

Airport information:

Country: United States of America

City: ORLANDO INTL (FL)

Coordinates: N 28° 25.7', W 081° 19.0'

Elevation: 96

Customs: Customs

Fuel: 100LL, Jet A

RFF: Index E

hours: H24

Runways:

Runway 17L

Takeoff length: 2743, Landing length: 2743

Runway 17R

Takeoff length: 3048, Landing length: 3048

Runway 18L

Takeoff length: 3659, Landing length: 3659

Runway 18R

Takeoff length: 3658, Landing length: 3658

Runway 35L

Takeoff length: 3048, Landing length: 3048

Runway 36L

Takeoff length: 3658, Landing length: 3658

Runway 36R

Takeoff length: 3659, Landing length: 3659

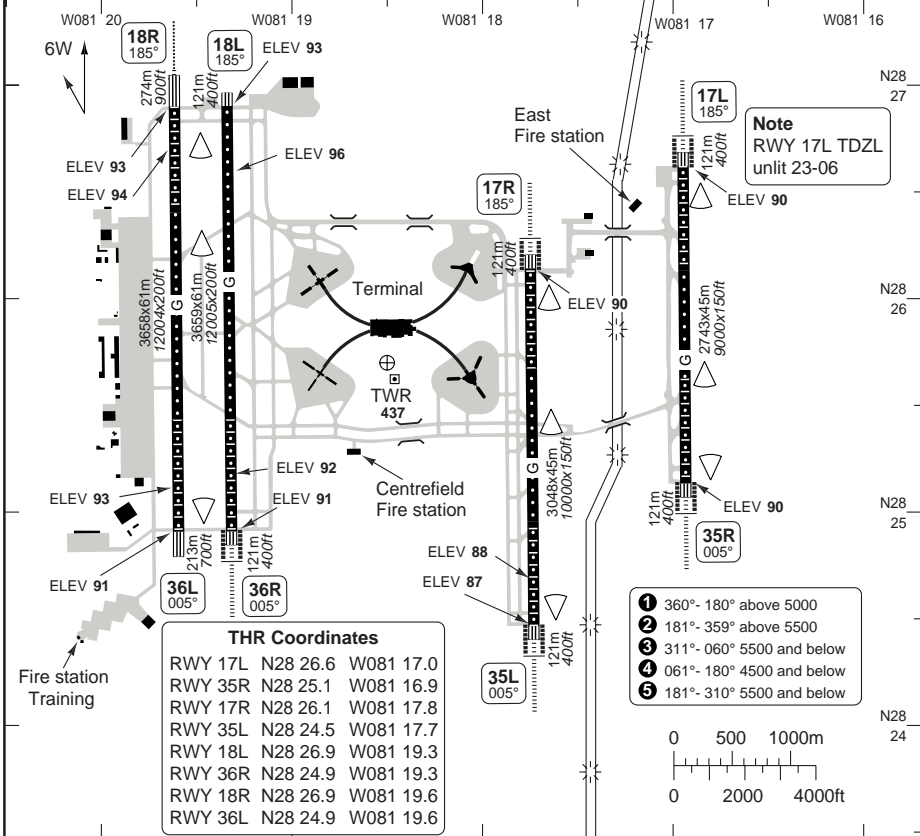
Runway 35R

Takeoff length: 2743, Landing length: 2743

AERODROME

Orlando CLR 134.7	GND 121.8 W 126.4 E	TWR 118.45 RWY 17L/R, 35L/R 124.3 RWY 18L/R, 36L/R	DEP 124.8 ① 120.15 ② 121.1 ③ 119.475 ④ 119.4 ⑤	ATIS DEP (D) 120.525
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AD Elev 96	ARP: N28 25.8 W081 18.5	RFF: Index E	AD HR: H24
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RWY	Slope	TORA m/ft	LDA m/ft	ALS	REDL	RCLL	Additional
17L	0	2743 / 9000	2743 / 9000	H-G	H	avbl	P
35R	0	2743 / 9000	2743 / 9000	H-G	H	avbl	P R
17R	0	3048 / 10000	3048 / 10000	H-G	H	avbl	-
35L	0	3048 / 10000	3048 / 10000	H-G	H	avbl	-
18L	0	3659 / 12005	3659 / 12005	-	H	avbl	3BAV 3°/3.25°L (52/90)
36R	0	3659 / 12004	3535 / 11601	H-G	H	avbl	P 3° (71)
18R	0	3658 / 12004	3658 / 12004	H-I	H	avbl	P 3° (71)
36L	0	3658 / 12004	3542 / 11621	-	H	avbl	3BAV 3°/3.25°L (52/95), REIL

Note: For Take-off minima see 10-2.

AERODROME TAKE OFF MINIMA

10 - 2

STATE		TAKE OFF MINIMA				
RWY	Facilities			RVR/VIS		
		LTS	Ap.O	2 ENG	3-4 ENG	
All	35L,36R	HREDL + RCLL + Multiple RVR + HUD	LTS	Ap.O	300ft	
		HREDL + RCLL + Multiple RVR	LTS	Ap.O	500ft	
		HREDL + RCL or RCLL + Multiple RVR	LTS	Ap.O	1000ft	
		HREDL or RCLL or RCL (HJ) + Multiple RVR	LTS	Ap.O	TDZ 1200ft	Rollout 1000 ft
		HREDL or RCLL or RCL (HJ) + RVR	LTS	Ap.O	1600ft / ¼sm	
		Adequate vis ref	LTS	Ap.O	¼sm	
		Standard			5000ft / 1sm	2400ft / ½sm

PLANNING MINIMA - ALTERNATE			
ILS RWY 17L/R, 18R, 35L/R, 36R:	CAT C,D: 700ft /2sm	All Other Procs:	Precision: 600ft /2 sm
			Non Precision: 800 ft /2 sm

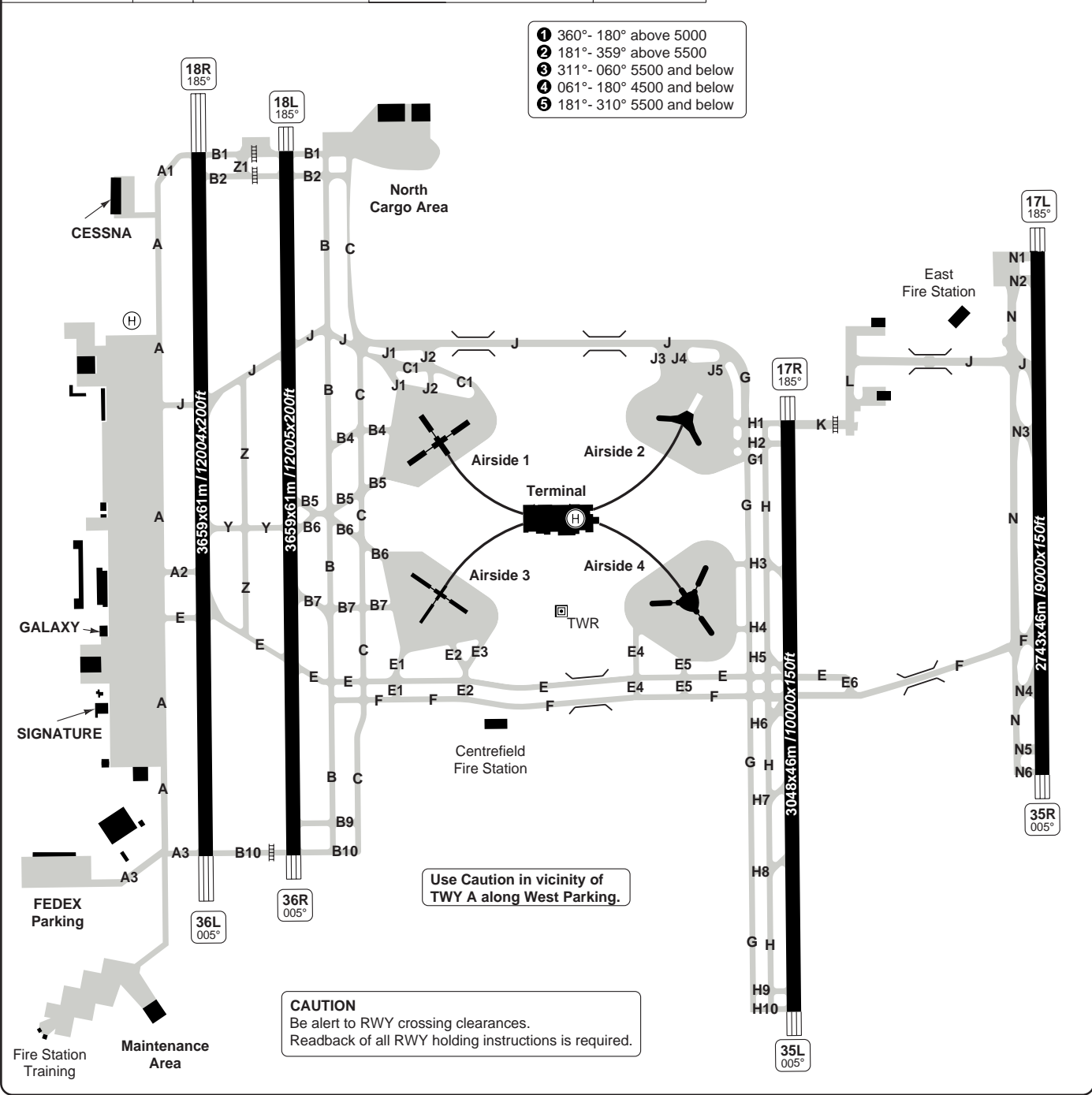
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Change: Minima

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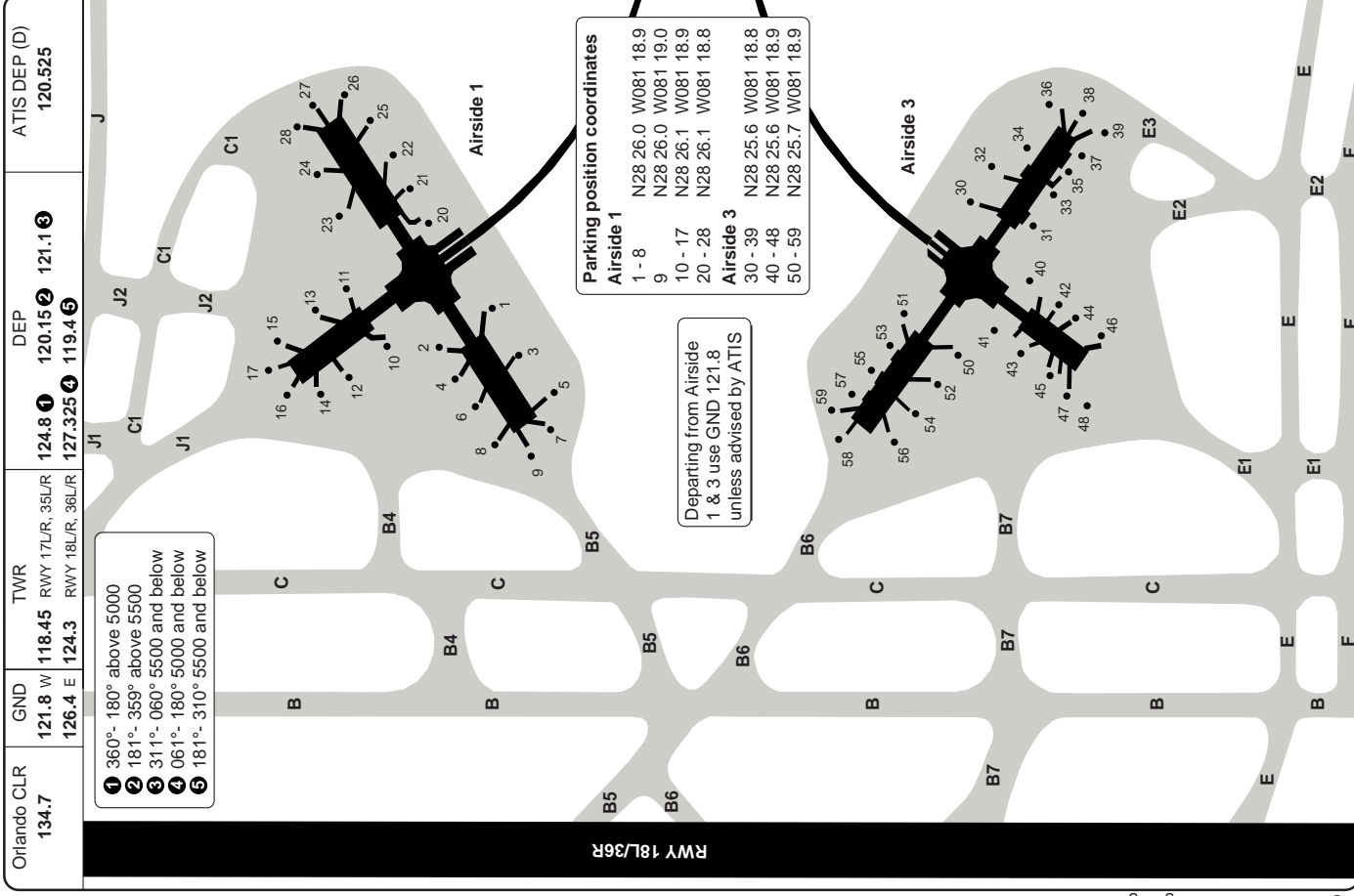
Orlando CLR 134.7	GND 121.8 W 126.4 E	TWR 118.45 RWY 17L/R, 35L/R 124.3 RWY 18L/R, 36L/R	DEP 124.8 ① 120.15 ② 121.1 ③ 119.475 ④ 119.4 ⑤	ATIS DEP (D) 120.525
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- ① 360° - 180° above 5000
- ② 181° - 359° above 5500
- ③ 311° - 060° 5500 and below
- ④ 061° - 180° 4500 and below
- ⑤ 181° - 310° 5500 and below



Use Caution in vicinity of TWY A along West Parking.

CAUTION
Be alert to RWY crossing clearances.
Readback of all RWY holding instructions is required.

GROUND Airside 1 & 3 Parking**INTL ORLANDO**

GROUND Airside 1 & 3 Parking

10 - 5

Orlando CLR
134.7

GND
121.8 W
126.4 E

TWR
118.45 RWY 17L/R, 35L/R
124.3 RWY 18L/R, 36L/R

DEP
124.8 ① 120.15 ② 121.1 ③
119.475 ④ 119.4 ⑤

ATIS DEP (D)
120.525

- ① 360° - 180° above 5000
- ② 181° - 359° above 5500
- ③ 311° - 060° 5500 and below
- ④ 061° - 180° 4500 and below
- ⑤ 181° - 310° 5500 and below

RWY 18L/36R

Departing from Airside 1 & 3 use GND 121.8 unless advised by ATIS

Parking position coordinates

Airside 1

1 - 8	N28 26.0	W081 18.9
9	N28 26.0	W081 19.0
10 - 17	N28 26.1	W081 18.9
20 - 28	N28 26.1	W081 18.8

Airside 3

30 - 39	N28 25.6	W081 18.8
40 - 48	N28 25.6	W081 18.9
50 - 59	N28 25.7	W081 18.9

GROUND Airside 2 & 4 Parking

INTL ORLANDO

10 - 6

Orlando CLR 134.7	GND 121.8 W 126.4 E	TWR 118.45 RWY 17L/R, 35L/R 124.3 RWY 18L/R, 36L/R	DEP 124.8 ① 120.15 ② 121.1 ③ 119.475 ④ 119.4 ⑤	ATIS DEP (D) 120.525
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ACFT may be parked on Airside 2 centreline west of G1 and/or south of J3 BTN 03-12.

When exiting TWY H4 use minimum power when turning onto TWY G. It is an uphill gradient and momentum must be maintained or jet blast will damage marker boards.

- ① 360° - 180° above 5000
- ② 181° - 359° above 5500
- ③ 311° - 060° 5500 and below
- ④ 061° - 180° 4500 and below
- ⑤ 181° - 310° 5500 and below

Parking position coordinates

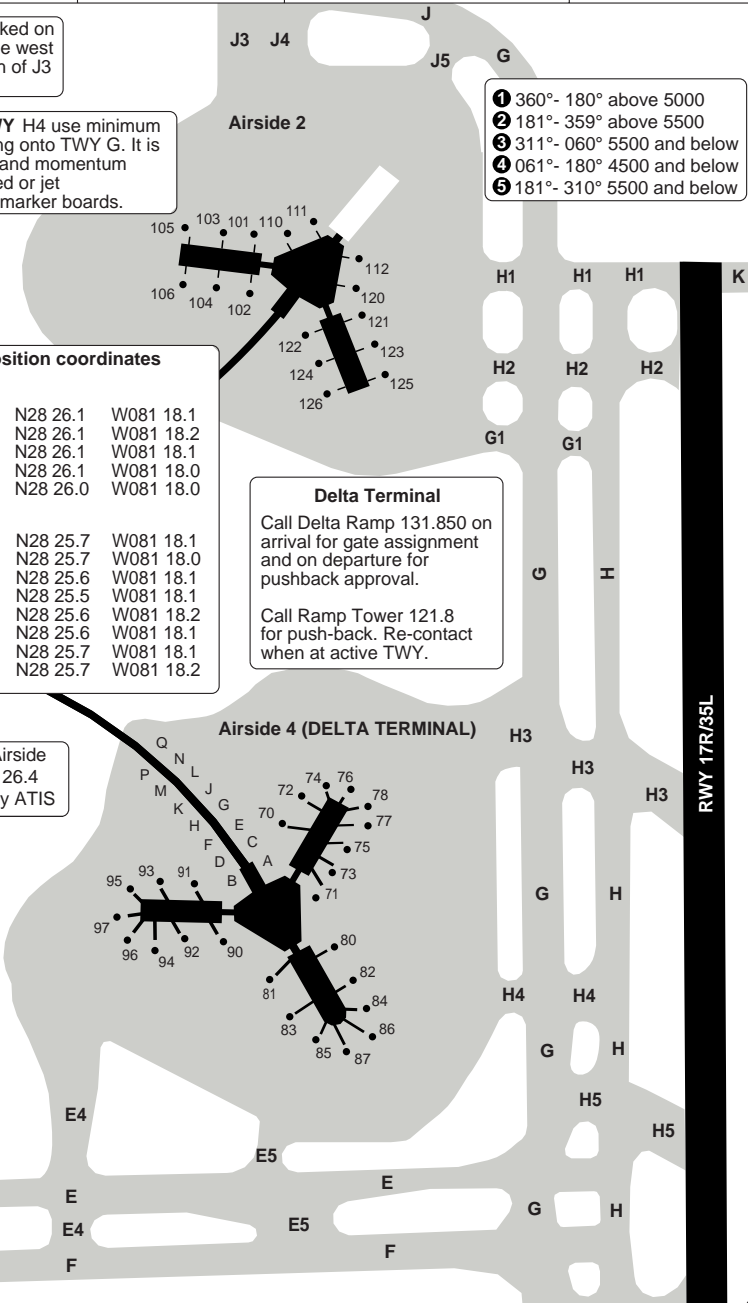
Airside 2		
101 - 104	N28 26.1	W081 18.1
105, 106	N28 26.1	W081 18.2
110, 111	N28 26.1	W081 18.1
112 - 125	N28 26.1	W081 18.0
126	N28 26.0	W081 18.0

Airside 4		
70, 72	N28 25.7	W081 18.1
73 - 77	N28 25.7	W081 18.0
71, 80, 81	N28 25.6	W081 18.1
82 - 87	N28 25.5	W081 18.1
90 - 97	N28 25.6	W081 18.2
A, B, C	N28 25.6	W081 18.1
D, E, F, G, J, L	N28 25.7	W081 18.1
H, K, M, N, P, Q	N28 25.7	W081 18.2

Delta Terminal
Call Delta Ramp 131.850 on arrival for gate assignment and on departure for pushback approval.

Call Ramp Tower 121.8 for push-back. Re-contact when at active TWY.

Departing from Airside 2 & 4 use GND 126.4 unless advised by ATIS



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GENERAL

GENERAL

1. WARNING

1.1 Birds and deer on and in the vicinity of AD.

1.2 Bright lights on road between RWY 17L/35R and RWY 17R/35L may be mistaken for RWY lights.

2. COMMUNICATION

On initial contact ACFT on west ramp Airside 1 and 3 (Gates 1-59) contact GND 121.8. Airside 2 and 4 contact GND 126.4.

3. TRANSPONDER

ASDE-X Surveillance System in use. Pilots should operate transponders with Mode C on all TWYs and RWYs.

4. SPEED

MAX 250kt below 10000.

5. CIRCUITS

Right hand circuit RWY 18R.

6. TWY RESTRICTIONS

6.1 Ground operations of ACFT with wingspan greater than 64.9m/213ft must use TWYs west of RWY 18L/36R except north of TWY A which is restricted to wingspan less than 52m/171ft.

6.2 Avoid contact with TWY edge lights; all ACFT design group 4 and above must perform judgmental oversteering instead of cockpit centerline steering when taxiing.

6.3 ACFT may be parked on Airside 2 centerline west of TWY G1 and/or south of TWY J3 BTN 03-12.

6.4 TWY J3 and J4 restricted to ACFT with wingspan less than 36m/118ft.

7. TAXI

Be alert to RWY crossing CLR. Readback of all RWY holding instructions is required.

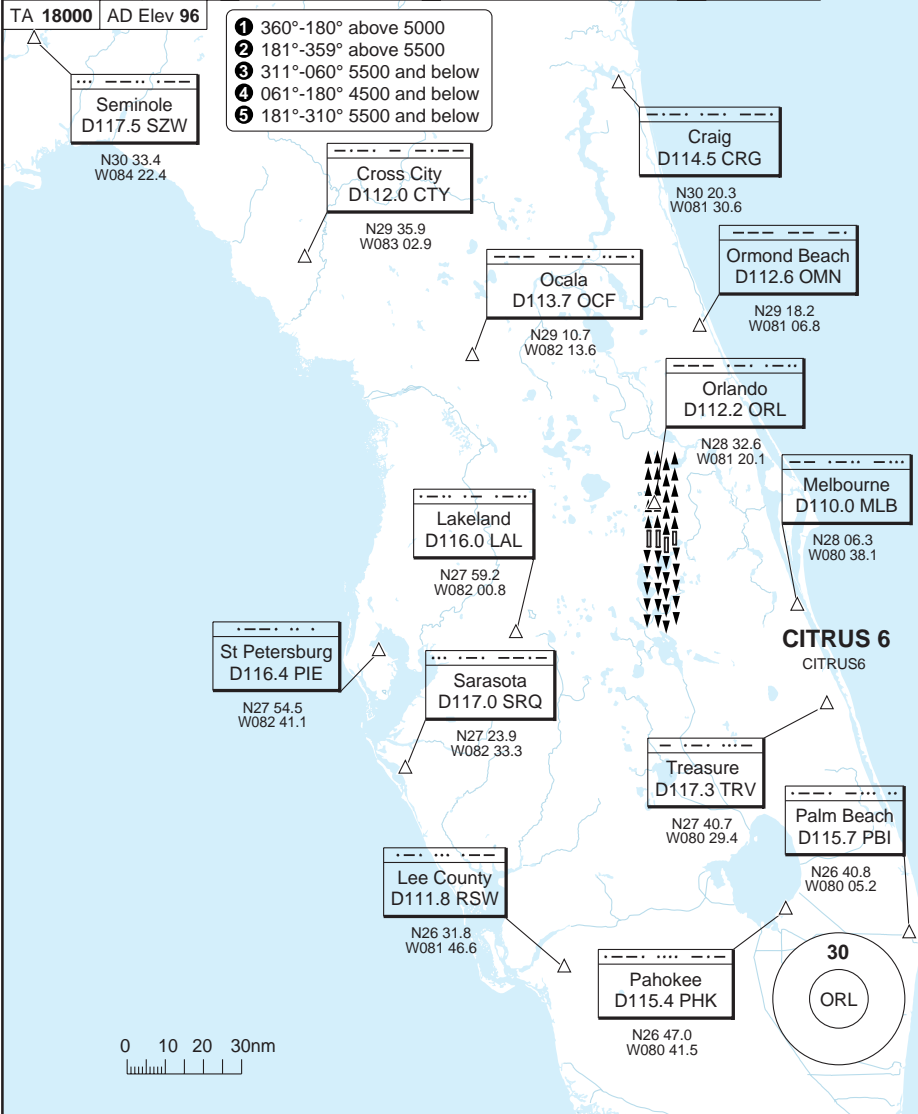
8. LOW LEVEL WIND SHEAR ALERT SYSTEM AVBL.

10 - 7

SID CITRUS 6

INTL ORLANDO

Orlando CLR 134.7	GND 121.8 W 126.4 E	TWR 118.45 RWY 17L/R, 35L/R 124.3 RWY 18L/R, 36L/R	DEP 124.8 ① 120.15 ② 121.1 ③ 119.475 ④ 119.4 ⑤	ATIS DEP (D) 120.525
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30 - 1

NOTE: Expect further CLR to be filed ALT/FL 10min after DEP.

SPEED: MAX 250kt below 10000.

MNM CLIMB GRADIENT: RWY 35R - 5.6% to 400

ALT RESTRICTION: Maintain **1500**.

SID	Routeing
CITRUS 6	Climb on HDG as assigned for vectors to appropriate fix.

Change: Renumbered, SID designator, VOR

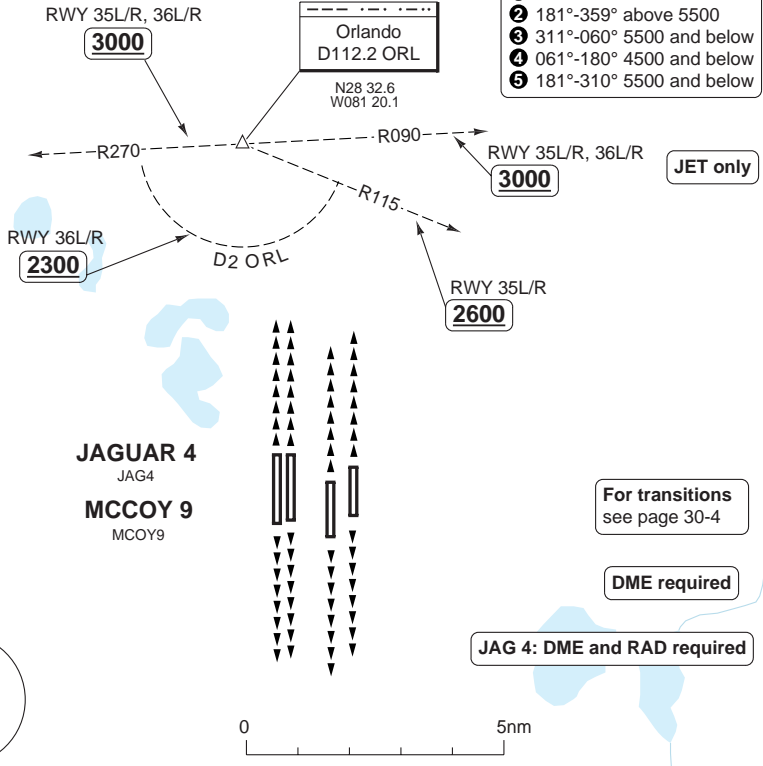
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SID JAGUAR 4, MCCOY 9

Orlando CLR 134.7	GND 121.8 W 126.4 E	TWR 118.45 RWY 17L/R, 35L/R 124.3 RWY 18L/R, 36L/R	DEP 124.8 ① 120.15 ② 121.1 ③ 119.475 ④ 119.4 ⑤	ATIS DEP (D) 120.525
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TA 18000 AD Elev 96

- ① 360°-180° above 5000
- ② 181°-359° above 5500
- ③ 311°-060° 5500 and below
- ④ 061°-180° 4500 and below
- ⑤ 181°-310° 5500 and below



JAGUAR 4
JAG4
MCCOY 9
MCOY9

NOTE: Expect further CLR to filed ALT/FL 10min after DEP.

