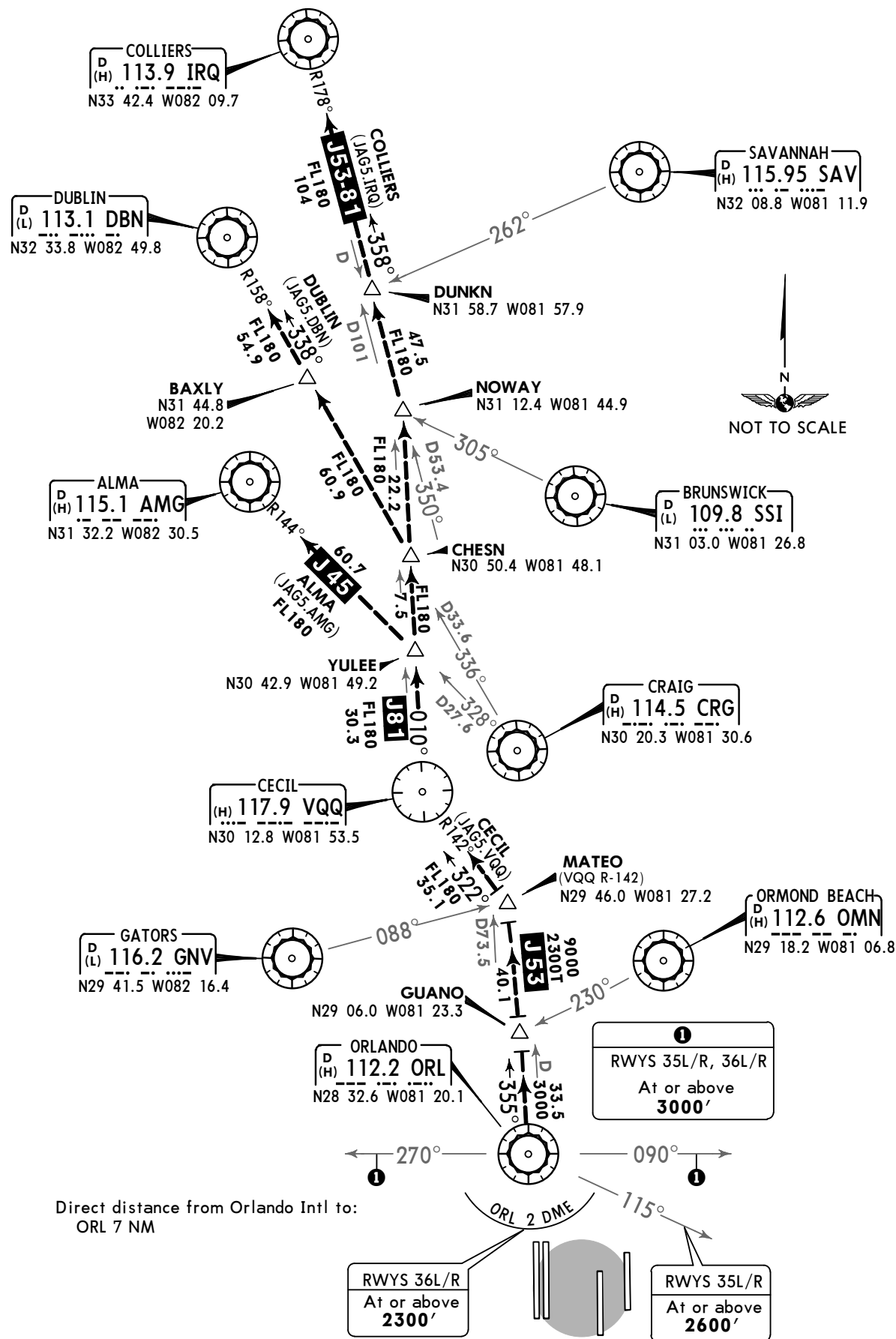
ORLANDO Departure (R)
360°-180° 181°-359°
Above 5000' Above 5500'
124.8 **120.15**

Apt Elev
96'

Trans level: FL180 Trans alt: 18000'
1. DME and RADAR required. 2. Turbojets only.
3. CECIL transition ATC assigned only.

JAGUAR FIVE DEPARTURE (JAG5.0RL)

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



KMCO/MCO
ORLANDO INTL **JEPPESEN**
24 APR 15 **(20-3A-1)****Eff 30 Apr****ORLANDO, FLA**
SID**JAGUAR FIVE DEPARTURE (JAG5.ORK)**

For Procedure Graphic see 20-3A

PROCEDURE TEXT**OBSTACLES**

Rwy 17L: NAVAID 10' from DER, on centerline, 1' AGL/90' MSL. Pole 10' from DER, 120' LEFT of centerline, 3' AGL/91' MSL. Tree 1534' from DER, 902' LEFT of centerline, 74' AGL/152' MSL.

Rwy 17R: Trees beginning 1373' from DER, 855' RIGHT of centerline, up to 60' AGL/136' MSL.

Rwy 18L: Light pole 13' from DER, 283' RIGHT of centerline, 3' AGL/94' MSL. Trees beginning 2863' from DER, 1079' 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, 284' RIGHT of centerline, 5' AGL/92' MSL.

Poles 1250' from DER, 683' LEFT of centerline, 45' AGL/131' MSL.

Rwy 35R: NAVAID 9' from DER, on centerline 1' AGL/90' MSL. NAVAID 1190' from DER, 767' 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 78' AGL/167' MSL.

Rwy 36L: Sign 3' from DER, 373' LEFT of centerline, 3' AGL/93' MSL. Sign 1063' from DER, 775' RIGHT of centerline, 38' AGL/123' MSL.

Rwy 36R: Tree 963' from DER, 582' RIGHT of centerline, 30' AGL/121' MSL. Building 1001' from DER, 692' RIGHT of centerline, 26' AGL/119' MSL. Sign 1063' from DER, 725' LEFT of centerline, 38' AGL/123' 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).

RWY	INITIAL CLIMB	TOP ALTITUDE
17L/R, 18L/R	Climb on heading assigned by ATC.	5000'
35L/R	Climb on heading assigned by ATC, cross ORL R-115 at or above 2600', cross ORL R-090 or R-270 at or above 3000'.	
36L/R	Climb on heading assigned by ATC, cross ORL 2 DME at or above 2300', cross ORL R-090 or R-270 at or above 3000'.	

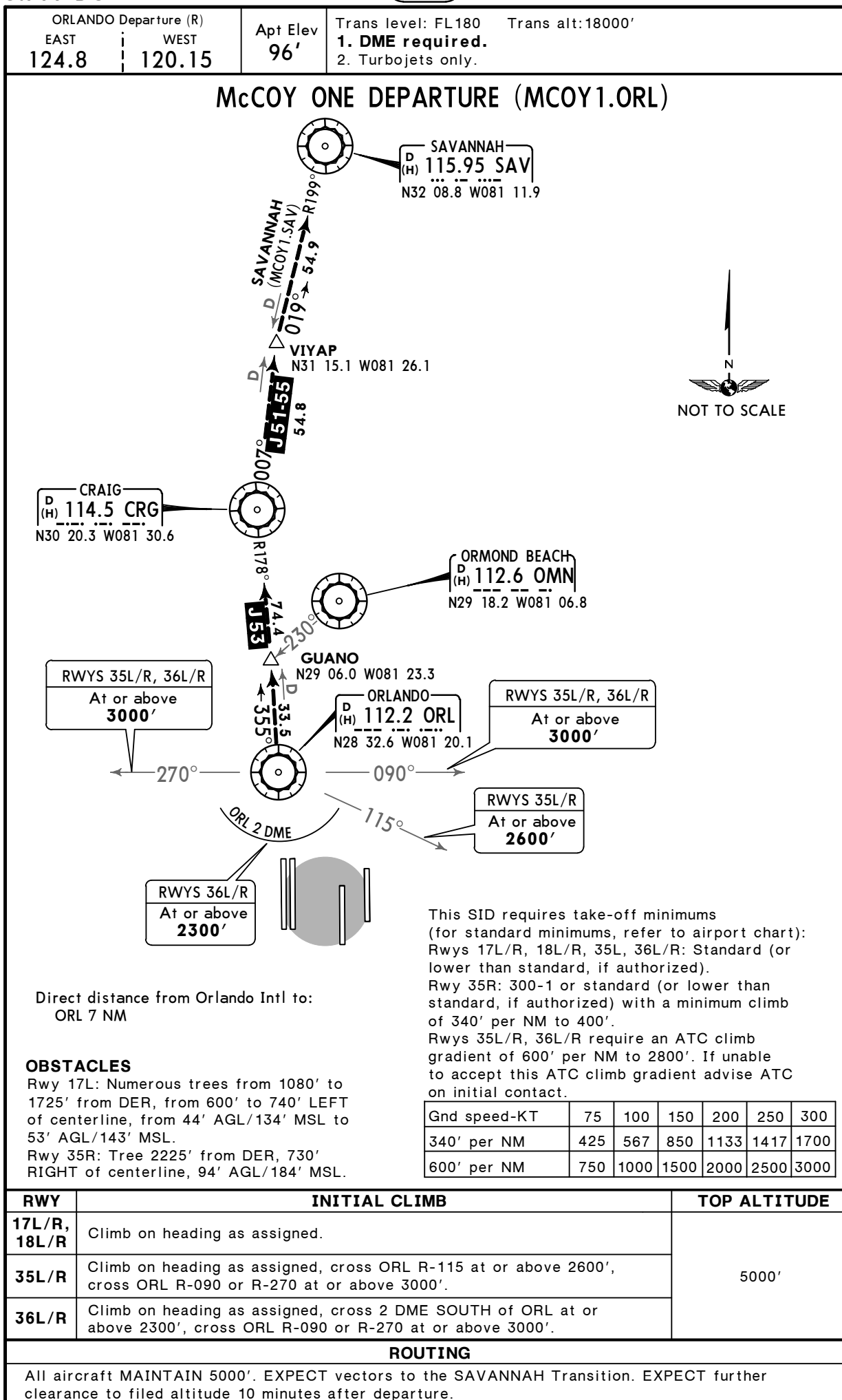
ROUTING

EXPECT vectors to appropriate transition. MAINTAIN 5000'. EXPECT clearance to filed altitude/flight level within 10 minutes after departure.

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ORLANDO INTL

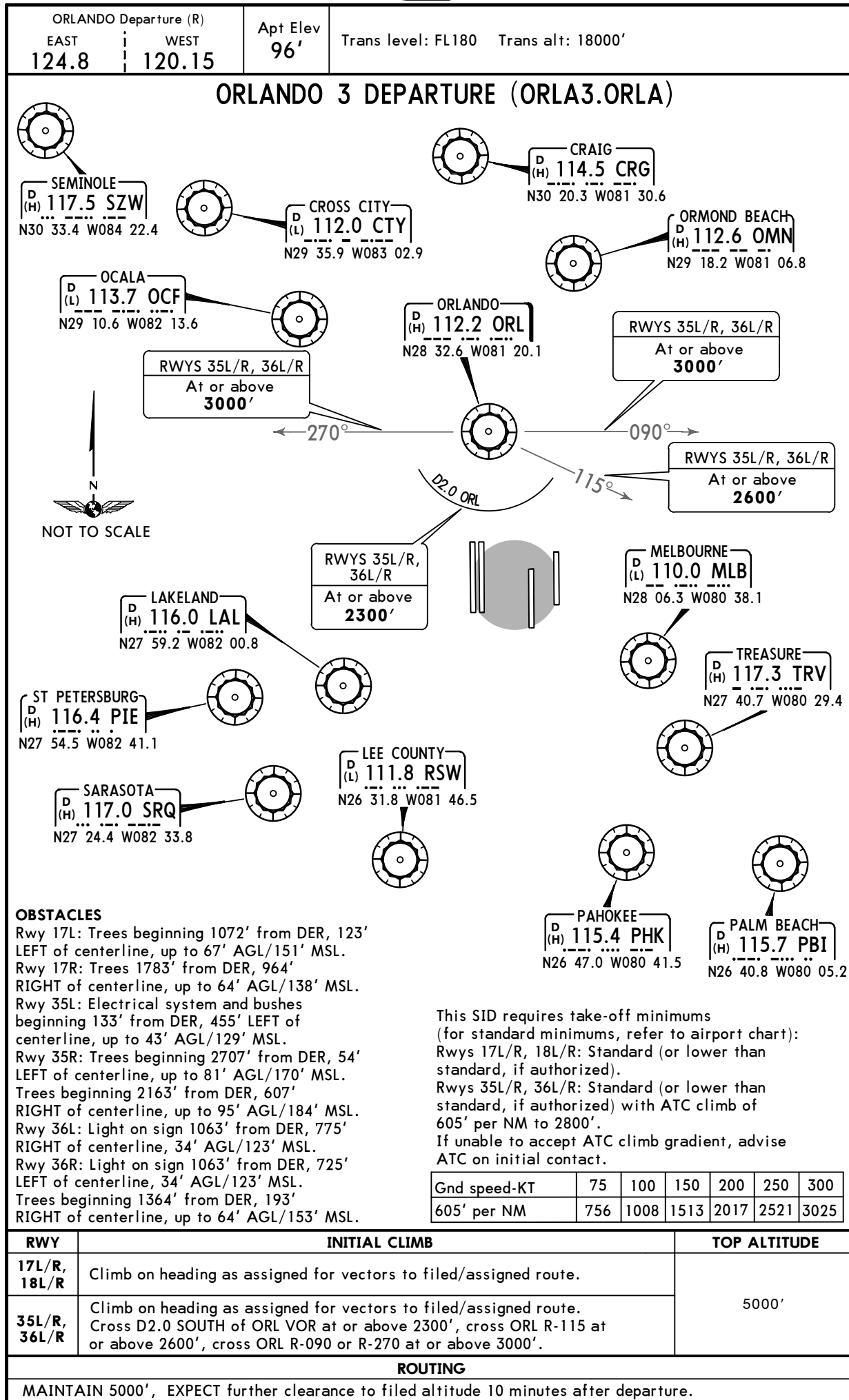
JEPPESEN
21 APR 17 **(20-3B)** **Eff 27 Apr**

ORLANDO, FLA
SID



KMCO/MCO
ORLANDO INTL**JEPPesen**

21 APR 17

(20-3C)**Eff 27 Apr****ORLANDO, FLA****SID**

KMCO/MCO

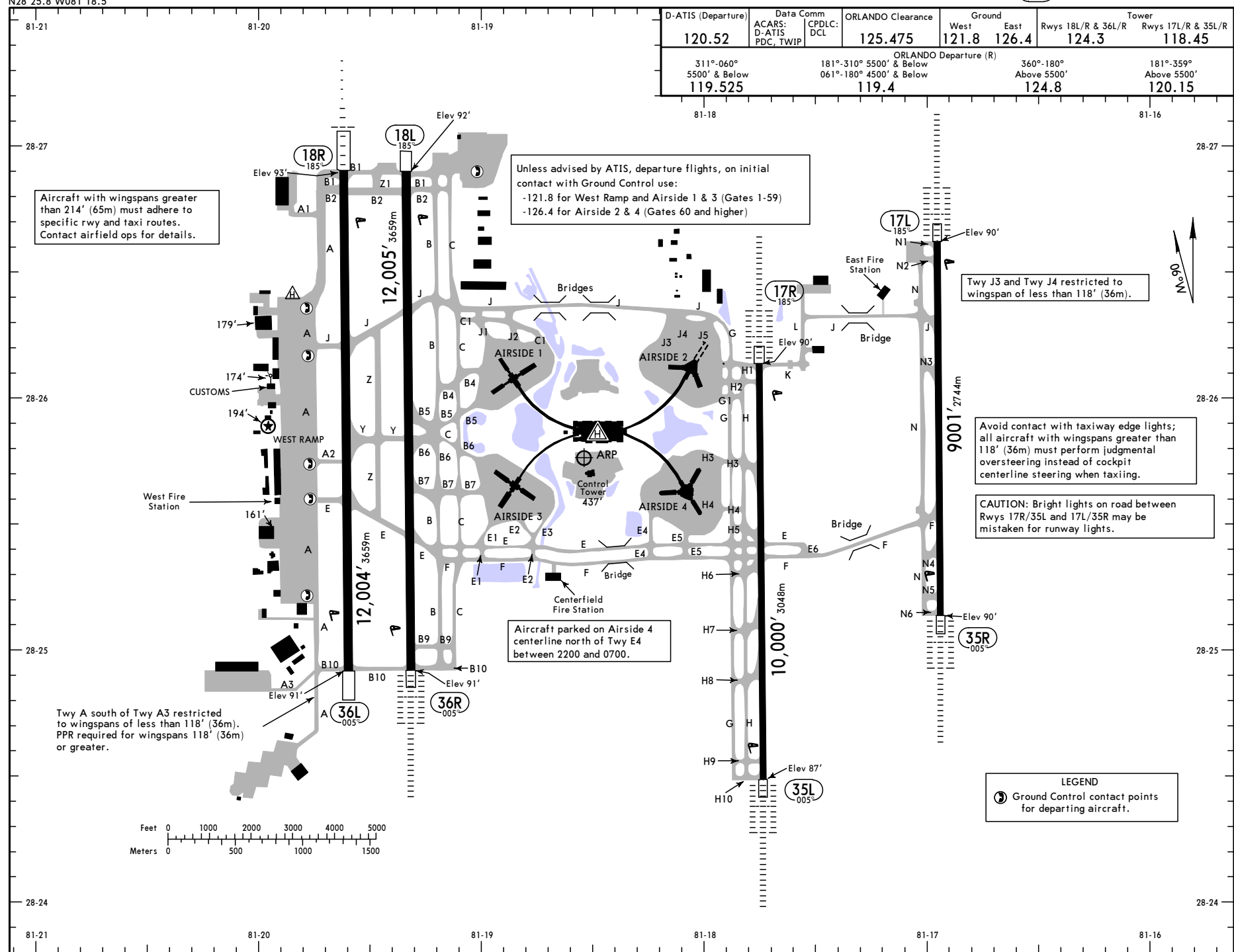
Apt Elev **96'**
N28 25.8 W081 18.5

JEPPesen

ORLANDO, FLA

7 APR 17 **(20-9)**

ORLANDO INTL



KMCO/MCO **JEPPesen**
7 APR 17 **(20-9A)****ORLANDO, FLA**
ORLANDO INTL**GENERAL**

CAUTION: Birds and deer 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) on all airport surfaces.

Runway Status Lights are in operation.

ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		—LANDING BEYOND—			
		Threshold	Glide Slope		
17R 35L	HIRL CL ALSF-II TDZ PAPI-L (3.00°) grooved RVR		8950' 2728m		150' 46m
			8960' 2731m		
17L ① 35R	HIRL CL ALSF-II TDZ ② PAPI-L grooved RVR	③ 9,000' 2743m	7960' 2426m		150' 46m
	HIRL CL ALSF-II TDZ ② PAPI-R grooved RVR		7950' 2423m		
① Rwy unlit 0400Z-1100Z (0300Z-1000Z during Daylight Savings Time).					
② Angle 3.00°. ③ Last 1' (0.3m) not available for landing distance computations.					
18R 36L	HIRL CL MALSR TDZ PAPI-L (angle 3.00°) grooved RVR		10,955' 3339m		200' 61m
	HIRL CL REIL PAPI-L (angle 3.00°) grooved RVR	④ 11,621' 3542m			
④ Last 383' (117m) not available for landing distance computations.					
18L 36R	HIRL CL PAPI-L (angle 3.00°) grooved RVR				200' 61m
	HIRL CL ALSF-II TDZ PAPI-L (angle 3.00°) grooved RVR	⑤ 11,601' 3536m	⑤ 10,551' 3216m		
⑤ Last 404' (123m) not available for landing distance computations.					

