ORLANDO (MCO/KMCO)

Elevation 96ft

CATEGORY A

AV brief – not required

GENERAL

- Thunderstorms are prevalent, especially during summer. ATC may vector the aircraft a considerable distance off track to avoid aircraft and weather.
- Most runways have extremely accurate microburst warning systems capable of identifying microburst on specific runways. A warning of a microburst on an adjacent runway does not necessarily mean the runway expected for landing or take-off will be affected. Crew should bear this in mind when making decisions to reject a take-off or go-around from an approach.

Threats

CFIT

- There are several very large masts (1749' and 1948') within approx 13 nm and 15 nm of the airfield respectively.

Unstable Approaches

Orlando is prone to high-energy/rushed/unstable approaches. Crew should bear in mind the following when operating into this airfield:

- BAV aircraft will normally be vectored onto an ILS from at least 10 nm. ATC may, however, vector aircraft onto a shortened visual approach due to storm cells on the extended centre line. These storm cells are most prevalent during the summer months but may occur at any time of the year. Crew should be aware of the potential for a rushed approach when manoeuvring visually onto short finals.
- Thunderstorms in the vicinity of the airfield may cause runway changes at short notice. Crew should brief accordingly.
- Orlando is noise sensitive and the runway in use may be subject to a tailwind on the approach. Crew should be mindful of the effect this will have on achieving a stable approach.
- The minimum speed ATC can approve to the Final Approach Fix (5 nm final) is 170 kts, with 180 kts being the preferred speed. Proactive management of aircraft energy will be required to ensure the aircraft is stable by 1000ft.
- Summer temperatures are high. This can cause potential problems in aircraft energy management – refer to OM C RIM – North Atlantic and North America Brief for guidance on operating into hot (and high) airfields.
- ATC are aware of BAV SOPs and our stable approach criteria. They have requested crews ask for either a reduction in speed, early descent or increase in track miles if required. The earlier these requests are made, the easier it will be for ATC to sequence the aircraft for landing.

ARRIVAL

Diversion Airports			
TAMPA	TPA/KTPA	70 nm/247°T	CAT A
ORLANDO/SANFORD	SFB/KSFB	22 nm/010°T	CAT A
FORT LAUDERDALE	FLL/KFLL	155 nm/156°T	CAT A
MIAMI	MIA/KMIA	168 nm/161°T	CAT A

Other airfields that may be used are Nassau and Atlanta.

Initial Approach

- Crews can expect early descent from Miami or Orlando control to provide separation from the predominantly North/South traffic flow across Florida.

GROUND

A32N A350 B747 B777 B787

Not Applicable

A380

- Taxi routes available for A380 are shown on MCO LIDO AGC chart 3-50 – marked in green.
- Rwy 18R/36L is preferred for A380 operations.

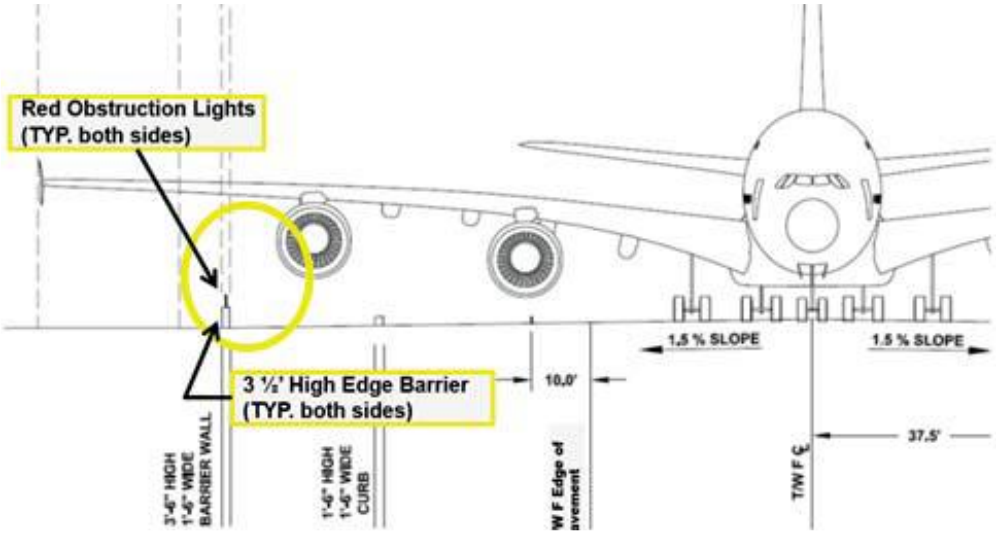
Taxiways

A380

Taxiway F Bridge:

- There are 2 edge barrier walls on the Taxiway F Bridge with 3 red obstruction lights mounted on each wall.
- Edge barrier walls and obstruction lights are located approximately 100ft from centerline.
- ***The wing of the A380 will extend over the edge barrier walls.***
- A cross section of the bridge reveals that there is approximately 7.5ft of horizontal clearance from the edge barrier wall to the edge of the outer engine nacelle.
- Vertical clearance between the top of the edge barrier wall (3.5ft tall) and the outer engine nacelle is approximately 4ft.
- Red obstruction lights installed on top of the edge barrier walls reduce the vertical clearance to approximately 3.25ft.
- ***Pilots must exercise diligence in tracking the taxiway centerline when traversing the Taxiway F Bridge.***

  Note: Bridge weight restriction published on Lido AGC (Note #2).



Access to Airside 4 via Taxiway E5:

- Access to Airside 4 via Taxiway E5: When manoeuvring from Taxiway E5 to Gate 84S (Primary Gate Option), pilots will need to execute judgemental oversteering to prevent the main gear from tracking off the full-strength pavement.
- The A380 cannot track the existing taxilane centerline when turning from Taxiway E5 onto the Airside 4 apron edge taxilane without risking the main gear exiting the full-strength pavement.
- Egress from Airside 4 via Taxiway E5: After pushback from Gate 84S, pilots will need to execute judgemental oversteering to prevent the main gear from tracking off the full-strength pavement.

Parking

A380

- Gate 84S on Airside 4 is available for A380 parking, however, it is often occupied.
- If Stand 84S is occupied, expect to park on the West Ramp (This is a more likely option).
- West Ramp provides self maneuvering parking with space for 3 A380s between Twy J and Twy A2.
- Fuel uplift is available on West Ramp and will be provided by bowser
- Once the aircraft arrives, the airline will have only four hours to depart, otherwise passengers have to be disembarked.
- GHA requires 2 hours notice to disembark passengers on West Apron.

  Note: Twy A is not authorised for A380 beyond the West Ramp.

- Departure will require crossing of Rwys 18R/36L and 18L/36R onto Twy B to access full length take-off position.

WEATHER

- Some early morning fog is possible throughout the year but unlikely during Jul/Aug.
- Hurricanes are a possibility Jun to Oct.
- Prevailing wind NE'ly.

OPERATIONAL INFORMATION

Handling Agent	DNATA
Handling Agent VHF	129.55
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use both ground services at all times