SPEED: MAX 250kt below 10000.

MNM CLIMB GRADIENT: JAG 4: RWY 35L - ATC climb 8.4% to 3000.

RWY 35R - ATC climb 9.9% to 2900.

RWY 36L/R - ATC climb 9.9% to 2800.

MCOY9: RWY 35L/R, RWY 36L/R - ATC climb 9.9% to 2800.

If unable to comply advise ATC on initial contact.

ALT RESTRICTION: Maintain **5000**

INITIAL CLIMB	Routeing	Altitudes
RWY 17L/R, 18L/R	Climb on HDG as assigned for vectors to assigned transition.	
RWY 35L/R	Climb on HDG as assigned for vectors to assigned transition.	R115 ORL MNM 2600 R090/R270 ORL MNM 3000
RWY 36L/R	Climb on HDG as assigned for vectors to assigned transition.	D2 ORL south of ORL MNM 2300 R090/R270 ORL MNM 3000
SID	Routeing	
JAGUAR 4	Expect vectors to appropriate transition.	
MCCOY 9	Expect vectors to SAVANNAH transition.	

30 - 2

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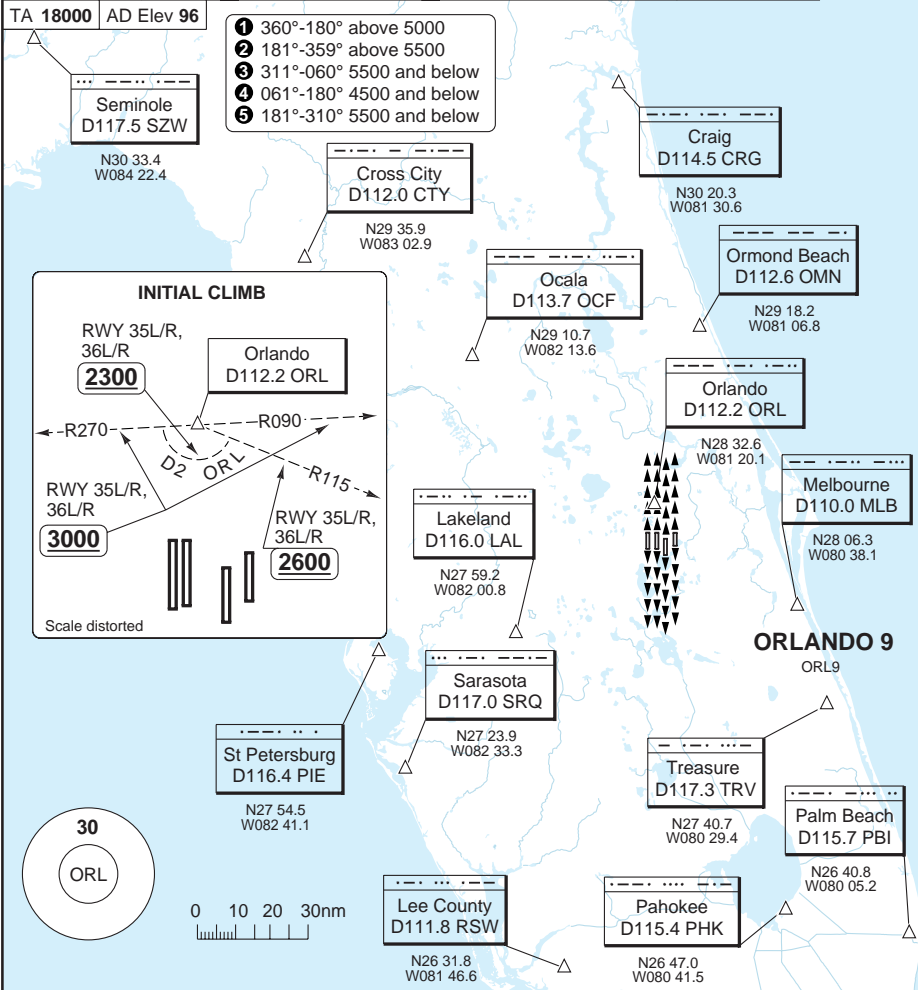
Change: SID designator, MNM Climb, Note, Renumbered

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SID ORLANDO 9

INTL ORLANDO

Orlando CLR 134.7	GND 121.8 W 126.4 E	TWR 118.45 RWY 17L/R, 35L/R 124.3 RWY 18L/R, 36L/R	DEP 124.8 ① 120.15 ② 121.1 ③ 119.475 ④ 119.4 ⑤	ATIS DEP (D) 120.525
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30 - 3

NOTE: Expect further CLR to be filed ALT/FL 10min after DEP.
SPEED: MAX 250kt below 10000.
MNM CLIMB GRADIENT: RWY 35L/R, RWY 36L/R - 9.9% to 2800.
 If unable to comply advise ATC on initial contact.
ALT RESTRICTION: Maintain **5000**

SID	RWY	INITIAL CLIMB	Altitude
ORLANDO 9	17L/R, 18L/R	Climb on HDG as assigned for vectors to filed/assigned transition.	
	35L/R, 36L/R	Climb on HDG as assigned for vectors to filed/assigned transition.	D2 ORL south of ORL MNM 2300 R115 ORL MNM 2600 R090/R270 ORL MNM 3000

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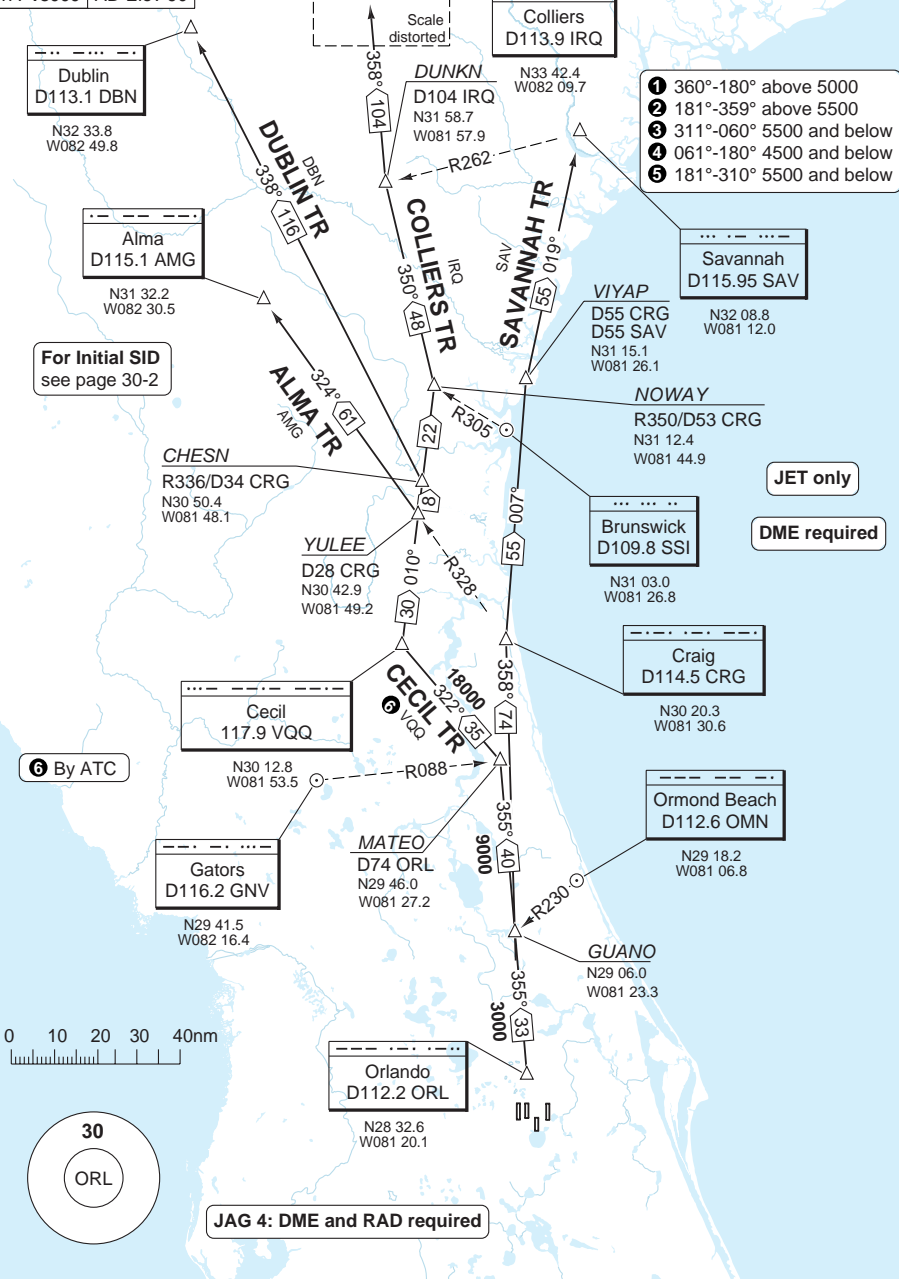
DEPARTURE Transition

INTL ORLANDO

Orlando CLR 134.7	GND 121.8 W 126.4 E	TWR 118.45 RWY 17L/R, 35L/R 124.3 RWY 18L/R, 36L/R	DEP 124.8 ① 120.15 ② 121.1 ③ 119.475 ④ 119.4 ⑤	ATIS DEP (D) 120.525
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TA 18000 AD Elev 96

30 - 4



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Change: Transition designator, CECIL TR, ALT, Note, MT, Renumbered

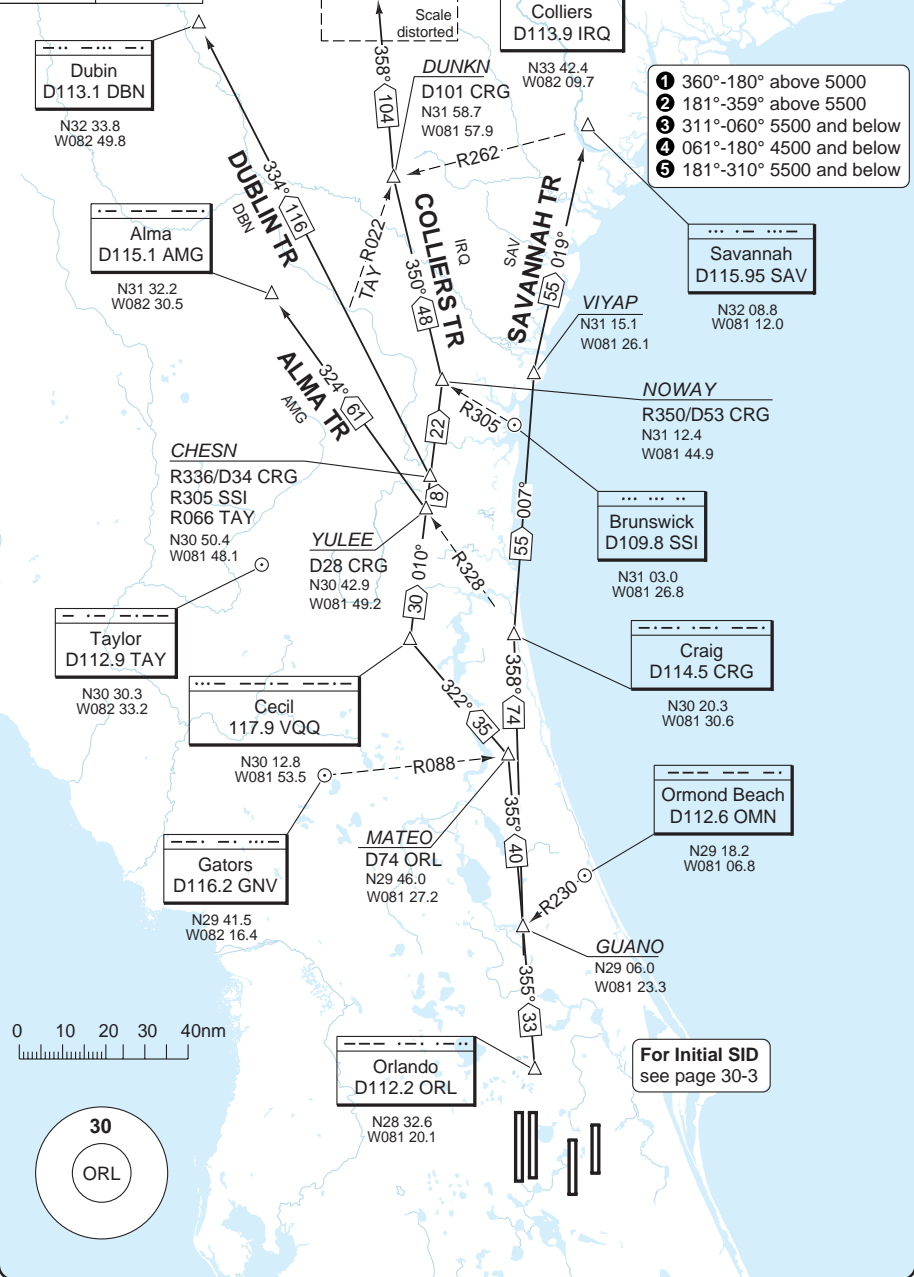
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TRANSITION JAGUAR 3, MCCOY 9

INTL ORLANDO

Orlando CLR 134.7	GND 121.8 W 126.4 E	TWR 118.45 RWY 17L/R, 35L/R 124.3 RWY 18L/R, 36L/R	DEP 124.8 ① 120.15 ② 121.1 ③ 119.475 ④ 119.4 ⑤	ATIS DEP (D) 120.525
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TA 18000 AD Elev 96



- ① 360°-180° above 5000
- ② 181°-359° above 5500
- ③ 311°-060° 5500 and below
- ④ 061°-180° 4500 and below
- ⑤ 181°-310° 5500 and below

30 - 5

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Reverse side blank

Change: Renumbered, DEP freq

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Orlando CLR 134.7	GND 121.8 W 126.4 E	TWR 118.45 RWY 17L/R, 35L/R 124.3 RWY 18L/R, 36L/R	APP/DEP 124.8 1 120.15 2 121.1 3 127.325 4 119.4 5	ATIS DEP (D) 120.525
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TA **18000** AD Elev **96**

- 1 360°-180° above 5000
- 2 181°-359° above 5500
- 3 311°-060° 5500 and below
- 4 061°-180° 5000 and below
- 5 181°-310° 5500 and below

DME/DME/IRU or GPS required. RNAV 1.

Turbojet only

Radar Required

HALTA
MAX **8000**
N28 33.3
W081 31.6

Orlando
D112.2 ORL
N28 32.6
W081 20.1

MDBOG
MNM **6000**
N28 35.6
W081 25.2

WOKOR
MNM **2300**
N28 30.8
W081 19.0

SPEKK
MNM **3000**
N28 32.7
W081 19.2

DAIYL
MNM **2300**
N28 31.0
W081 18.4

LEWRD
MNM **13000**
N28 17.5
W081 54.0

LEWRD 2
LEWRD2

STNKY
MAX **8000**
N28 19.1
W081 40.3

SOGAE
MNM **5000**
N28 18.7
W081 26.0

600

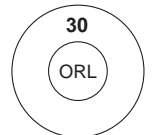
600

600

600

For transition
see page 30 - 14

For MNM Climb Grad
see page 30 - 0 - 2



NOTE: Expect futher CLR to be filed ALT within 10min after DEP.
SPEED: MAX 250kt below 10000.

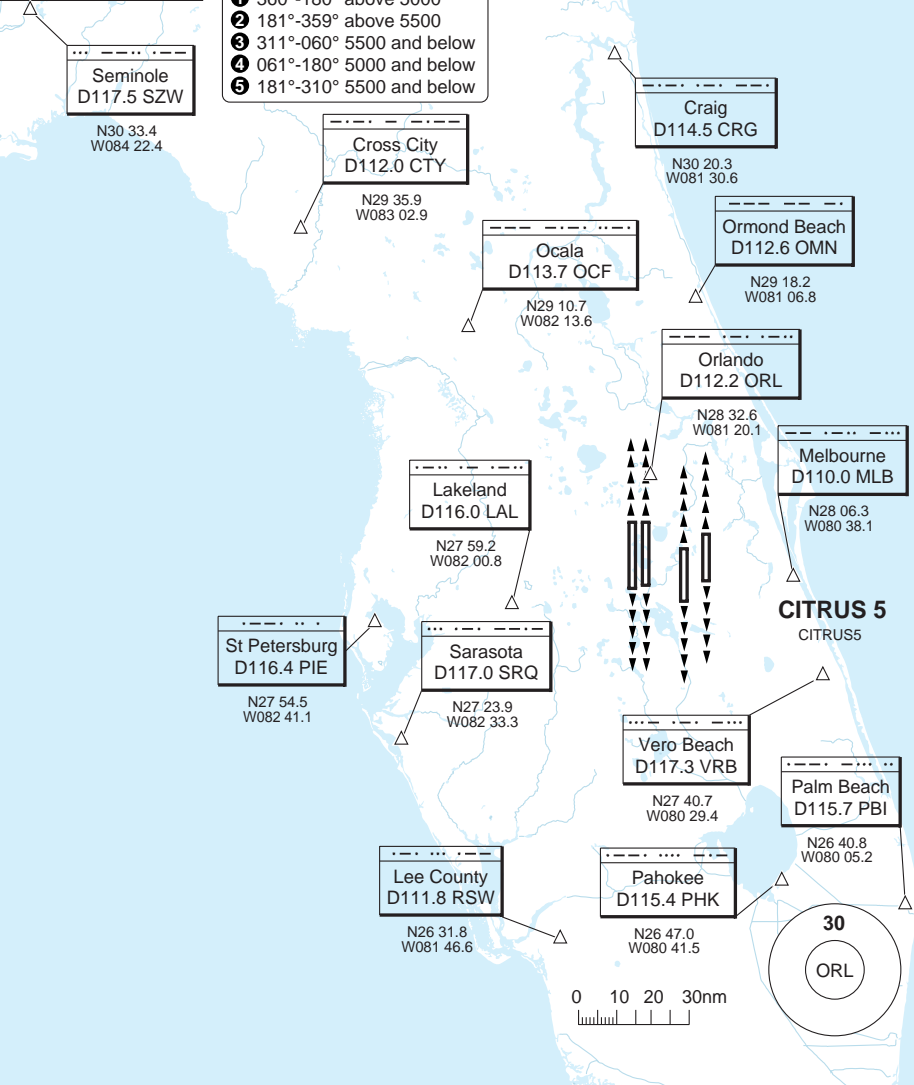
SID	RWY	Routeing	Altitudes
LEWRD 2	17L/R, 18L/R	Climb on HDG 184° to 600 - turn right - YASUL - SOGAE - STNKY - LEWRD.	SOGAE MNM 5000 STNKY MAX 8000 LEWRD MNM 13000
	35L/R	Climb on HDG 004° to 600 - turn left - DAIYL - SPEKK - WETUS - MDBOG - HALTA - LEWRD.	DAIYL MNM 2300 HALTA MAX 8000 SPEKK MNM 3000 LEWRD MNM 13000 MDBOG MNM 6000
	36L/R	Climb on HDG 004° to 600 - turn right - WOKOR - SPEKK - WETUS - MDBOG - HALTA - LEWRD.	WOKOR MNM 2300 HALTA MAX 8000 SPEKK MNM 3000 LEWRD MNM 13000 MDBOG MNM 6000

SID CITRUS 5

Orlando CLR 134.7	GND 121.8 W 126.4 E	TWR 118.45 RWY 17L/R, 35L/R 124.3 RWY 18L/R, 36L/R	APP/DEP 124.8 ① 120.15 ② 121.1 ③ 127.325 ④ 119.4 ⑤	ATIS DEP (D) 120.525
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TA **18000** AD Elev **96**

- ① 360°-180° above 5000
- ② 181°-359° above 5500
- ③ 311°-060° 5500 and below
- ④ 061°-180° 5000 and below
- ⑤ 181°-310° 5500 and below



CITRUS 5
CITRUS5

NOTE: Expect further CLR to be filed ALT/FL 10min after DEP.

SPEED: MAX 250kt below 10000.

MNM CLIMB GRADIENT: RWY 35R - 5.6% to 400

ALT RESTRICTION: Maintain **1500**

SID	Routeing
CITRUS 5	Climb on HDG as assigned for vectors to appropriate fix.

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Change: New Spec.

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SID JAGUAR 3, MCCOY 9

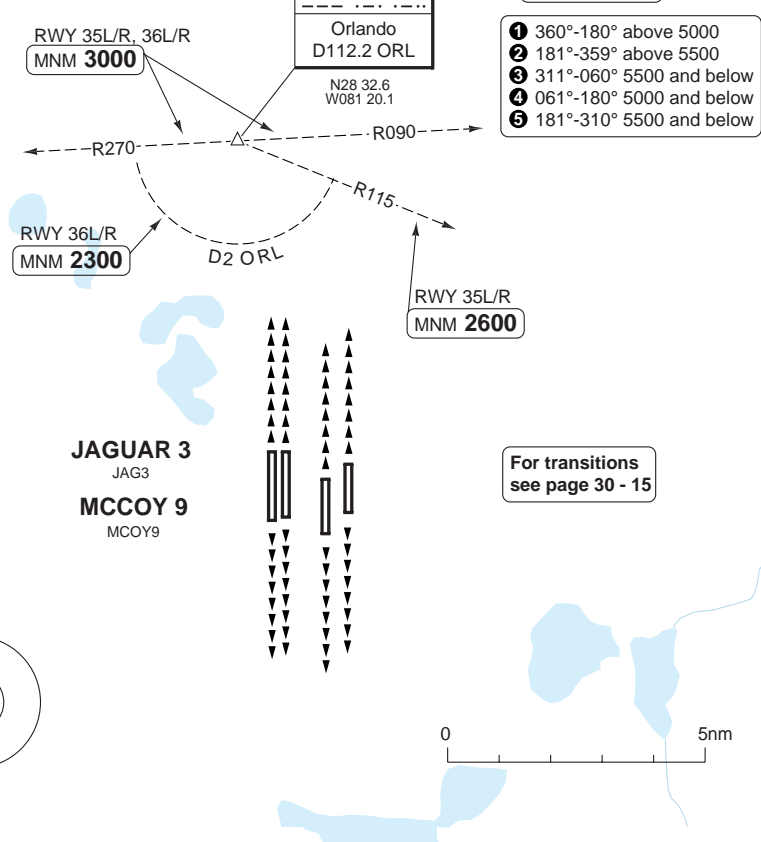
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TA 18000 AD Elev 96

DME required

Turbojets only

- ① 360°-180° above 5000
- ② 181°-359° above 5500
- ③ 311°-060° 5500 and below
- ④ 061°-180° 5000 and below
- ⑤ 181°-310° 5500 and below



JAGUAR 3
JAG3
MCCOY 9
MCOY9

For transitions
see page 30 - 15

NOTE: Expect further CLR to filed ALT/FL 10min after DEP.
SPEED: MAX 250kt below 10000.
MNM CLIMB GRADIENT: RWY 35L/R, RWY36L/R - 9.9% to 2800.
 If unable to comply advise ATC on initial contact.
ALT RESTRICTION: Maintain **5000**

INITIAL CLIMB	Routeing	Altitudes
RWY 17L/R, 18L/R	Climb on HDG as assigned for vectors to assigned transition.	
RWY 35L/R	Climb on HDG as assigned for vectors to assigned transition.	R115 ORL MNM 2600 R090/R270 ORL MNM 3000
RWY 36L/R	Climb on HDG as assigned for vectors to assigned transition.	D2 ORL south of ORL MNM 2300 R090/R270 ORL MNM 3000
SID	Routeing	
JAGUAR 3	Expect vectors to appropriate transition.	
MCCOY 9	Expect vectors to SAVANNAH transition.	

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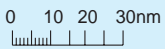
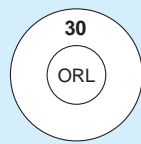
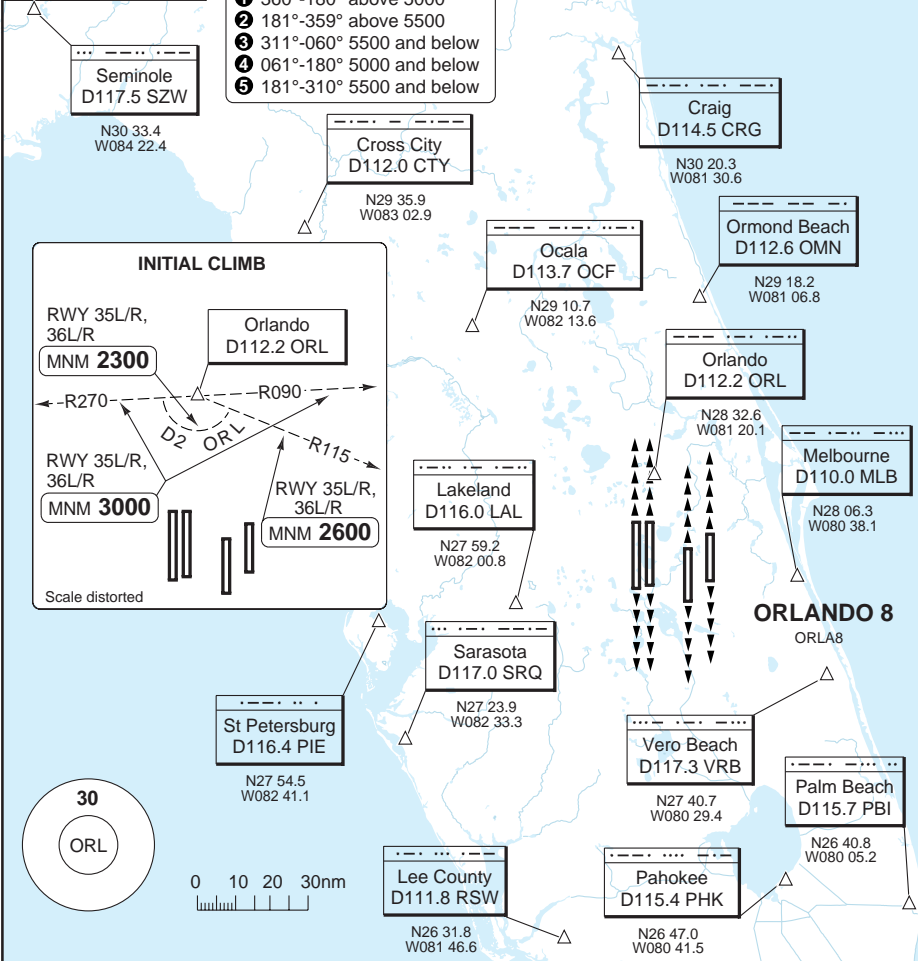
Change: New spec.