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 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or $\frac{1}{4}$	RVR 24 or $\frac{1}{2}$	RVR 50 or 1

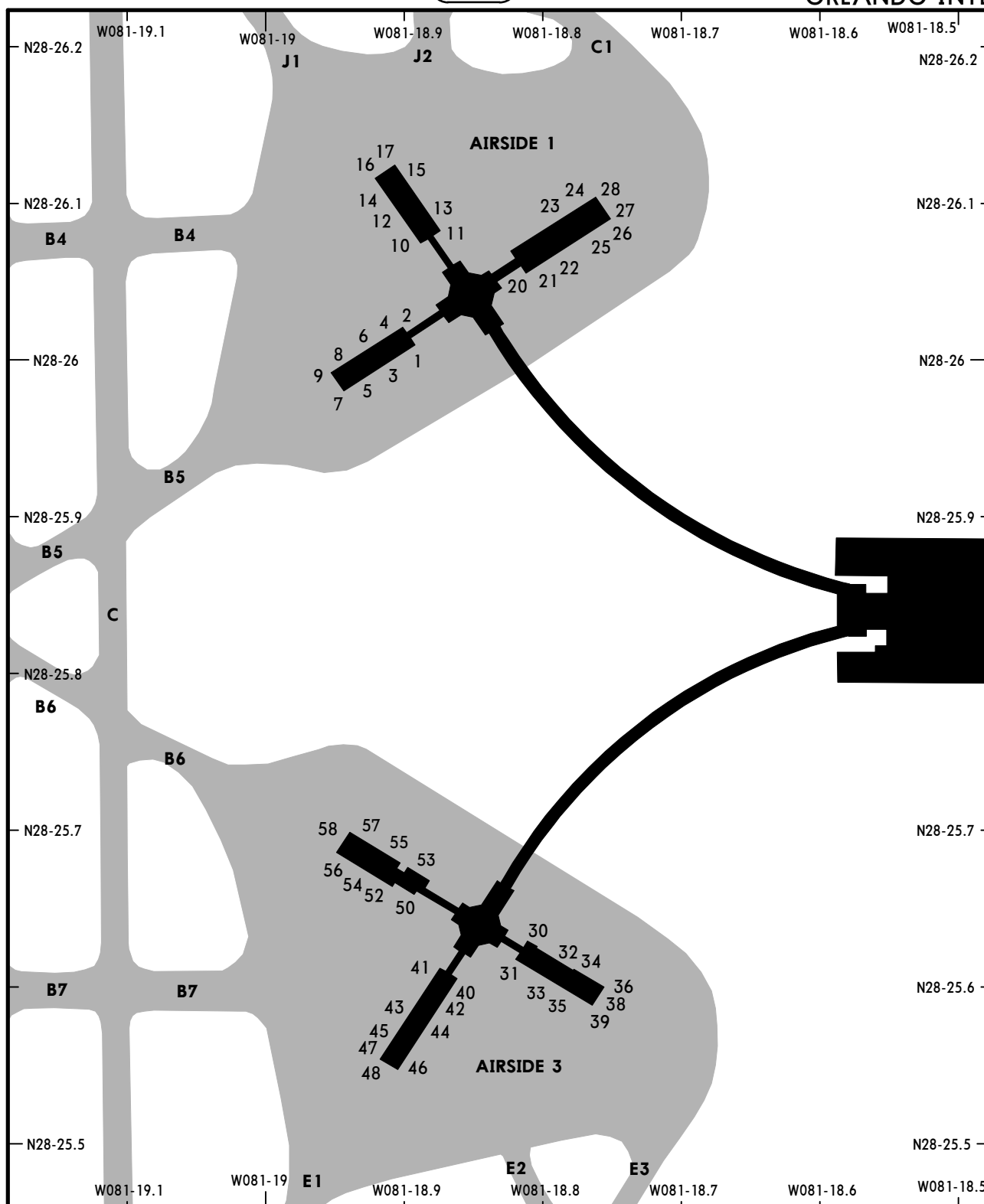
FOR FILING AS ALTERNATE

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

KMCO/MCO

JEPPESEN
19 DEC 14 (20-9B)

ORLANDO, FLA
ORLANDO INTL

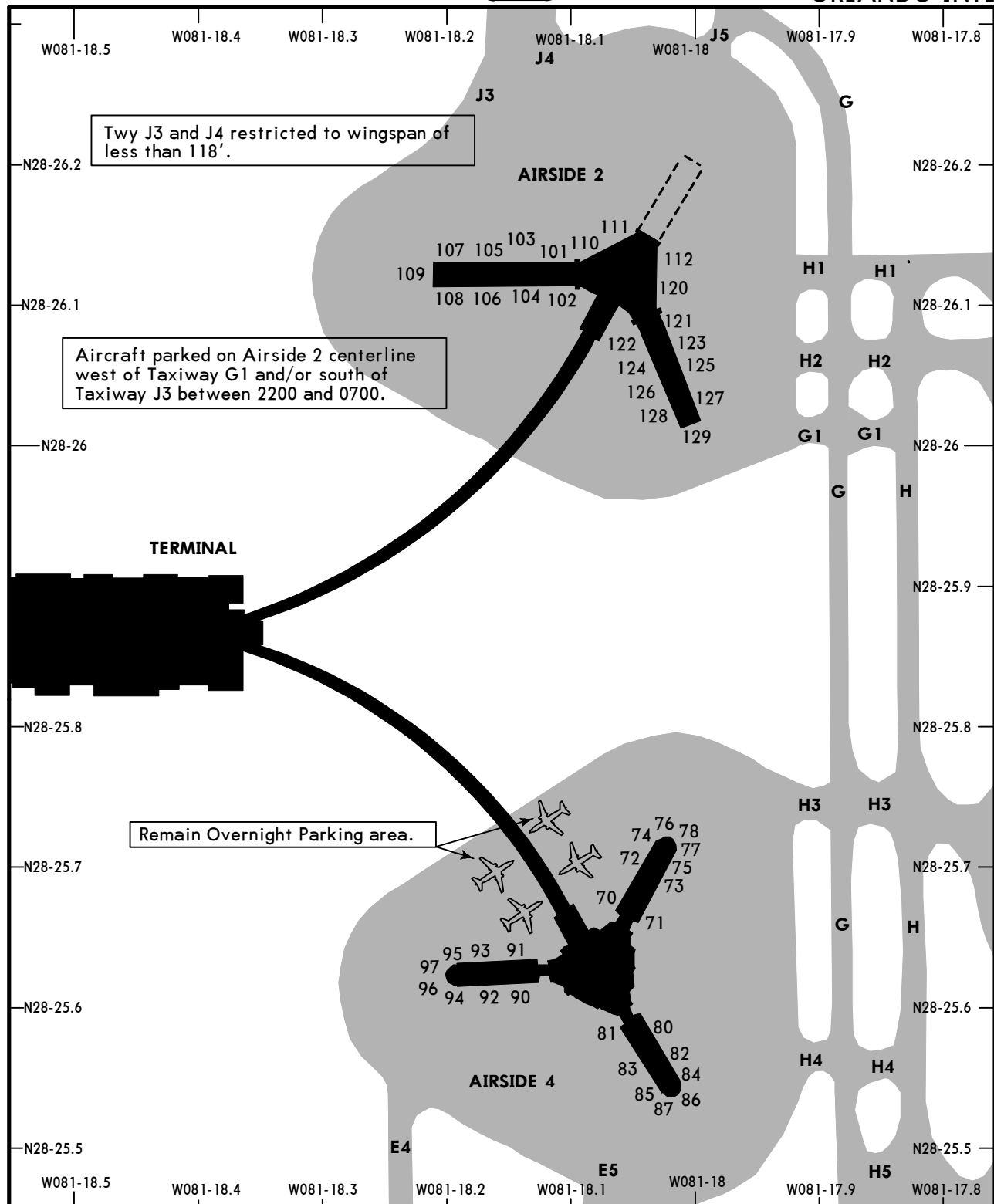


PARKING GATE COORDINATES

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.

KMCO/MCO
JEPPesen
 19 DEC 14 (20-9C)

ORLANDO, FLA
ORLANDO INTL

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

KMCO/MCO ORLANDO INTL

JEPPesen

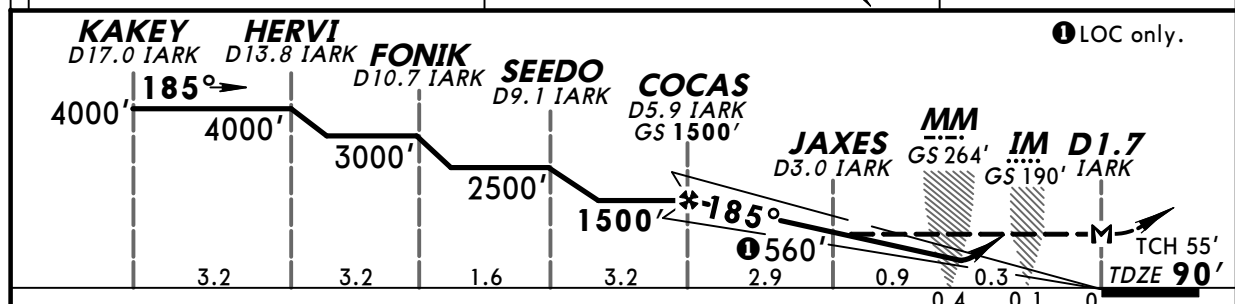
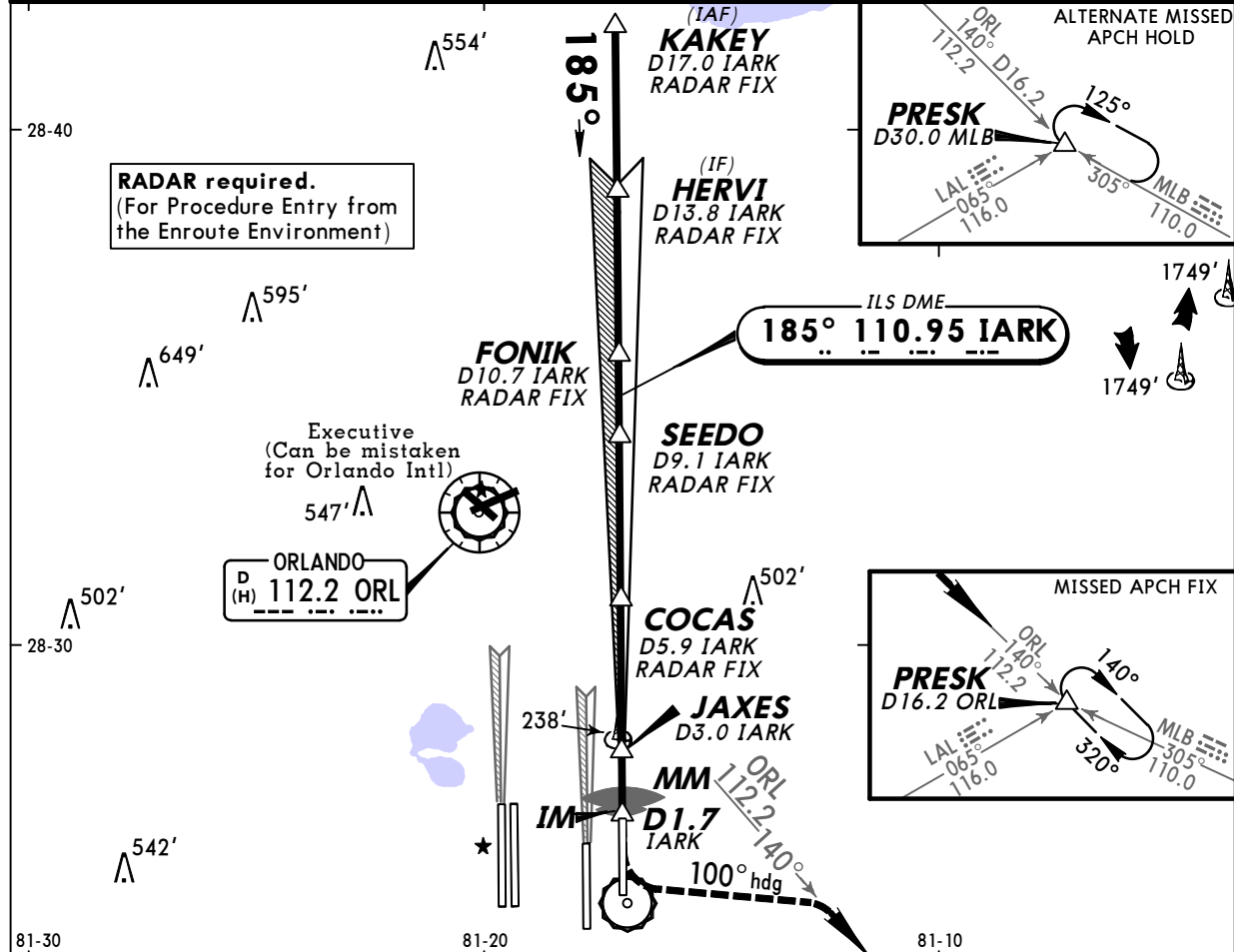
30 JAN 15 (21-1)

Eff 5 Feb

ORLANDO, FLA ILS or LOC Rwy 17L

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower			Ground	
121.25	124.8	Rwys 17L/R & 35L/R	118.45	Rwys 18L/R & 36L/R	124.3	West 121.8 East 126.4
LOC IARK 110.95	Final Apch Crs 185°	GS COCAS 1500' (1410')	ILS DA(H) 290' (200')	Apt Elev 96' TDZE 90'	<div>3000'</div> <div>MSA ORL VOR</div>	
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, or as directed by ATC.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						
1. DME or RADAR required. 2. Simultaneous approach authorized with Rwy 17R and Rwy 18L, or Rwy 17R and Rwy 18R. 3. Bright lights on highway midway between Rwy 17L and 17R may be mistaken for runway lights. 4. VGSI and ILS glidepath not coincident.						

BRIEFING STRIP™



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

TERPS					CIRCLE-TO-LAND	
STRAIGHT-IN LANDING RWY17L			ILS		LOC (GS out)	
			DA(H) 290' (200')		MDA(H) 500' (410')	
			FULL	TDZ or CL out	ALS out	ALS out
A						
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4		RVR 24 or 1/2	RVR 55 or 1
C						
D						

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

CHANGES: Procedure.

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TERPS AMEND 2 5 FEB 2015

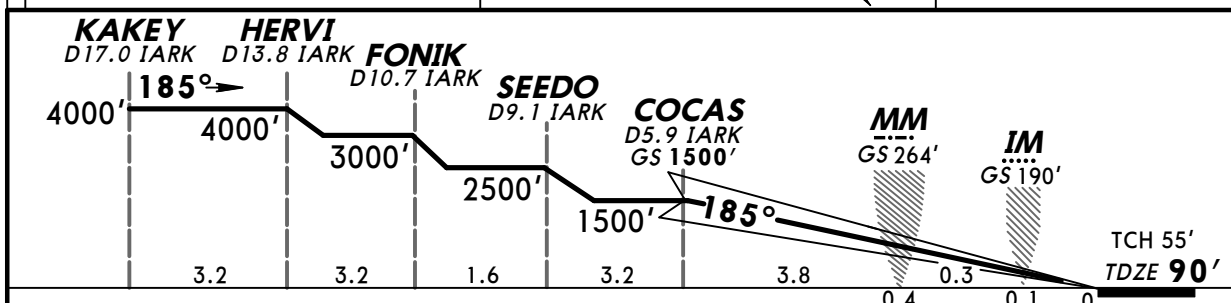
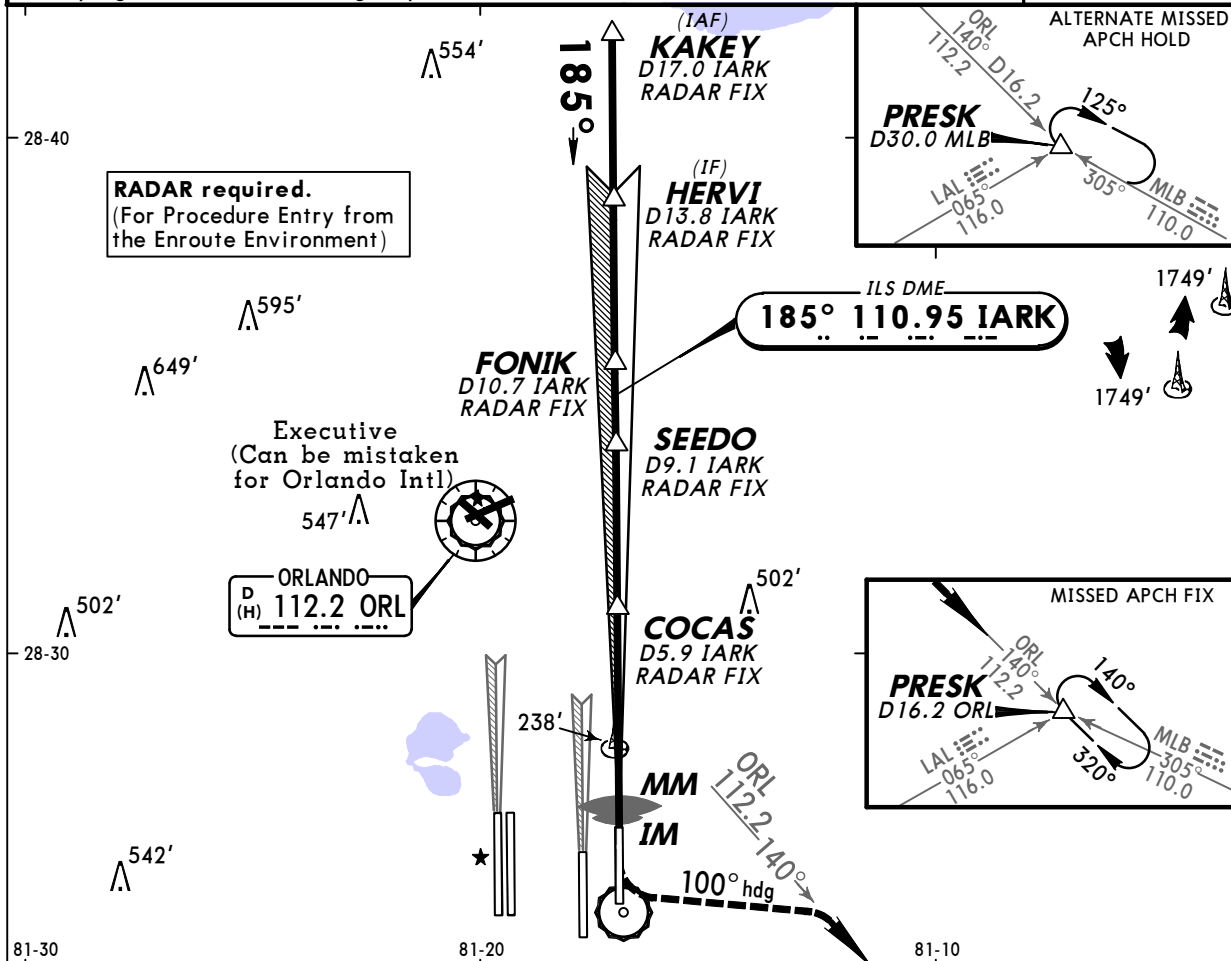
KMCO/MCO ORLANDO INTL

30 JAN 15 **(21-1A)** Eff 5 Feb

ORLANDO, FLA ILS Rwy 17L CAT II

BRIEFING STRIP™

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower		Ground	
121.25	124.8	Rwys 17L/R & 35 L/R	118.45	Rwys 18L/R & 36L/R	124.3
LOC IARK 110.95	Final Apch Crs 185°	GS COCAS 1500' (1410')	CAT II ILS RA 101' DA(H)190' (100')	Apt Elev 96' TDZE 90'	West 121.8 East 126.4
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 or as directed by ATC.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew & Acft Certification Required. 2. DME or RADAR required. 3. Simultaneous approach authorized with Rwy 17R and Rwy 18L or Rwy 17R and Rwy 18R. 4. Bright lights on highway midway between Rwy 17L and 17R may be mistaken for runway lights. 5. VGSI and ILS glidepath not coincident.					MSA ORL VOR



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

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

A	
B	
C	
D	RVR 12

CHANGES: Procedure.

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TERPS AMEND 2 5 FEB 2015

KMCO/MCO
ORLANDO INTL

JEPPESEN
30 JAN 15
Eff 5 Feb (21-1B)

ORLANDO, FLA
ILS Rwy 17L SA CAT I

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°	GS COCAS 1500' (1410')	SA CAT I ILS RA 145' DA(H) 240' (150')	Apt Elev 96' 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 or as directed by ATC.

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. Special Aircrew & Acft Certification Required. 2. DME or RADAR required.

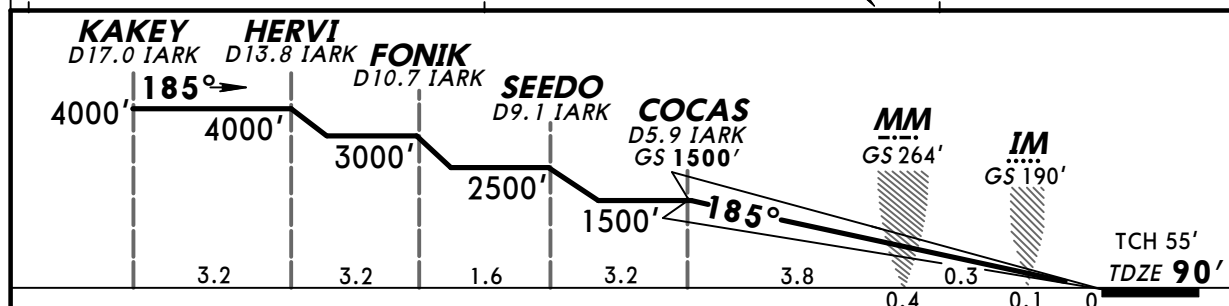
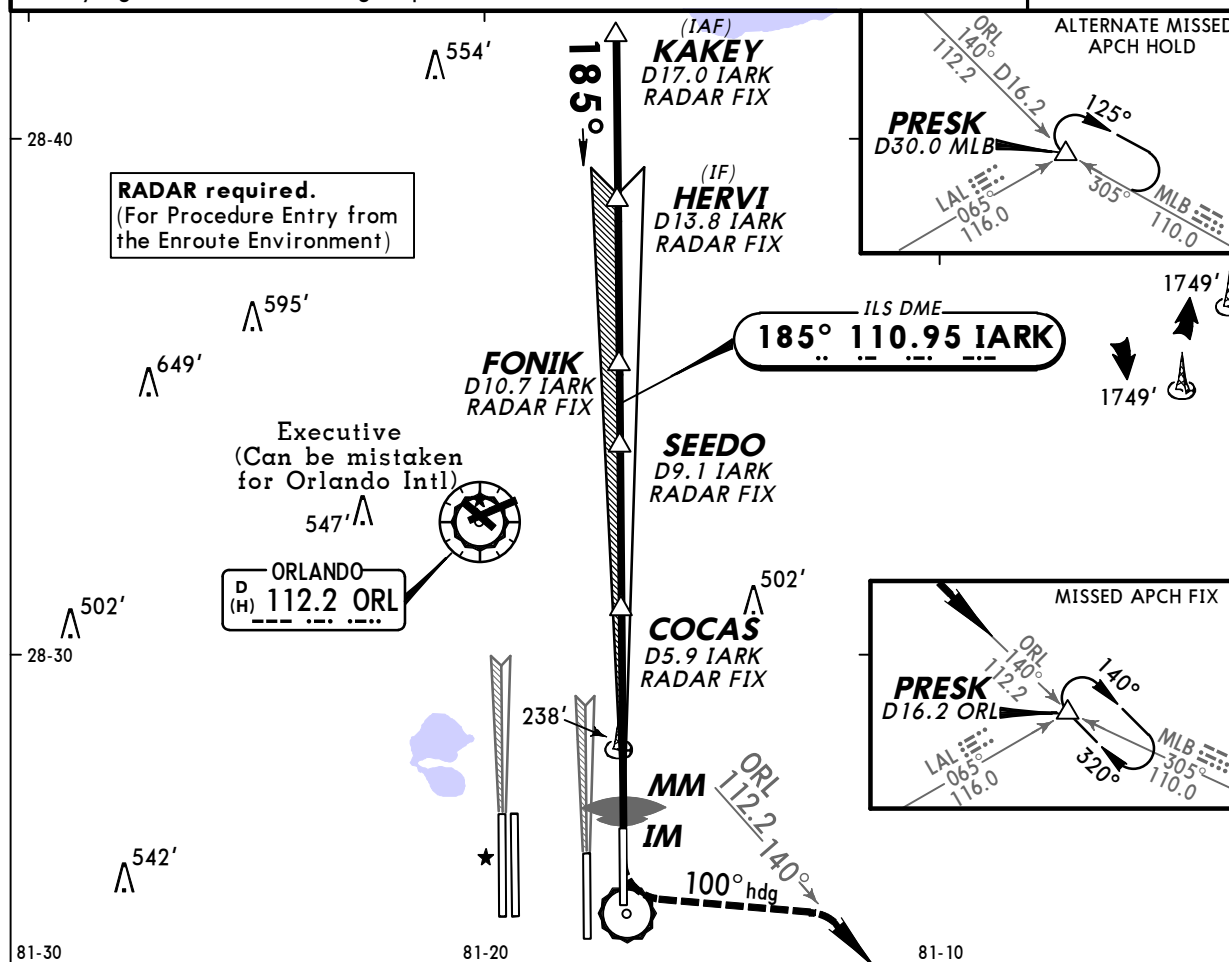
3. Simultaneous approach authorized with Rwy 17R and Rwy 18L or Rwy 17R and Rwy 18R.

