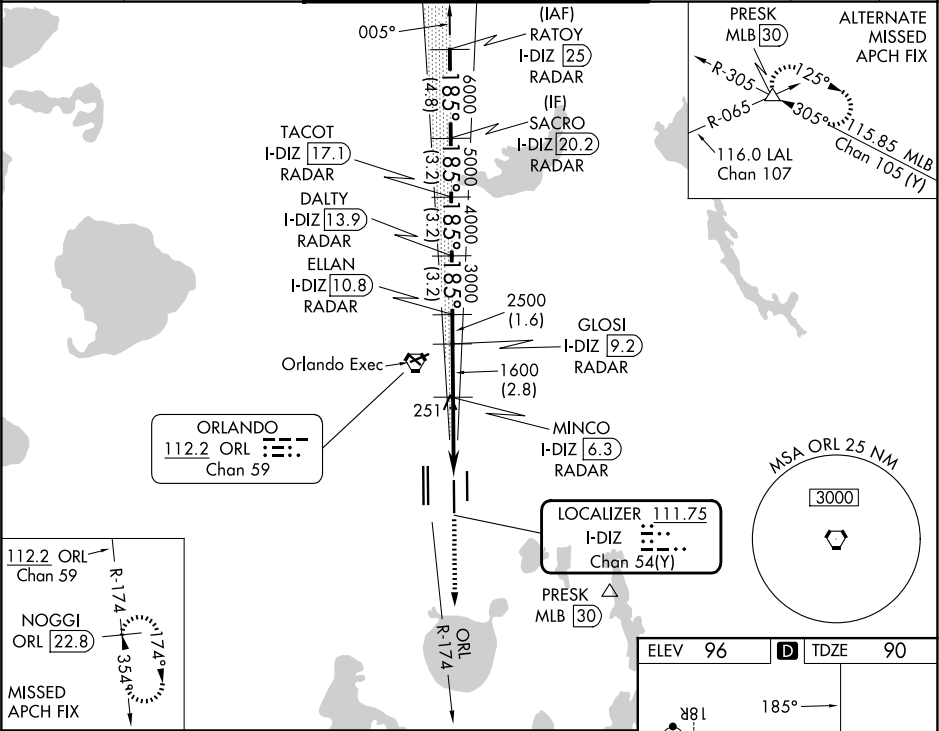


LOC/DME I-DIZ 111.75 Chan 54 (Y)	APP CRS 185°	Rwy Ldg 10000 TDZE 90 Apt Elev 96
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ILS or LOC RWY 17R
ORLANDO INTL (MCO)

RADAR required for procedure entry. DME or RADAR required.			ALSF-2 	MISSED APPROACH: Climb to 3000 on ORL VORTAC R-174 to NOGGI/ ORL 22.8 DME and hold.	
Simultaneous approach authorized. When using alternate missed approach, simultaneous approach NA. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights.					
D-ATIS ARR 121.25 DEP 120.525	ORLANDO APP CON 124.8 307.0	ORLANDO TOWER 118.45 253.5 124.3 253.5 (17L-35R, 17R-35L) (18L-36R, 18R-36L)	GND CON 126.4 (E) 121.8 (W)	CLNC DEL 134.7 341.7	CPDLC



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).				3000	ORL R-174	NOGGI ORL 22.8
RATOY I-DIZ [25] RADAR	SACRO I-DIZ [20.2] RADAR	TACOT I-DIZ [17.1] RADAR	DALTY I-DIZ [13.9] RADAR	ELLAN I-DIZ [10.8] RADAR	GLOSI I-DIZ [9.2] RADAR	MINCO I-DIZ [6.3] RADAR
6000	185°	785°	5000	4000	3000	2500
GS 3.00° TCH 53						
-4.8 NM	-3.2 NM	-3.2 NM	-3.2 NM	-1.6 NM	-2.8 NM	-1.1 NM
CATEGORY	A	B	C	D		
S-ILS 17R	290/18 200 (200-½)					
S-LOC 17R	520/24 430 (500-½)		520/40 430 (500-¾)			
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)		740-2 644 (700-2)	

ELEV 96	TDZE 90
HIRL all Rwy's REIL Rwy 36L TDZ/CL Rwy's 17L/R, 18R, 35L/R and 36R	
FAF to MAP 4.5 NM	
Knots	60 90 120 150 180
Min:Sec	4:30 3:00 2:15 1:48 1:30