SID ORLANDO 8

Orlando CLR 134.7	GND 121.8 W 126.4 E	TWR 118.45 RWY 17L/R, 35L/R 124.3 RWY 18L/R, 36L/R	APP/DEP 124.8 ① 120.15 ② 121.1 ③ 127.325 ④ 119.4 ⑤	ATIS DEP (D) 120.525
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TA **18000** AD Elev **96**

- ① 360°-180° above 5000
- ② 181°-359° above 5500
- ③ 311°-060° 5500 and below
- ④ 061°-180° 5000 and below
- ⑤ 181°-310° 5500 and below



NOTE: Expect further CLR to be filed ALT/FL 10min after DEP.
SPEED: MAX 250kt below 10000.
MNM CLIMB GRADIENT: RWY 35L/R, RWY 36L/R - 9.9% to 2800.
 If unable to comply advise ATC on initial contact.
ALT RESTRICTION: Maintain **5000**

SID	RWY	INITIAL CLIMB	Altitude
ORLANDO 8	17L/R, 18L/R	Climb on HDG as assigned for vectors to filed/assigned transition.	
	35L/R, 36L/R	Climb on HDG as assigned for vectors to filed/assigned transition.	D2 ORL south of ORL MNM 2300 R115 ORL MNM 2600 R090/R270 ORL MNM 3000

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Change: New Spec.

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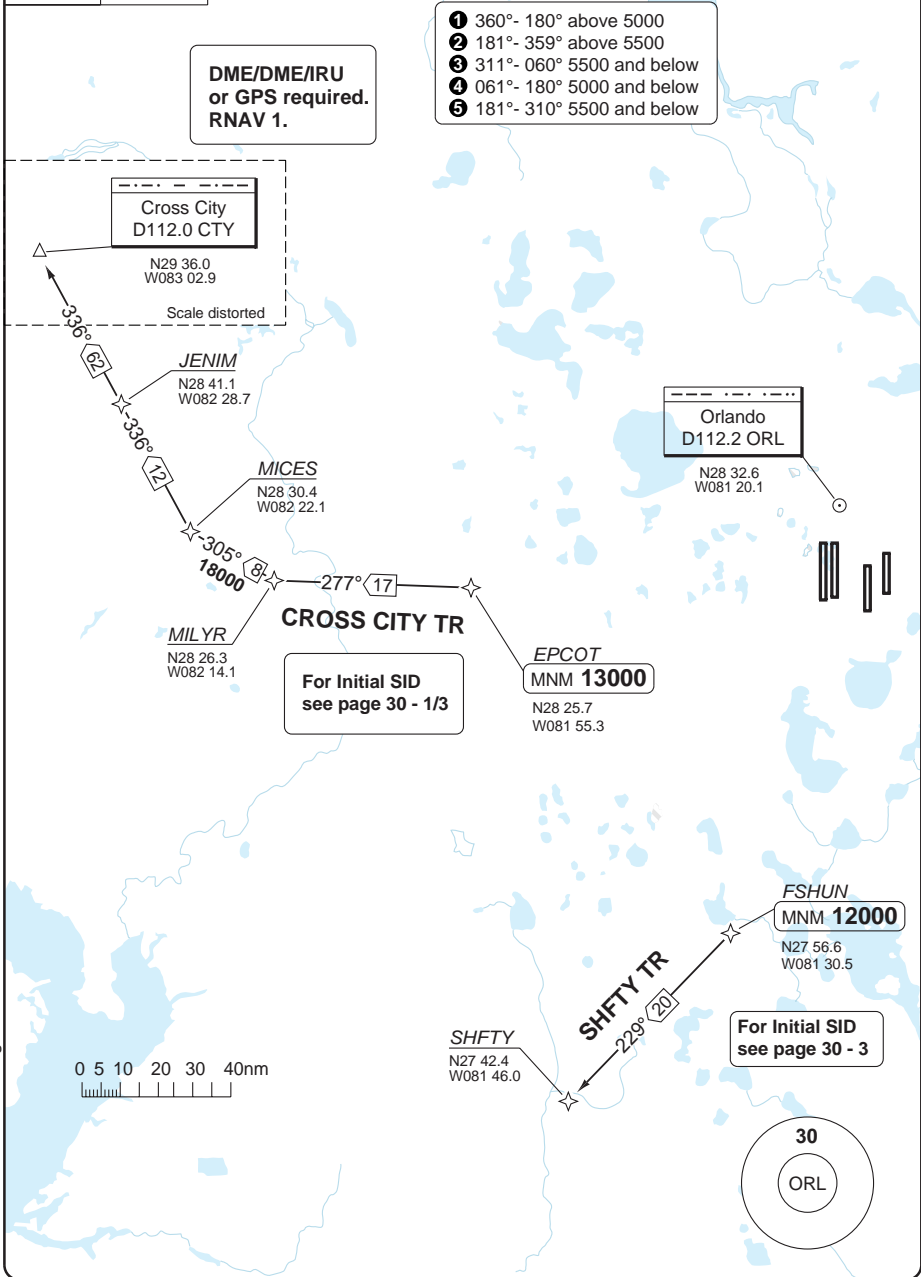
TRANSITIONS **RNAV** EPCOT 2, FSHUN 2

Orlando CLR 134.7	GND 121.8 W 126.4 E	TWR 118.45 RWY 17L/R, 35L/R 124.3 RWY 18L/R, 36L/R	APP/DEP 124.8 ① 120.15 ② 121.1 ③ 127.325 ④ 119.4 ⑤	ATIS DEP (D) 120.525
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TA **18000** | AD Elev **96**

**DME/DME/IRU
or GPS required.
RNAV 1.**

- ① 360° - 180° above 5000
- ② 181° - 359° above 5500
- ③ 311° - 060° 5500 and below
- ④ 061° - 180° 5000 and below
- ⑤ 181° - 310° 5500 and below



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TRANSITION **RNAV** FATHE 2

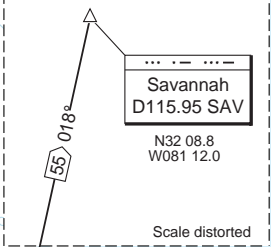
INTL ORLANDO

Orlando CLR 134.7	GND 121.8 W 126.4 E	TWR 118.45 RWY 17L/R, 35L/R 124.3 RWY 18L/R, 36L/R	APP/DEP 124.8 ① 120.15 ② 121.1 ③ 127.325 ④ 119.4 ⑤	ATIS DEP (D) 120.525
-----------------------------	---	--	---	--------------------------------

TA **18000** AD Elev **96**

- ① 360°-180° above 5000
- ② 181°-359° above 5500
- ③ 311°-060° 5500 and below
- ④ 061°-180° 5000 and below
- ⑤ 181°-310° 5500 and below

**DME/DME/IRU or GPS required.
RNAV 1.**



VIYAP
N31 15.1
W081 26.1

For Initial SID see page 30 - 2

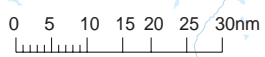
Craig
D114.5 CRG
N30 20.3
W081 30.6

SAVANNAH TR
360° ⑦ ④

GUANO
N29 06.0
W081 23.3

FATHE
At **14000**

N28 57.7
W081 19.4



TRANSITION **RNAV** GUASP 2

INTL ORLANDO

Orlando CLR 134.7	GND 121.8 W 126.4 E	TWR 118.45 RWY 17L/R, 35L/R 124.3 RWY 18L/R, 36L/R	APP 124.8 ① 120.15 ② 121.1 ③ 127.325 ④ 119.4 ⑤	ATIS DEP (D) 120.525
-----------------------------	---	--	---	--------------------------------

TA **18000** AD Elev **96**

For Initial SID see page 30 - 4

- ① 360°-180° above 5000
- ② 181°-359° above 5500
- ③ 311°-060° 5500 and below
- ④ 061°-180° 5000 and below
- ⑤ 181°-310° 5500 and below

ZANEL
MAX **14000**

N28 20.2
W080 29.8

ZANEL TR
①7 067°

DME/DME/IRU or GPR required.
RNAV 1.

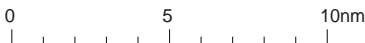
GUASP
MAX **14000**

N28 12.4
W080 46.4

VALKA TR
②0 153°

VALKA
MAX **14000**

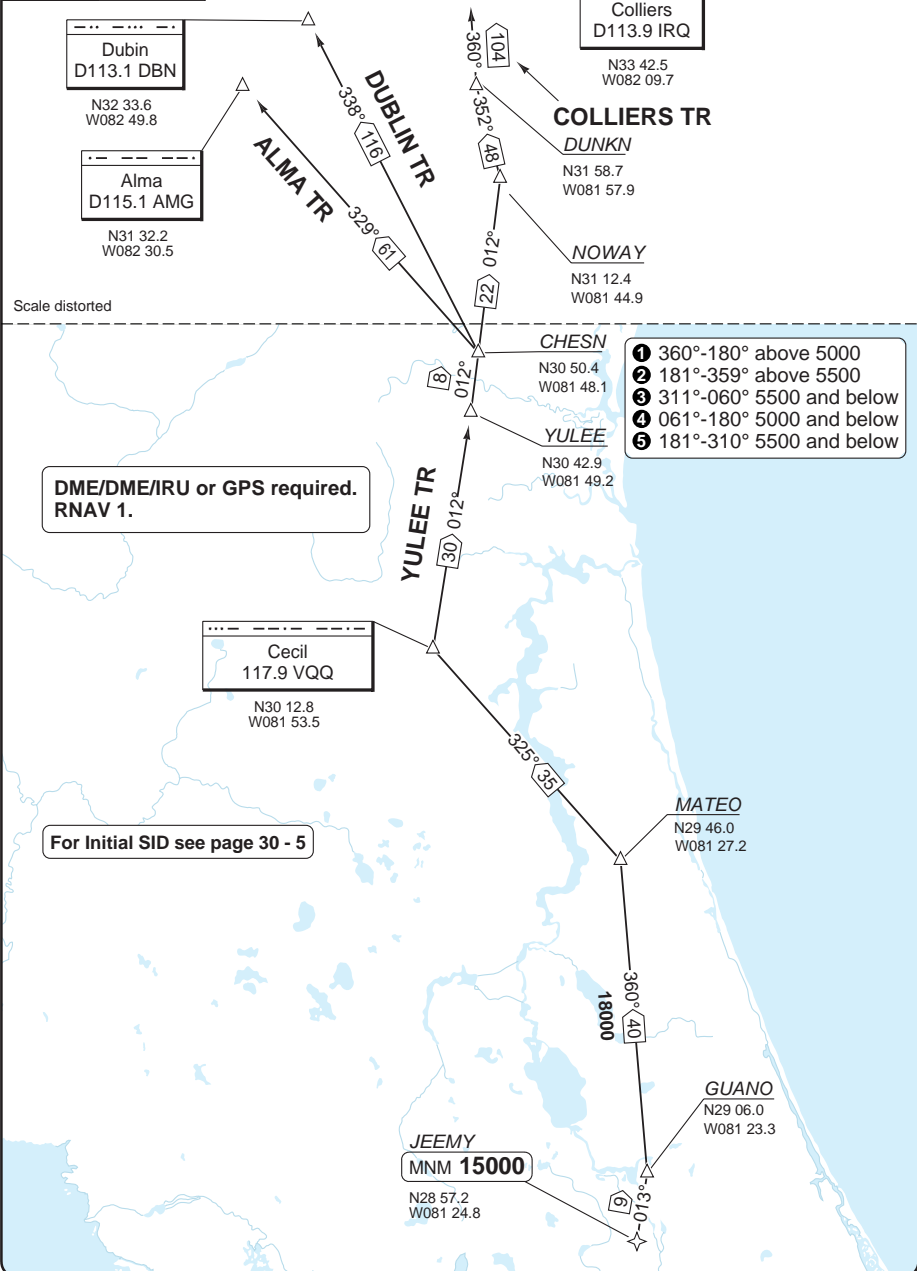
N27 55.1
W080 34.3

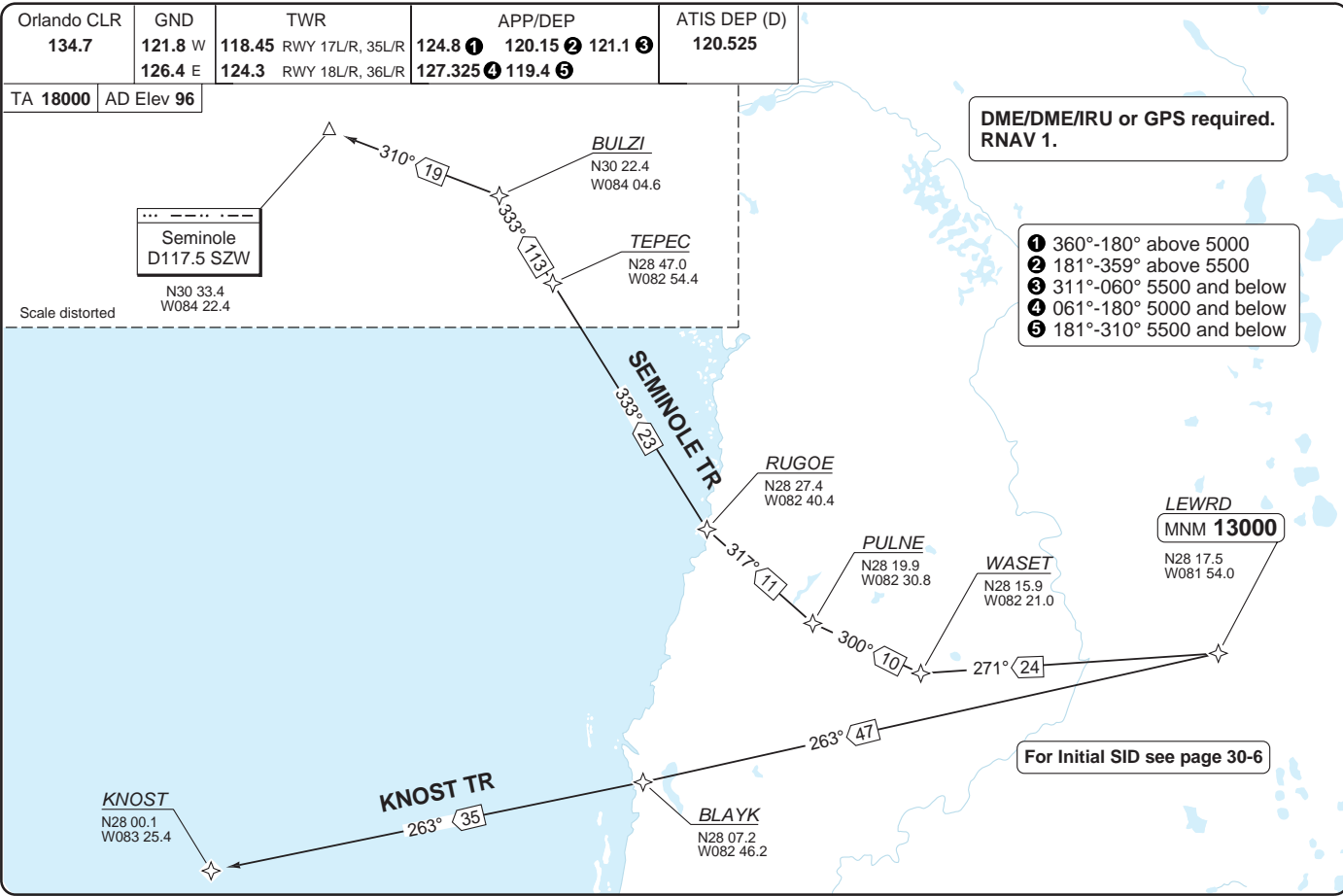


TRANSITION **RNAV** JEEMY 2

Orlando CLR 134.7	GND 121.8 W 126.4 E	TWR 118.45 RWY 17L/R, 35L/R 124.3 RWY 18L/R, 36L/R	APP/DEP 124.8 ① 120.15 ② 121.1 ③ 127.325 ④ 119.4 ⑤	ATIS DEP (D) 120.525
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TA **18000** AD Elev **96**



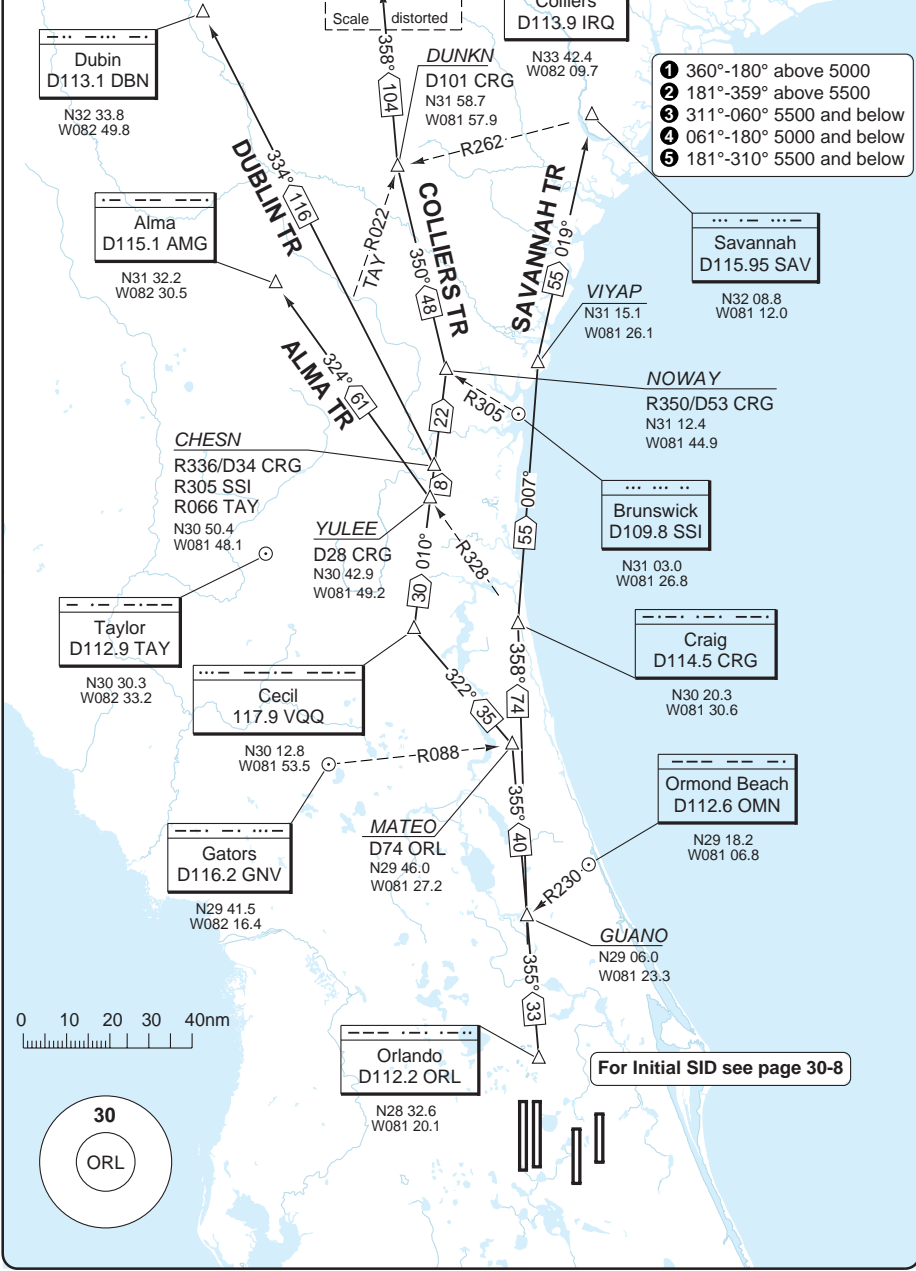


TRANSITION JAGUAR 3, MCCOY 9

INTL ORLANDO

Orlando CLR 134.7	GND 121.8 W 126.4 E	TWR 118.45 RWY 17L/R, 35L/R 124.3 RWY 18L/R, 36L/R	APP/DEP 124.8 ① 120.15 ② 121.1 ③ 127.325 ④ 119.4 ⑤	ATIS DEP (D) 120.525
-----------------------------	---	--	---	--------------------------------

TA **18000** AD Elev **96**



- ① 360°-180° above 5000
- ② 181°-359° above 5500
- ③ 311°-060° 5500 and below
- ④ 061°-180° 5000 and below
- ⑤ 181°-310° 5500 and below

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Reverse side blank

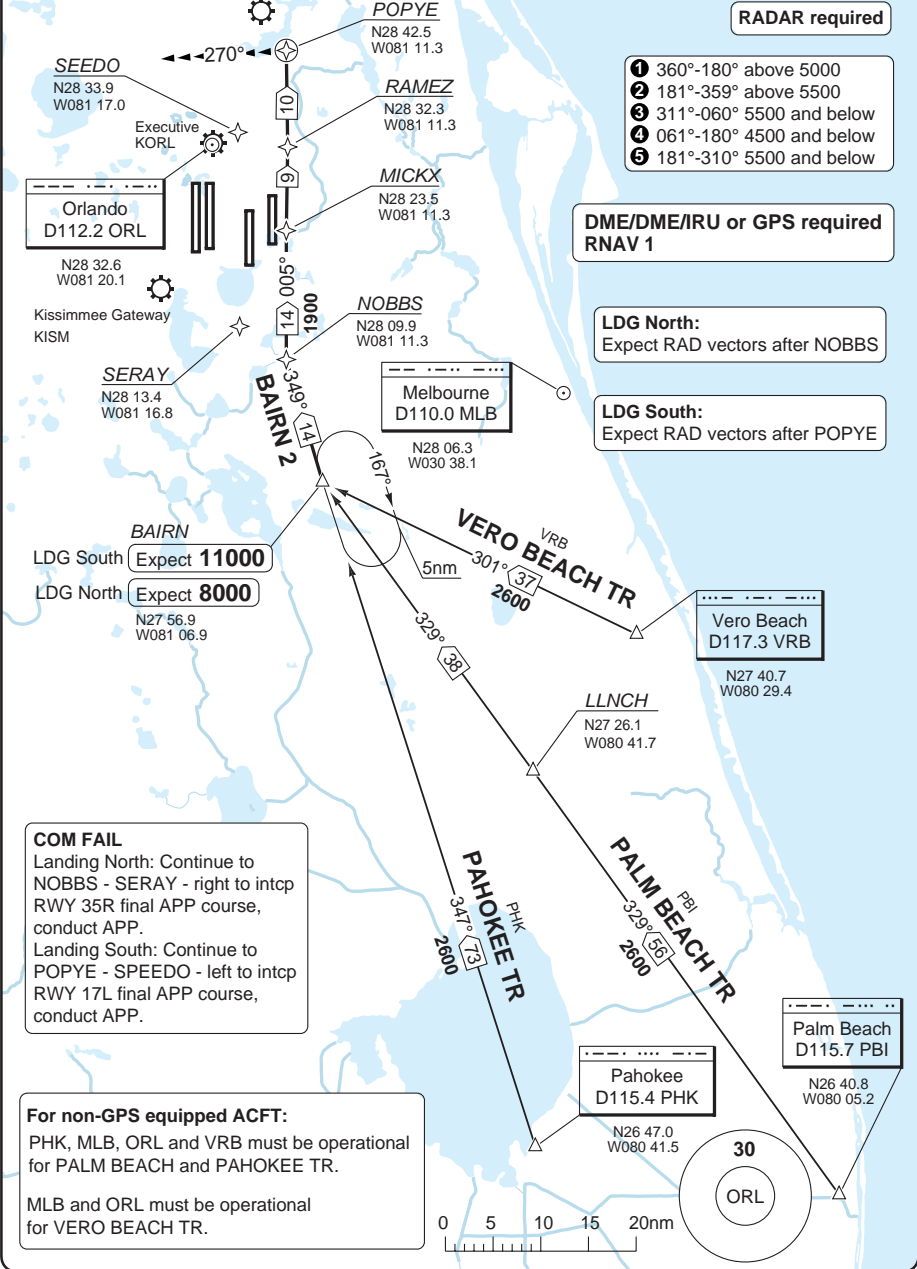
Change: New spec.

THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY

STAR **RNAV** BAIRN 2

Orlando APP CTL	APP (Secondary)	TWR	GND	CLR	ATIS ARR (D)
124.8 ① 120.15 ② 121.1 ③	125.55	118.45 RWY 17L/R, 35L/R	121.8 W	134.7	121.25
119.475 ④ 119.4 ⑤	134.05 125.85	124.3 RWY 18L/R, 36L/R	126.4 E		

TL ATC AD Elev 96 Orlando Sanford INTL KSF8



RADAR required

- ① 360°-180° above 5000
- ② 181°-359° above 5500
- ③ 311°-060° 5500 and below
- ④ 061°-180° 4500 and below
- ⑤ 181°-310° 5500 and below

DME/DME/IRU or GPS required RNAV 1

LDG North:
Expect RAD vectors after NOBBS

LDG South:
Expect RAD vectors after POPYE

STAR **RNAV** BUGGZ 1

Orlando APP CTL	APP (Secondary)	TWR	GND	CLR	ATIS ARR (D)
124.8 ① 120.15 ② 121.1 ③	125.55	118.45 RWY 17L/R, 35L/R	121.8 W	134.7	121.25
119.475 ④ 119.4 ⑤	134.05 125.85	124.3 RWY 18L/R, 36L/R	126.4 E		

TL ATC AD Elev 96 Orlando Sanford INTL KSF8

Savannah
D115.95 SAV
N32 08.8
W081 11.9

- ① 360°-180° above 5000
- ② 181°-359° above 5500
- ③ 311°-060° 5500 and below
- ④ 061°-180° 4500 and below
- ⑤ 181°-310° 5500 and below

RADAR required

JET only

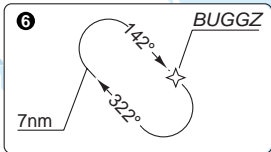
**DME/DME/IRU or GPS required
RNAV 1**

Scale distorted

40 - 2

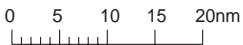
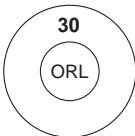
COM FAIL
Landing North: Continue to KAWAY - right to intcp RWY 36R final APP course, conduct APP.
Landing South: Continue to BUNIE - left to intcp RWY 18R final APP course, conduct APP.

For non-GPS equipped ACFT
ORL and OMN must be operational.