4. Bright lights on highway midway between Rwy 17L and 17R may be mistaken for

runway lights. 5. VGSI and ILS glidepath not coincident.

3000'

MSA ORL VOR



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>Gs</i> 3.00°	372	478	531	637	743	849

500
↑

3000
LT

on **100°**
hdg

TERPS

STRAIGHT-IN LANDING RWY17L

1 SA CAT I ILS
RA 145'
DA(H) 240' (150')

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

CHANGES: New procedure.

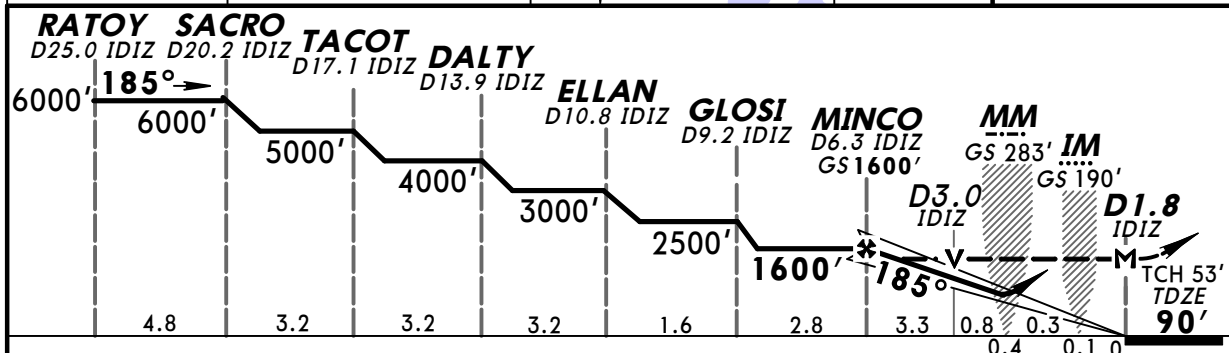
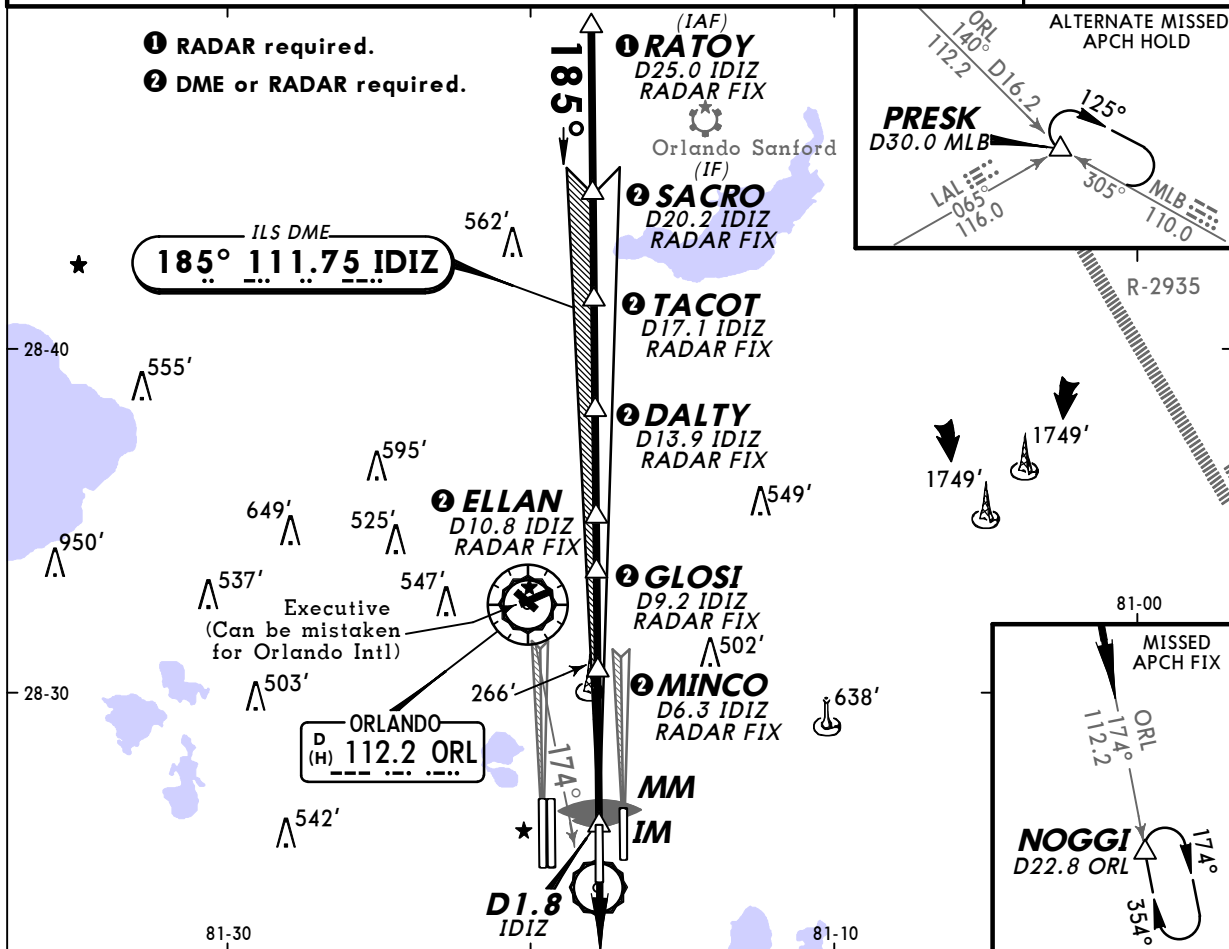
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TERPS AMEND 2 5 FEB 2015

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ORLANDO INTLJEPPesen
11 OCT 13 (21-2)ORLANDO, FLA
ILS or LOC 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
		118.45	124.3	121.8	126.4
LOC IDIZ 111.75	Final Apch Crs 185°	GS MINCO 1600' (1510')	ILS DA(H) 290' (200')	Apt Elev 96' TDZE 90'	<div>3000'</div> <div>MSA ORL VOR</div>
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.					



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II		3000'	ORL	NOGGI
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				

STRAIGHT-IN LANDING RWY17R						CIRCLE-TO-LAND	
ILS DA(H) 290' (200')			LOC (GS out) MDA(H) 520' (430')			Max Kts	MDA(H)
FULL	TDZ or CL out	ALS out	FULL	TDZ or CL out	ALS out	90	740' (644') - 1
A						120	
B	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
C						165	740' (644') - 2
D							

CHANGES: Notes.

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TERPS AMEND 5C 17 OCT 2013

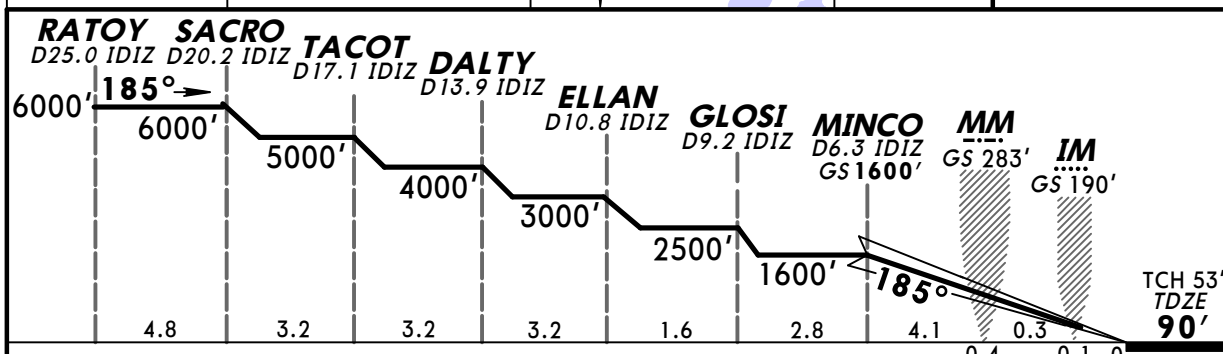
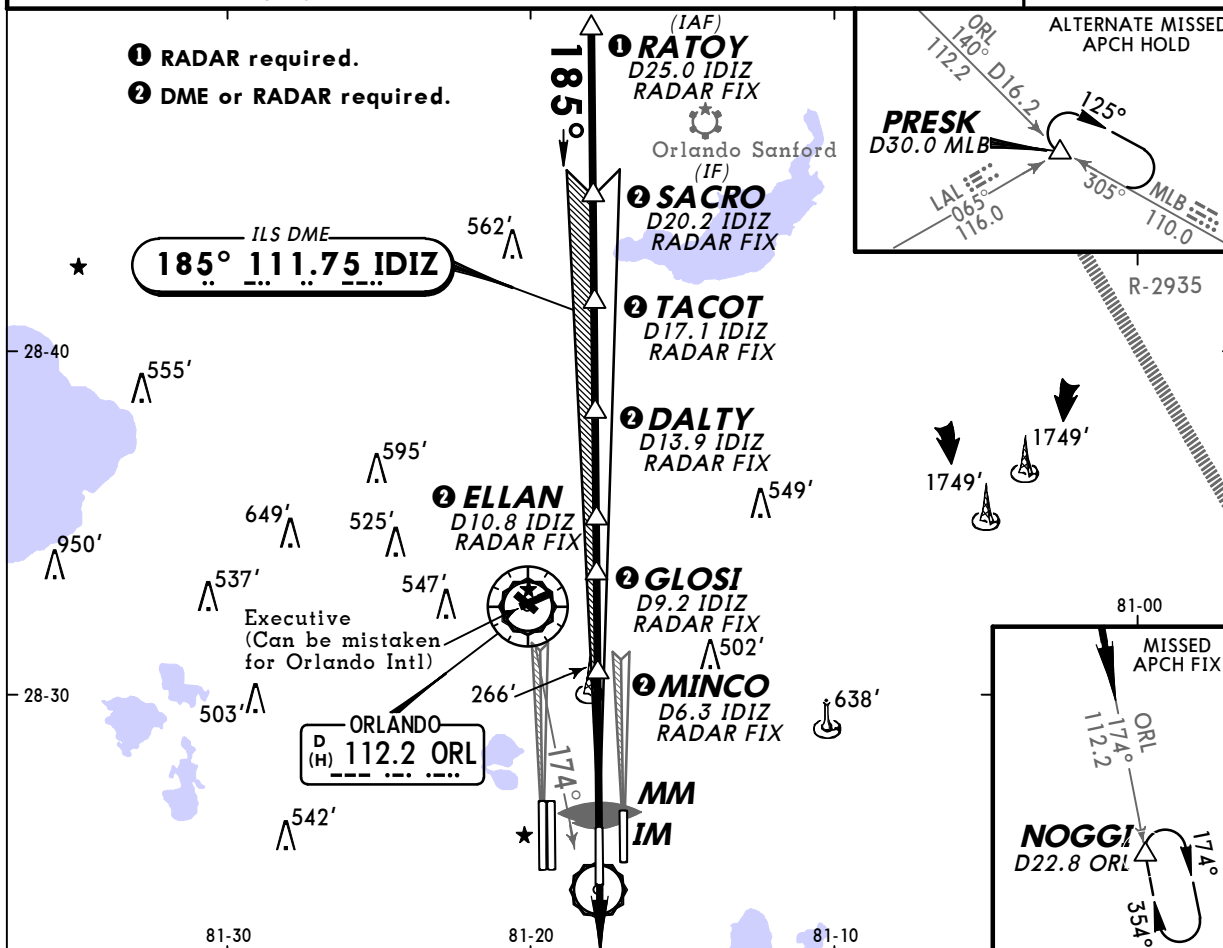
KMCO/MCO
ORLANDO INTL

11 OCT 13 (21-2A)

ORLANDO, FLA
ILS Rwy 17R CAT II

BRIEFING STRIP™

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower		West	East	<div>3000'</div> <div>MSA ORL VOR</div>
121.25	124.8	Rwys 17L/R & 35L/R	Rwys 18L/R & 36L/R	121.8	126.4	
LOC IDIZ 111.75	Final Apch Crs 185°	GS MINCO 1600' (1510')	CAT II RA 104' DA(H)190' (100')	Apt Elev 96' 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						



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	3000'	ORL	NOGGI
GS 3.00°	372	478	531	637	743	849			via 112.2 R-174	

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

RVR 12

TERPS AMEND 5C 17 OCT 2013

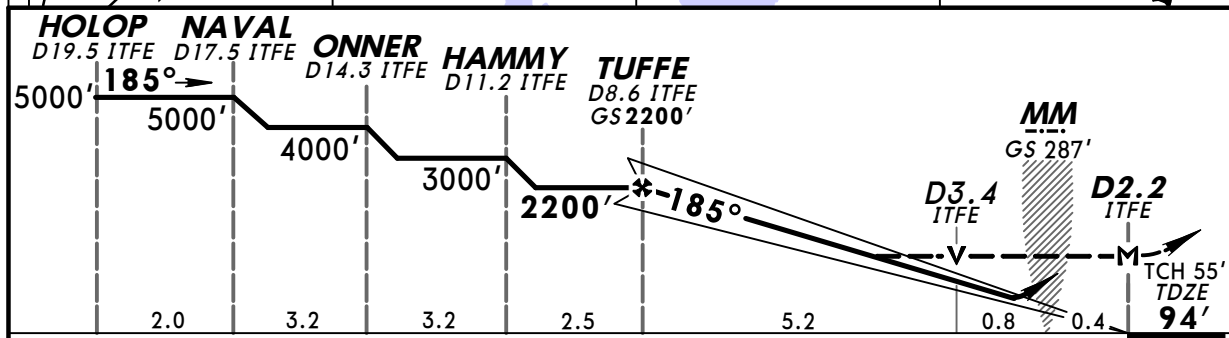
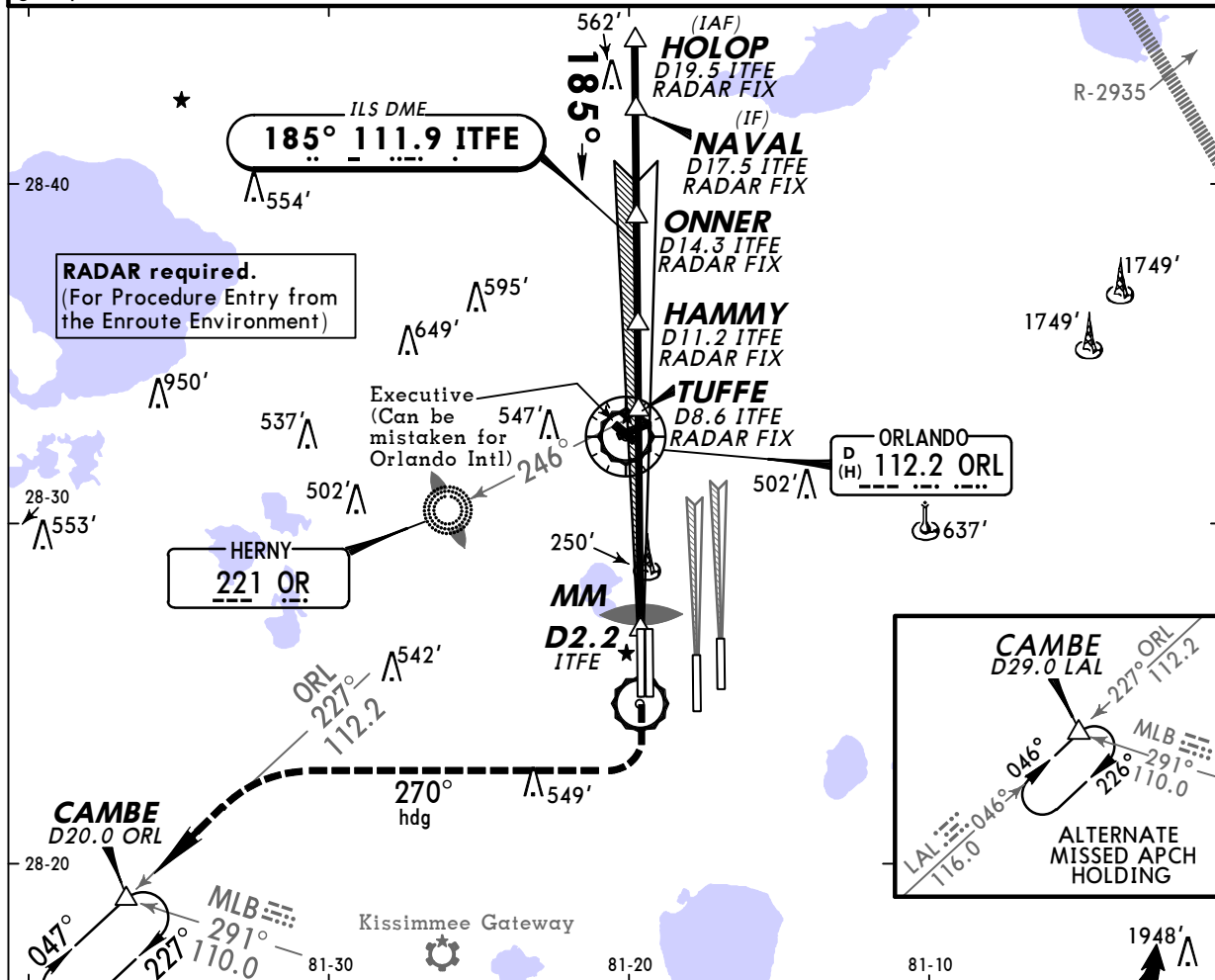
KMCO/MCO ORLANDO INTL

30 JAN 15 (21-3) Eff 5 Feb

ORLANDO, FLA ILS or LOC Rwy 18R

BRIEFING STRIP

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower				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 111.9	Final Apch Crs 185°	GS TUFFE 2200' (2106')	ILS DA(H) 294' (200')	Apt Elev 96'	TDZE 94'	<div>3000'</div> <div>MSA ORL VOR</div>		
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.								
Alt Set: INCHES								
		Trans level: FL 180				Trans alt: 18000'		
1. DME or RADAR required. 2. Simultaneous approach authorized with Rwy 17L/R. 3. 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	6.4										
	5:29	4:16	3:50	3:12	2:45	2:24					

MALS R

PAPI

500'

↑

4000'

↷

RT

on

270°

hdg

TERPS STRAIGHT-IN LANDING RWY18R						LOC (GS out)		CIRCLE-TO-LAND	
FULL			TDZ or CL out			RAIL out		ALS out	
DA(H) 294' (200')			MDA(H) 540' (446')			RAIL out		ALS out	
RVR 18 or 1/2			RVR 24 or 1/2			RVR 40 or 3/4		RVR 55 or 1	
RVR 18 or 1/2			RVR 24 or 1/2			RVR 40 or 3/4		RVR 55 or 1	
RVR 18 or 1/2			RVR 24 or 1/2			RVR 40 or 3/4		RVR 55 or 1	
RVR 18 or 1/2			RVR 24 or 1/2			RVR 40 or 3/4		RVR 55 or 1	
RVR 18 or 1/2			RVR 24 or 1/2			RVR 40 or 3/4		RVR 55 or 1	

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

CHANGES: Procedure.

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ORLANDO INTL


30 JAN 15

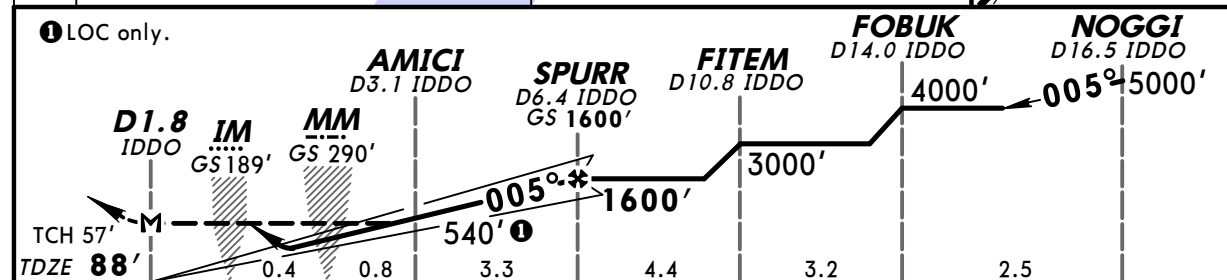
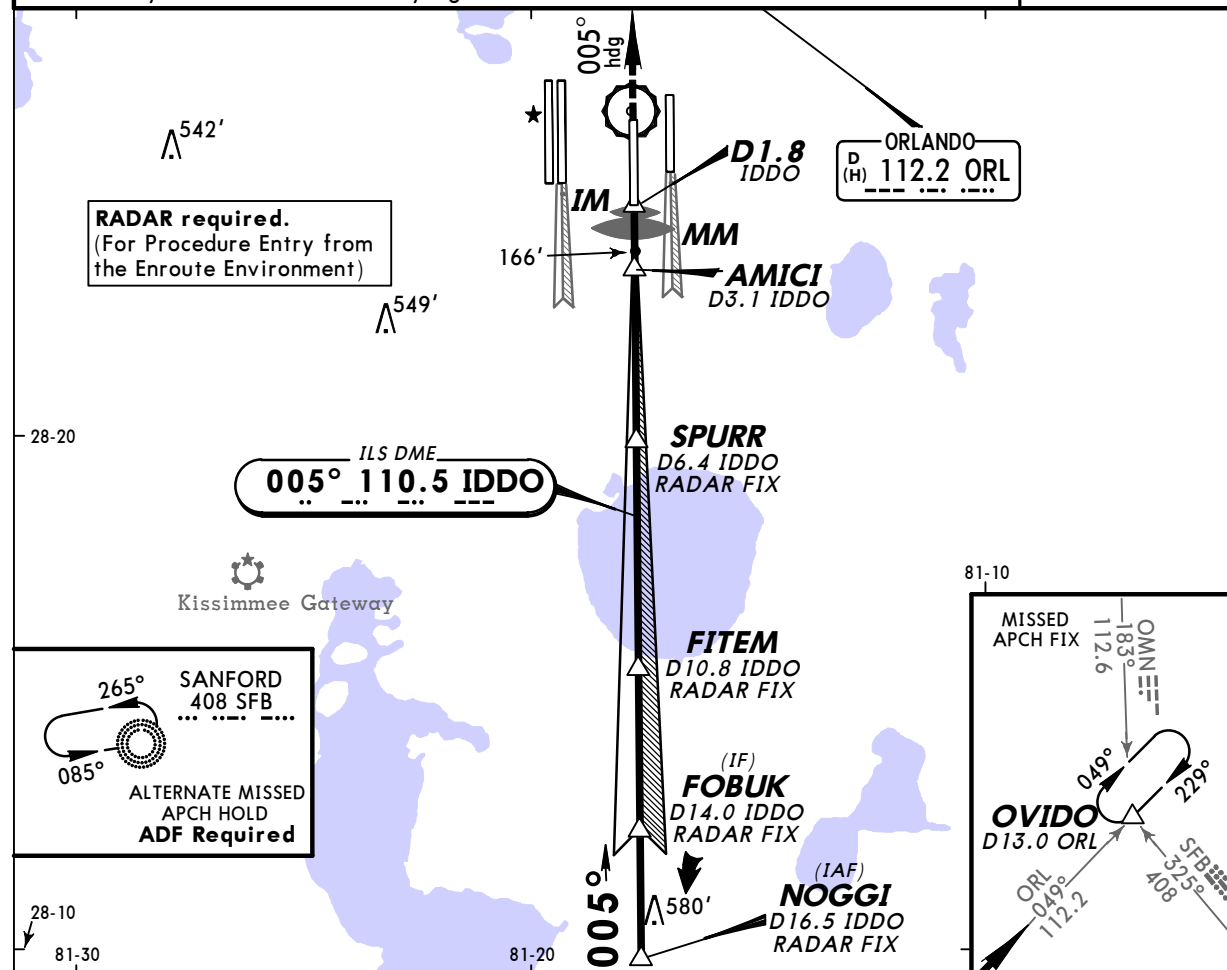


(21-4)

Eff 5 Feb


ORLANDO, FLA
ILS or LOC Rwy 35L

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°	GS SPURR 1600' (1512')	ILS DA(H) 288' (200')	Apt Elev 96' TDZE 88'	 <p style="text-align: center;">3000'</p> <p style="text-align: center;"><i>MSA ORL VOR</i></p>		
MISSED APCH: Climb to 3000' on heading 005° and outbound 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. DME or RADAR required. 2. Simultaneous approach authorized with Rwy 35R and Rwy 36L or Rwy 35R and Rwy 36R. 3. Bright lights on highway midway between Rwy 35L and 35R may be mistaken for runway lights.							



