

LOC I-MLB
108.3

APP CRS
094°

Rwy Ldg
TDZE
Apt Elev
10181
32
33

ILS or LOC RWY 9R

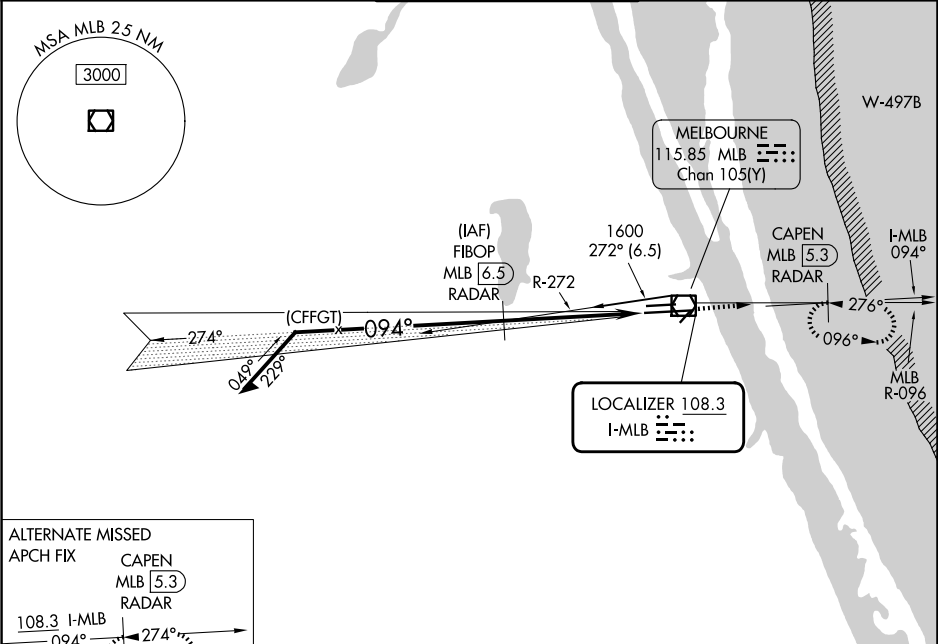
MELBOURNE ORLANDO INTL (MLB)

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
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ALTERNATE MISSED APCH FIX

Diagram showing the alternate missed approach fix with a 108.3 I-MLB and a 094° turn.

Diagram showing the final approach with a 1600 ft altitude and a 094° heading. The diagram includes the FIBOP MLB 6.5 RADAR, the 2000 ft altitude, and the CAPEN MLB 5.3 RADAR. The VGSi and ILS glidepath are shown, with a note that they are not coincident (VGSi Angle 3.00/TCH 83).

CATEGORY	A	B	C	D
S-ILS 9R	232/18 200 (200-½)			
S-LOC 9R	480/24	448 (500-½)	480/45	448 (500-¾)
CIRCLING	500-1 467 (500-1)	560-1 527 (600-1)	680-1¾ 647 (700-1¾)	880-2¾ 847 (900-2¾)

ELEV 33 TDZE 32

Diagram showing the final approach with a 1600 ft altitude and a 094° heading. The diagram includes the FIBOP MLB 6.5 RADAR, the 2000 ft altitude, and the CAPEN MLB 5.3 RADAR. The VGSi and ILS glidepath are shown, with a note that they are not coincident (VGSi Angle 3.00/TCH 83).

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