Ormond Beach
D112.6 OMN
N29 18.2
W081 06.8

LDG South: Expect RAD vectors prior to BUNIE



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Change: APP freq

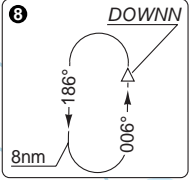
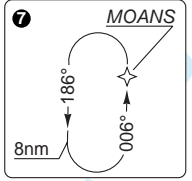
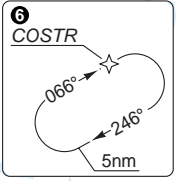
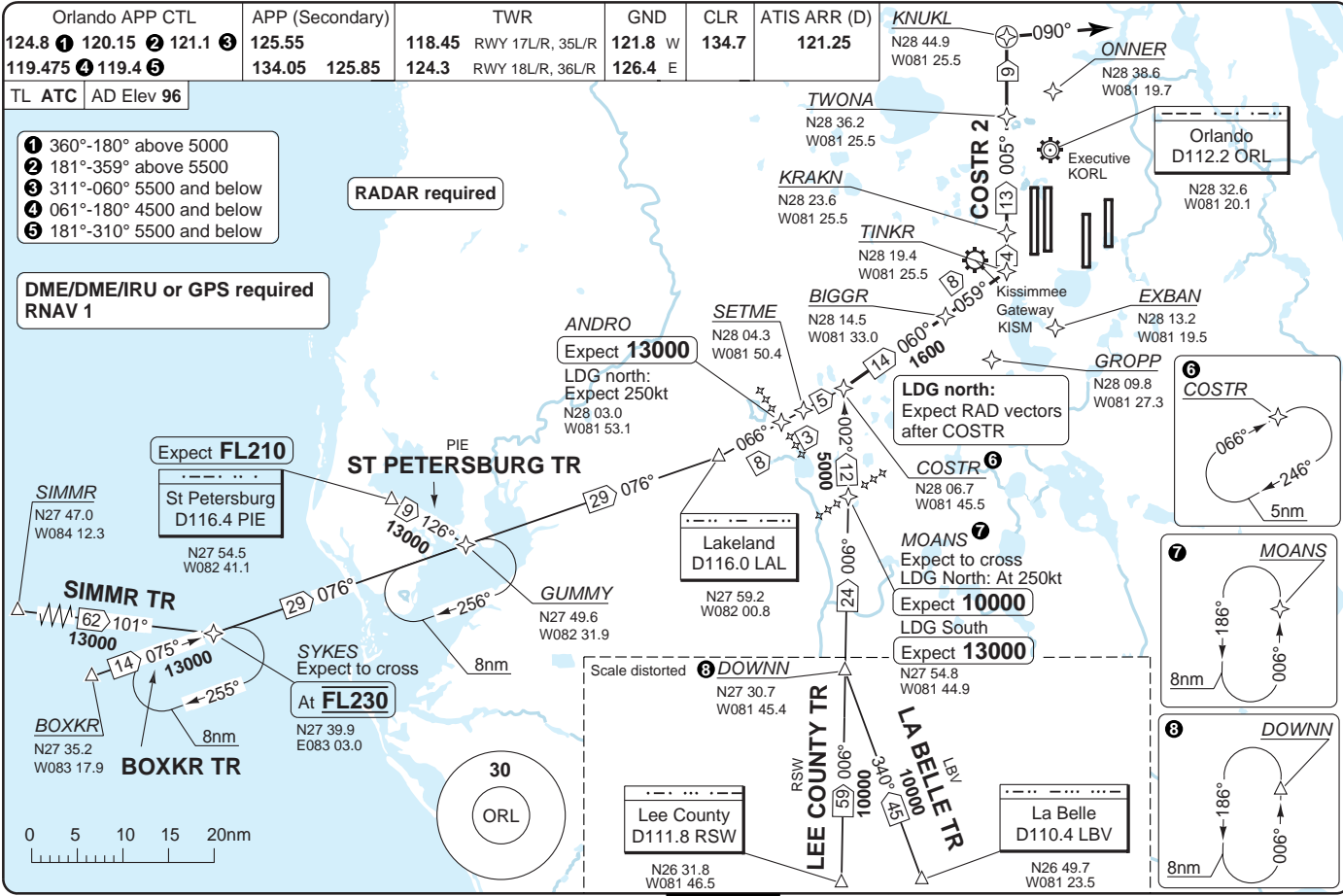
Orlando APP CTL	APP (Secondary)	TWR	GND	CLR	ATIS ARR (D)
124.8 ① 120.15 ② 121.1 ③	125.55	118.45 RWY 17L/R, 35L/R	121.8 W	134.7	121.25
119.475 ④ 119.4 ⑤	134.05 125.85	124.3 RWY 18L/R, 36L/R	126.4 E		

TL ATC AD Elev 96

- ① 360°-180° above 5000
- ② 181°-359° above 5000
- ③ 311°-060° 5500 and below
- ④ 061°-180° 4500 and below
- ⑤ 181°-310° 5500 and below

RADAR required

DME/DME/IRU or GPS required
RNAV 1



STAR RNAV COSTR 2

40 - 3 | 16 MAY 12

USA (FL) - KMCO / MCO
INTL ORLANDO

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Change: APP freq

STAR **RNAV** CWRULD 2

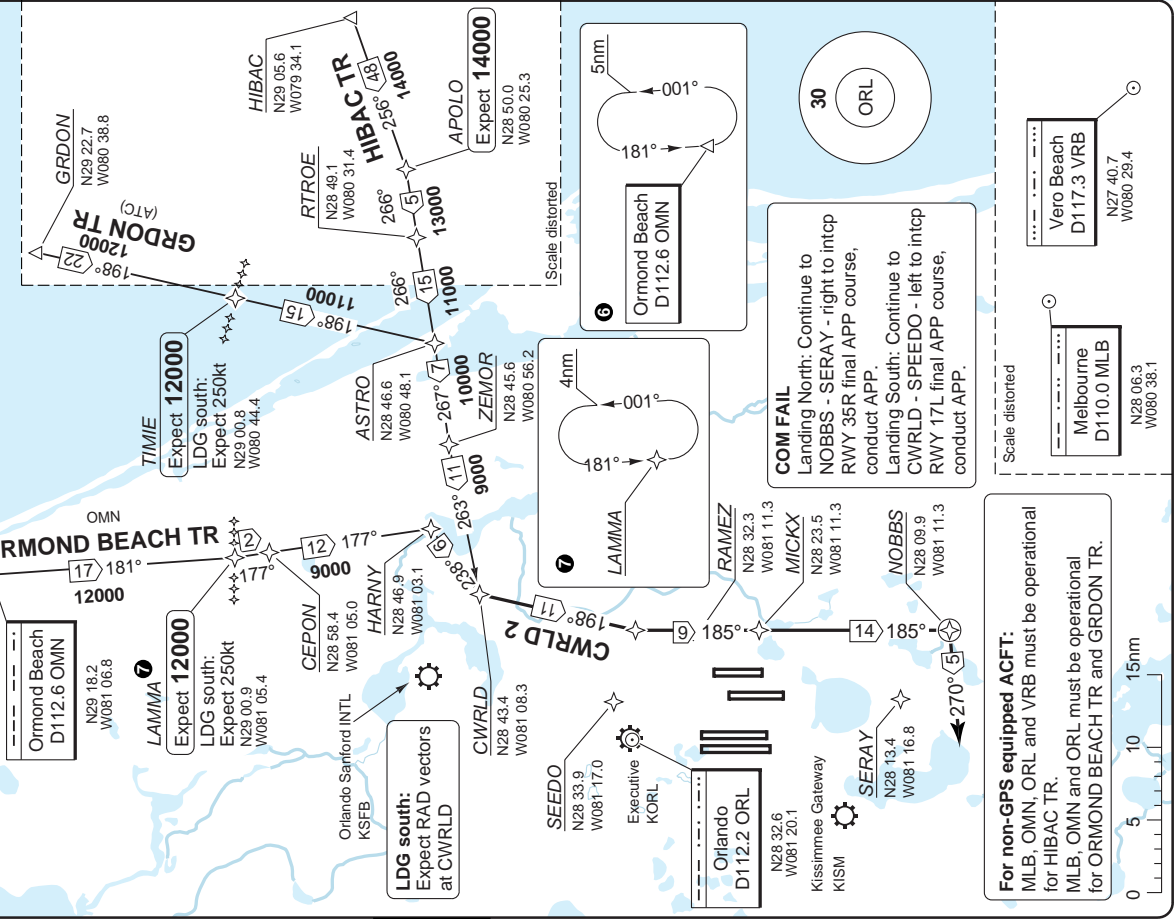
Orlando APP CTL	APP (Secondary)	TWR	GND	CLR	ATIS ARR (D)
124.8 ① 120.15 ② 121.1 ③ 125.55	134.05 125.85	118.45 RWY 17L/R, 35L/R 124.3 RWY 18L/R, 36L/R	121.8 W 126.4 E	134.7	121.25
TL ATC AD Elev. 96					

RADAR required (LDG South expect 250kt)

JET only

DME/DME/IRU or GPS required RNAV 1

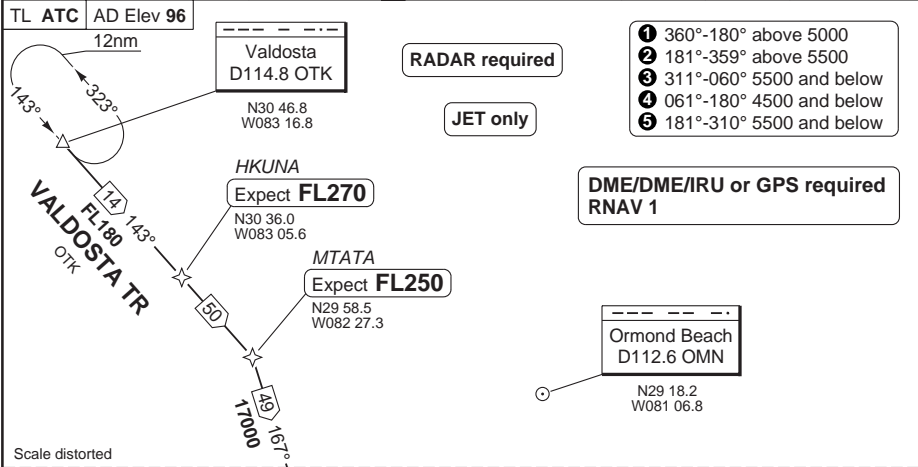
- ① 360°-180° above 5000
- ② 181°-359° above 5500
- ③ 311°-060° 5500 and below
- ④ 061°-180° 4500 and below
- ⑤ 181°-310° 5500 and below



STAR **RNAV** PIGLT 3

INTL ORLANDO

Orlando APP CTL	APP (Secondary)	TWR	GND	CLR	ATIS ARR (D)
124.8 ① 120.15 ② 121.1 ③	125.55	118.45 RWY 17L/R, 35L/R	121.8 W	134.7	121.25
119.475 ④ 119.4 ⑤	134.05 125.85	124.3 RWY 18L/R, 36L/R	126.4 E		

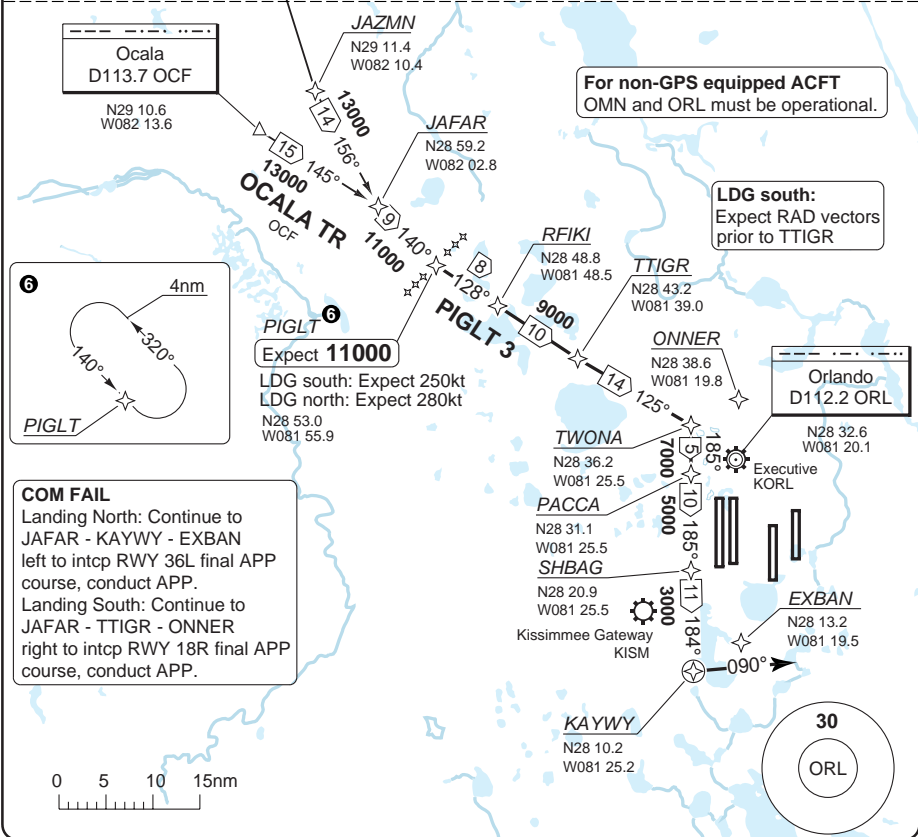


- ① 360°-180° above 5000
- ② 181°-359° above 5500
- ③ 311°-060° 5500 and below
- ④ 061°-180° 4500 and below
- ⑤ 181°-310° 5500 and below

RADAR required

JET only

DME/DME/IRU or GPS required RNAV 1



For non-GPS equipped ACFT OMN and ORL must be operational.

LDG south:
Expect RAD vectors prior to TTIGR

40 - 5

COM FAIL
Landing North: Continue to JAFAR - KAYWY - EXBAN left to intcp RWY 36L final APP course, conduct APP.
Landing South: Continue to JAFAR - TTIGR - ONNER right to intcp RWY 18R final APP course, conduct APP.

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Change: STAR designator, APP freq, ALT

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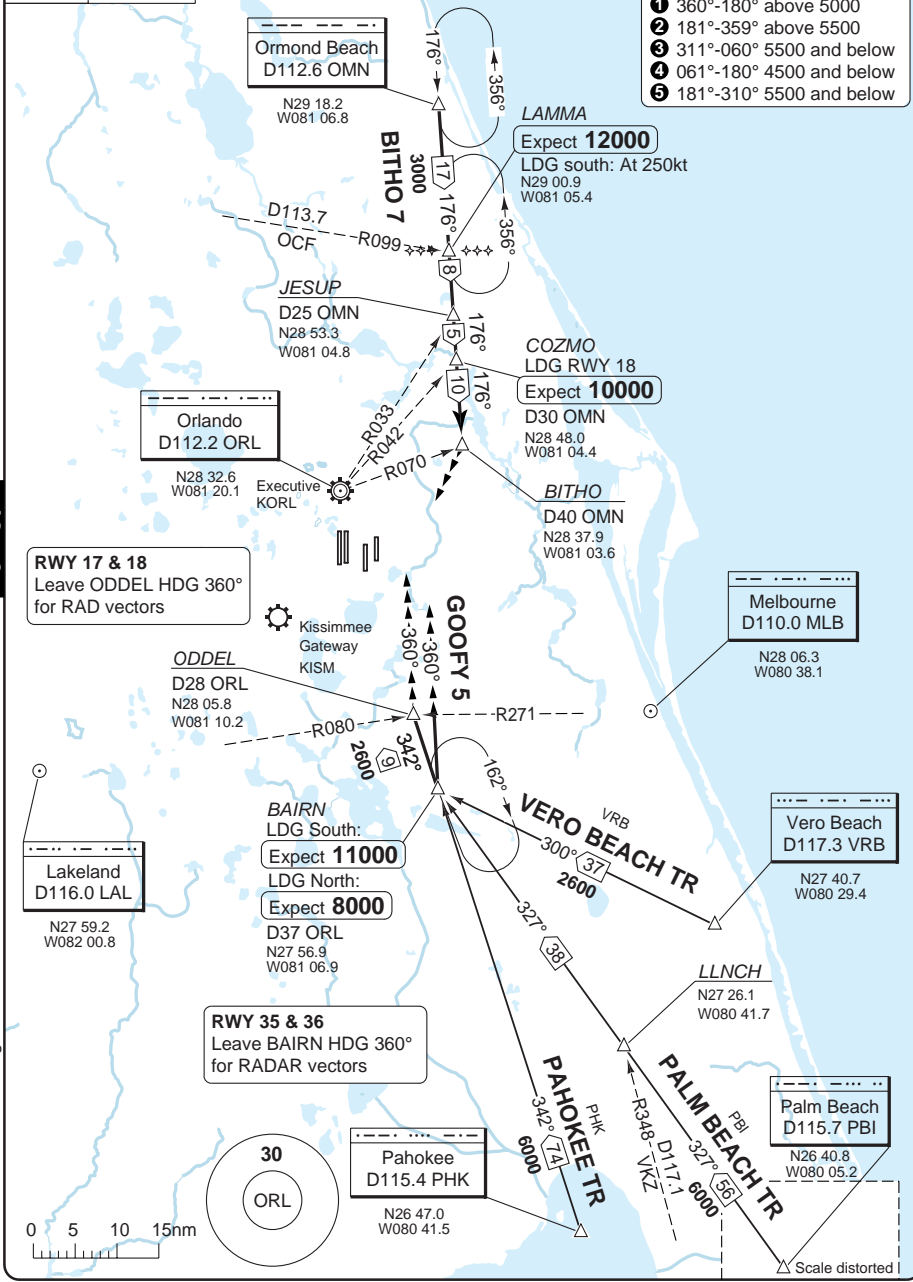
STAR BITHO 7, GOOFY 5

INTL ORLANDO

Orlando APP CTL			APP (Secondary)	TWR	GND	CLR	ATIS ARR (D)
124.8 ①	120.15 ②	121.1 ③	125.55	118.45 RWY 17L/R, 35L/R	121.8 W	134.7	121.25
119.475 ④	119.4 ⑤		134.05 125.85	124.3 RWY 18L/R, 36L/R	126.4 E		

TL ATC AD Elev 96

- ① 360°-180° above 5000
- ② 181°-359° above 5500
- ③ 311°-060° 5500 and below
- ④ 061°-180° 4500 and below
- ⑤ 181°-310° 5500 and below



40 - 6

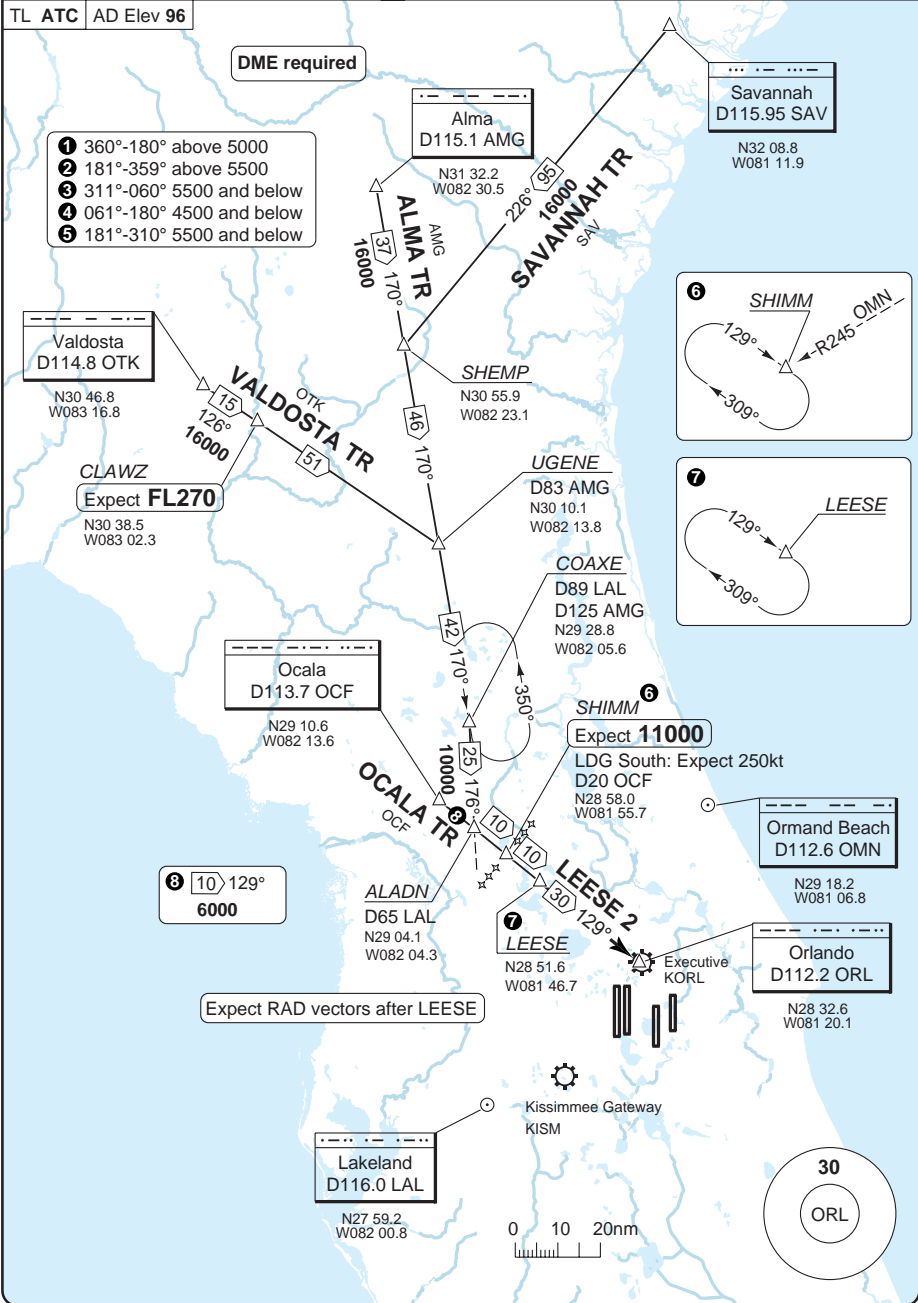
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Change: APP freq

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STAR LEESE 2

Orlando APP CTL			APP (Secondary)	TWR	GND	CLR	ATIS ARR (D)
124.8	120.15	121.1	125.55	118.45	121.8	134.7	121.25
119.475	119.4		134.05 125.85	124.3	126.4		
TL ATC			AD Elev 96				



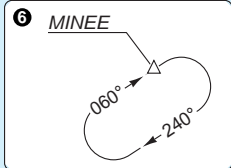
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40 - 7

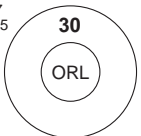
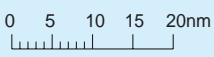
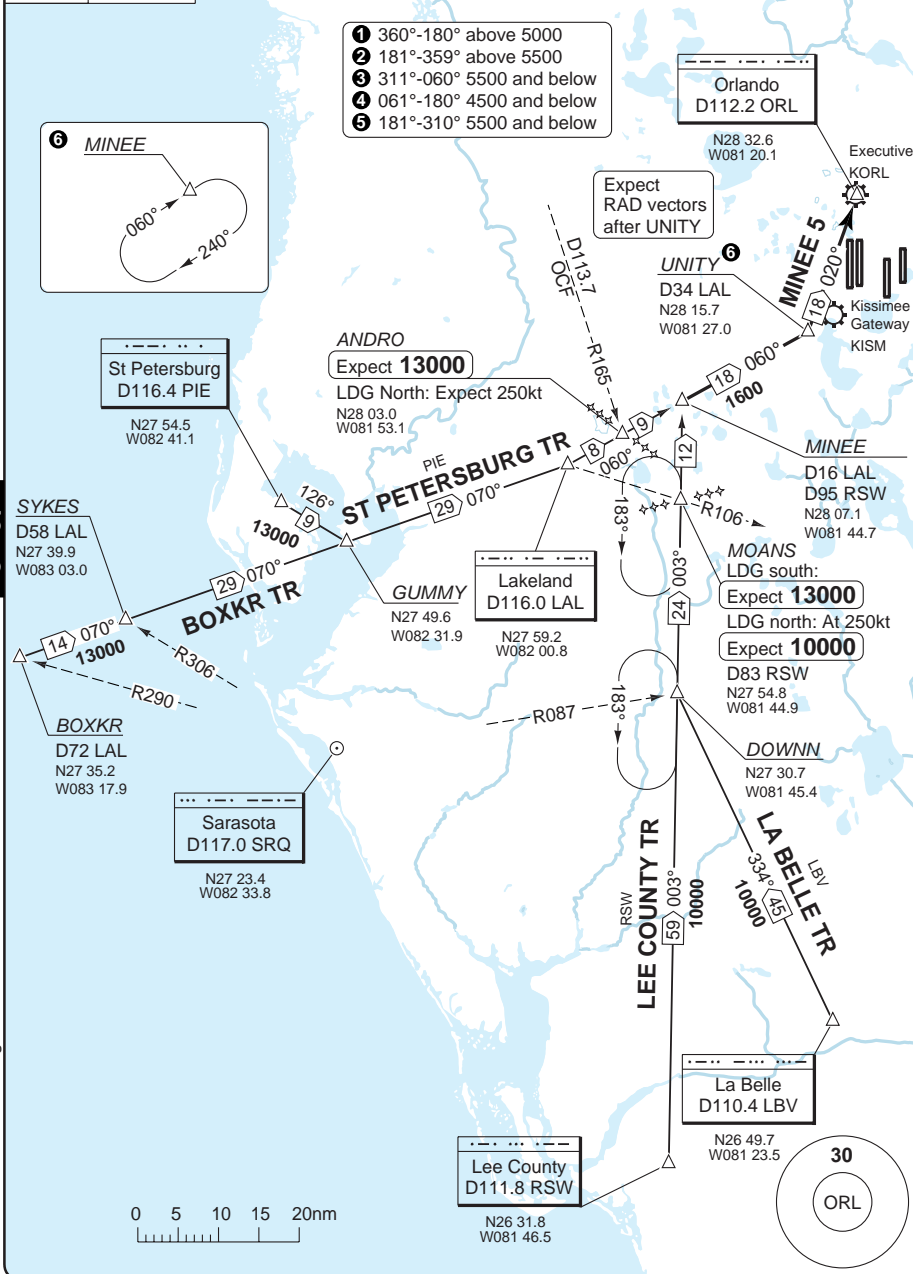
STAR MINEE 5

Orlando APP CTL	APP (Secondary)	TWR	GND	CLR	ATIS ARR (D)
124.8 ① 120.15 ② 121.1 ③	125.55	118.45 RWY 17L/R, 35L/R	121.8 W	134.7	121.25
119.475 ④ 119.4 ⑤	134.05 125.85	124.3 RWY 18L/R, 36L/R	126.4 E		
TL ATC	AD Elev 96				

- ① 360°-180° above 5000
- ② 181°-359° above 5500
- ③ 311°-060° 5500 and below
- ④ 061°-180° 4500 and below
- ⑤ 181°-310° 5500 and below



40 - 8



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Change: STAR designator, APP freq, MT