	0	0.1	0.5							ALSII-II		3000'		on 005° hdg		ORL and 112.2		OVIDO	
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 4.6	3:57	3:04	2:46	2:18	1:58	1:43													

3 RWLND 7 31 FEB 2013

TERPS		STRAIGHT-IN LANDING RWY35L				CIRCLE-TO-LAND	
		ILS DA(H) 288' (200')		LOC (GS out) MDA(H) 420' (332')			
		FULL	TDZ or CL out	ALS out	ALS out		Max Kts.
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1	90	740' (644') - 1
B						120	
C						140	
D						165	
							740' (644') - 1 3/4
							740' (644') - 2

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

CHANGES: Procedure.

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TERPS AMEND 7 5 FEB 2015

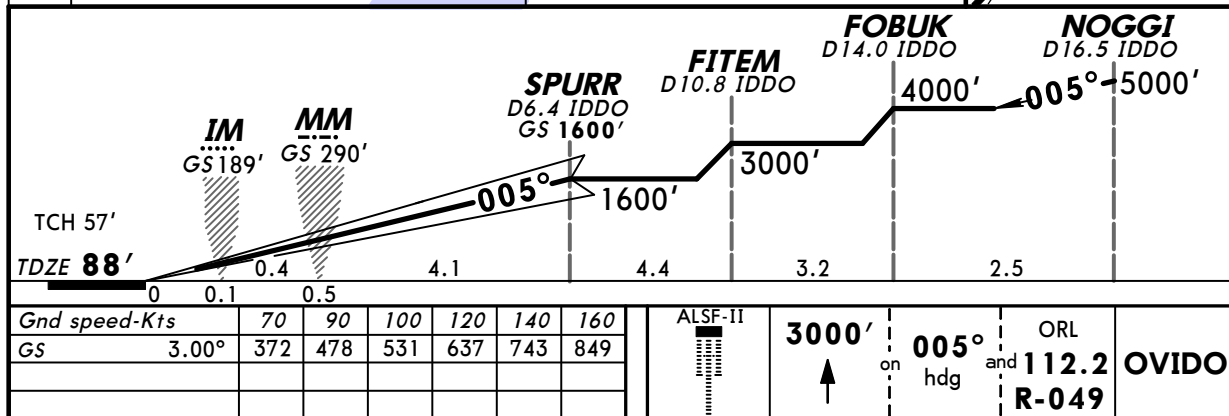
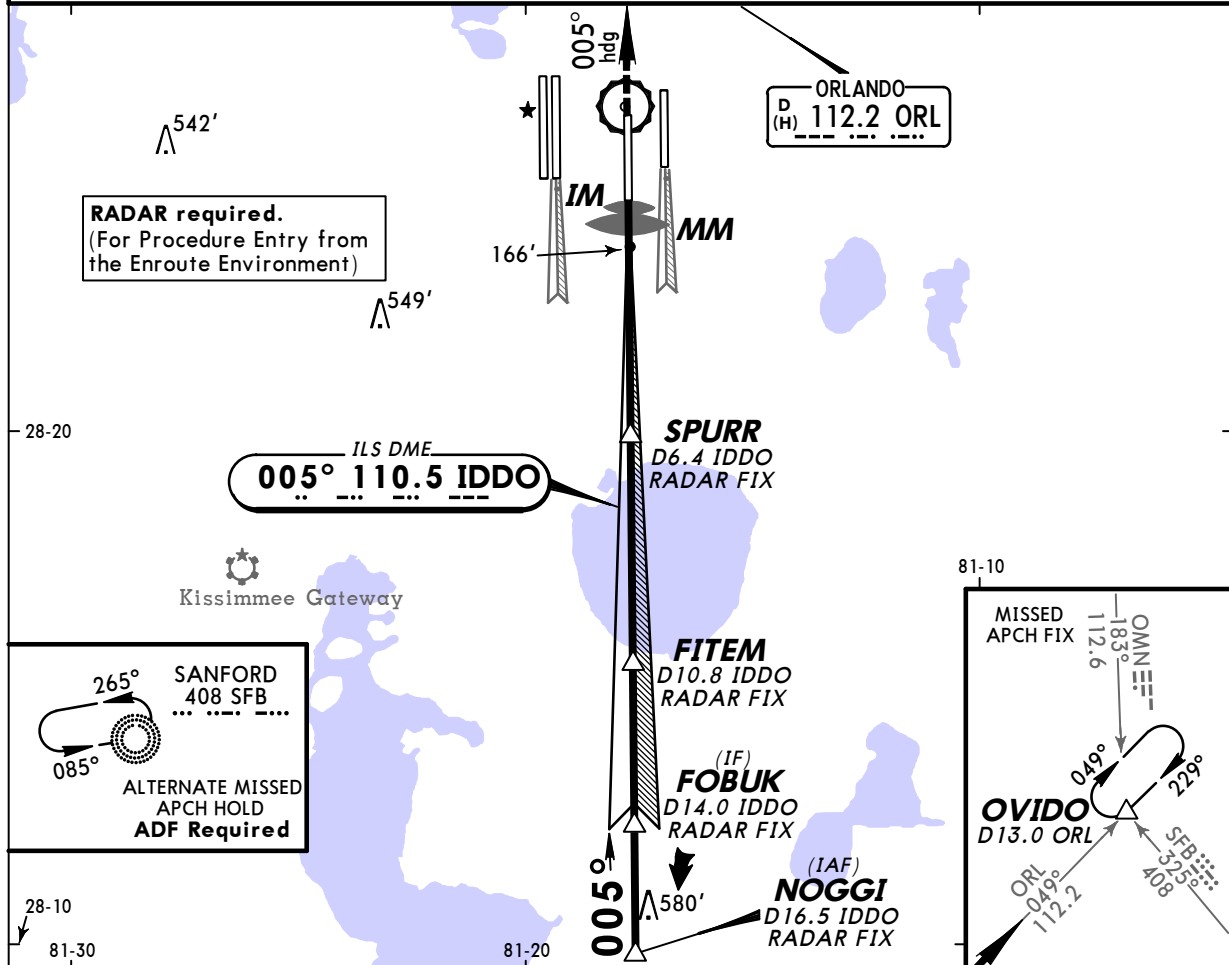
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ORLANDO INTL

JEPPesen
30 JAN 15
Eff 5 Feb **(21-4A)**

ORLANDO, FLA
ILS Rwy 35L CAT II & III

BRIEFING STRIP™

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	Final Apch Crs	GS SPURR	CAT IIIC	CAT IIIB	CAT IIIA	CAT II
110.5	005°	1600' (1512')	NA	Refer to Minimums	RA 106'	RA 106'
					DA(H) 188' (100')	DA(H) 188' (100')
					Apt Elev 96'	Apt Elev 96'
					TDZE 88'	TDZE 88'
MISSED APCH: Climb to 3000' on heading 005° and outbound ORL VOR R-049 to OVIDO/D13.0 ORL and hold, or as directed by ATC.						<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center;"> 3000' </div>
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						MSA ORL VOR
1. Special Aircrew & Aircraft Certification Required. 2. DME or RADAR required. 3. Simultaneous approach authorized with Rwy 35R and Rwy 36L or Rwy 35R and Rwy 36R. 4. Bright lights on highway midway between Rwy 35L and 35R may be mistaken for runway lights.						



TERPS			
STRAIGHT-IN LANDING RWY 35L			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
NA	RVR 6	RVR 7	RA 106' DA(H) 188' (100')
NA	RVR 6	RVR 7	RVR 12

TERPS AMEND 7 5 FEB 2015

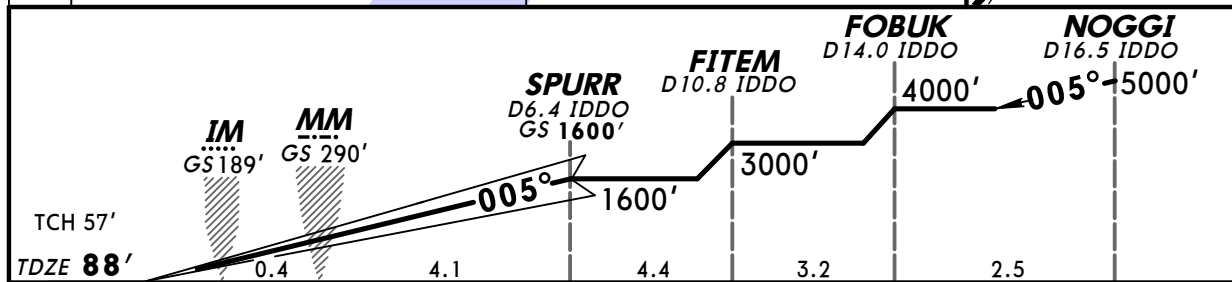
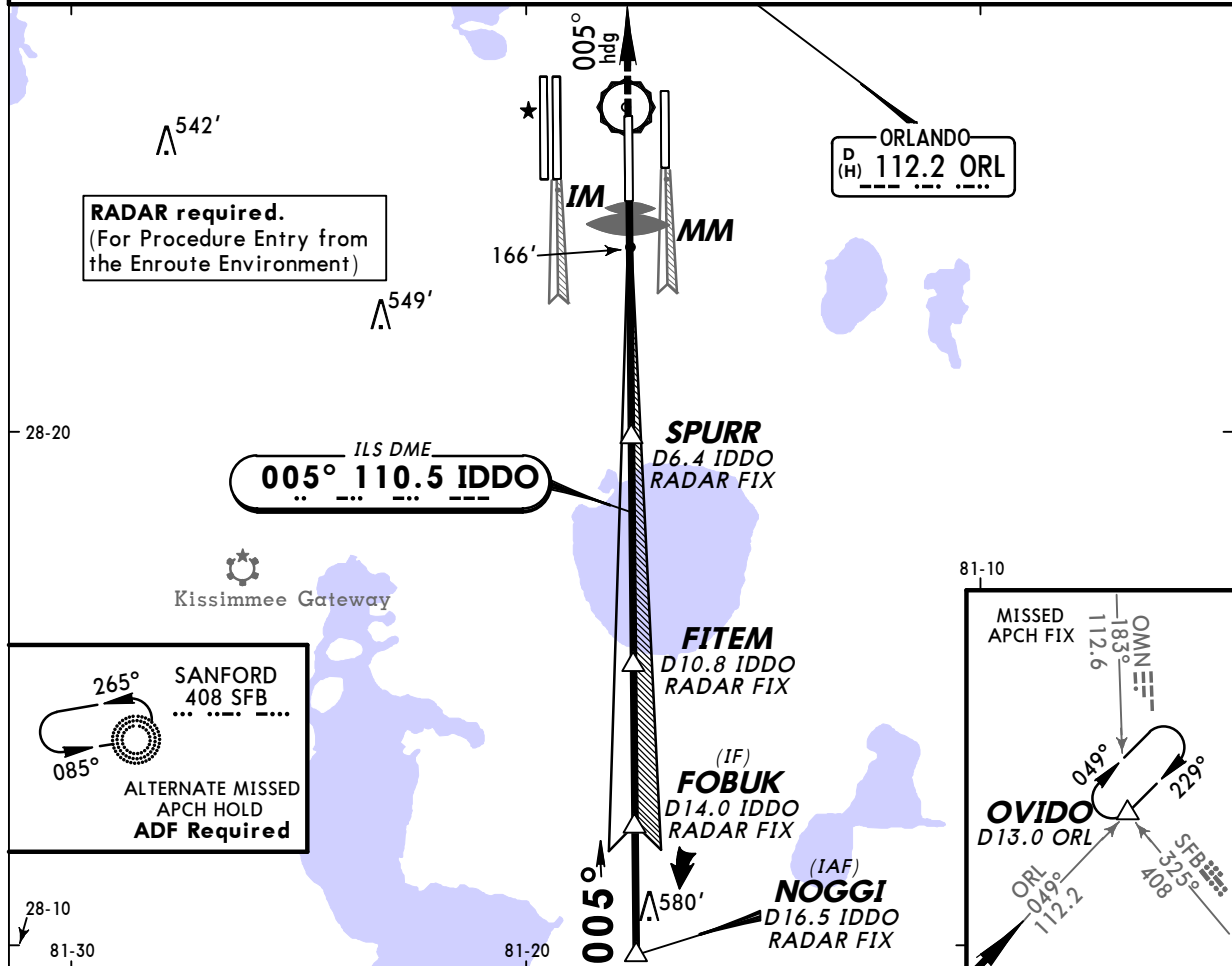
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ORLANDO INTL

JEPPesen
30 JAN 15
Eff 5 Feb (21-4B)

ORLANDO, FLA
ILS Rwy 35L SA CAT I

BRIEFING STRIP™

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°	GS SPURR 1600' (1512')	SA CAT I ILS RA 164' DA(H) 238' (150')	Apt Elev 96' TDZE 88'	<div>3000'</div>	
MISSED APCH: Climb to 3000' on heading 005° and outbound 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. Special Aircrew & Aircraft Certification Required. 2. DME or RADAR required. 3. Simultaneous approach authorized with Rwy 35R and Rwy 36L or Rwy 35R and Rwy 36R. 4. 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	ALSIF-II	3000'	on	005°	and	ORL	OVIDO
GS	3.00°	372	478	531	637	743	849			hdg		R-049	

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

A	RVR 14
B	
C	
D	

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

CHANGES: New procedure.

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TERPS AMEND 7 5 FEB 2015

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ORLANDO INTL



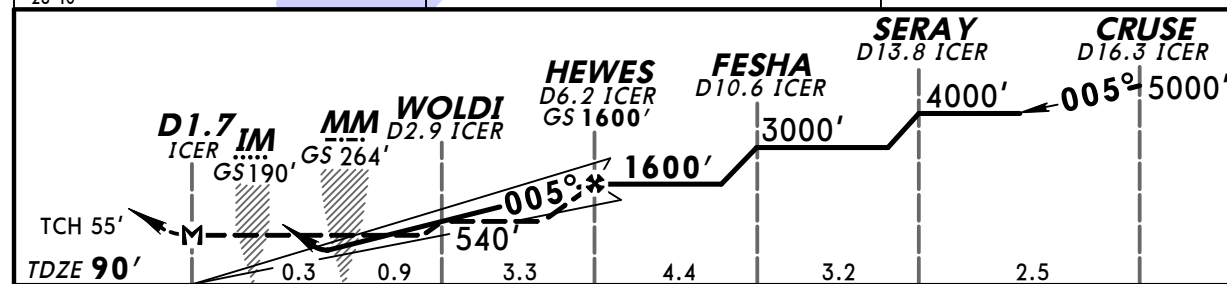
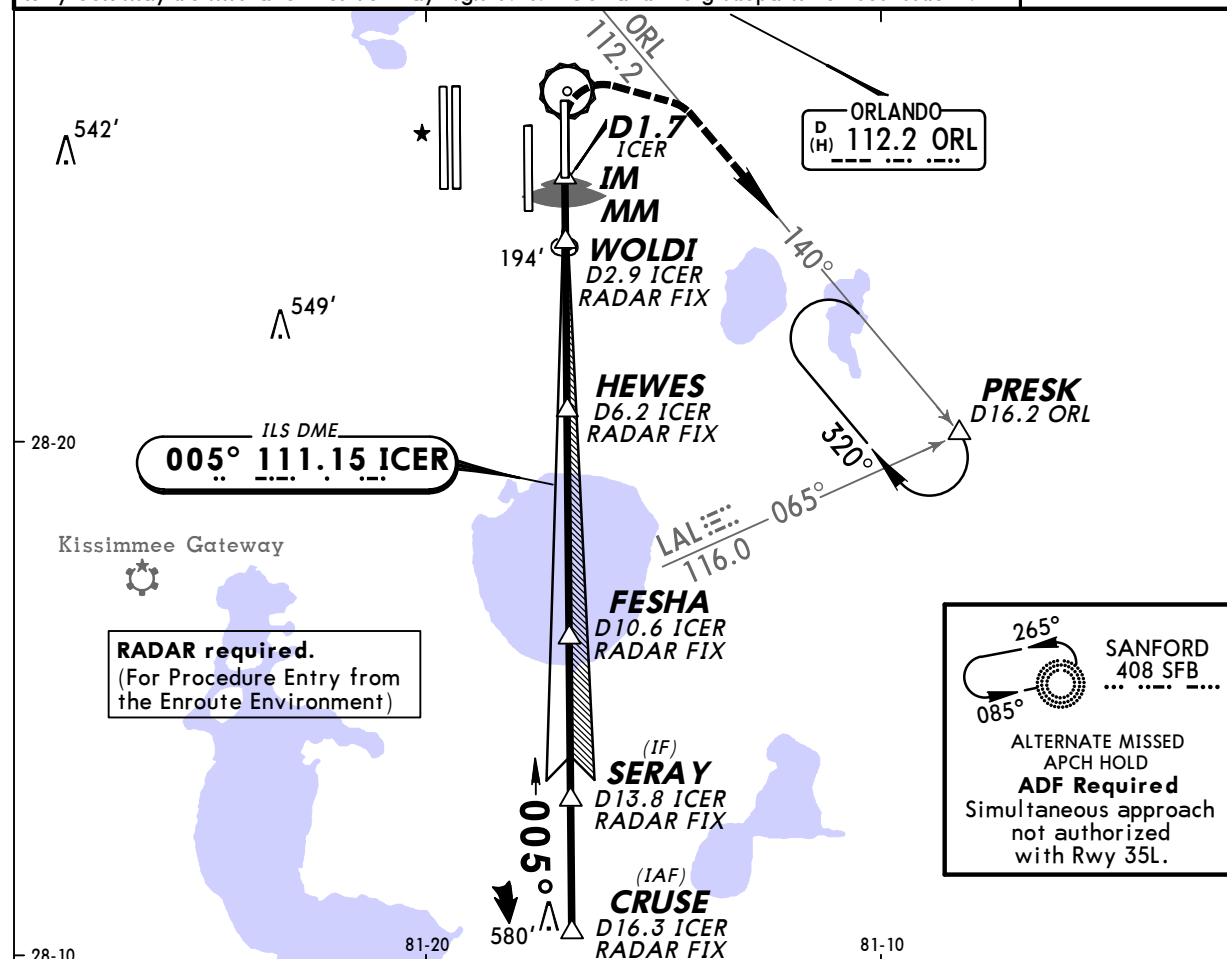
30 JAN 15 (21-5)

Eff 5 Feb

ORLANDO, FLA


ILS or LOC Rwy 35R

BRIEFING STRIP	D-ATIS (Arrival)		ORLANDO Approach (R)		ORLANDO Tower		Ground		East	
	121.25		124.8		Rwys 17L/R & 35L/R 118.45		Rwys 18L/R & 36L/R 124.3		West 121.8	
	LOC ICER		Final Apch Crs		GS HEWES		ILS DA(H)		Apt Elev 96'	
	111.15		005°		1600' (1510')		290' (200')		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', or as directed by ATC.								<div>3000'</div> <div>MSA ORL VOR</div>	
	Alt Set: INCHES									



0 0.1 0.4							<div>ALSF-II</div> <div>PAPI</div>	<div>500'</div> <div>↑</div>	<div>3000'</div> <div>↗ RT</div>	ORL on 112.2 R-140	PRESK	
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	4.6	3:57	3:04	2:46	2:18	1:58						1:43

3 RWYEND 2 3 FEB 2013

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

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

CHANGES: Procedure.

