

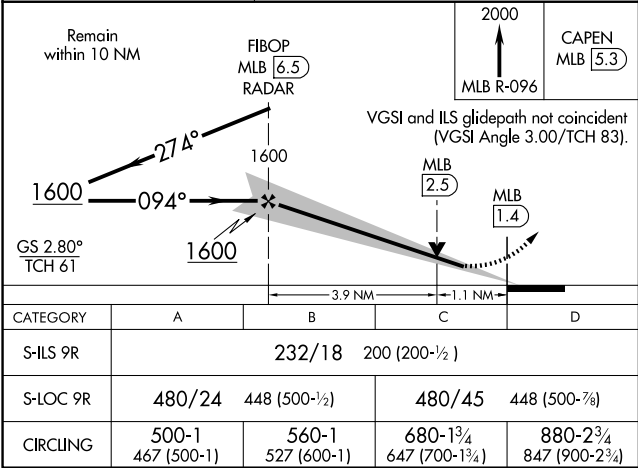
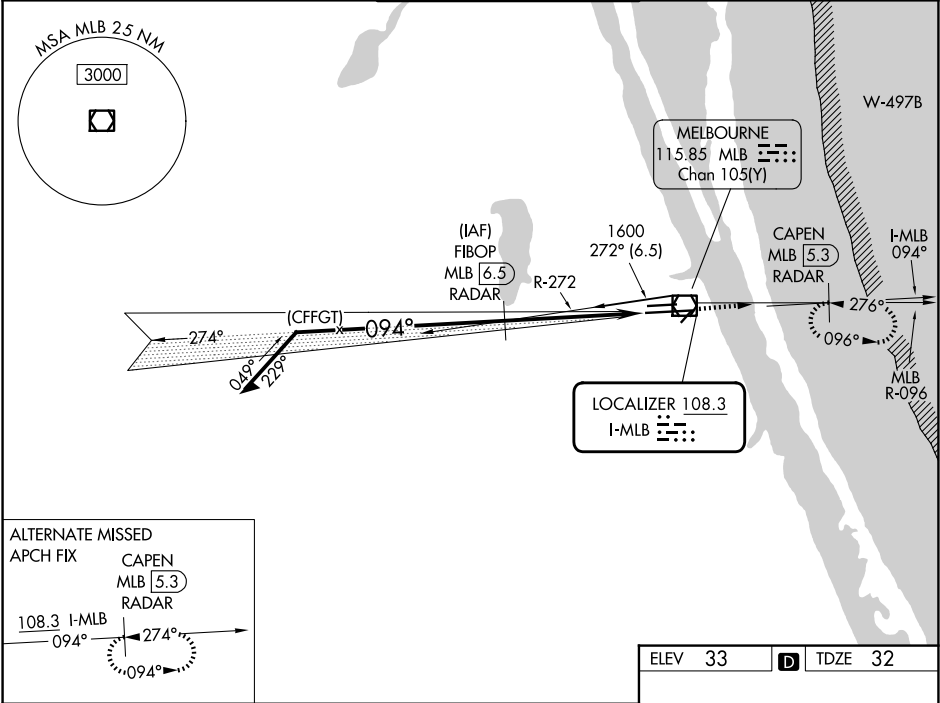
Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 10/29/2026	APWS Task ID: 13FD1956EB73438DA3EB99DCC115925B	APWS Project ID: 8F1528BF1E9D4D118868656A66E66336
Procedure: ILS OR LOC RWY 9R AMDT 14		Enroute: NO	Specialist: Swinson, Robert		Agreement Number:
Airport ID: KMLB			Airport City: MELBOURNE		State: FL
Facility ID: MLB	Facility Type: ILS	Flight Inspection Remark Type: New FC Slot			
Procedure Comments: ACTICE AIRNAV DATA USED FOR KMLB AIRPORT AND RUNWAY. WAIVER FOR 61.2 TCH SUBMITTED: FL_KMLB_ILS OR LOC RWY 9R_A14_AFS_W. APPROVAL LETTER FOR 2.80 GLIDEPATH ATTACHED. CONTACT: APRIL SARMENTO 405-954-0337. Digitally signed by TARA N MARTINELLI Jun 08, 2026 QUALITY 38 CHECKED QUALITY 40 CHECKED					