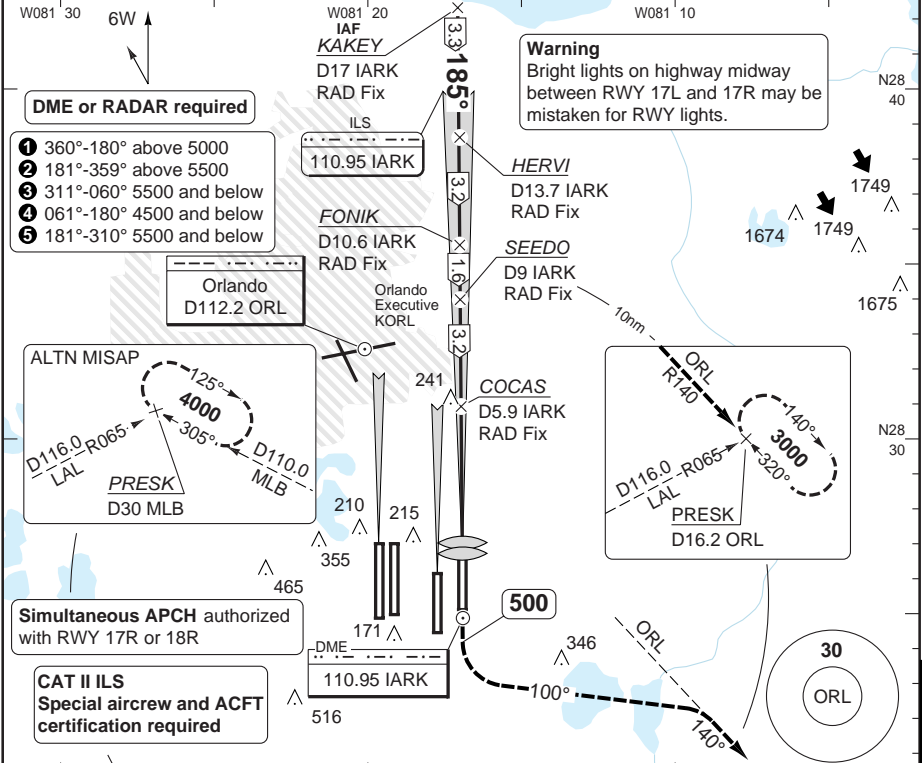
THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY

ILS RWY 17L

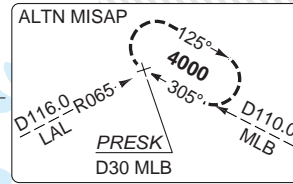
INTL ORLANDO

Orlando APP CTL			APP (Secondary)	TWR	GND	ATIS ARR (D)
124.8 ①	120.15 ②	121.1 ③	125.55	118.45 RWY 17L/R, 35L/R	121.8 W	121.25
119.475 ④	119.4 ⑤		134.05 123.85	124.3 RWY 18L/R, 36L/R	126.4 E	

ILS/DME 110.95 IARK	FAT 185°	TDZ Elev 90	AD Elev 96	TL ATC	TA 18000
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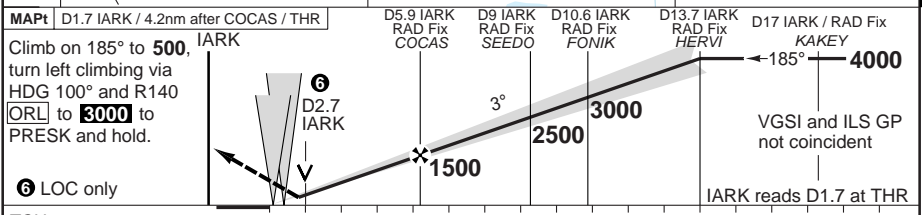


- DME or RADAR required**
- ① 360°-180° above 5000
 - ② 181°-359° above 5500
 - ③ 311°-060° 5500 and below
 - ④ 061°-180° 4500 and below
 - ⑤ 181°-310° 5500 and below



Simultaneous APCH authorized with RWY 17R or 18R

CAT II ILS
Special aircrew and ACFT certification required



TCH 55	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17 nm
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STATE	ACFT	CAT II	ILS	LOC	Circling ③	④ Authorization required otherwise 1100 (1000) 3sm	DME IARK	3.0° ALT	LDA 2743x45 9000x150ft
C	RA 101	290 (200)	500 (410)	740 (644)	1%sm		13.7	4000	
	D	1200ft	1800ft	4000ft	800 (700)		2%sm	10	2830
							9	2500	
							7	1860	
							6	1530	
							5	1210	
							4	890	
							2.8	500	
GS	80	100	120	140	160				
ROD 3.0°	440	540	650	760	870				
FAF-MAPt	3:09	2:31	2:06	1:48	1:34				

Change: VAR, FAT, ALTN MISAP, Note

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50 - 1

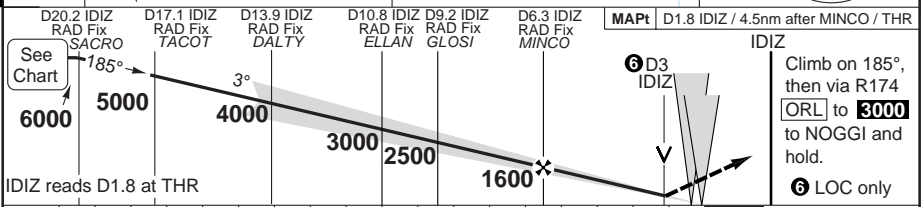
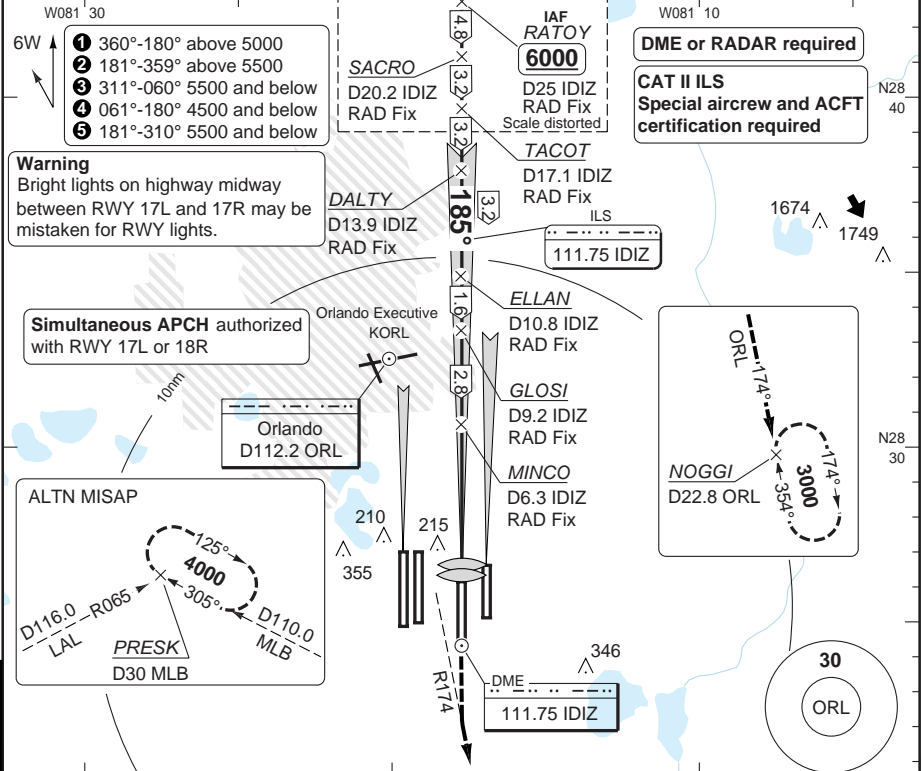
ALS-F2

ILS RWY 17R

INTL ORLANDO

Orlando APP CTL			APP (Secondary)	TWR	GND	ATIS ARR (D)
124.8 ①	120.15 ②	121.1 ③	125.55	118.45 RWY 17L/R, 35L/R	121.8 W	121.25
119.475 ④	119.4 ⑤		134.05 123.85	124.3 RWY 18L/R, 36L/R	126.4 E	

ILS/DME 111.75 IDIZ	FAT 185°	TDZ Elev 90	AD Elev 96	TL ATC	TA 18000
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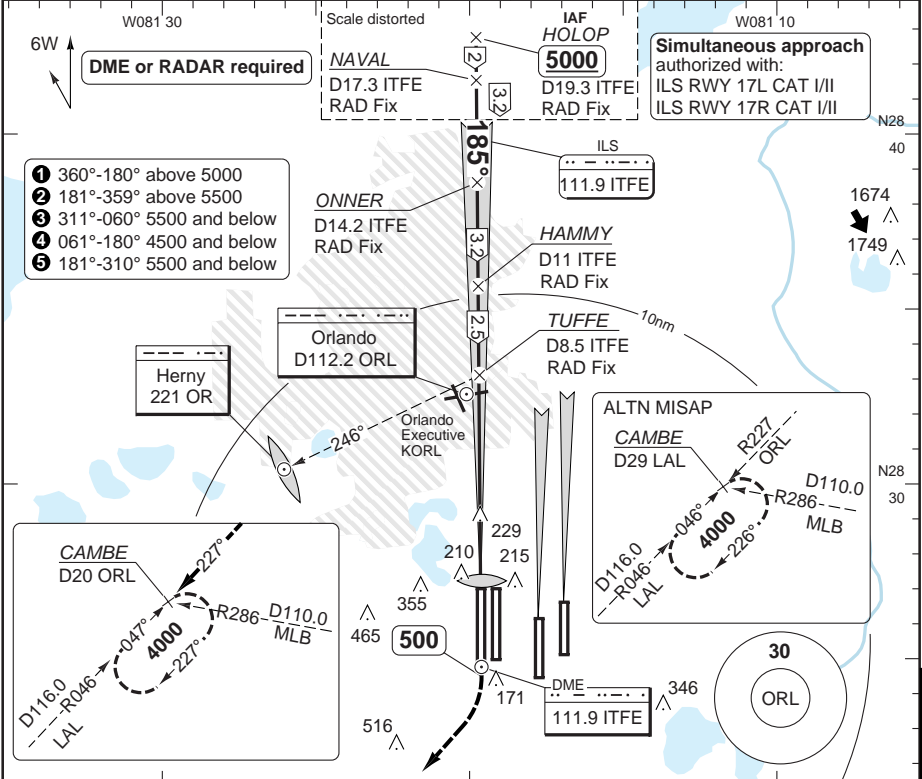


STATE	ACFT	CAT II	ILS	LOC	Circling ⓐ	DME IDIZ	3.1° ALT	LDA 3048x45 10000x150ft
C	RA 104	290 (200)	1800ft	520 (430)	740 (644)	19.9	6000	
	1200ft			4000ft	1½sm			
D		290 (200)	1800ft	520 (430)	800 (700)	17	5080	
				5000ft	2½sm	13	3780	
	GS	80	100	120	140	160	9	2480
	ROD 3.1°	440	550	650	760	870	6	1510
	FAF-MAPt	3:22	2:41	2:15	1:55	1:41	5	1180
							4	860
							3.0	520

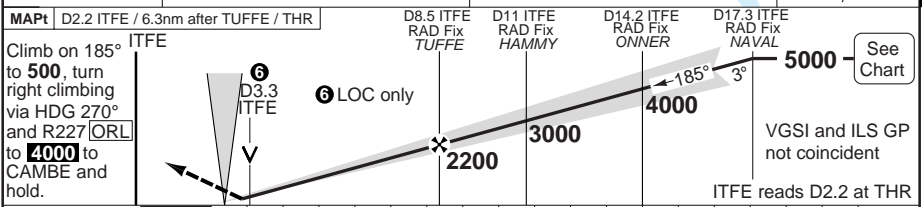
ILS RWY 18R

INTL ORLANDO

Orlando APP CTL	APP (Secondary)	TWR	GND	ATIS ARR (D)
124.8 ① 120.15 ② 121.1 ③	125.55	118.45 RWY 17L/R, 35L/R	121.8 W	121.25
119.475 ④ 119.4 ⑤	134.05 123.85	124.3 RWY 18L/R, 36L/R	126.4 E	
ILS/DME 111.9 ITFE FAT 185°		TDZ Elev 94 AD Elev 96 TL ATC TA 18000		



- ① 360°-180° above 5000
- ② 181°-359° above 5500
- ③ 311°-060° 5500 and below
- ④ 061°-180° 4500 and below
- ⑤ 181°-310° 5500 and below



TCH 55		0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 nm									
ACFT	ILS	LOC	Circling ^a		a Authorization required otherwise 1100 (1000) 3sm		DME	3.1°	LDA 3658x61 12004x200ft P 3° (71)		
C	300 (200) 1800ft	500 (406) 4000ft	740 (644) 1 1/2sm				17.1	5000			
D			800 (700) 2 1/2sm				15	4320			
							13	3670			
							11	3010			
							7	1710			
							6	1380			
							5	1060			
							3.3	500			
GS	80	100	120	140	160						
ROD 3.1°	430	540	650	760	870						
FAF-MAPt	4:44	3:47	3:09	2:42	2:22						

AMD 9B
STATE
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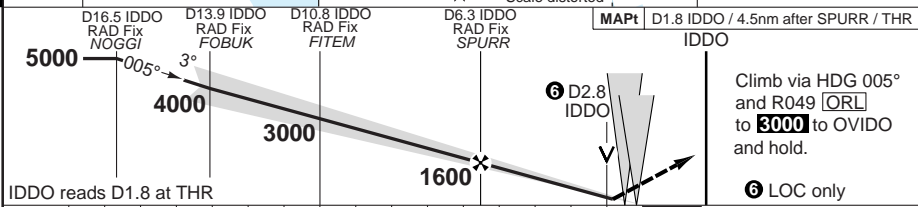
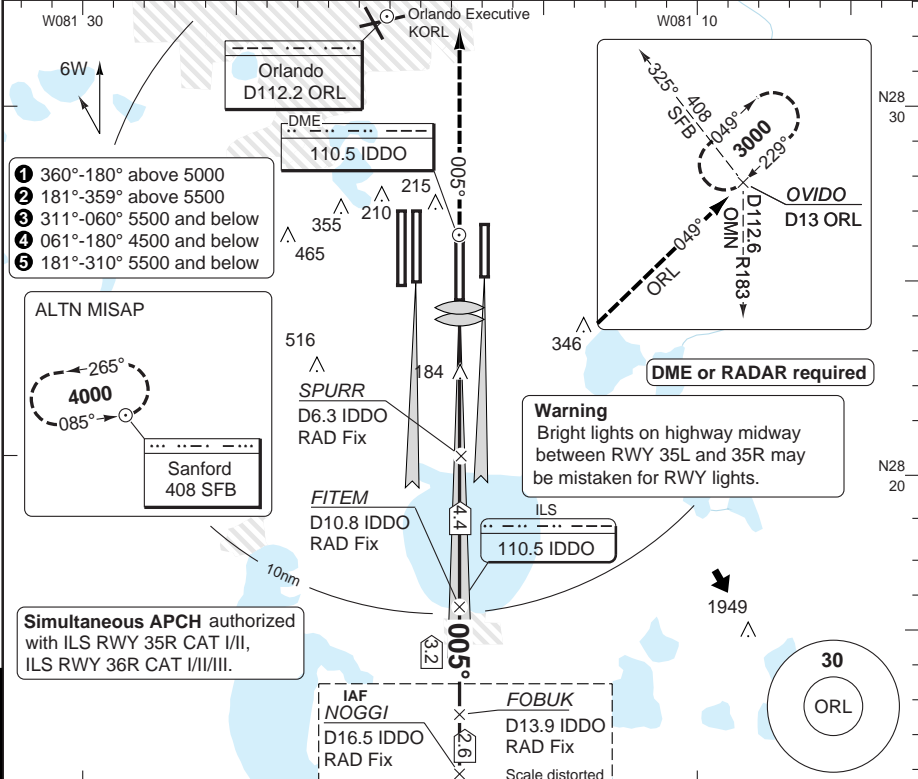
50 - 3

ILS RWY 35L

INTL ORLANDO

Orlando APP CTL	APP (Secondary)	TWR	GND	ATIS ARR (D)
124.8 ① 120.15 ② 121.1 ③	125.55	118.45 RWY 17L/R, 35L/R	121.8 W	121.25
119.475 ④ 119.4 ⑤	134.05 123.85	124.3 RWY 18L/R, 36L/R	126.4 E	

ILS/DME 110.5 IDDO	FAT 005°	TDZ Elev 88	AD Elev 96	TL ATC	TA 18000
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nm 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1 0 TCH 57

STATE	ACFT	ILS	LOC	Circling ^a	Note: CAT II/III see 50-5 ^a Authorization required otherwise 1100 (1000) 3sm	DME IDDO	3.1° ALT	LDA 3048x45 10000x150ft
	C	290 (200) 1800ft	460 (372) 3500ft	760 (644) 1½sm		16.5 5000	13 3840	
D		460 (372) 4000ft	800 (700) 2½sm		11 3180	7 1860	6 1530	
GS	80	100	120	140	160	5 1200		
ROD 3.1°	440	550	660	770	880	4 870		
FAF-MAPt	3:23	2:42	2:15	1:56	1:41	2.8 460		

50 - 4 AMD 6C

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ALS F-2

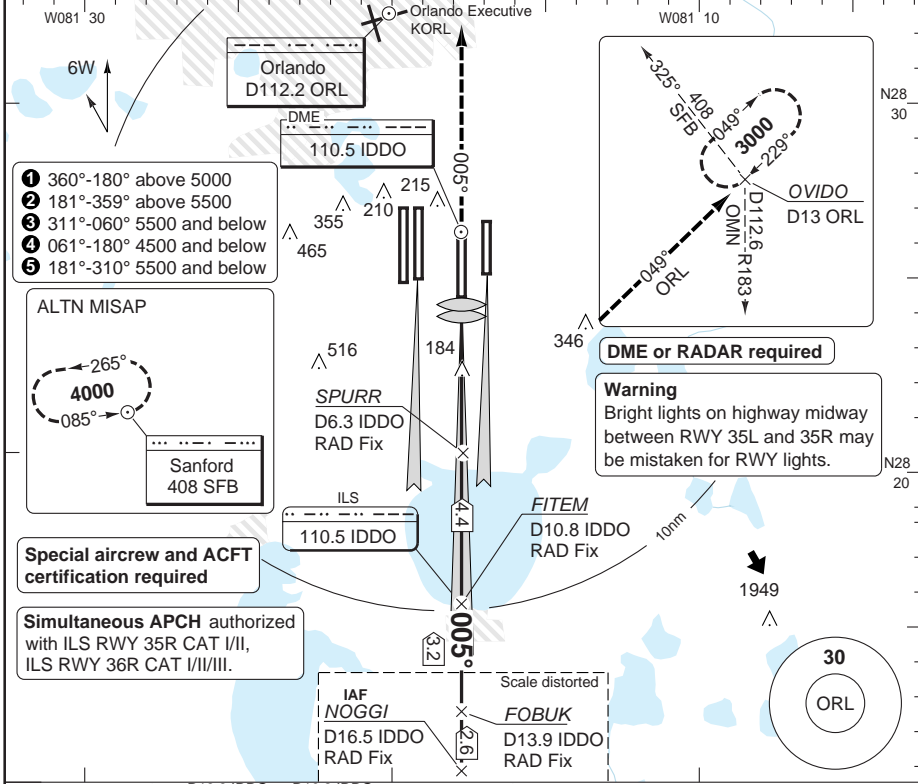
Change: VAR, FAT, Note, ALTN MISAP

THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY

ILS CAT II/III RWY 35L

Orlando APP CTL 124.8 ① 120.15 ② 121.1 ③ 119.475 ④ 119.4 ⑤	APP (Secondary) 125.55 134.05 123.85	TWR 118.45 RWY 17L/R, 35L/R 124.3 RWY 18L/R, 36L/R	GND 121.8 W 126.4 E	ATIS ARR (D) 121.25
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ILS/DME 110.5 IDDO	FAT 005°	TDZ Elev 88	AD Elev 96	TL ATC	TA 18000
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- ① 360°-180° above 5000
- ② 181°-359° above 5500
- ③ 311°-060° 5500 and below
- ④ 061°-180° 4500 and below
- ⑤ 181°-310° 5500 and below

ALTN MISAP

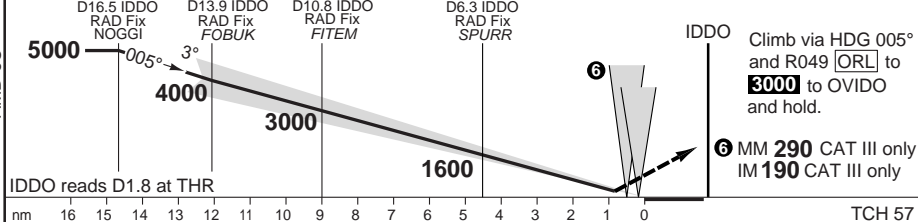
Sanford 408 SFB

Special aircrew and ACFT certification required

Simultaneous APCH authorized with ILS RWY 35R CAT I/II, ILS RWY 36R CAT I/II/III.

DME or RADAR required

Warning
Bright lights on highway midway between RWY 35L and 35R may be mistaken for RWY lights.



nm	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	TCH 57
ACFT	CAT IIIB			CAT II													
ALL	Available			C	RA 106 1200ft												
				D													

Note: ILS/LOC/Circling see 50-4
Circling NA

LDA 3048x45
10000x150ft

AMD 6C

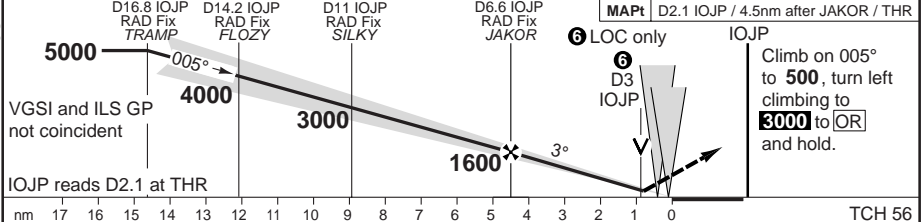
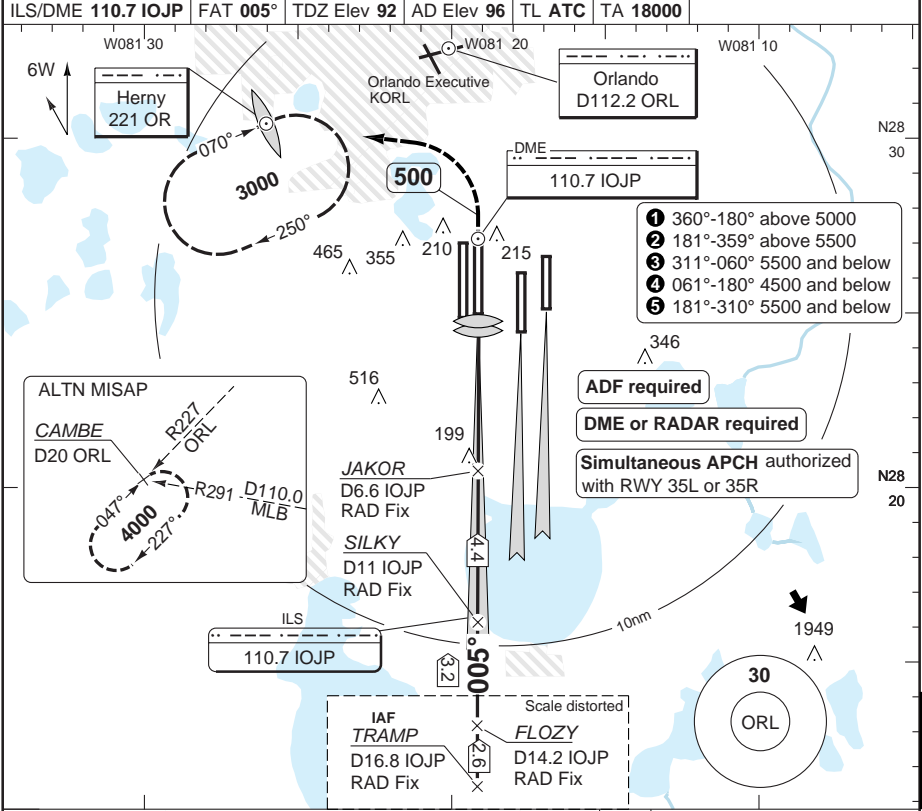
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ALSF-2

ILS RWY 36R

INTL ORLANDO

Orlando APP CTL			APP (Secondary)		TWR		GND		ATIS ARR (D)	
124.8 ①	120.15 ②	121.1 ③	125.55		118.45		121.8 W		121.25	
119.475 ④ 119.4 ⑤			134.05 123.85		124.3		126.4 E			
ILS/DME 110.7 IOJP			FAT 005°		TDZ Elev 92		AD Elev 96		TL ATC TA 18000	



ACFT	ILS	LOC	Circling ^a				
C	300 (200) 1800ft	440 (348) 3000ft	740 (644) 1 1/2 sm				
D			800 (700) 2 1/2 sm				
GS	80	100	120	140	160		
ROD 3.1°	450	560	670	780	890		
FAF-MAPt	3:22	2:41	2:15	1:55	1:41		

Note: CAT II/III see 50-8
^a Authorization required otherwise 1100 (1000) 3sm

DME IOJP	3.1° ALT	LDA 3535x61 11601x200ft P 3° (71)
16.8	5000	ALSIF-2
15	4410	
11	3090	
7	1770	
6	1440	
5	1100	
4	770	
3.0	440	

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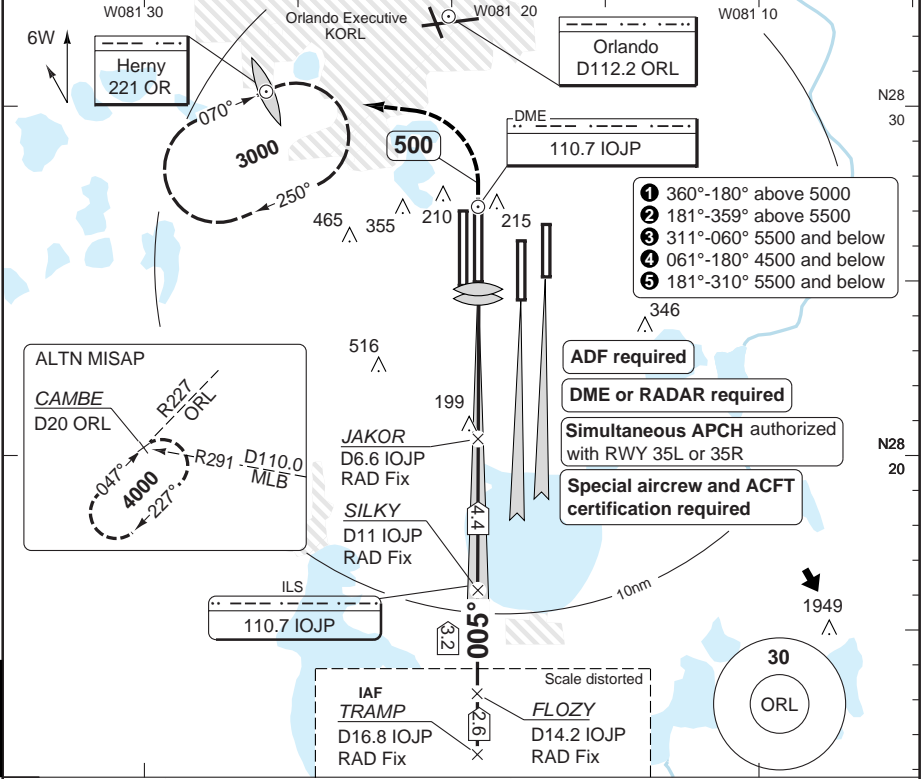
50 - 7