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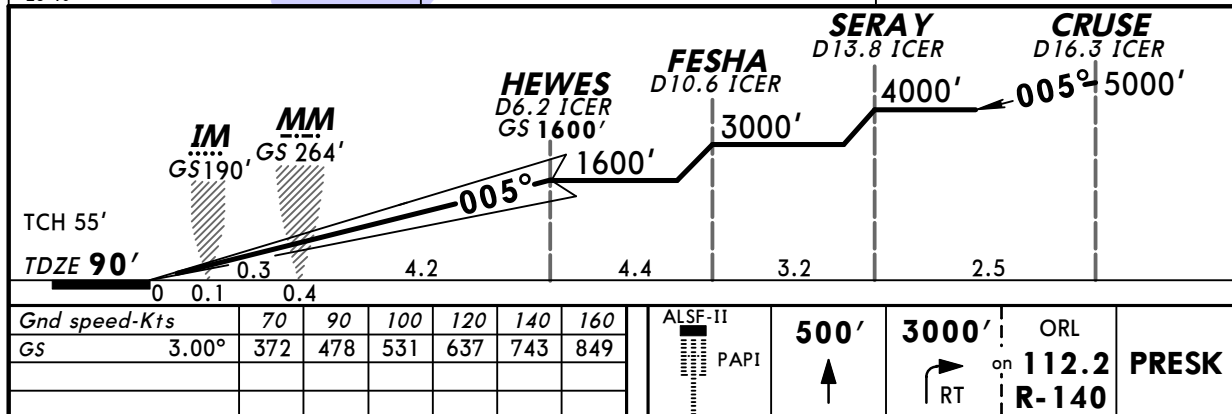
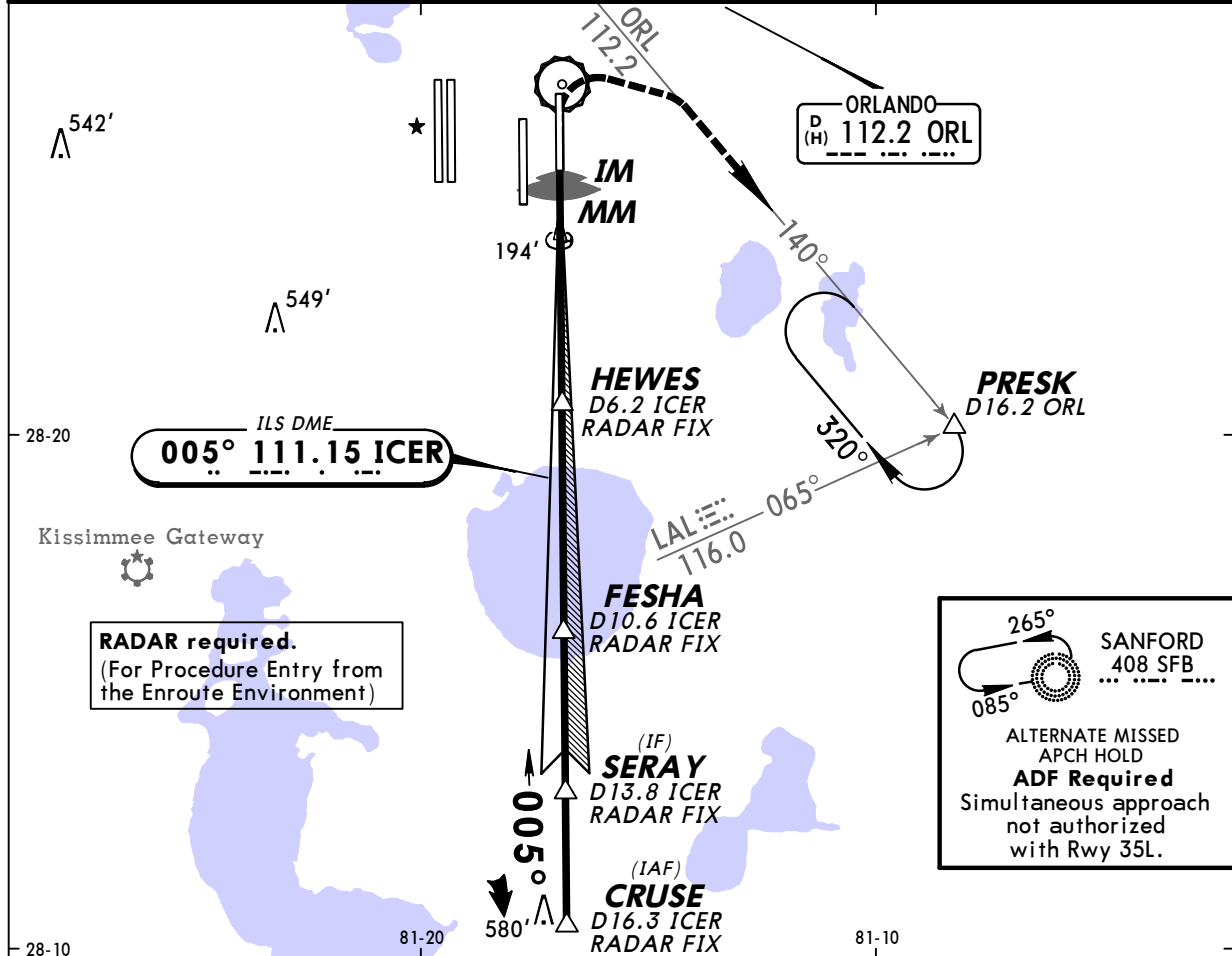
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JEPPesen
30 JAN 15 **(21-5A)** **Eff 5 Feb**

ORLANDO, FLA
ILS Rwy 35R CAT II

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 ICER 111.15	Final Apch Crs 005°	GS HEWES 1600' (1510')	CAT II RA 101' DA(H)190' (100')	Apt Elev 96' TDZE 90'	<div>3000'</div> <div>MSA ORL VOR</div>	
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', or as directed by ATC.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						
1. Special Aircrew & Aircraft Certification Required. 2. DME or RADAR required. 3. Simultaneous approach authorized with Rwy 35L and Rwy 36L, or 35L and Rwy 36R. 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.						



TERPS		STRAIGHT-IN LANDING RWY35R	
		CAT II ILS	
		RA 101'	
		DA(H) 190' (100')	
		RVR 12	

TERPS AMEND 2 5 FEB 2015

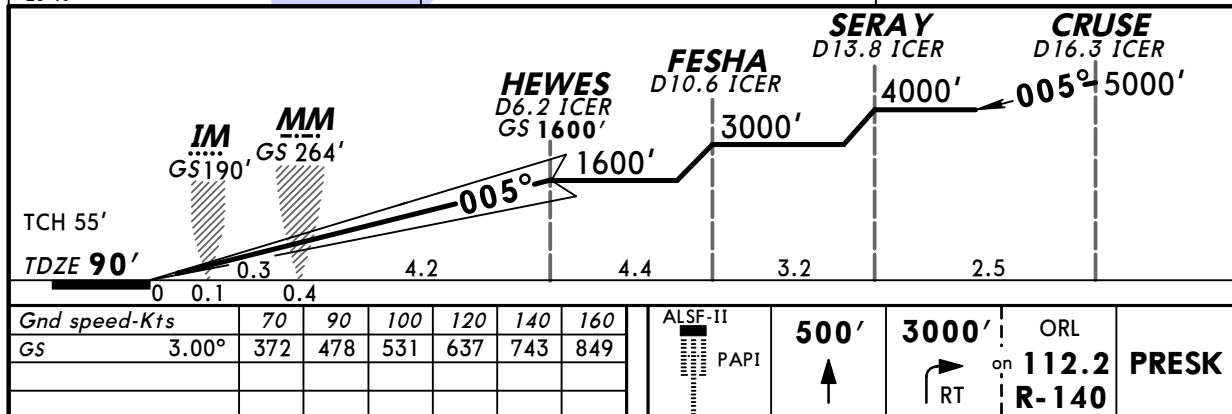
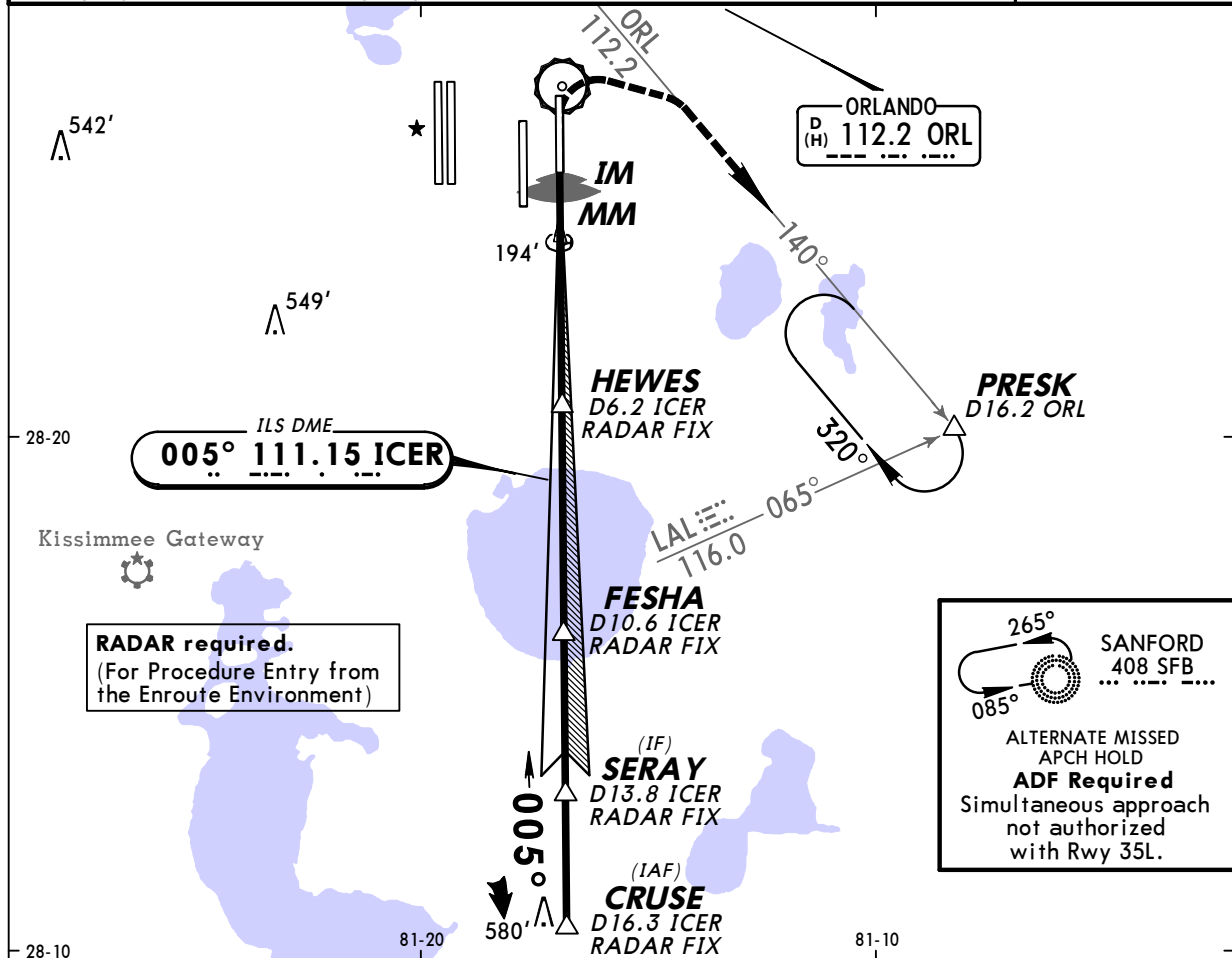
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ORLANDO INTL

JEPPesen
30 JAN 15 **(21-5B)** **Eff 5 Feb**

ORLANDO, FLA
ILS Rwy 35R SA CAT I

BRIEFING STRIP™

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower		Ground	
		Rwys 17L/R & 35L/R	Rwys 18L/R & 36L/R	West	East
121.25	124.8	118.45	124.3	121.8	126.4
LOC ICER 111.15	Final Apch Crs 005°	GS HEWES 1600' (1510')	SA CAT I ILS RA 157' DA(H)240' (150')	Apt Elev 96' TDZE 90'	<div>3000'</div> <div>MSA ORL VOR</div>
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', or as directed by ATC.					
Alt Set: INCHES					



TERPS STRAIGHT-IN LANDING RWY35R
1 SA CAT I ILS
RA 157'
 DA(H) 240' (150')

A
B
C
D
 RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

CHANGES: New procedure.

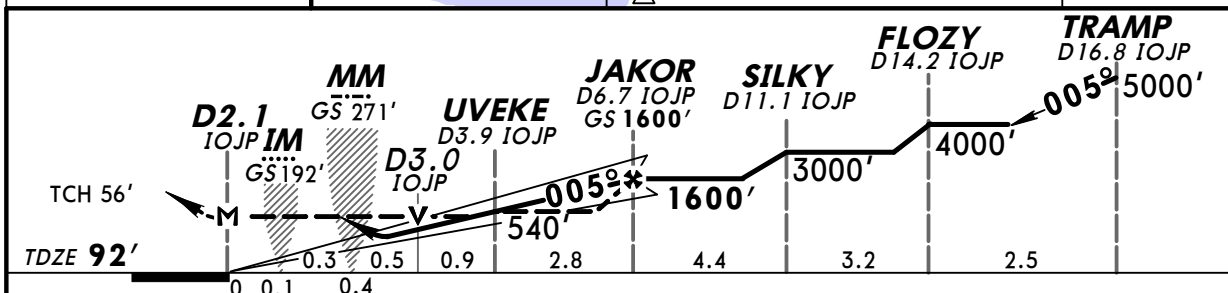
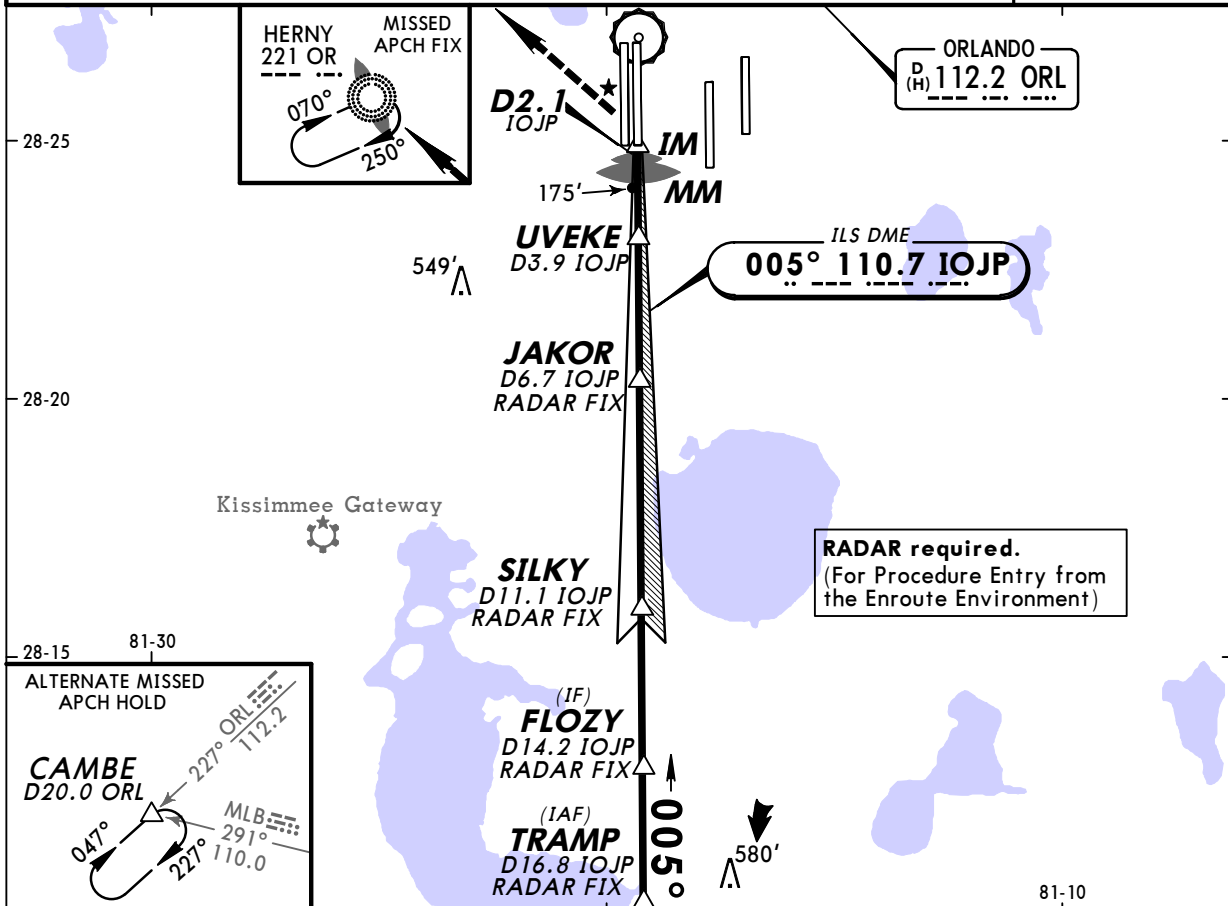
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TERPS AMEND 2 5 FEB 2015

KMCO/MCO
ORLANDO INTLJEPPesen
30 JAN 15 (21-6) Eff 5 FebORLANDO, FLA
ILS or LOC Rwy 36R

BRIEFING STRIP™

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower			Ground	
		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°	GS JAKOR 1600' (1508')	ILS DA(H) 292' (200')	Apt Elev 96' TDZE 92'	<div>3000'</div> <div>MSA ORL VOR</div>	
MISSED APCH: Climb to 500', then climbing LEFT turn to 3000' direct OR LOM and hold, continue climb-in-hold to 3000', or as directed by ATC.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						
1. DME or RADAR required. 2. ADF required. 3. Simultaneous approach authorized with Rwy 35L/R. 4. VGSI and ILS glidepath not coincident.						



Gnd speed-Kts	70	90	100	120	140	160	ALS F-II	500'	3000'	D	OR 221
GS 3.00°	372	478	531	637	743	849	PAPI	↑	LT		
MAP at D2.1 IOJP or JAKOR to MAP 4.6	3:57	3:04	2:46	2:18	1:58	1:43					

TERPS						STRAIGHT-IN LANDING RWY36R			CIRCLE-TO-LAND		
ILS			LOC (GS out)			2 With UVEKE			2 With UVEKE		
DA(H) 292' (200')			MDA(H) 440' (348')			MDA(H) 540' (448')			MDA(H)		
FULL	TDZ or CL out	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out	Max Kts	MDA(H)	
A			RVR 24 or 1/2	RVR 55	RVR 24 or 1/2	RVR 55	RVR 55	RVR 55	90	740' (644') - 1	
B	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 24 or 1/2	RVR 45 or 7/8	RVR 55 or 1	RVR 55 or 1	120	740' (644') - 1 3/4	
C			RVR 30 or 5/8	RVR 55 or 1	RVR 24 or 1/2	RVR 45 or 7/8	RVR 55 or 1	RVR 55 or 1	140	740' (644') - 1 3/4	
D					RVR 24 or 1/2	RVR 45 or 7/8	RVR 55 or 1	RVR 55 or 1	165	740' (644') - 2	

1 RVR 18 with Flight Director or Autopilot or HUD to DA. 2 DME required.

CHANGES: Procedure.

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TERPS AMEND TO 5 FEB 2015

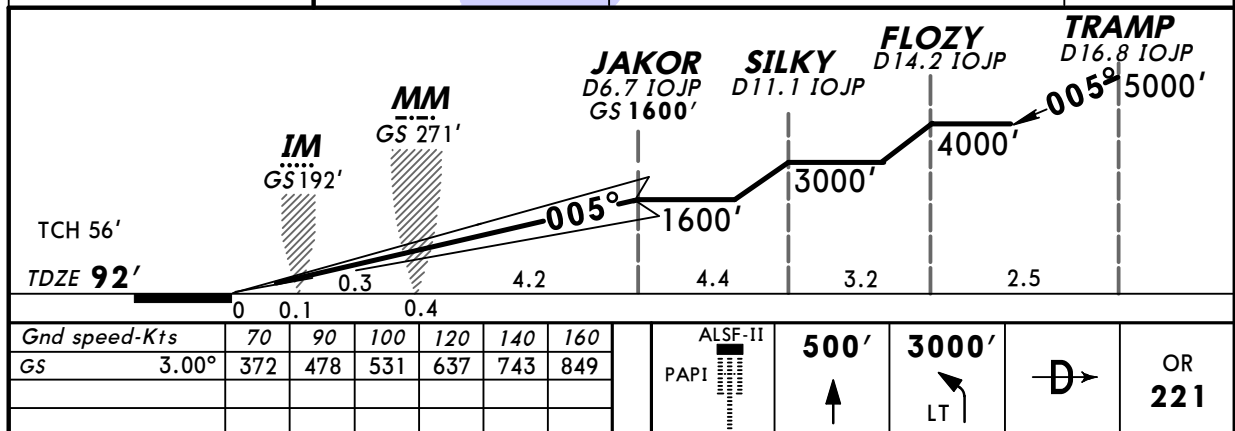
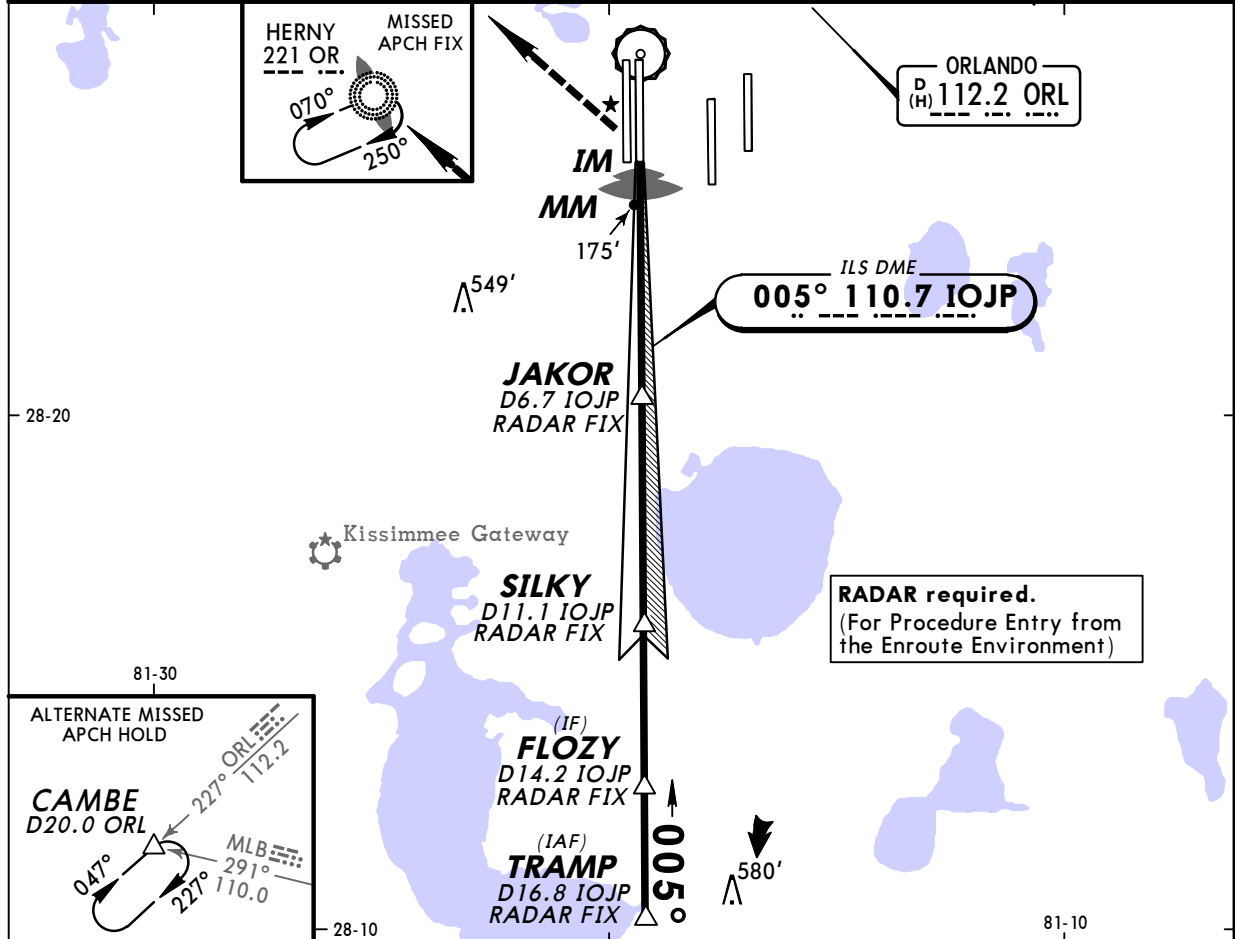
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JEPPesen
30 JAN 15
Eff 5 Feb (21-6A)

ORLANDO, FLA
ILS Rwy 36R CAT II & III

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
121.25		124.8		124.3		118.45		121.8	126.4
LOC IOJP	Final Apch Crs	GS JAKOR 1600' (1508')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA	CAT II RA 106' DA(H) 192'(100')	Apt Elev 96' TDZE 92'	<div>3000'</div> <div>MSA ORL VOR</div>	
MISSED APCH: Climb to 500', then climbing LEFT turn to 3000' direct OR LOM 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 & Acft Certification Required. 2. DME or RADAR required. 3. ADF required. 4. Simultaneous approach authorized with Rwy 35L/R. 5. VGSI and ILS glidepath not coincident.									