LOC I-MLB 108.3	APP CRS 094°	Rwy Ldg TDZE Apt Elev	10181 32 33
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OLD

ILS or LOC RWY 9R
MELBOURNE ORLANDO INTL (MLB)

DME or RADAR required.		MALSR	MISSED APPROACH: Climb to 2000 on MLB VOR/DME R-096 to CAPEN/MLB VOR/DME 5.3 DME/RADAR and hold, continue climb-in-hold 2000.	
ATIS 132.55	ORLANDO APP CON 126.025 281.425	MELBOURNE TOWER ★ 118.2 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95



ELEV 33	TDZE 32
REIL Rwy 27L	
HIRL Rwy 9R-27L	
MIRL Rwy 5-23 and 9L-27R	
TDZ/CL Rwy 9R	
FAF to MAP 5.1 NM	
Knots	60 90 120 150 180
Min:Sec	5:06 3:24 2:33 2:02 1:42

SE-3, 19 MAR 2026 to 16 APR 2026

SE-3, 19 MAR 2026 to 16 APR 2026

1. FLIGHT PROCEDURE IDENTIFICATION:

MELBOURNE ORLANDO, FL
MLB
ILS or LOC RWY9R

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Threshold crossing height (TCH) exceeds the maximum 60ft regardless of height group. FAAO 8260.3G 10-1-4.B

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

the GS antenna was adjust in the the early 1990 to adjust for a commercial building raising the TCH to 61.2 the airport is lobbying for a new 420 GS antenna that will not have the null effect for the same location with a TCH of 60ft.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

Flight inspections results of the ILS RWY09 have been Satisfactory. The last Inspection was done on 08/20/24 Remaining runway distance after threshold is 10,000ft. No issues reported by ATC or pilots.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

The current ILS configuration has, does, and will continue to meet the needs of the civilian traffic. There has been no desire to change it and the cost of doing such would be unjust and unwanted. AS per TECH OPS there is NO FUNDS to move the Localizer 100ft to achieve the proper TCH.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

Kevin Thompson ESC FPT

7. SUBMITTED BY:

DATE OFFICE IDENTIFICATION TITLE

SIGNATURE

Digitally signed by

TARA N MARTINELLI

Jun 08, 2026

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE ROUTING SYMBOL SIGNATURE



U.S. Department
of Transportation

Federal Aviation
Administration

Memorandum

✓ DIST
✓ LOG
SCAN
LOAD
FILE

CONCURRENCES
ROUTING SYMBOL LSchwartzkop
INITIALS/SIG LS
DATE 8/2/05
ROUTING SYMBOL AFS-420
INITIALS/SIG BPS
DATE 2/7/05
ROUTING SYMBOL AFS-440
INITIALS/SIG JLB
DATE 2/9/05
ROUTING SYMBOL AFS-410
INITIALS/SIG WZ
DATE 2/14/05
ROUTING SYMBOL AFS-400
INITIALS/SIG MSZ
DATE 2/14/05
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Subject: **ACTION:** Approval Request;
AVN-100 Memorandum of 01/03/2005

Date: FEB 14 2005

From: Manager, Flight Technologies and
Procedures Division, AFS-400

Reply to
Attn. of:

To: Manager, National Flight Procedures
Office, AVN-100

Your request to utilize the 2.80 degrees Glidepath Angle at Melbourne International, Melbourne, FL "ILS or LOC Rwy 9R" is approved.

The required glidepath for this procedure was discussed at the 02/03/2005 AFS-400 Procedure Review Board meeting and was determined acceptable.

Please direct all inquiries to Donald P. Pate, AFS-420, at (405) 954-4164.

Original Signed By:
for Mike Zerkovich
John W. McGraw

Attachment

cc: ASO-200/ASO-290
AFS-400/410/420/440

File: RF: A-FL (02)
WP: S:\SWA Program\ACE Memos\Approval\Melbourne_FL_ILS_or_LOC_Rwy_9Rdist.doc
AFS-420:LSchwartzkopf:tkm:405-954-2136:02/08/2005