ILS CAT II/III RWY 36R

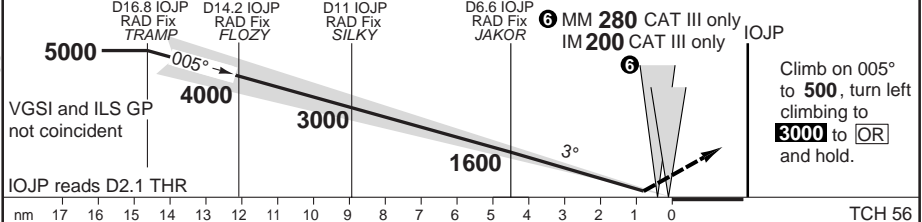
INTL ORLANDO

Orlando APP CTL			APP (Secondary)		TWR		GND		ATIS ARR (D)	
124.8 ①	120.15 ②	121.1 ③	125.55		118.45	RWY 17L/R, 35L/R		121.8 W	121.25	
119.475 ④	119.4 ⑤		134.05	123.85	124.3	RWY 18L/R, 36L/R		126.4 E		

ILS/DME	110.7 IOJP	FAT	005°	TDZ Elev	92	AD Elev	96	TL ATC	TA	18000
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50 - 8



ACFT	CAT IIIB	ACFT	CAT II	Note: ILS/LOC/Circling see 50-7 Circling NA	LDA 3535x61 11601x200ft P 3° (71)
ALL	Available	C	RA 115 1200ft		
STATE		D			

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ALSF-2

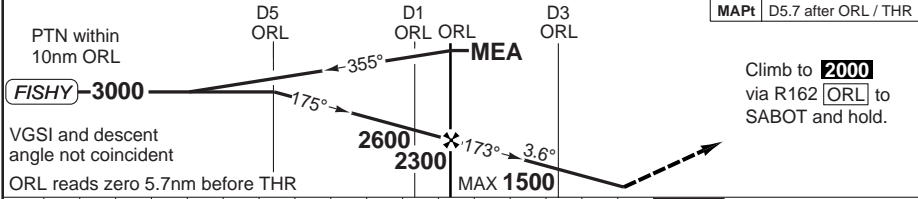
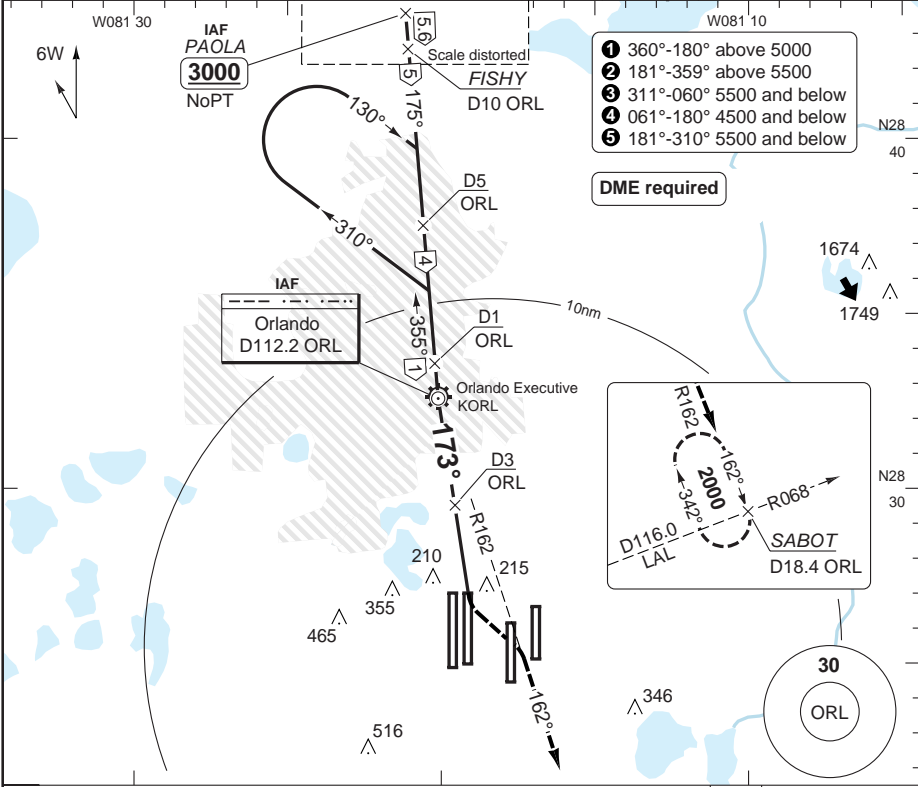
Change: VAR, FAT, ALS box, Note, ALTN MISAP

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VOR RWY 18L

Orlando APP CTL			APP (Secondary)		TWR		GND	ATIS ARR (D)	
124.8 ①	120.15 ②	121.1 ③	125.55	118.45	RWY 17L/R, 35L/R		121.8 W	121.25	
119.475 ④	119.4 ⑤		134.05 123.85	124.3	RWY 18L/R, 36L/R		126.4 E		

VOR/DME	112.2 ORL	FAT 173°	TDZ Elev 96	AD Elev 96	TL ATC	TA 18000
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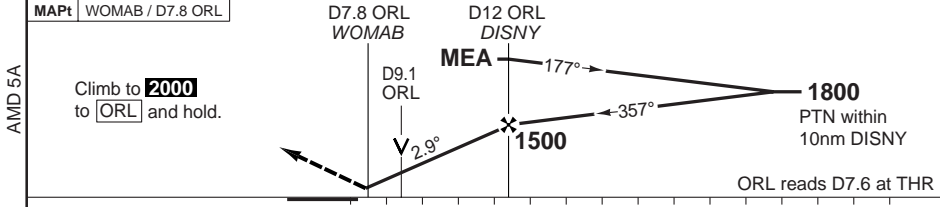
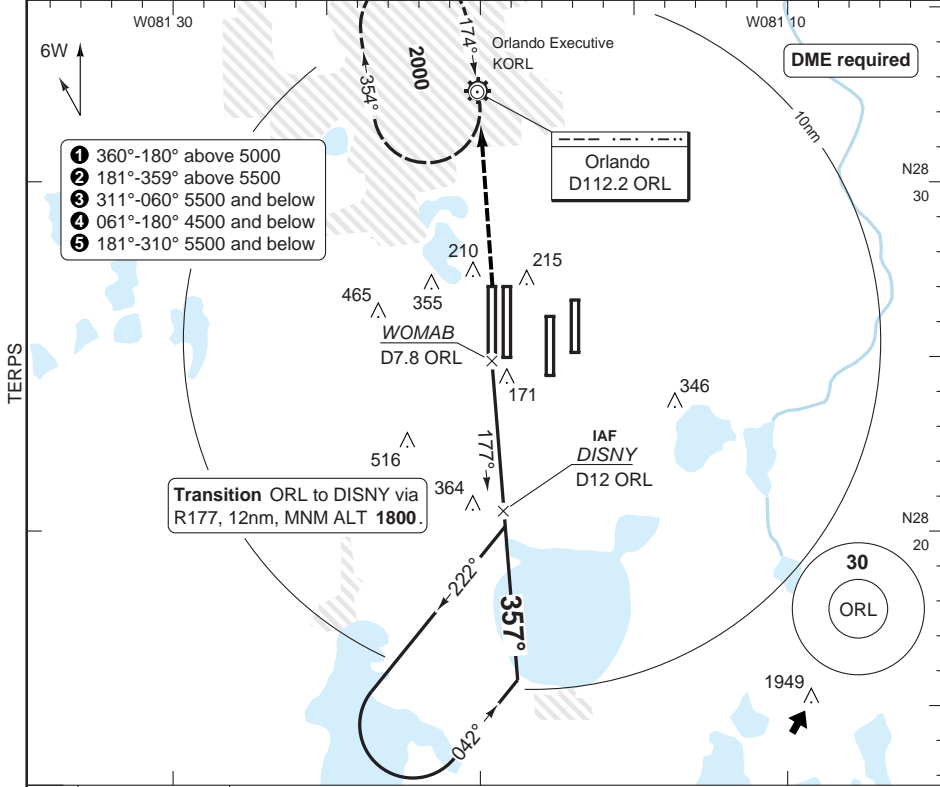


STATE	ACFT	VOR+DME	Circling ③	a Authorization required otherwise 1100 (1000) 3sm	DME ORL	3.6° ALT	LDA 3659x61 12005x200ft 3BAV 3°/3.25° L (52/90)
	C	540 (444) 1½sm	740 (644) 1½sm		1.9	3000	
D	540 (444) 1½sm	800 (700) 2½sm		0	2300		
				1	1930		
				2	1550		
				3	1170		
				4	790		
				4.7	540		

VOR RWY 36L

Orlando APP CTL			APP (Secondary)		TWR		GND	ATIS ARR (D)
124.8 ①	120.15 ②	121.1 ③	125.55	134.05	123.85	118.45 RWY 17L/R, 35L/R	121.8 W	121.25
119.475 ④	119.4 ⑤					124.3 RWY 18L/R, 36L/R	126.4 E	

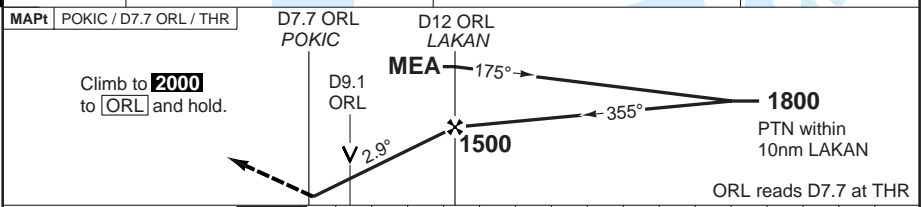
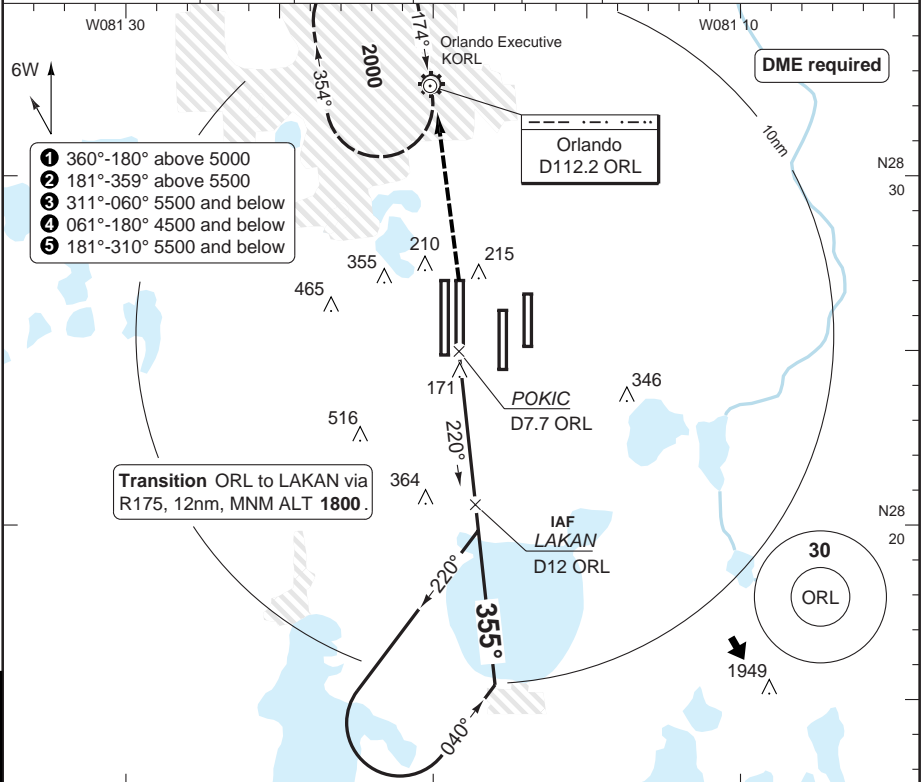
VOR/DME	112.2 ORL	FAT 357°	TDZ Elev 93	AD Elev 96	TL ATC	TA 18000
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ACFT	VOR+DME	Circling a	a Authorization required otherwise 1100 (1000) 3sm	DME ORL ALT	LDA 3542x61 11621x200ft 3BAV 3°/3.25° L (52/95)
C	600 (507) 1½sm	740 (644) 1½sm		13 1800	
D		800 (700) 2½sm		12 1510	
				11 1200	
				10 890	
				9.1 600	
GS	80	100	120	140	
ROD 2.9°	420	520	620	730	830

VOR RWY 36R

Orlando APP CTL			APP (Secondary)		TWR		GND		ATIS ARR (D)	
124.8 ①	120.15 ②	121.1 ③	125.55	134.05 123.85	118.45	RWY 17L/R, 35L/R		121.8 W	121.25	
119.475 ④	119.4 ⑤				124.3	RWY 18L/R, 36L/R		126.4 E		
VOR/DME 112.2 ORL		FAT 355°	TDZ Elev 92	AD Elev 96	TL ATC	TA 18000				



ACFT	VOR+DME	Circling ^a	^a Authorization required otherwise 1100 (1000) 3sm					DME 3.0°	LDA 3535x61
C	600 (508) 5500ft	740 (644) 1½sm	ORL	ALT	11601x200ft P 3° (71)				
D		800 (700) 2½sm	12.9	1800					
			12	1510					
			11	1190					
			10	870					
			9.2	600					
GS	80	100	120	140	160				
ROD 3.0°	430	530	640	740	850				

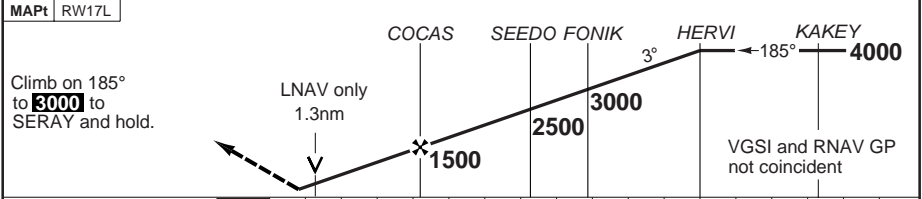
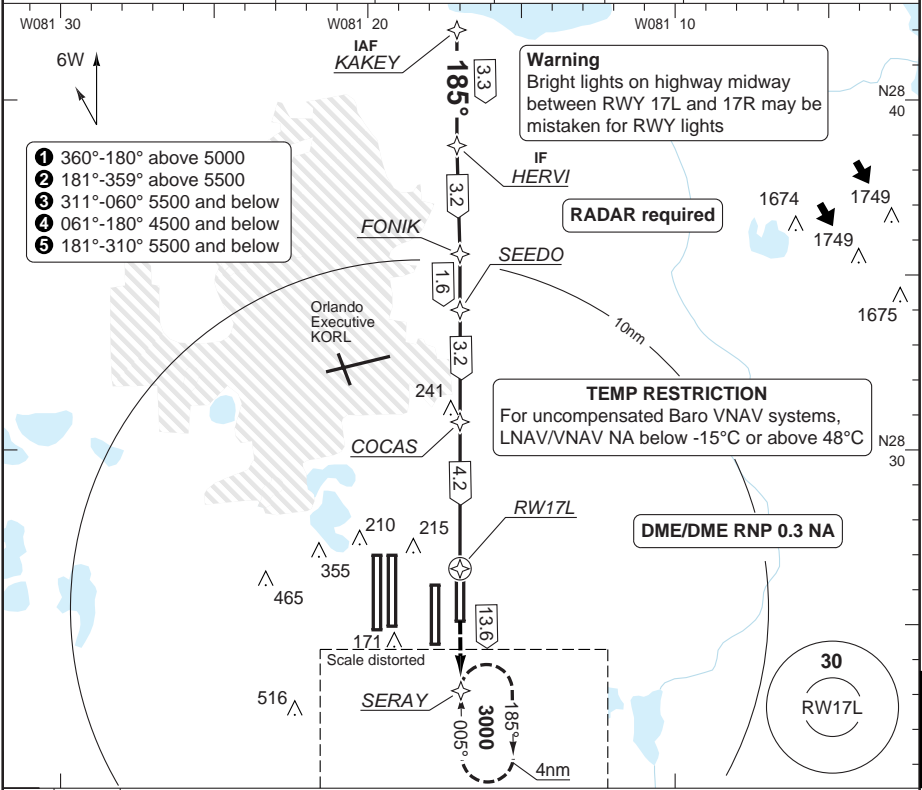
50 - 12
 AMD 10A
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ALSF-2

RNAV (GPS) RWY 17L

INTL ORLANDO

Orlando APP CTL			APP (Secondary)		TWR		GND		ATIS ARR (D)	
124.8 ①	120.15 ②	121.1 ③	125.55		118.45	RWY 17L/R, 35L/R		121.8 W	121.25	
119.475 ④	119.4 ⑤		134.05	123.85	124.3	RWY 18L/R, 36L/R		126.4 E		
RNAV WAAS CH69214 W17B			FAT 185°	TDZ Elev 90	AD Elev 96	TL ATC		TA 18000		



TCH 55						0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 nm										
ACFT	LPV	LNAV/VNAV	LNAV	Circling ^a		Authorization required otherwise		THR 17L	3.0° ALT	LDA 2743x45 9000x150ft						
C	340 (250) 2400ft	470 (380) 4000ft	580 (490) 5000ft	740 (644) 1 3/4sm	1100 (1000) 3sm		11.9	4000	P	P						
D				800 (700) 2 1/2sm			8	2730	G		G					
							7	2410	G		G					
							6	2080	G		G					
							5	1760	G		G					
							4	1440	G		G					
							3	1110	G		G					
							1.4	580	G		G					
GS	80	100	120	140	160											
ROD 3.0°	440	540	650	760	870											

Change: Proc designation, FAT, VAR, HP

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50 - 13

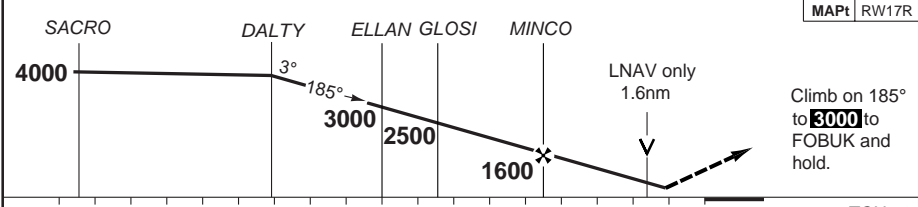
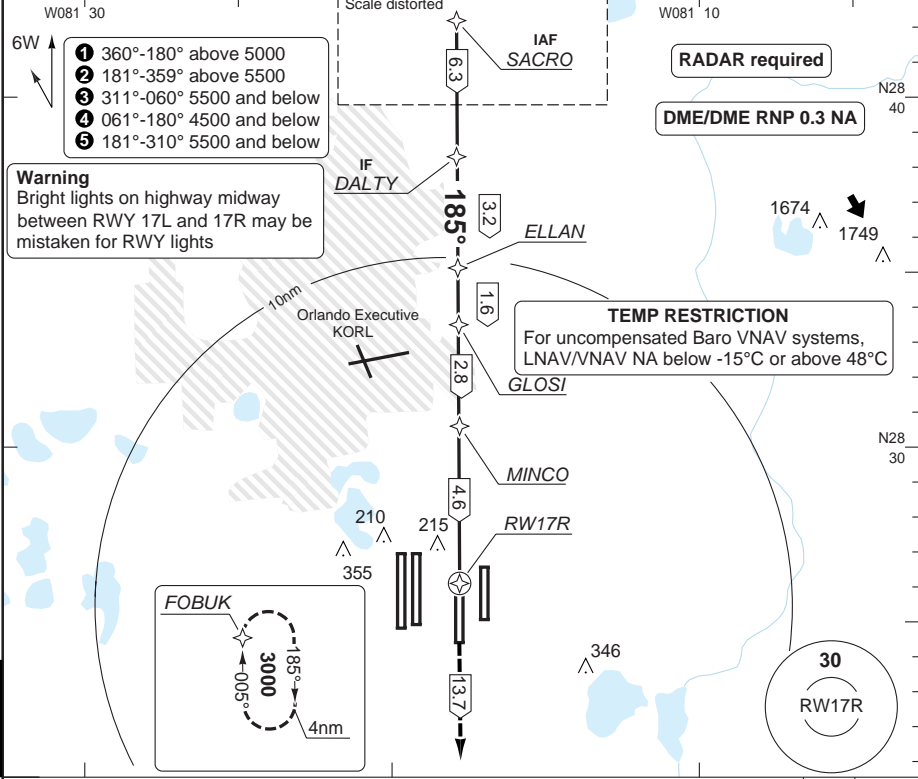
ALSF-2

RNAV (GPS) RWY 17R

INTL ORLANDO

Orlando APP CTL 124.8 ① 120.15 ② 121.1 ③ 119.475 ④ 119.4 ⑤			APP (Secondary) 125.55 134.05 123.85		TWR 118.45 RWY 17L/R, 35L/R 124.3 RWY 18L/R, 36L/R		GND 121.8 W 126.4 E		ATIS ARR (D) 121.25	
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RNAV WAAS	CH72913 W17A	FAT 185°	TDZ Elev 90	AD Elev 96	TL ATC	TA 18000
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nm	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	TCH 53		
ACFT	LPV		LNAV/VNAV		LNAV		Circling a		Authorization required otherwise 1100 (1000) 3sm											THR 17R	3.1° ALT	LDA 3048x45 10000x150ft
C	340 (250) 2400ft		530 (436) 5000ft		660 (570) 1½sm		740 (644) 1½sm													11.9	4000	
D							800 (700) 2½sm													8	2740	
																				7	2420	
																				5	1770	
																				4	1440	
																				3	1120	
																				2	790	
																				1.6	660	
GS	80	100	120	140	160																	
ROD 3.1°	440	550	650	760	870																	

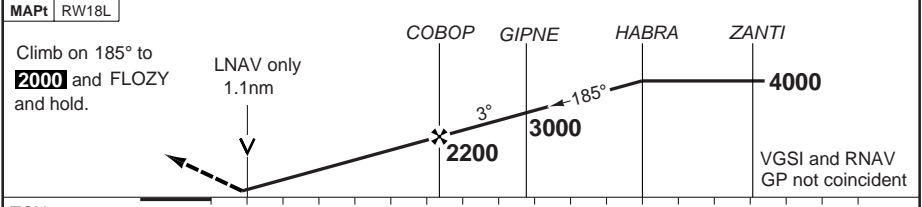
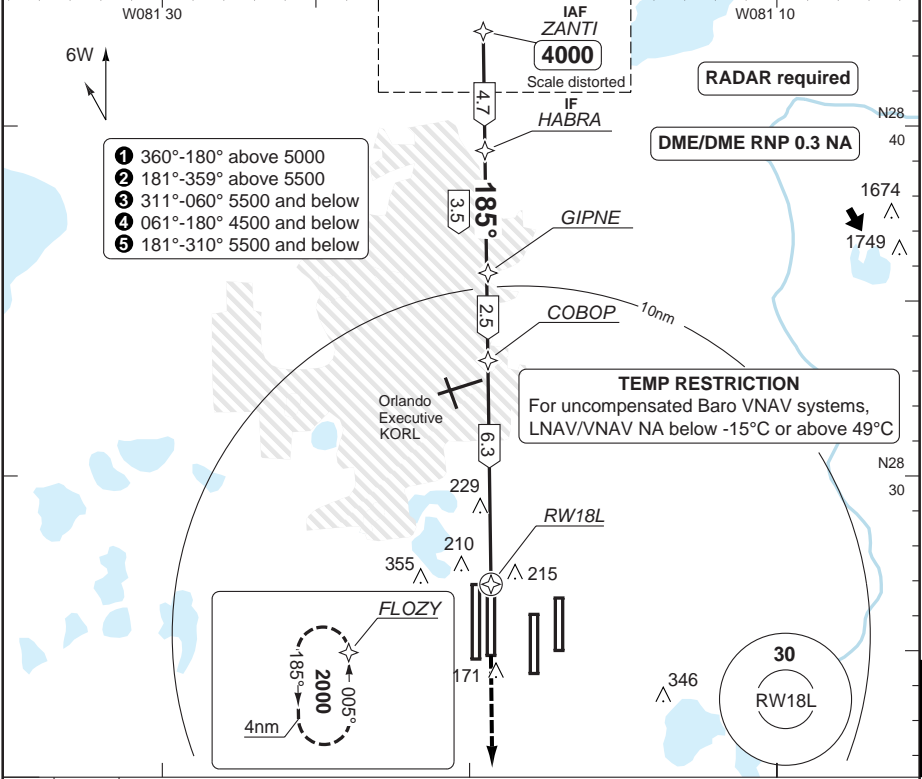
50 - 14
ORIG A
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RNAV (GPS) RWY 18L

INTL ORLANDO

Orlando APP CTL			APP (Secondary)		TWR		GND		ATIS ARR (D)	
124.8 ①	120.15 ②	121.1 ③	125.55		118.45	RWY 17L/R, 35L/R		121.8 W	121.25	
119.475 ④	119.4 ⑤		134.05	123.85	124.3	RWY 18L/R, 36L/R		126.4 E		

RNAV WAAS	CH66012 W18A	FAT 185°	TDZ Elev 96	AD Elev 96	TL ATC	TA 18000
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TCH 55 | 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 nm

ACFT	LPV	LNAV/VNAV	LNAV	Circling ^a	THR 18L	3.1° ALT	LDA 3659x61
C	380 (279) 5000ft	510 (409) 1½sm	560 (464) 1½sm	740 (644) 1½sm	11.8	4000	12005x200ft
D			560 (464) 1½sm	800 (700) 2½sm	10	3410	3BAV 3°/3.25° L (52/90)
					7	2430	
					6	2110	
					4	1460	
					3	1130	
					2	800	
					1.3	560	

^a Authorization required otherwise 1100 (1000) 3sm

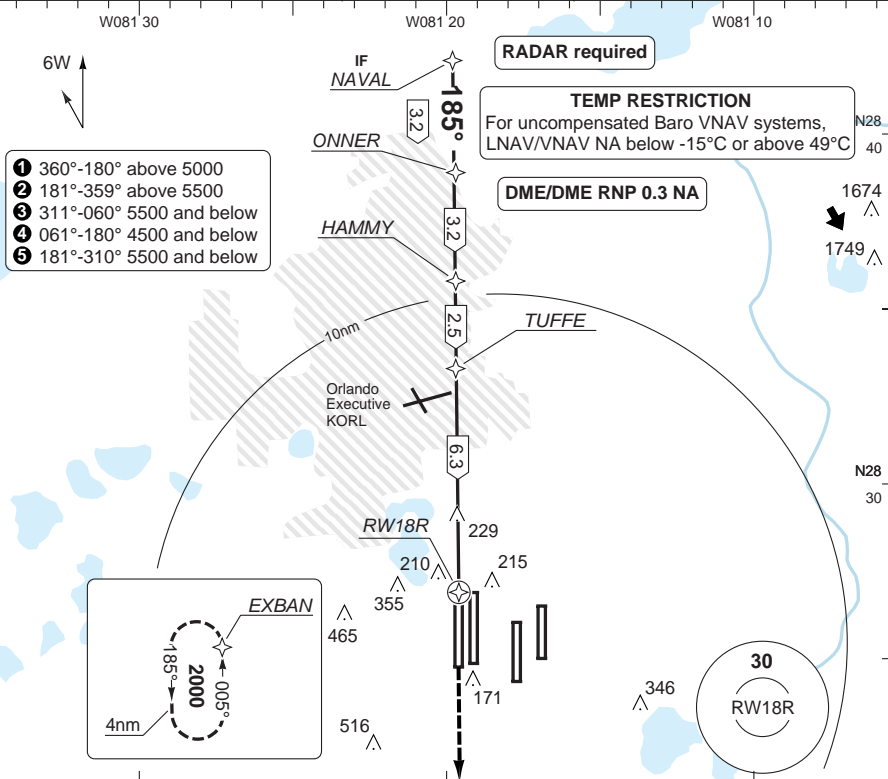
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Change: Renumbered, Proc designation, FAT, VAR, HP