TERPS				STRAIGHT-IN LANDING RWY36R			
CAT IIIC ILS		CAT IIIB ILS		CAT IIIA ILS		CAT II ILS RA 106' DA(H) 192'(100')	
NA		RVR 6		RVR 7		RVR 12	

TERPS AMEND 10 5 FEB 2015

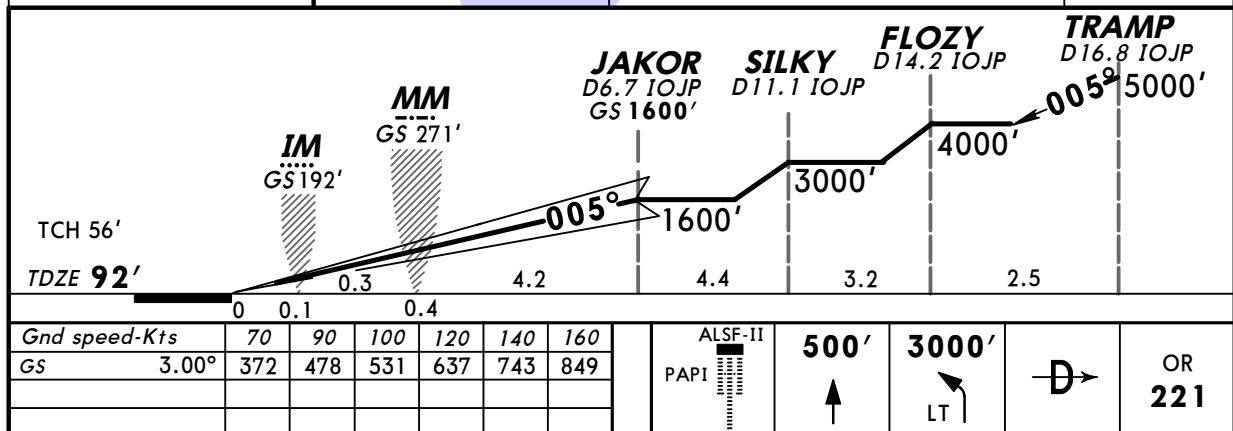
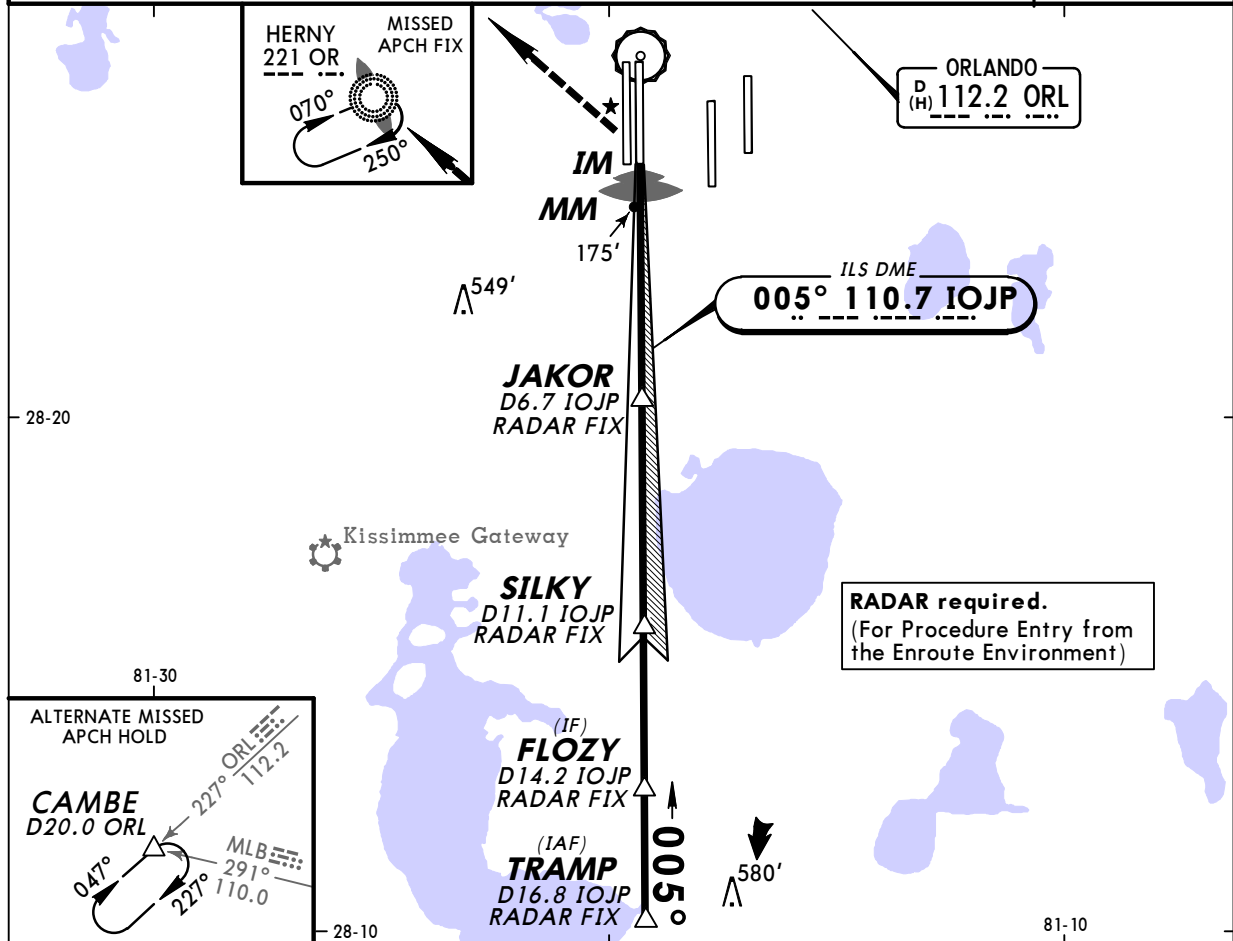
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JEPPesen
30 JAN 15
Eff 5 Feb (21-6B)

ORLANDO, FLA
ILS Rwy 36R SA CAT I

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
		124.3	118.45	121.8	126.4
LOC IOJP 110.7	Final Apch Crs 005°	GS JAKOR 1600' (1508')	SA CAT I ILS RA 158' DA(H) 242' (150')	Apt Elev 96' TDZE 92'	<div>3000'</div> <div>MSA ORL VOR</div>
MISSED APCH: Climb to 500', then climbing LEFT turn to 3000' direct OR LOM 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 & Acft Certification Required. 2. DME or RADAR required. 3. ADF required. 4. Simultaneous approach authorized with Rwy 35L/R. 5. VGSI and ILS glidepath not coincident.					



TERPS		STRAIGHT-IN LANDING RWY36R	
		1 SA CAT I ILS	
		RA 158'	
		DA(H) 242' (150')	
A	RVR 14		
B			
C			
D			
1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.			

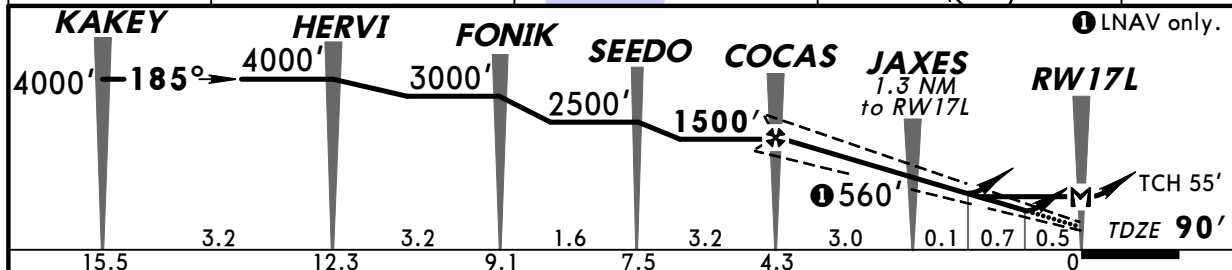
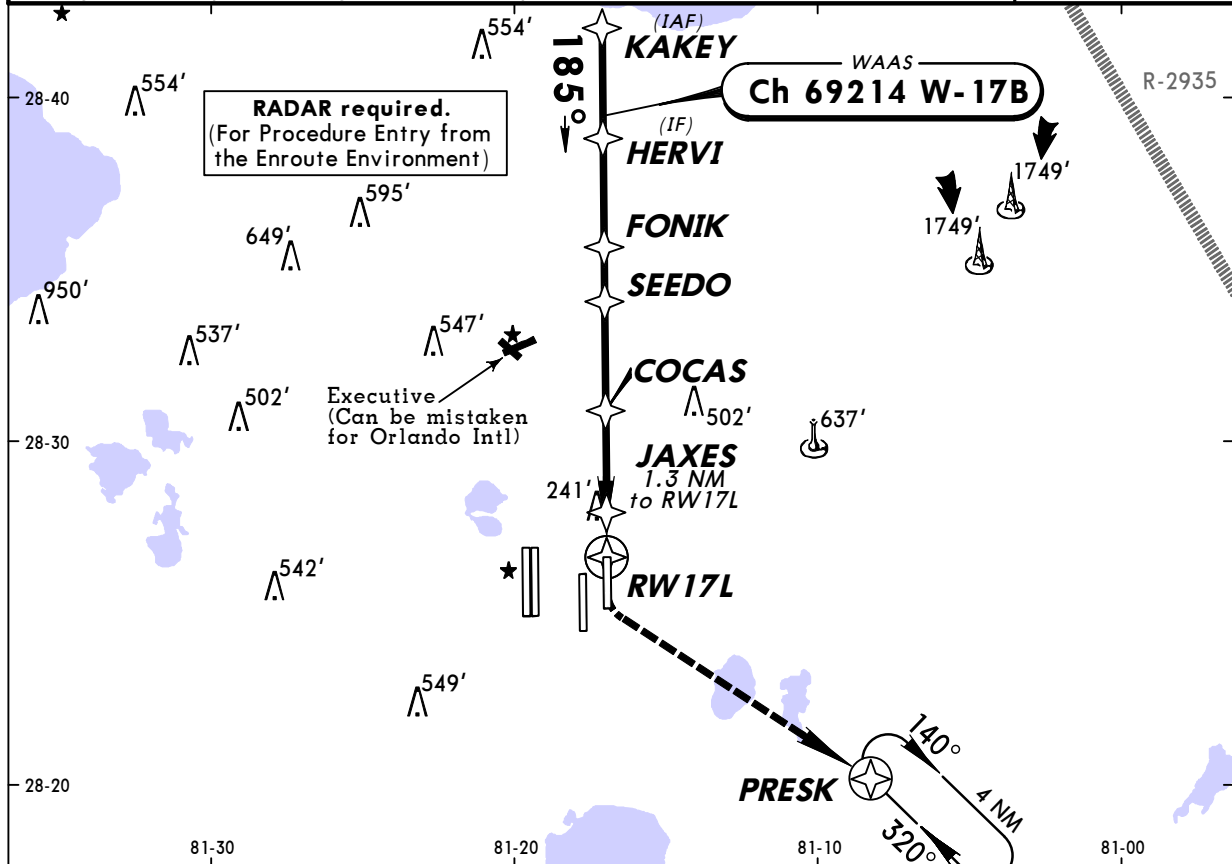
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JEPPesen
30 JAN 15 **(22-1)** Eff 5 Feb

ORLANDO, FLA **RNAV (GPS) Rwy 17L**

BRIEFING STRIP™

D-ATIS (Arrival)	ORLANDO Approach (R)		ORLANDO Tower		Ground	
			Rwys 17L/R & 35L/R	Rwys 18L/R & 36L/R	West	East
121.25	124.8		118.45	124.3	121.8	126.4
WAAS Ch 69214 W-17B	Final Apch Crs 185°	Minimum Alt COCAS 1500' (1410')	LPV DA(H) 290' (200')	Apt Elev 96' TDZE 90'	<div><div>3000'</div><div>MSA RW17L</div></div>	
MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' direct PRESK 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. 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 Rwy 17R and Rwy 18L, or Rwy 17R and 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	ALS-II	500'	3000'	PRESK
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI	↑	LT	→
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW17L										

TERPS			STRAIGHT-IN LANDING RWY 17L						CIRCLE-TO-LAND		
LPV			LNAV/VNAV			LNAV			<div>C</div>	Max Kts	MDA(H)
DA(H) 290' (200')			DA(H) 515' (425')			MDA(H) 500' (410')					
		ALS out			ALS out			ALS out			
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 48 or 7/8	1 3/8	RVR 24 or 1/2		RVR 55 or 1		90	740'(644')-1	
B									120		
C									140	740'(644')-1 3/4	
D									165		740'(644')-2

CHANGES: Procedure.

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TERPS AMEND 1 5 FEB 2015

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ORLANDO INTL

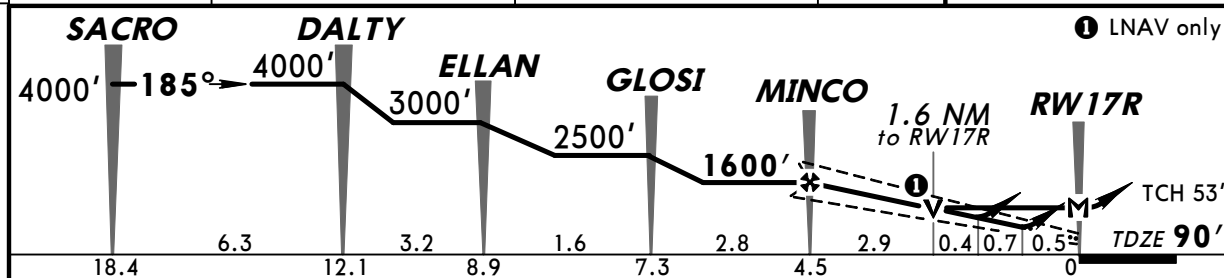
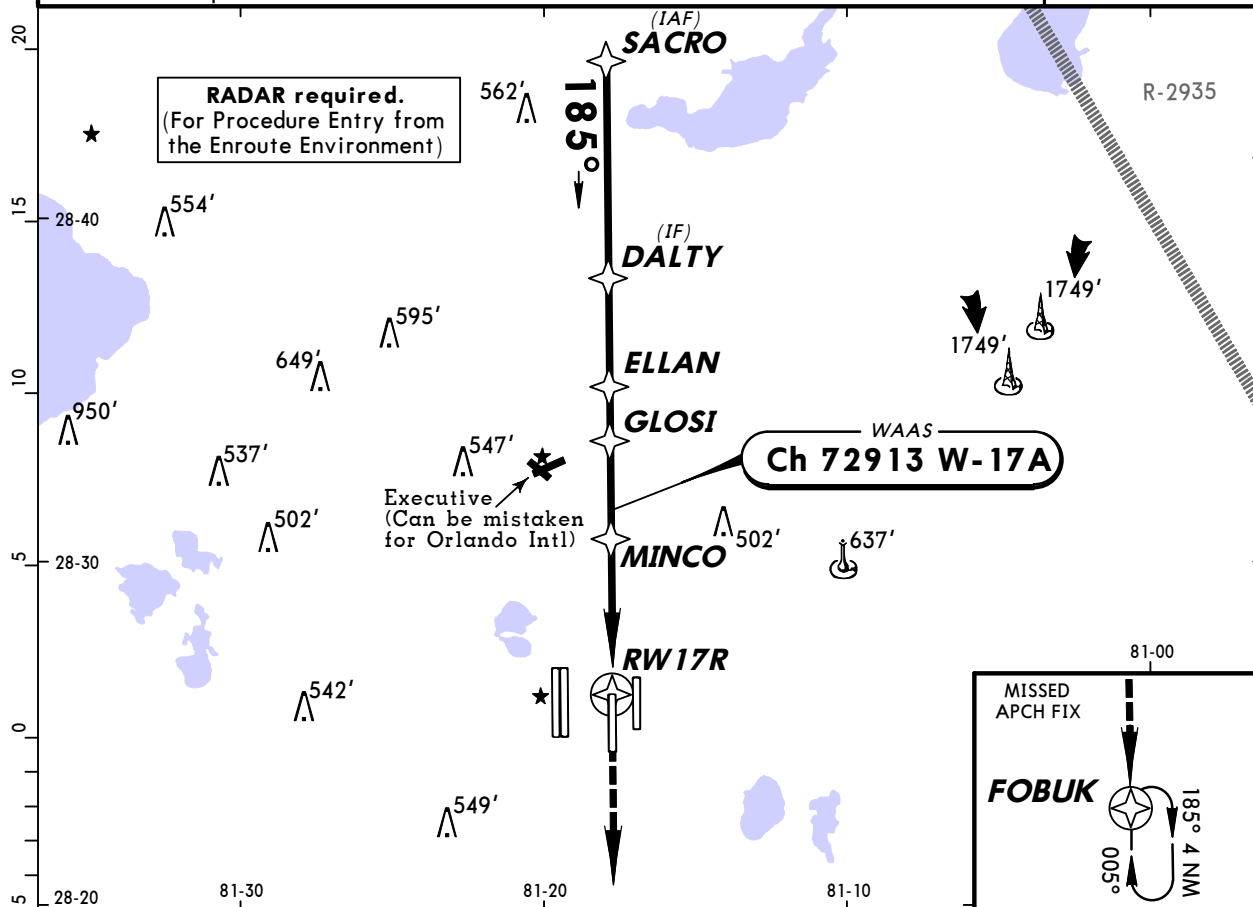
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30 JAN 15 **(22-2)** **Eff 5 Feb**





ORLANDO, FLA
RNAV (GPS) Rwy 17R

BRIEFING STRIP TM	D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 17L/R & 35L/R Rwys 18L/R & 36L/R		Ground West East
	121.25	124.8	118.45	124.3	121.8 126.4
	WAAS Ch 72913 W-17A	Final Apch Crs 185°	Minimum Alt MINCO 1600' (1510')	LPV DA(H) 290' (200')	Apt Elev 96' TDZE 90'
	MISSED APCH: Climb to 3000' direct FOBUK and hold.				
	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. Bright lights on highway midway between Rwy 17L and 17R may be mistaken for runway lights. 4. Simultaneous approach authorized with Rwy 17L and Rwy 18L, or Rwy 17L and Rwy 18R. 5. LNAV procedure not authorized during imultaneous operations. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.				

3000'

MSA RW17R



<i>Gnd speed-Kts</i>	70	90	100	120	140	160				
<i>Glide Path Angle 3.00°</i>	372	478	531	637	743	849				
<i>LPV, LNAV/VNAV: MAP at DA</i>										
<i>LNAV: MAP at RW17R</i>										

TERPS		STRAIGHT-IN LANDING RWY 17R						CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV		<div><div>C</div><div>Max Kts _____</div><div>MDA(H) _____</div></div>			
DA(H) 290' (200')		DA(H) 526' (436')		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 3/8	RVR 24 or 1/2	RVR 55 or 1	90	740' (644') - 1	
B					1 1/4	1 5/8	120		
C							140	740' (644') - 1 3/4	
D							165	740' (644') - 2	

CHANGES: Notes, minimums, amendment number.

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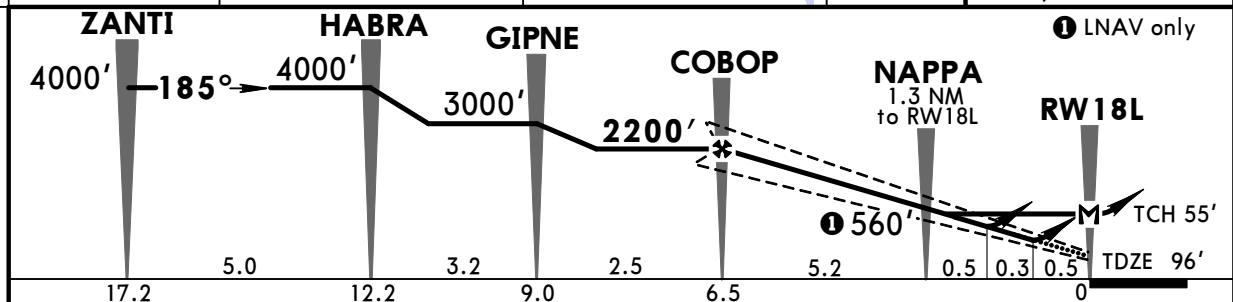
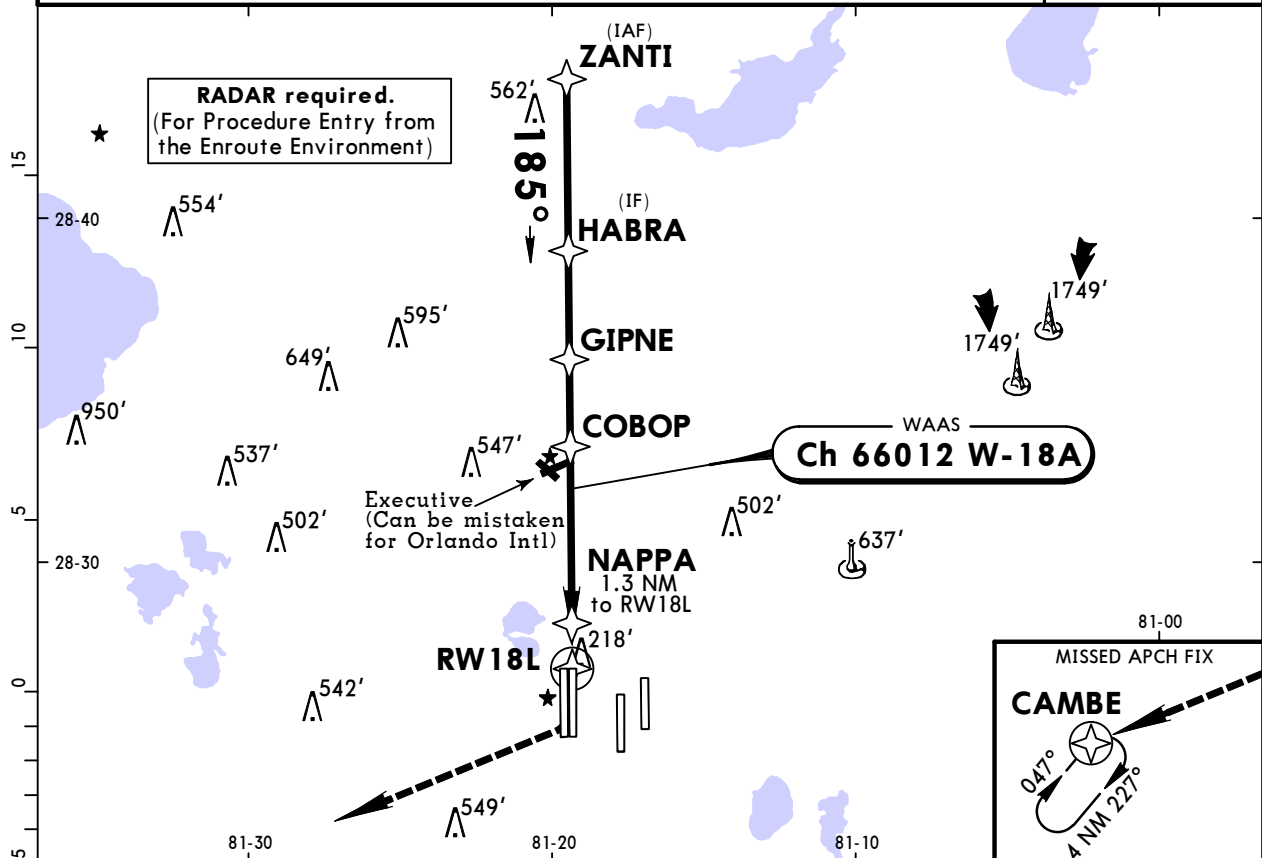
KMCO/MCO
ORLANDO INTL

JEPPesen
7 APR 17 (22-3)

ORLANDO, FLA
RNAV (GPS) Rwy 18L

BRIEFING STRIP™

D-ATIS (Arrival)		ORLANDO Approach (R)		ORLANDO Tower		Ground	
Rwys 18L/R & 36L/R		Rwys 17L/R & 35L/R		West		East	
121.25		124.8		124.3		118.45	
121.8		126.4					
WAAS		Final		Minimum Alt		LPV	
Ch 66012		Apch Crs		COBOP		DA(H)	
W-18A		185°		2200' (2104')		296' (200')	
Apt Elev 96'		TDZE 96'					
MISSED APCH: Climb to 500' then climbing RIGHT turn to 4000' direct CAMBE and hold, continue climb-in-hold to 4000'.						<div>3000'</div> <div>MSA RW18L</div>	
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.							



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L		500'		4000'		CAMBE	
Glide Path Angle 3.00°	372	478	531	637	743	849								
LPV, LNAV/VNAV: MAP at DA														
LNAV: MAP at RW18L														

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

TERPS AMEND 1 5 FEB 2015

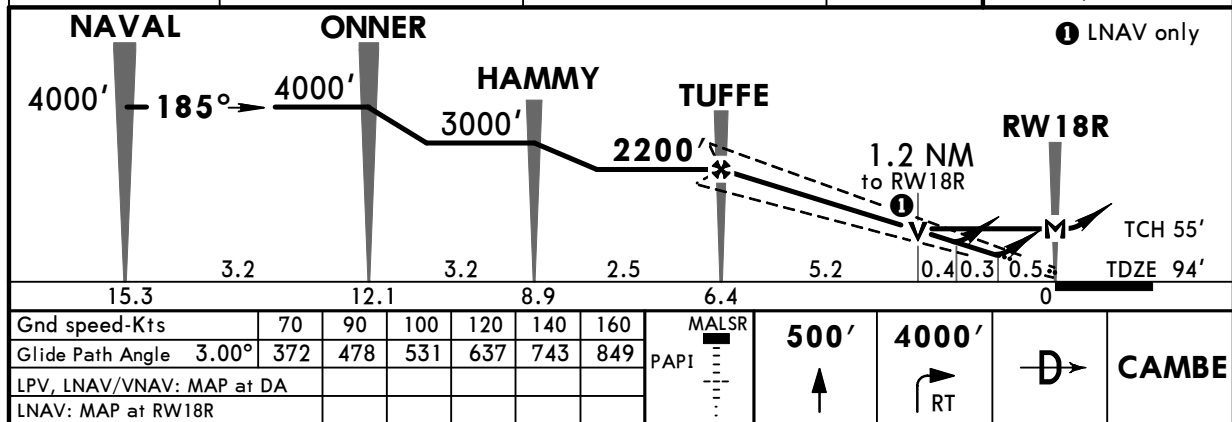
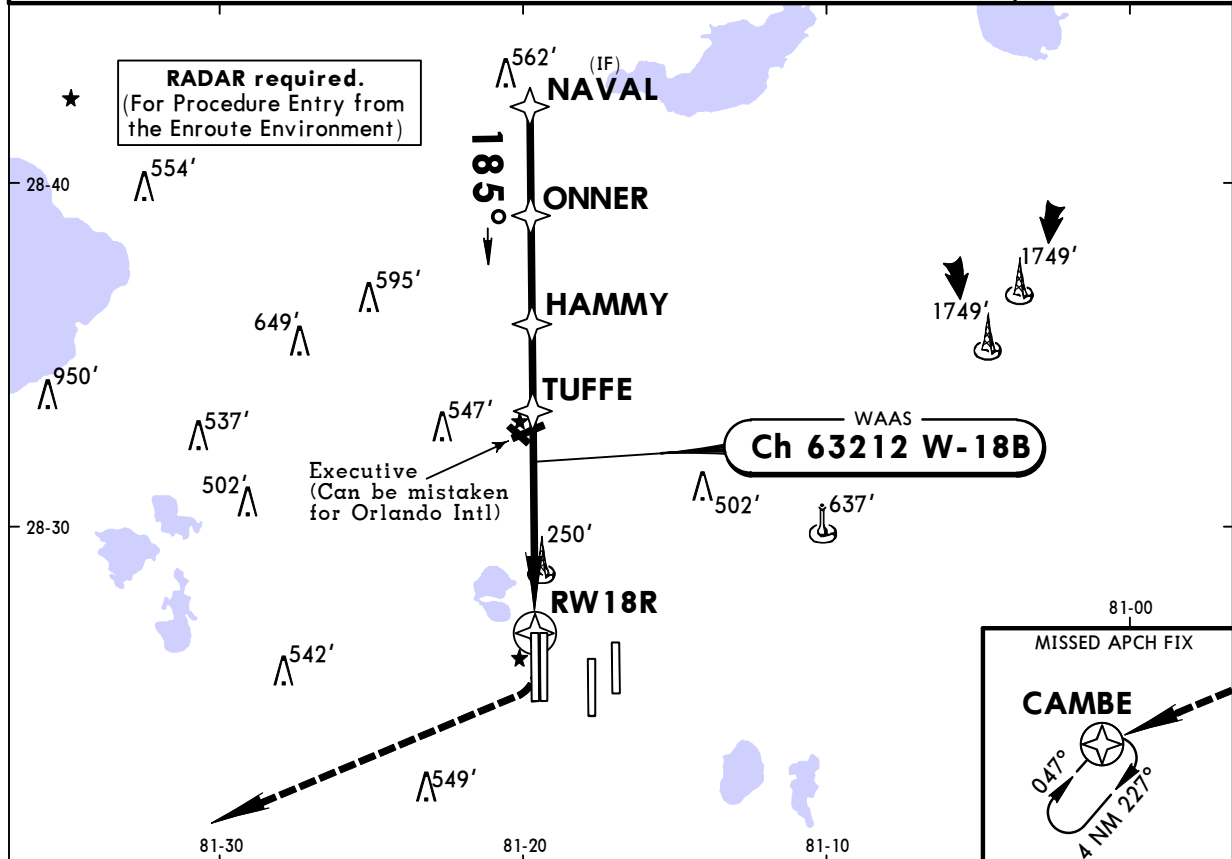
KMCO/MCO
ORLANDO INTL

JEPPesen
7 APR 17 (22-4)

ORLANDO, FLA
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
121.25	124.8	124.3	118.45	121.8	126.4
WAAS Ch 63212 W-18B	Final Apch Crs 185°	Minimum Alt TUFFE 2200' (2106')	LPV DA(H) 294' (200')	Apt Elev 96'	TDZE 94'
MISSED APCH: Climb to 500' then climbing RIGHT turn to 4000' direct CAMBE and hold, continue climb-in-hold to 4000'.					<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">3000'</div> <div style="text-align: center; margin-top: 10px;">MSA RW18R</div>
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. VGS1 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.					



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

TERPS AMEND 1 5 FEB 2015

KMCO/MCO
ORLANDO INTL

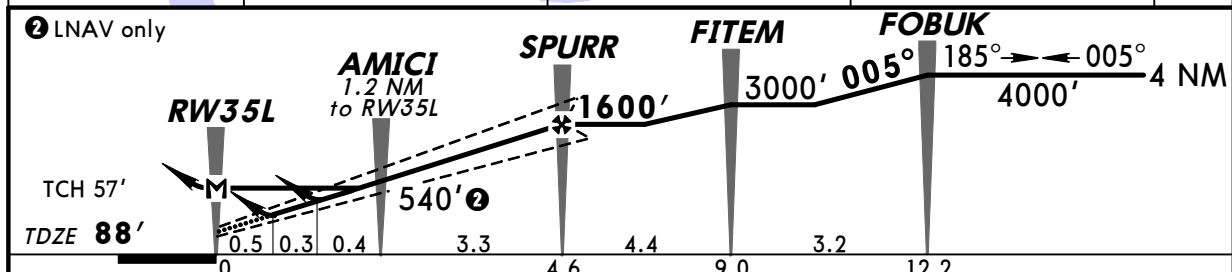
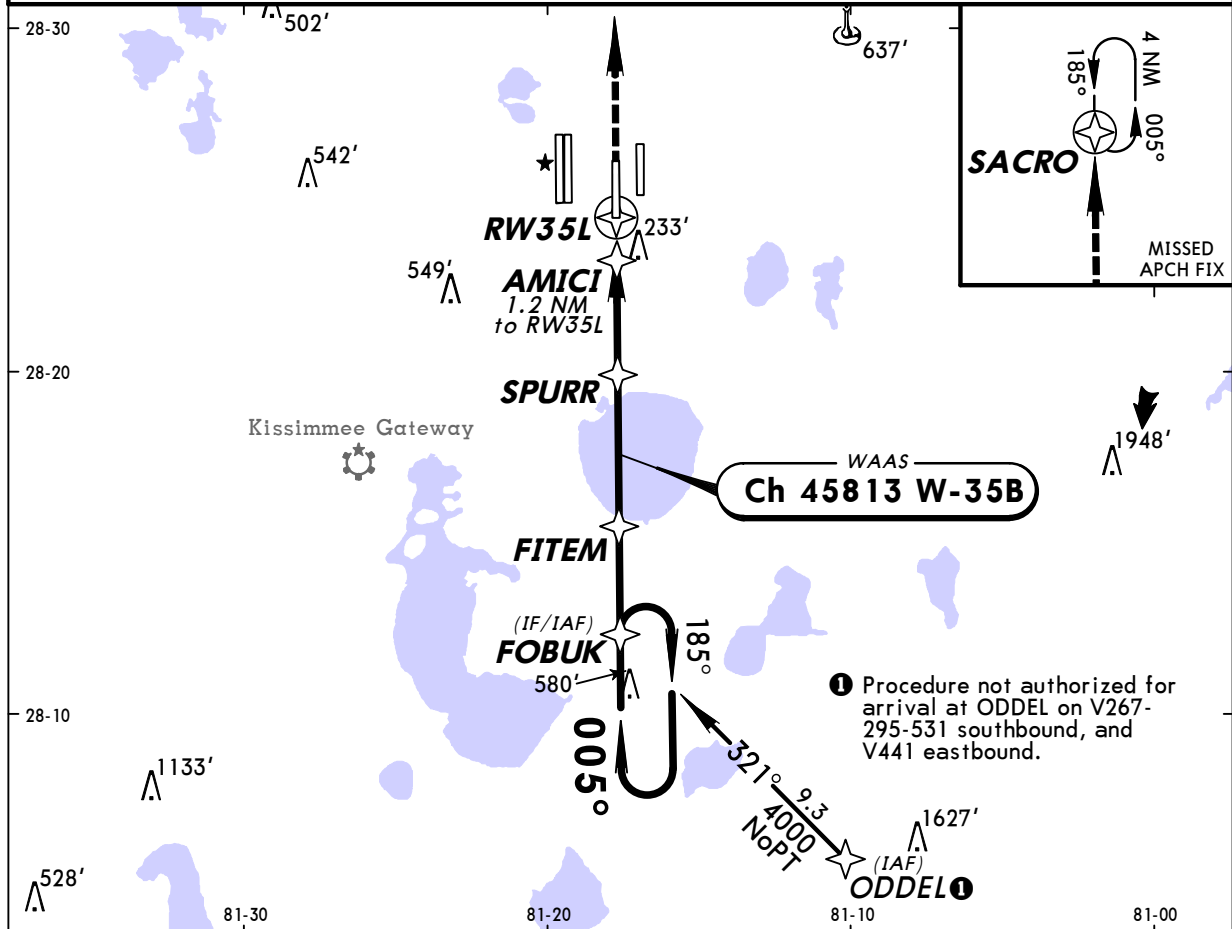
JEPPesen
30 JAN 15 **(22-5)** Eff 5 Feb

ORLANDO, FLA
RNAV (GPS) Rwy 35L


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 45813 W-35B	Final Apch Crs 005°	Minimum Alt SPURR 1600' (1512')	LPV DA(H) 288' (200')	Apt Elev 96' TDZE 88'	
MISSED APCH: Climb to 4000' direct SACRO and hold.					3000' MSA RW35L

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 with Rwy 35R, and Rwy 36L, or Rwy 35R and Rwy 36R. 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	<div>ALSF-II</div> <div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><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TERPS			STRAIGHT-IN LANDING RWY 35L						CIRCLE-TO-LAND		
LPV			LNAV/VNAV				LNAV			Max Kts	MDA(H)
DA(H) 288' (200')			DA(H) 407' (319')				MDA(H) 500' (412')				
ALS out			ALS out				ALS out				
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 27 or 1/2	RVR 51 or 1	RVR 24 or 1/2	RVR 55 or 1	RVR 40 or 3/4	RVR 60 or 1 1/8	90	740' (644')-1	
B									120		
C									140		
D									165		
740' (644')-2											

CHANGES: Procedure.

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TERPS AMEND 1 5 FEB 2015

KMCO/MCO
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JEPPESSEN
30 JAN 15 **(22-6)** Eff 5 Feb

ORLANDO, FLA
RNAV (GPS) Rwy 35R

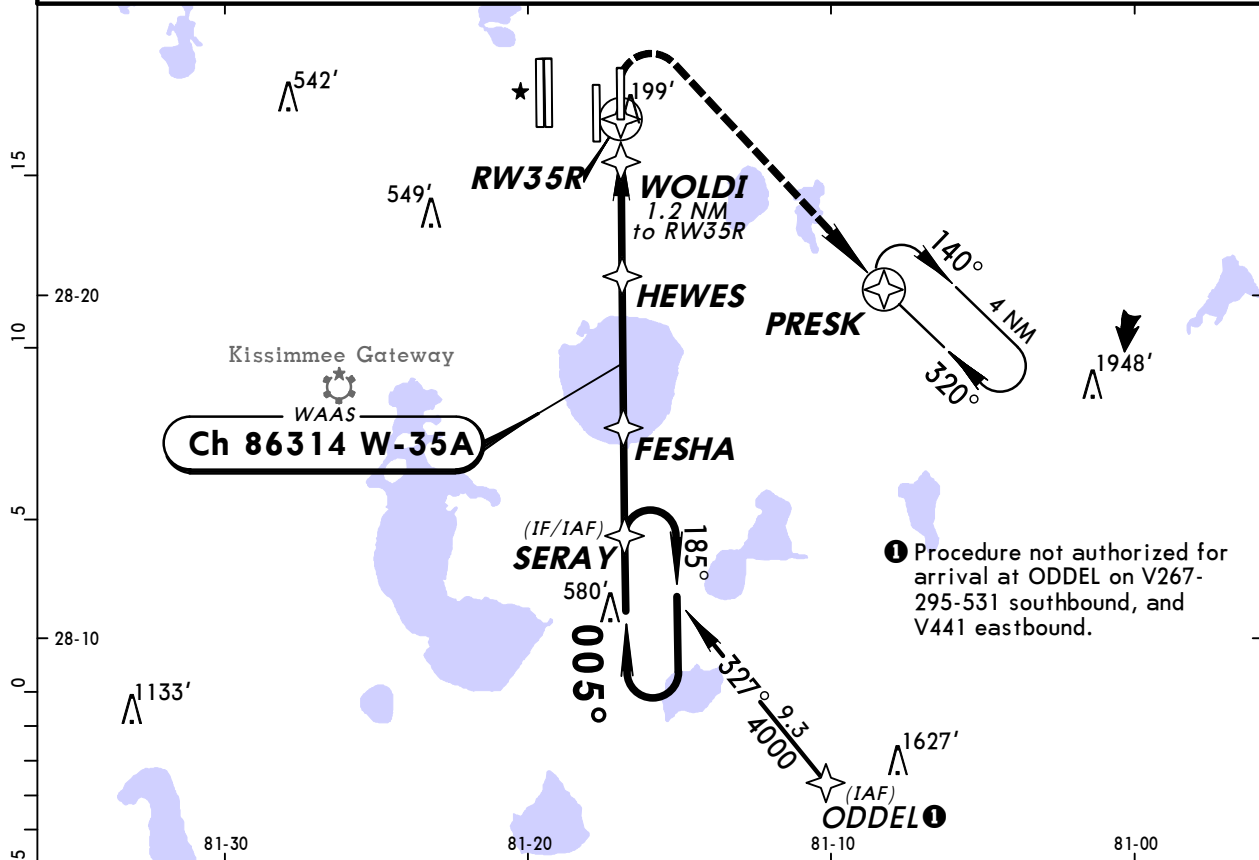
D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower		Ground	
121.25	124.8	Rwys 17L/R & 35L/R	Rwys 18L/R & 36 L/R	West	East
Ch 86314 W-35A	<i>Final</i> Apch Crs 005°	<i>Minimum Alt</i> HEWES 1600' (1510')	<i>LPV</i> DA(H) 290' (200')	<i>Apt Elev</i> 96'	TDZE 90'
MISSED APCH: Climb to 500' then climbing RIGHT turn to 3000' direct PRESK and hold, continue climb-in-hold to 3000'.					3000'
					MSA RW35R

Alt Set: INCHES

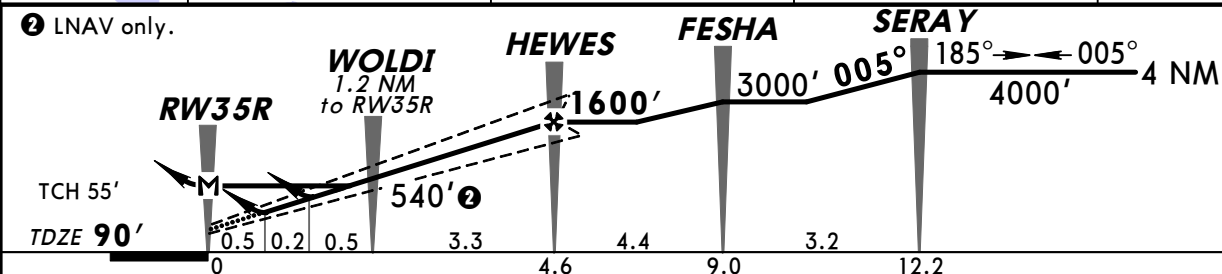
Trans level: FL 180

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 with Rwy 35L and 36L, or Rwy 35L and Rwy 36R. 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.



② LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	500'	3000'	PRESK
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI	↑	RT	→
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW35R										

TERPS				STRAIGHT-IN LANDING RWY 35R				CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV					
DA(H) 290' (200')		DA(H) 360' (270')		MDA(H) 460' (370')					
ALS out		ALS out		ALS out					
A									
B	RVR 24	RVR 28	RVR 24	RVR 45	RVR 24 or 1/2	RVR 55 or 1		740' (644') - 1	
C	or 1/2	or 1/2	or 1/2	or 7/8	RVR 35 or 5/8			740' (644') - 1 3/4	
D								740' (644') - 2	

CHANGES: Procedure.