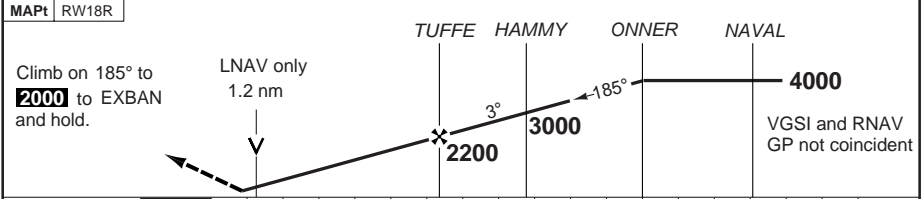
RNAV (GPS) RWY 18R

INTL ORLANDO

Orlando APP CTL			APP (Secondary)	TWR	GND	ATIS ARR (D)
124.8 ①	120.15 ②	121.1 ③	125.55	118.45 RWY 17L/R, 35L/R	121.8 W	121.25
119.475 ④	119.4 ⑤		134.05 123.85	124.3 RWY 18L/R, 36L/R	126.4 E	
RNAV WAAS CH63212 W18B		FAT 185°	TDZ Elev 94	AD Elev 96	TL ATC	TA 18000



50 - 16



TCH 55						0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 nm					
ACFT	LPV	LNAV/VNAV	LNAV	Circling (a)	Authorization required otherwise	THR 18R	3.1° ALT	LDA 3658x61 12004x200ft P 3° (71)			
C	350 (250) 2400ft	510 (411) 5000ft	560 (466) 5000ft	740 (644) 1½sm	1100 (1000) 3sm	11.8	4000	MALSR			
						8	2760				
						7	2430				
						6	2110				
						4	1450				
						3	1130				
D				800 (700) 2½sm		2	800				
						1.3	560				
GS	80	100	120	140	160						
ROD 3.1°	440	550	660	770	880						

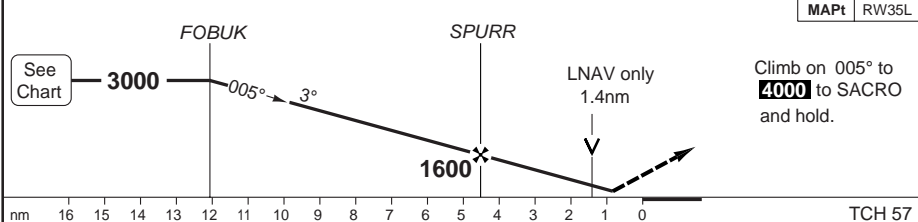
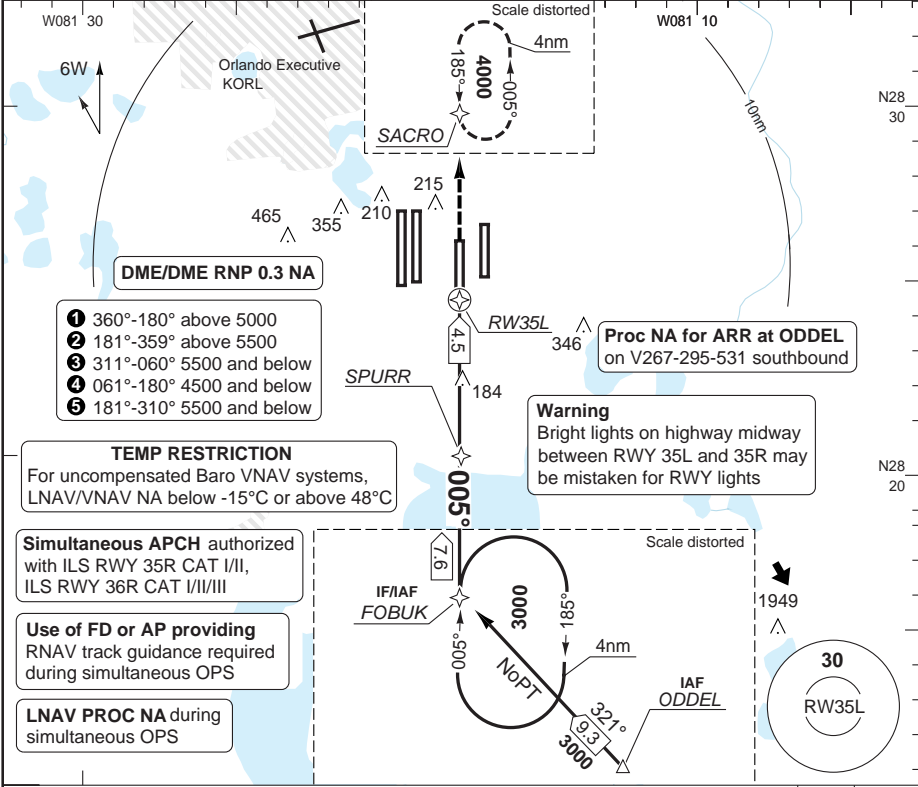
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RNAV (GPS) RWY 35L

INTL ORLANDO

Orlando APP CTL			APP (Secondary)		TWR		GND		ATIS ARR (D)	
124.8 ①	120.15 ②	121.1 ③	125.55		118.45	RWY 17L/R, 35L/R		121.8 W	121.25	
119.475 ④	119.4 ⑤		134.05	123.85	124.3	RWY 18L/R, 36L/R		126.4 E		

RNAV WAAS	CH45813 W35B	FAT 005°	TDZ Elev 88	AD Elev 96	TL ATC	TA 18000	
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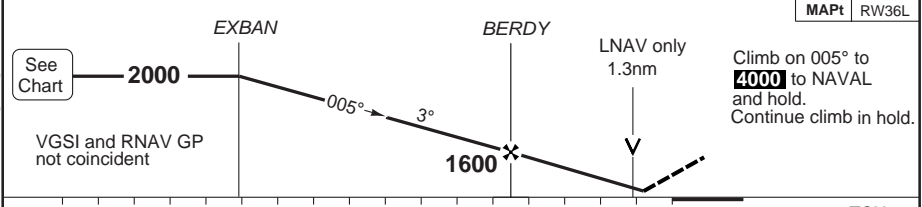
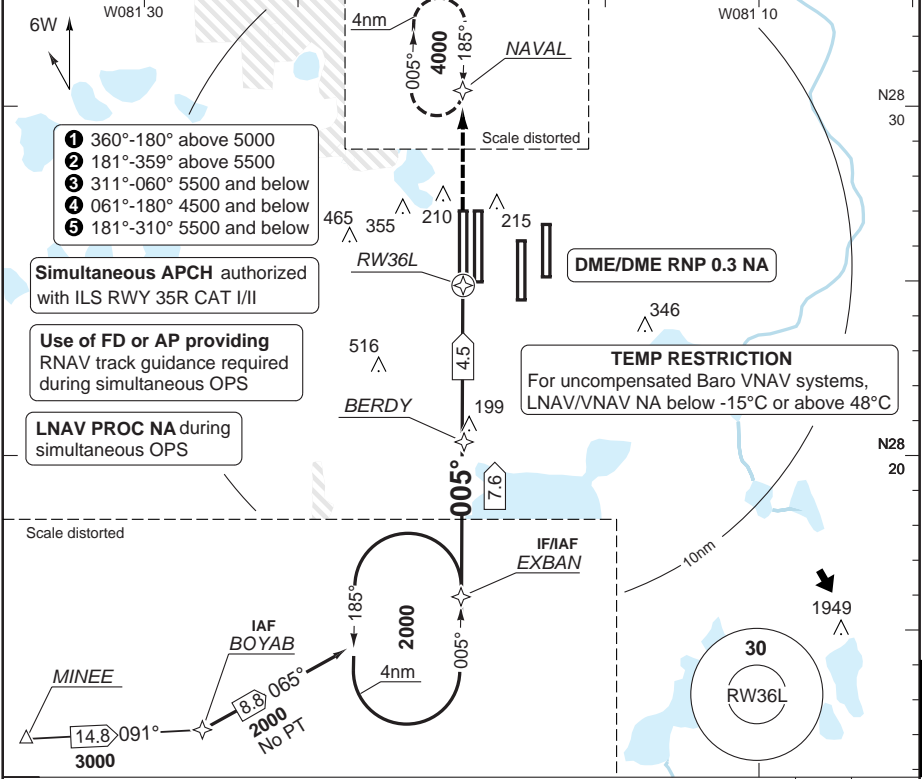
nm	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	TCH 57
ACFT	LPV		LNAV/VNAV		LNAV		Circling a		Authorization required otherwise 1100 (1000) 3sm									
C	340 (250) 2400ft		470 (373) 4000ft		580 (492) 5000ft		740 (644) 1½sm		THR 35L	3.1° ALT	LDA 3048x45 10000x150ft		8.8 3000 7 2420 6 2090 5 1770 4 1440 3 1120 2 790 1.3 580					
D							800 (700) 2½sm		STATE ALSF-2									
GS	80	100	120	140	160													
ROD 3.1°	440	550	660	770	870													

RNAV (GPS) RWY 36L

INTL ORLANDO

Orlando APP CTL			APP (Secondary)		TWR		GND		ATIS ARR (D)	
124.8 ①	120.15 ②	121.1 ③	125.55		118.45	RWY 17L/R, 35L/R		121.8 W	121.25	
119.475 ④	119.4 ⑤		134.05	123.85	124.3	RWY 18L/R, 36L/R		126.4 E		

RNAV WAAS	CH82313 W36B	FAT 005°	TDZ Elev 93	AD Elev 96	TL ATC	TA 18000
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nm						TCH 55					
ACFT	LPV	LNAV/VNAV	LNAV	Circling a		Authorization required otherwise		THR 36L	3.0° ALT	LDA 3542x61 11621x200ft 3BAV 3°/3.25° L (52/95)	
C	350 (250) 4000ft	520 (521) 1½sm	640 (547) 1½sm	740 (644) 1½sm	1100 (1000) 3sm		5.8	2000			
D			640 (547) 1½sm	800 (700) 2½sm			5	1760			
							4	1440			
							3	1120			
							2	790			
							1.5	640			
GS		80	100	120	140	160					
ROD 3.0°		440	540	650	760	870					

WEF 20 SEP 12

50 - 20 | 22 AUG 12

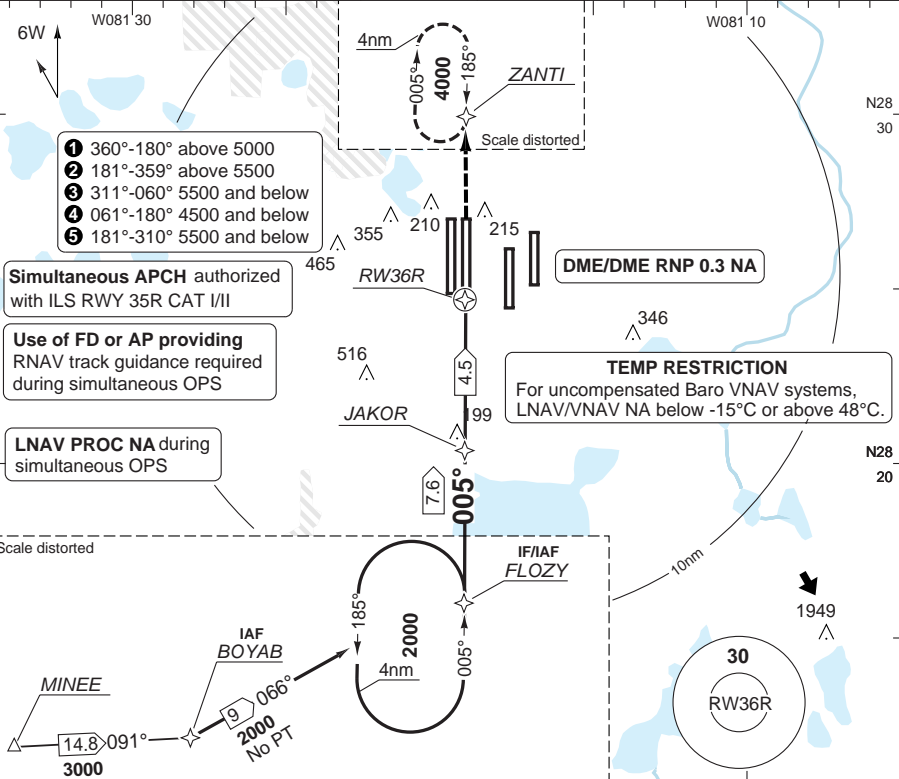
USA (FL) - KMCO / MCO

RNAV (GPS) RWY 36R

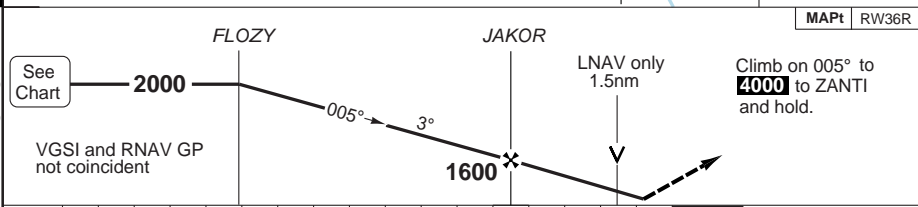
INTL ORLANDO

Orlando APP CTL			APP (Secondary)	TWR	GND	ATIS ARR (D)
124.8 ①	120.15 ②	121.1 ③	125.55	118.45 RWY 17L/R, 35L/R	121.8 W	121.25
119.475 ④	119.4 ⑤		134.05 123.85	124.3 RWY 18L/R, 36L/R	126.4 E	

RNAV WAAS	CH40212 W36A	FAT 005°	TDZ Elev 92	AD Elev 96	TL ATC	TA 18000
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50 - 20



nm	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	TCH 56
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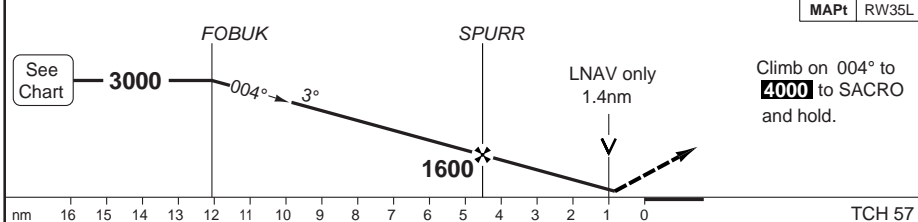
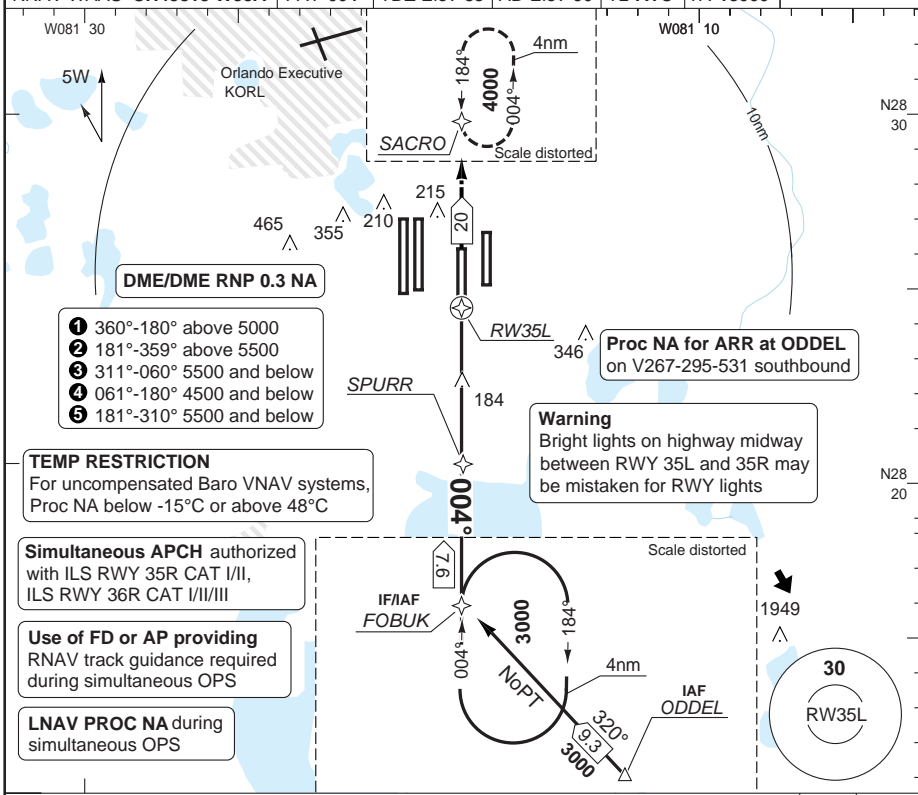
ACFT	LPV	LNAV/VNAV	LNAV	Circling a	Authorization required otherwise	THR 36R	3.1° ALT	LDA 3535x61
C	350 (250) 2400ft	520 (423) 5000ft	640 (548) 6000ft	740 (644) 1½sm	1100 (1000) 3sm	5.7	2000	11601x200ft P 3° (71)
D				800 (700) 2½sm		5	1770	
						4	1440	
						3	1120	
						2	790	
						1.5	640	

GS	80	100	120	140	160
ROD 3.1°	440	550	650	760	870

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RNAV (GPS) Y RWY 35L

Orlando APP CTL 124.8 ① 120.15 ② 121.1 ③ 119.475 ④ 119.4 ⑤			APP (Secondary) 125.55 134.05 123.85		TWR 118.45 RWY 17L/R, 35L/R 124.3 RWY 18L/R, 36L/R		GND 121.8 W 126.4 E		ATIS ARR (D) 121.25		
RNAV WAAS CH45813 W35A		FAT 004°		TDZ Elev 88		AD Elev 96		TL ATC		TA 18000	



ACFT		LPV	LNAV/VNAV	LNAV	Circling a	Authorisation required otherwise 1100 (1000) 3sm	THR 35L	3.1° ALT	LDA 3048x45 10000x150ft
C		340 (250) 2400ft	470 (373) 4000ft	580 (492) 5000ft	740 (644) 1½sm		8.8	3000	
D					800 (700) 2½sm	7	2420		
						6	2090		
						5	1770		
						4	1440		
						3	1120		
						2	790		
						1.4	580		

GS	80	100	120	140	160
ROD 3.1°	440	550	660	760	870

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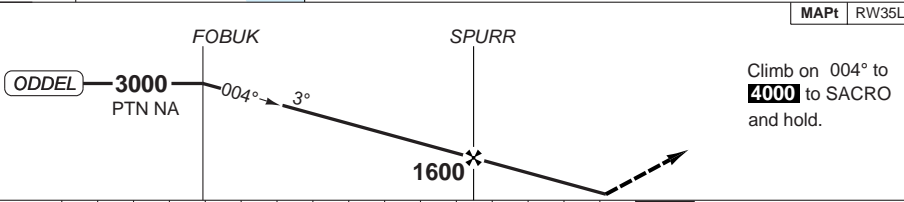
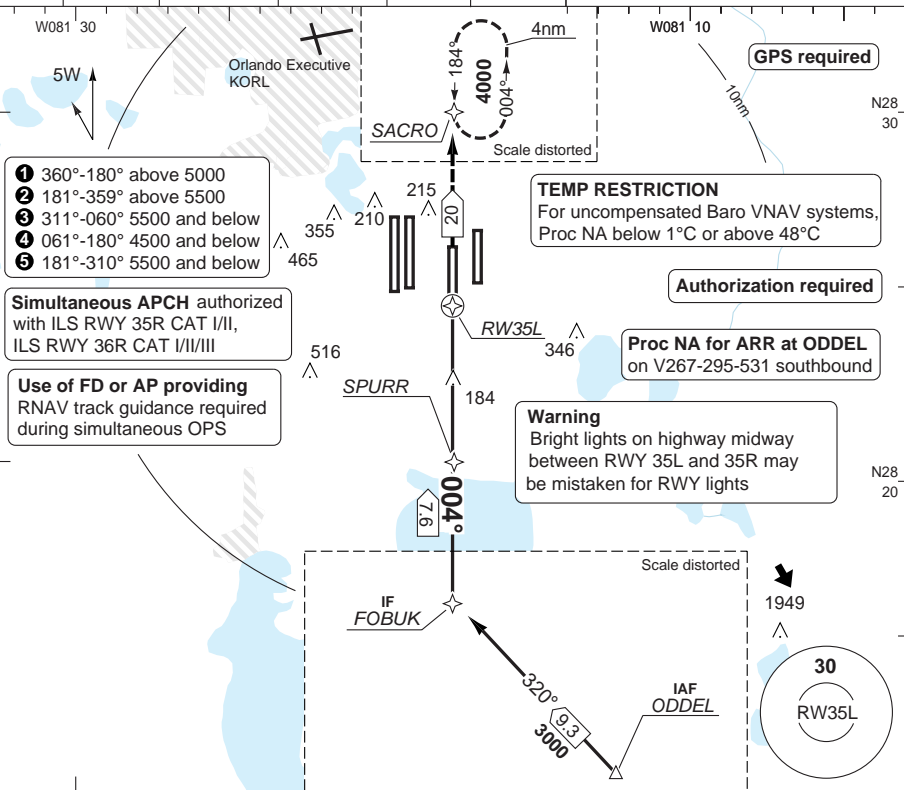
50 - 21

ALSIF-2

RNAV (RNP) Z RWY 35L

Orlando APP CTL			APP (Secondary)		TWR		GND		ATIS ARR (D)	
124.8 ①	120.15 ②	121.1 ③	125.55	118.45	RWY 17L/R, 35L/R		121.8 W		121.25	
119.475 ④	119.4 ⑤		134.05	123.85	RWY 18L/R, 36L/R		126.4 E			

RNAV	FAT 004°	TDZ Elev 88	AD Elev 96	TL ATC	TA 18000
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nm	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	TCH 57
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ACFT	RNP 0.30	Note: Circling NA	LDA 3048x45 10000x150ft
C	450 (358) 4000ft		
D			

50 - 22

ORIG B

STATE

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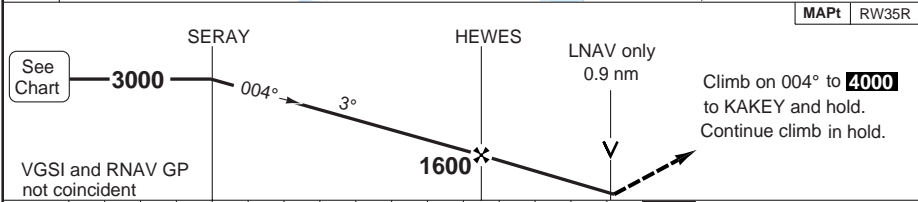
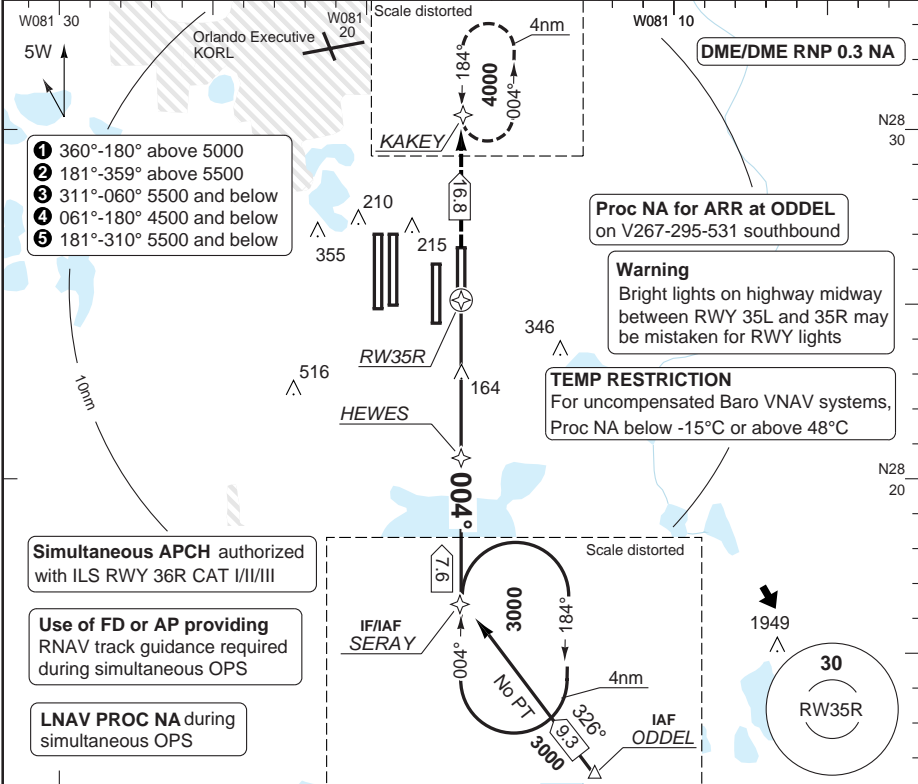
ALSF-2

Change: APP freq, note

RNAV (GPS) Y RWY 35R

Orlando APP CTL			APP (Secondary)	TWR	GND	ATIS ARR (D)
124.8 ①	120.15 ②	121.1 ③	125.55	118.45 RWY 17L/R, 35L/R	121.8 W	121.25
119.475 ④	119.4 ⑤		134.05 123.85	124.3 RWY 18L/R, 36L/R	126.4 E	

RNAV WAAS CH86314 W35A	FAT 004°	TDZ Elev 90	AD Elev 96	TL ATC	TA 18000
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nm	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	TCH 57
ACFT	LPV	LNAV/VNAV		LNAV	Circling a		Authorisation required otherwise 1100 (1000) 3sm											
C	340 (250) 2400ft	540 (447) 5000ft		460 (370) 3500ft	740 (644) 1½sm		THR 35R	3.1° ALT	LDA 2743x45 9000x150ft									
D				460 (370) 5000ft	800 (700) 2½sm		8.8	3000	P R									
							7	2420										
							6	2090	ALSIF-2									
							5	1770										
							4	1440										
							3	1120										
							2	790										
							1.0	460										
GS	80	100	120	140	160													
ROD 3.1°	440	550	650	760	870													