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KMCO/MCO
ORLANDO INTL

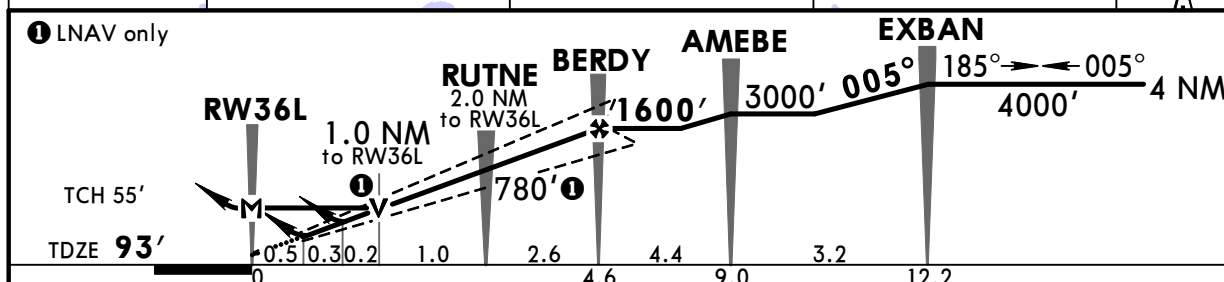
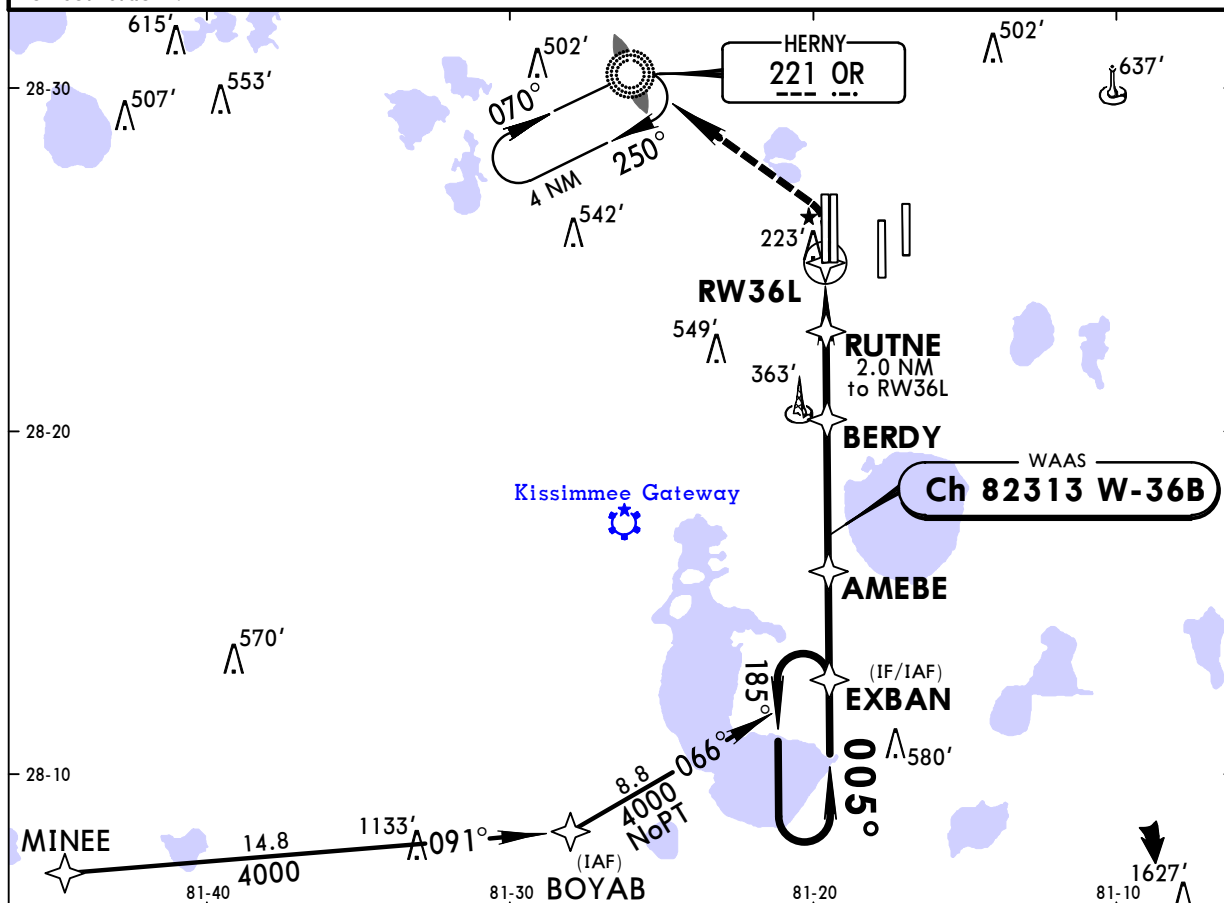
JEPPesen
14 AUG 15 **(22-7)** Eff 20 Aug

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	Rwys 17L/R & 35L/R	West	East
			124.3	118.45	121.8	126.4
WAAS Ch 82313 W-36B	Final Apch Crs 005°	Minimum Alt BERDY 1600' (1507')	LPV DA(H) 293' (200')	Apt Elev 96' TDZE 93'	<div><div>3000'</div><div>MSA RW36L</div></div>	
MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' direct OR LOM 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 with Rwy 35L/R.
 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	REIL PAPI-L		500' 3000'		D→ OR 221	
Glide Path Angle	3.00°	372	478	531	637	743						
LPV, LNAV/VNAV: MAP at DA												
LNAV: MAP at RW36L												

TERPS		STRAIGHT-IN LANDING RWY 36L			CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV	<div>C</div> <div>Max Kts</div>	MDA(H)
DA(H) 293'(200')		DA(H) 412'(319')		MDA(H) 480'(387')		
A	RVR 40 or 3/4	RVR 50 or 1	RVR 55 or 1	90	740'(644') - 1	
B				120		
C			RVR 60 or 1 1/8	140	740'(644') - 1 3/4	
D				165	740'(644') - 2	

TERPS AMEND 1 5 FEB 2014

KMCO/MCO
ORLANDO INTLJEPPESEN
14 AUG 15 (22-8) Eff 20 AugORLANDO, FLA
RNAV (GPS) Rwy 36R

BRIEFING STRIP

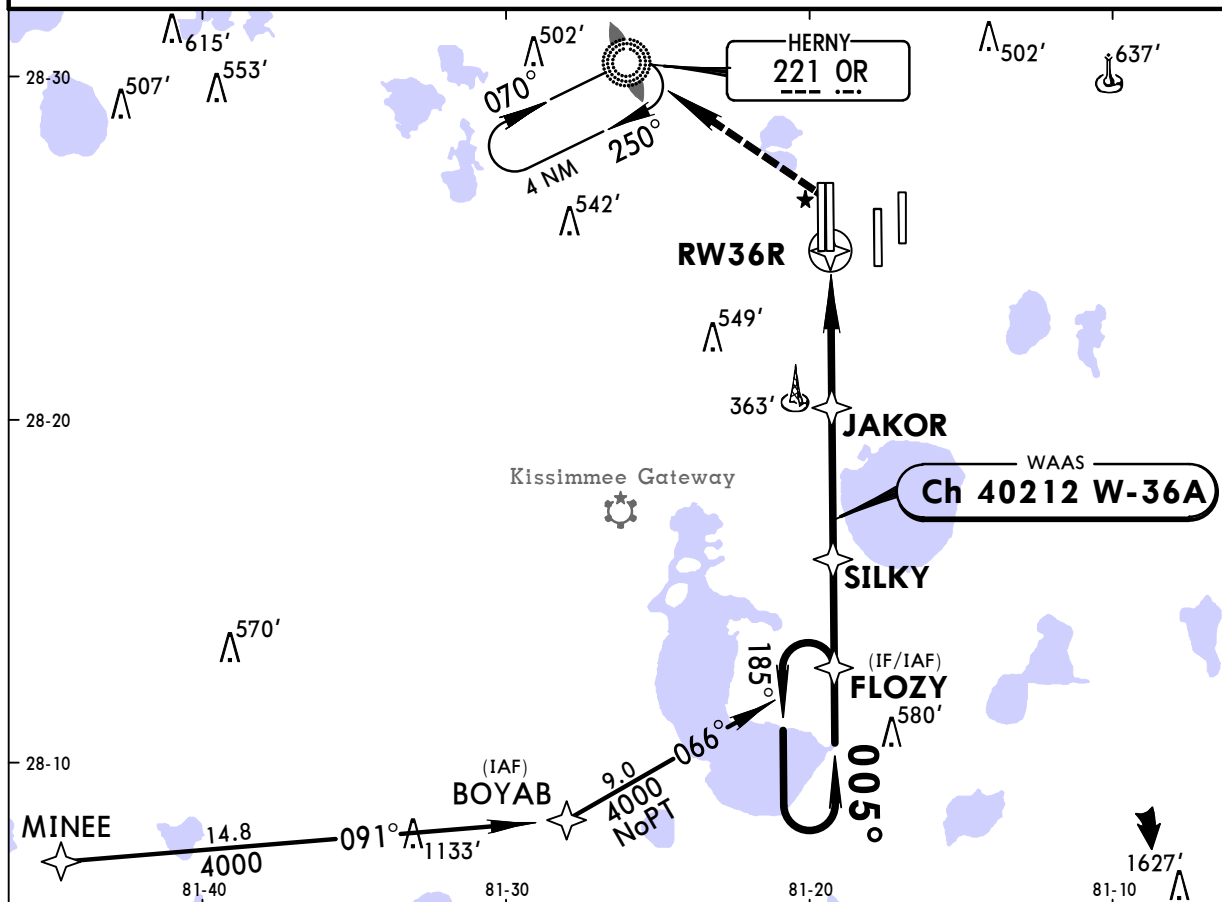
D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower		Ground	
121.25	124.8	Rwys 18L/R & 36L/R	Rwys 17L/R & 35L/R	West	East
WAAS Ch 40212 W-36A	Final Apch Crs 005°	Minimum Alt JAKOR 1600' (1508')	LPV DA(H) 292' (200')	Apt Elev 96' TDZE 92'	3000' MSA RW36R
MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' direct OR LOM and hold, continue climb-in-hold to 3000'.					

Alt Set: INCHES

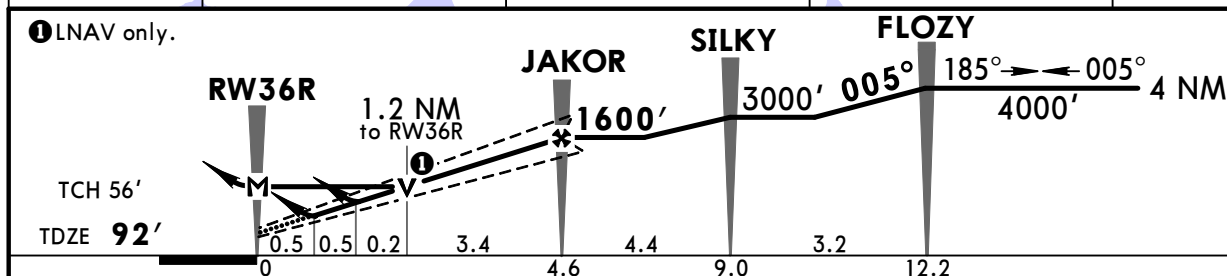
Trans level: FL 180

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 with Rwy 35L/R. 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.



① LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	500'	3000'	OR	221
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		LNAV		C		C	
DA(H) 292' (200')		DA(H) 454' (362')		MDA(H) 540' (448')		MDA(H) 540' (448')		Max Kts		MDA(H)	
ALS out		ALS out		ALS out		ALS out		90		740' (644') - 1	
RVR 24 or 1/2		RVR 40 or 3/4		RVR 35 or 5/8		RVR 60 or 1 1/8		120		740' (644') - 1 3/4	
RVR 24 or 1/2		RVR 40 or 3/4		RVR 35 or 5/8		RVR 60 or 1 1/8		140		740' (644') - 1 3/4	
RVR 24 or 1/2		RVR 40 or 3/4		RVR 35 or 5/8		RVR 60 or 1 1/8		165		740' (644') - 2	

TERPS AMEND 1 5 FEB 2015

CHANGES: None.

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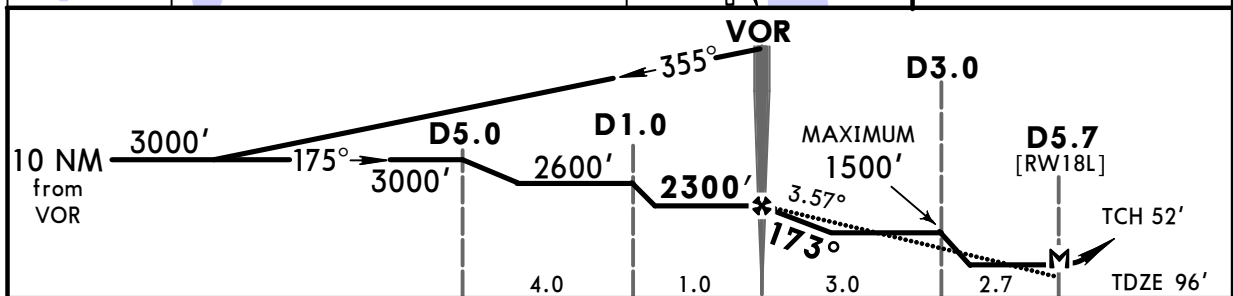
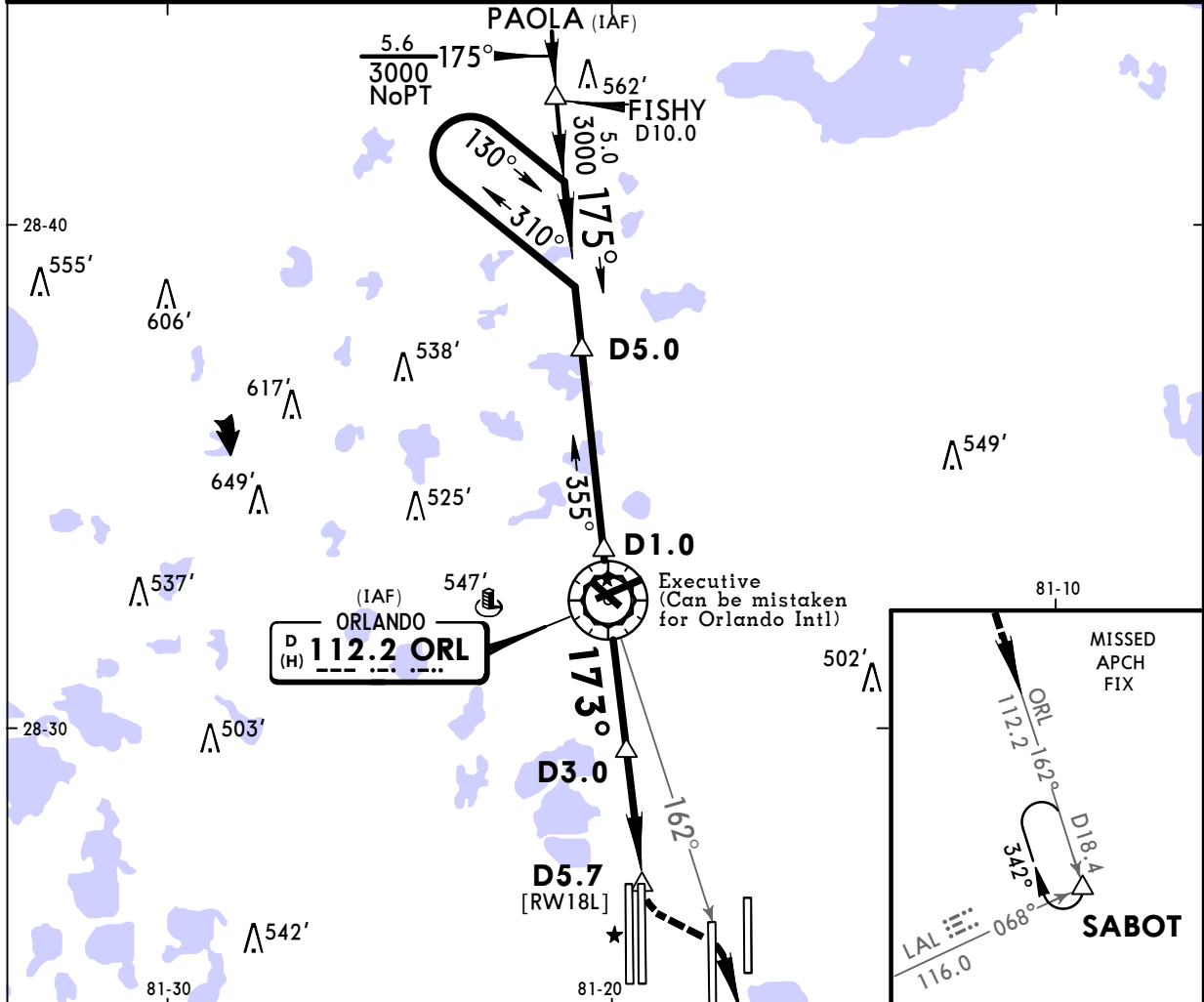
KMCO/MCO
ORLANDO INTL

JEPPesen
7 APR 17 (23-1)

ORLANDO, FLA
VOR DME Rwy 18L

BRIEFING STRIP™

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower				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 ORL 112.2	Final Apch Crs 173°	Minimum Alt VOR 2300' (2204')	MDA(H) 540' (444')	Apt Elev 96' TDZE 96'	<div>3000'</div> <div>MSA ORL VOR</div>			
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.								



Gnd speed-Kts	70	90	100	120	140	160		PAPI-L	2000' ↑	via ORL 112.2 R-162	SABOT
Descent Angle 3.57°	442	569	632	758	885	1011					
MAP at D5.7											

STRAIGHT-IN LANDING RWY 18L				CIRCLE-TO-LAND			
MDA(H) 540' (444')				MDA(H)			
A	RVR 50 or 1			Max Kts			
B				90	740' (644') - 1		
C	RVR 60 or 1 1/4			120			
D	1 1/2			140	740' (644') - 1 3/4		
				165	740' (644') - 2		

TERPS AMEND 5E 29 JUL 2010

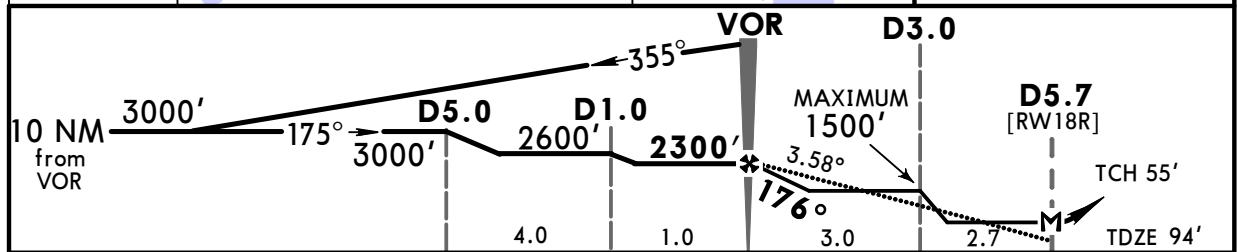
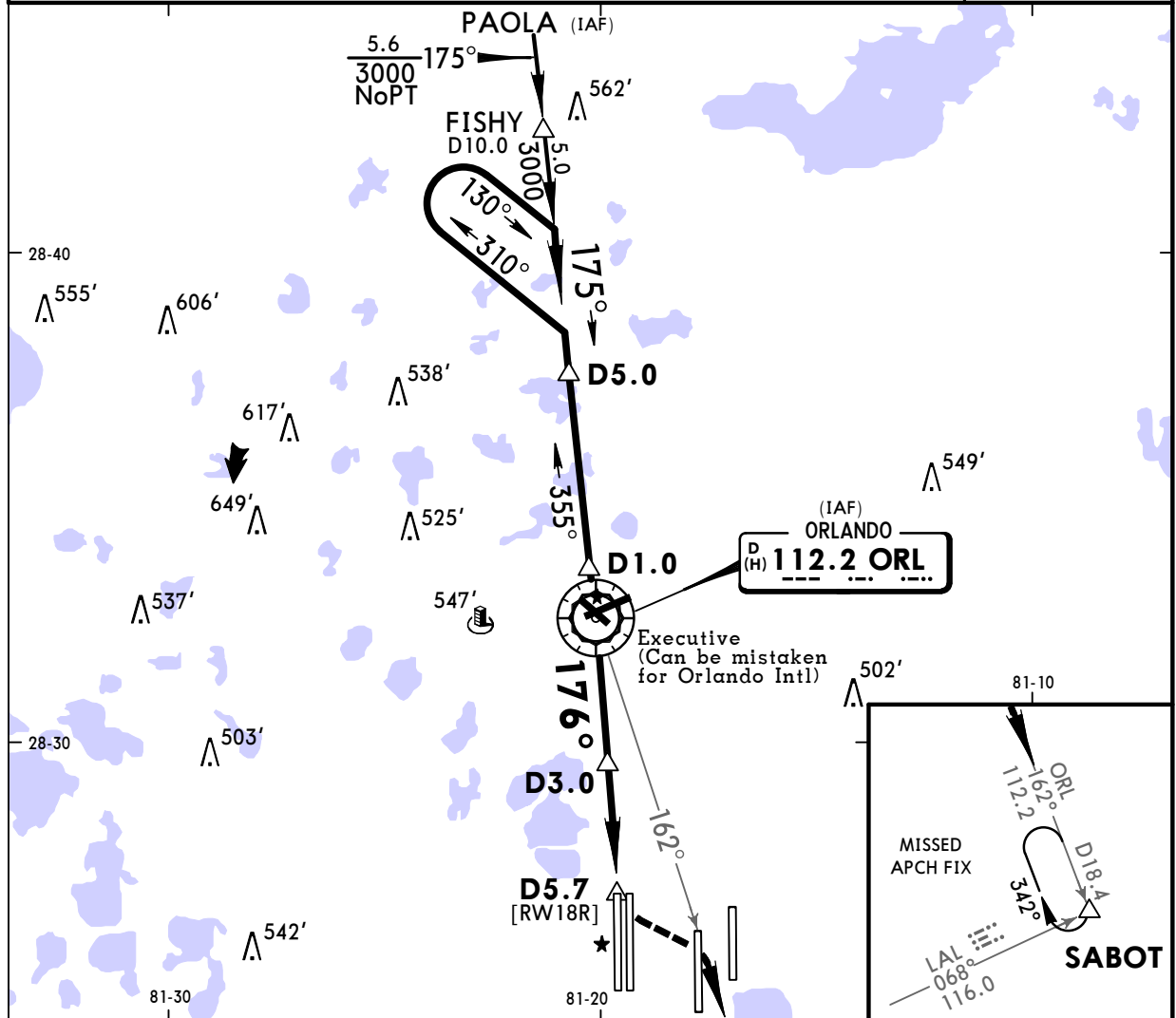
KMCO/MCO
ORLANDO INTL

JEPPesen
7 APR 17 **(23-2)**

ORLANDO, FLA
VOR DME 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 East 121.8 126.4
VOR ORL 112.2	Final Apch Crs 176°	Minimum Alt VOR 2300' (2206')	MDA(H) 540' (446')	Apt Elev 96' TDZE 94'	<div>3000'</div> <div>MSA ORL VOR</div>
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'	



Gnd speed-Kts	70	90	100	120	140	160	<div>MALSR</div> 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STRAIGHT-IN LANDING RWY 18R				CIRCLE-TO-LAND			
MDA(H) 540' (446')				MDA(H)			
RAIL/ALS out				Max Kts			
A	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 5E 29 JUL 2010