ORIG A

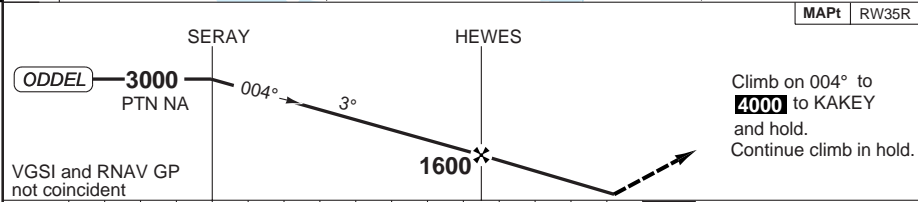
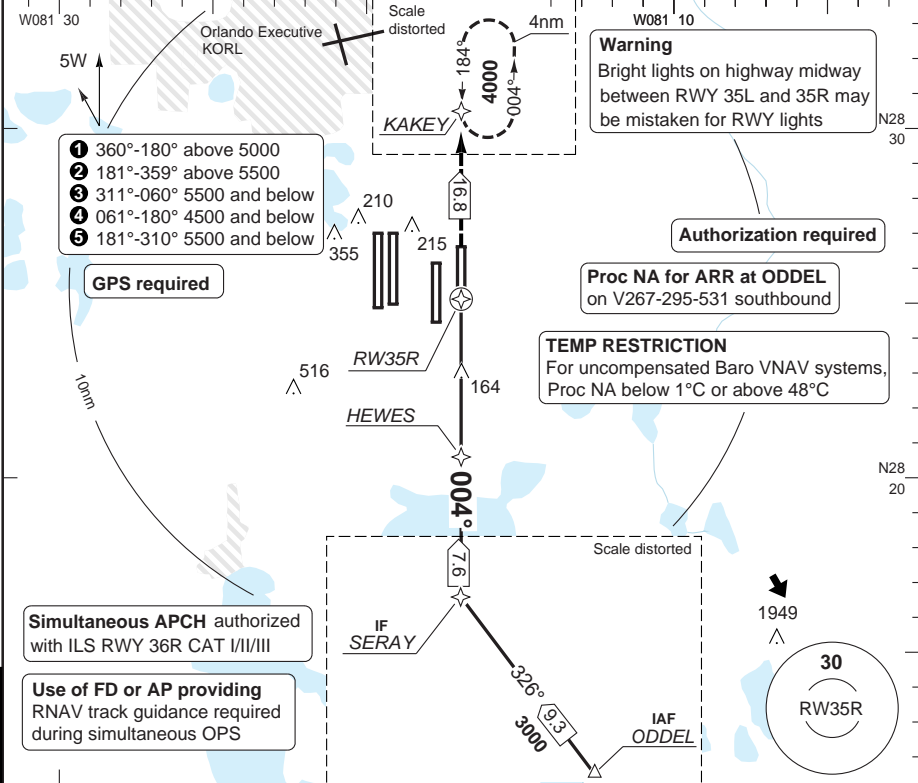
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50 - 23

RNAV (RNP) Z RWY 35R

Orlando APP CTL			APP (Secondary)	TWR	GND	ATIS ARR (D)
124.8 ①	120.15 ②	121.1 ③	125.55	118.45 RWY 17L/R, 35L/R	121.8 W	121.25
119.475 ④	119.4 ⑤		134.05 123.85	124.3 RWY 18L/R, 36L/R	126.4 E	

RNAV	FAT 004°	TDZ Elev 90	AD Elev 96	TL ATC	TA 18000
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nm		16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	TCH 57
ACFT	RNP 0.15	RNP 0.30	Note: Circling NA																
C	390 (300)	450 (353)																	
D	4000ft	4000ft																	

50 - 24

ORIG B

STATE

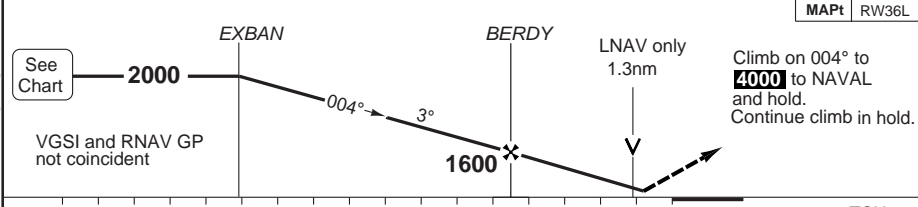
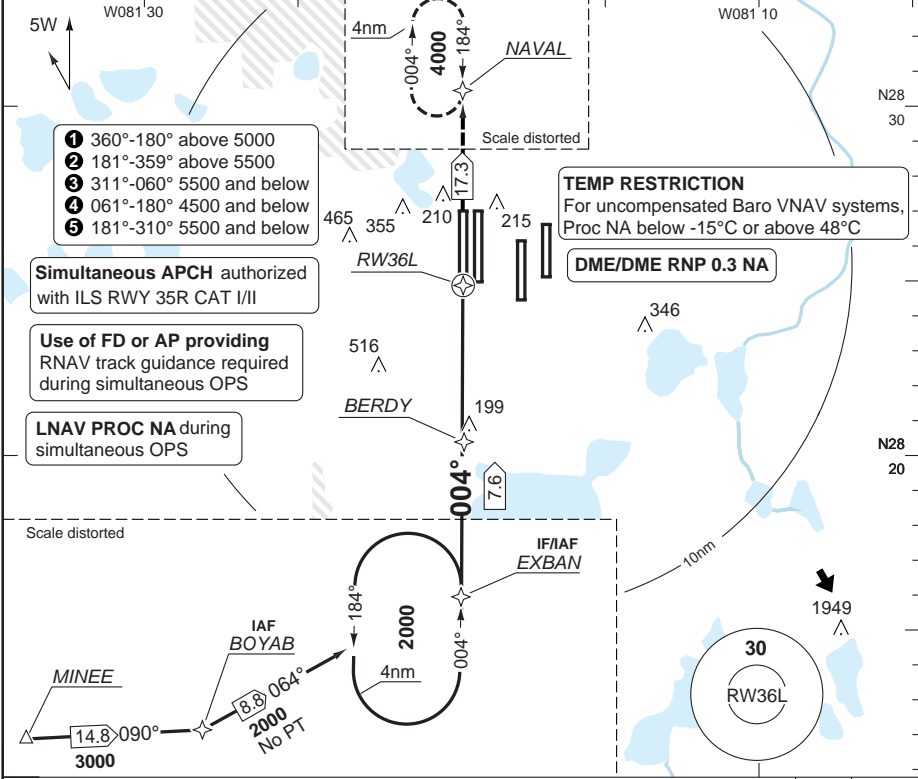
Change: APP freq, note

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RNAV (GPS) Y RWY 36L

Orlando APP CTL			APP (Secondary)		TWR		GND		ATIS ARR (D)	
124.8 ①	120.15 ②	121.1 ③	125.55		118.45	RWY 17L/R, 35L/R		121.8 W	121.25	
119.475 ④	119.4 ⑤		134.05	123.85	124.3	RWY 18L/R, 36L/R		126.4 E		

RNAV WAAS	CH82313 W36B	FAT 004°	TDZ Elev 93	AD Elev 96	TL ATC	TA 18000
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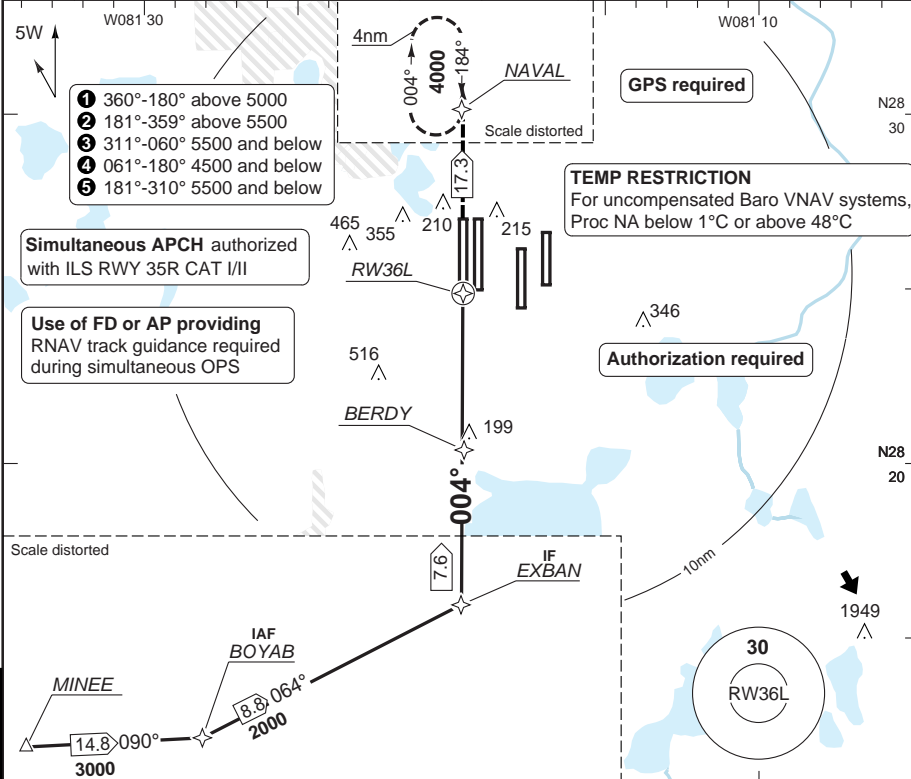


nm						TCH 55					
ACFT	LPV	LNAV/VNAV	LNAV	Circling a		THR 36L	3.0° ALT	LDA 3542x61 11620x200ft 3BAV 3°/3.25° (52/94)			
C	350 (250) 4000ft	520 (421) 1½sm	640 (547) 1½sm	740 (644) 1½sm	a Authorisation required otherwise 1100 (1000) 3sm	5.8	2000				
D			640 (547) 1½sm	800 (700) 2½sm		5	1760				
					4	1440					
					3	1120					
					2	790					
					1.5	640					
GS	80	100	120	140	160						
ROD 3.0°	440	540	650	760	870						

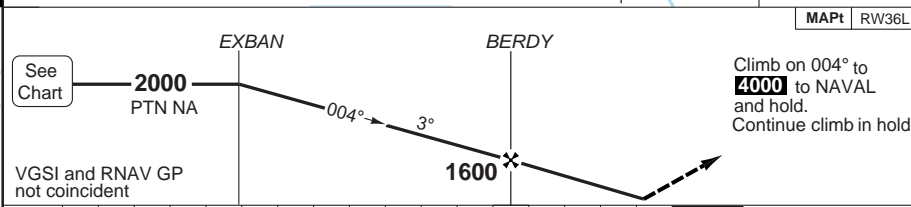
RNAV (RNP) Z RWY 36L

Orlando APP CTL			APP (Secondary)		TWR		GND	ATIS ARR (D)
124.8 ①	120.15 ②	121.1 ③	125.55	134.05	123.85	118.45	121.8 W	121.25
119.475 ④	119.4 ⑤					124.3	126.4 E	
			RWY 17L/R, 35L/R		RWY 18L/R, 36L/R			

RNAV	FAT 004°	TDZ Elev 93	AD Elev 96	TL ATC	TA 18000
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50 - 26



nm	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	TCH 55
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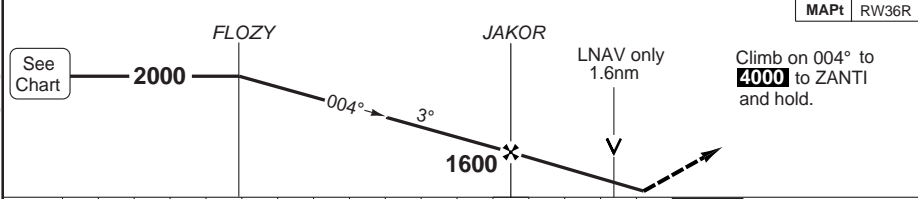
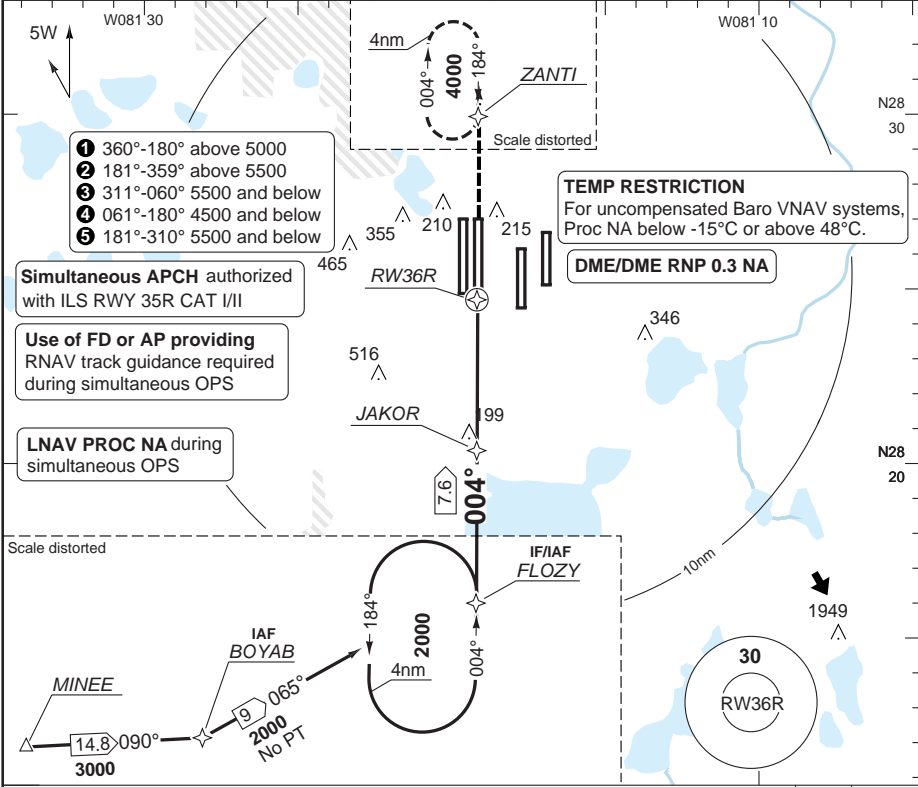
ACFT	RNP 0.15	RNP 0.30	Note: Circling NA	LDA 3542x61 11620x200ft 3BAV 3°/3.25° (52/94)
C	390 (293) 5000ft	530 (432) 1½sm		
D				

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RNAV (GPS) Y RWY 36R

Orlando APP CTL			APP (Secondary)		TWR		GND		ATIS ARR (D)	
124.8 ①	120.15 ②	121.1 ③	125.55		118.45	RWY 17L/R, 35L/R		121.8 W	121.25	
119.475 ④	119.4 ⑤		134.05	123.85	124.3	RWY 18L/R, 36L/R		126.4 E		

RNAV WAAS	CH40212 W36A	FAT 004°	TDZ Elev 93	AD Elev 96	TL ATC	TA 18000
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nm	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	TCH 56
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ACFT	LPV	LNAV/VNAV	LNAV	Circling ^a	THR 36R	3.1° ALT	LDA 3535x61 11601x200ft
C	350 (250) 2400ft	520 (423) 5000ft	640 (548) 6000ft	740 (644) 1½sm	5.7	2000	
D				800 (700) 2½sm	5	1770	
					4	1440	
					3	1120	
					2	790	
					1.5	640	

GS	80	100	120	140	160
ROD 3.1°	440	550	650	760	870

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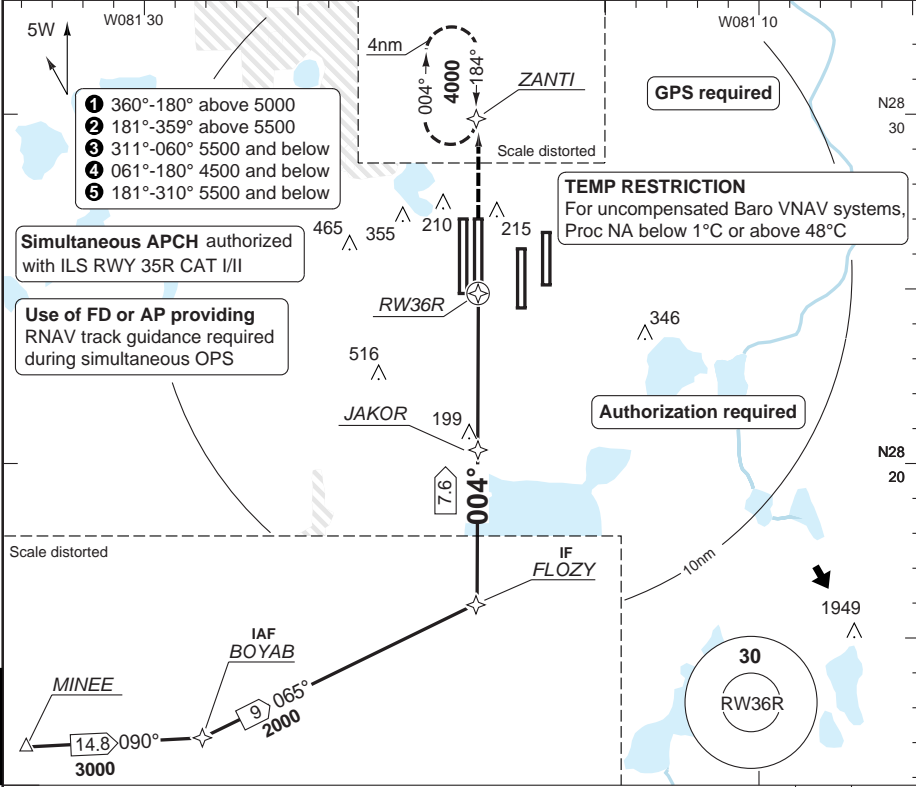
50 - 27

ALSF-2

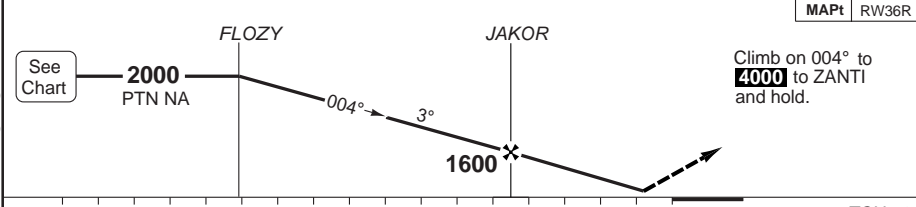
RNAV (RNP) Z RWY 36R

Orlando APP CTL			APP (Secondary)		TWR		GND	ATIS ARR (D)
124.8 ①	120.15 ②	121.1 ③	125.55	134.05 123.85	118.45	RWY 17L/R, 35L/R	121.8 W	121.25
119.475 ④	119.4 ⑤				124.3	RWY 18L/R, 36L/R	126.4 E	

RNAV	FAT 004°	TDZ Elev 92	AD Elev 96	TL ATC	TA 18000
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50 - 28



nm	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	TCH 56
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ACFT	RNP 0.15	RNP 0.30	Note: Circling NA
C	390 (294) 2400ft	500 (404) 5000ft	
D			

LDA 3535x61
11601x200ft



ALSF-2

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Change: APP freq, note

JAR-OPS Landing Minima

INTL ORLANDO

The following Minima is for public transport aircraft and is based on FAA criteria and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		C				D			
Rwy	Procedure	DA/ MDA QNH Ft	HAT QFE Ft	RVR / Vis Ft/SM	RVR / Vis No ALS Ft/SM	DA/ MDA QNH Ft	HAT QFE Ft	RVR / Vis Ft/SM	RVR / Vis No ALS Ft/SM
17L	ILS (1)	290	200	1800	4000	290	200	1800	4000
17L	LOC (2)	500	410	4000	1 1/4	500	410	4500	1 1/4
17L	RNAV Z (RNP 0.15)	400	310	4000	6000	400	310	4500	1 1/4
17L	RNAV Z (RNP 0.30)	620	530	6000	1 3/4	620	530	6000	1 3/4
17L	RNAV Y (LPV)	340	250	2400	4000	340	250	2400	4000
17L	RNAV Y (L/VNAV)	470	380	4000	1 1/4	470	380	4500	1 1/4
17L	RNAV Y (LNAV)	580	490	4000	1 1/4	580	490	5300	1 1/2
17R	ILS (1)	290	200	1800	4000	290	200	1800	4000
17R	LOC (2)	520	430	4000	1 1/4	520	430	5000	1 1/2
17R	RNAV Z (RNP 0.10)	390	300	4000	6000	390	300	4500	1 1/4
17R	RNAV Z (RNP 0.15)	470	380	4000	6000	470	380	4500	1 1/4
17R	RNAV Z (RNP 0.30)	660	570	1 1/2	2	660	570	1 1/2	2
17R	RNAV Y (LPV)	340	250	2400	4000	340	250	2400	4000
17R	RNAV Y (L/VNAV)	530	440	5000	1 1/2	530	440	5000	1 1/2
17R	RNAV Y (LNAV)	660	570	5000	1 1/2	660	570	6000	1 3/4
18L	VOR/DME	540	450	6000	N/A	540	450	1 1/2	N/A
18L	RNAV Z (RNP 0.10)	400	310	6000	N/A	400	310	1 1/4	N/A
18L	RNAV Z (RNP 0.15)	450	360	6000	N/A	450	360	1 1/4	N/A
18L	RNAV Z (RNP 0.30)	510	420	1 1/2	N/A	510	420	1 1/2	N/A
18L	RNAV Y (LPV)	380	280	5000	N/A	380	280	5000	N/A
18L	RNAV Y (L/VNAV)	510	410	1 1/2	N/A	510	410	1 1/2	N/A
18L	RNAV Y (LNAV)	560	470	1 1/4	N/A	560	470	1 1/2	N/A
18R	ILS (1)	300	200	1800	4000	300	200	1800	4000
18R	LOC (2)	480	390	3300	6000	480	390	4500	1 1/4
18R	VOR/DME	540	450	4000	1 1/4	540	450	5000	1 1/2
18R	RNAV Z (RNP 0.10)	460	360	4000	6000	460	360	4500	1 1/4
18R	RNAV Z (RNP 0.15)	520	420	5000	1 1/2	520	420	5000	1 1/2
18R	RNAV Y (LPV)	350	250	2400	4000	350	250	2400	4000
18R	RNAV (L/VNAV)	510	420	5000	1 1/2	510	420	5000	1 1/2
18R	RNAV (LNAV)	560	470	4000	1 1/4	560	470	5300	1 1/2

Notes:

- (1) RVR increased to 2400ft when RTZL or RCLL are inop.
- (2) N/A during simultaneous operations.

Continued/....

JAR-OPS Landing Minima

INTL ORLANDO

The following Minima is for public transport aircraft and is based on FAA criteria and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		C				D			
Rwy	Procedure	DA/ MDA	HAT	RVR / Vis	RVR / Vis	DA/ MDA	HAT	RVR / Vis	RVR / Vis
		QNH Ft	QFE Ft	Ft/SM	No ALS Ft/SM	QNH Ft	QFE Ft	Ft/SM	No ALS Ft/SM
35L	ILS (1)	290	200	1800	4000	290	200	1800	4000
35L	LOC (2)	440	360	3300	6000	440	360	4500	1 1/4
35L	RNAV Z (RNP 0.30)	450	360	4000	6000	450	360	4500	1 1/4
35L	RNAV Y (LPV)	340	250	2400	4000	340	250	2400	4000
35L	RNAV Y (L/VNAV)	470	380	4000	1 1/4	470	380	4500	1 1/4
35L	RNAV Y (LNAV)	580	500	4000	1 1/4	580	500	5300	1 1/2
35R	ILS (1)	290	200	1800	4000	290	200	1800	4000
35R	LOC (2)	480	390	3300	6000	480	390	4500	1 1/4
35R	RNP Z (RNP 0.15)	390	300	4000	6000	390	300	4500	1 1/4
35R	RNP Z (RNP 0.30)	450	360	4000	6000	450	360	4500	1 1/4
35R	RNAV Y (LPV)	340	250	2400	4000	340	250	2400	4000
35R	RNAV Y (L/VNAV)	540	450	5000	1 1/2	540	450	5000	1 1/2
35R	RNAV Y (LNAV)	460	370	3300	6000	460	370	5000	1 1/4
36L	VOR/DME	600	510	1 1/2	N/A	600	510	1 1/2	N/A
36L	RNAV Z (RNP 0.15)	400	300	6000	N/A	400	300	1 1/4	N/A
36L	RNAV Z (RNP 0.30)	530	440	1 1/2	N/A	530	440	1 1/2	N/A
36L	RNAV Y (LPV)	350	250	4000	N/A	350	250	4000	N/A
36L	RNAV Y (L/VNAV)	520	430	1 1/2	N/A	520	430	1 1/2	N/A
36L	RNAV Y (LNAV)	640	550	1 1/2	N/A	640	550	1 3/4	N/A
36R	ILS (1)	300	200	1800	4000	300	200	1800	4000
36R	LOC (2)	440	350	3300	6000	440	350	4500	1 1/4
36R	VOR/DME	600	510	5000	1 1/2	600	510	5300	1 1/2
36R	RNAV Z (RNP 0.15)	400	300	3300	6000	400	300	4500	1 1/4
36R	RNAV Z (RNP 0.30)	500	410	5000	1 1/2	500	410	5000	1 1/2
36R	RNAV Y (LPV)	350	250	2400	4000	350	250	2400	4000
36R	RNAV Y (L/VNAV)	520	430	5000	1 1/2	520	430	5000	1 1/2
36R	RNAV Y (LNAV)	640	550	5000	1 1/2	640	550	6000	1 3/4

Notes:

- (1) RVR increased to 2400ft when RTZL or RCLL are inop.
- (2) N/A during simultaneous operations.

JAR-OPS Landing Minima

INTL ORLANDO

The following Minima is for public transport aircraft and is based on FAA criteria and conforms to JAR-OPS1 regulations.

CIRCLING		C			D		
Rwy	Procedure	MDA QNH Ft	HAA QFE Ft	Vis Ft/SM	MDA QNH Ft	HAA QFE Ft	Vis Ft/SM
All (1)		740	650	1 3/4	800	700	2 1/4

Notes:

(1) RNAV Z RNP procs N/A.

TAKE-OFF					
Lower than Standard		C		D	
Rwy	Facilities	RVR (Ft)	Vis (SM)	RVR (Ft)	Vis (SM)
All Rwys	REDL(H) + RCLL + 2 RVRs (1)	500	-	500	-
All Rwys	RCLL or REDL(H) + RCLM + 2 RVRs (1)	1000	-	1000	-
All Rwys	REDL(H) or RCLL or RCLM + 2 RVRs (1)(2)	TDZ 1200 Rollout 1000	-	TDZ 1200 Rollout 1000	-
All Rwys	REDL(H) or RCLL or RCLM (3)	1600	1/4	1600	1/4
Standard		RVR (Ft)	Vis (SM)	RVR (Ft)	Vis (SM)
All Rwys	3 and 4 engines	2400	1/2	2400	1/2
	1 and 2 engines	5000	1	5000	1

Notes:

(1) 2 or more operative RVRs are required and all available controlling.

(2) Night only: REDL(H) or RCLL required.

(3) TDZ RVR controlling, if not substitute Mid point RVR. Vis 1/4sm permitted when adequate Vis. ref. available.

ALTERNATE		C		D	
Rwy	Procedure	Ceil (Ft)	Vis (SM)	Ceil (Ft)	Vis (SM)
17L, 17R, 18R, 35L	ILS	700	2	700	2
35R, 36R	ILS	700	2	700	2
Others	Std: Precision Approach	600	2	600	2
Others	Std: Non-Prec. Approach	800	2	800	2

Notes:

JAR-OPS Landing Minima

INTL ORLANDO

The following Minima is for public transport aircraft and is based on FAA criteria and conforms to JAR-OPS1 regulations.

CAT II

Special aircrew and aircraft certification required.

Runways	C				D			
	DH QNH ft	HAT QFE ft	RA ft	RVR ft	DH QNH ft	HAT QFE ft	RA ft	RVR ft
17L	190	100	101	1200	190	100	101	1200
17R	190	100	104	1200	190	100	104	1200
35L	188	100	106	1200	188	100	106	1200
35R	190	100	101	1200	190	100	101	1200
36R	192	100	115	1200	192	100	115	1200

Notes: