ILS or LOC RWY 17R

ORLANDO INTL (MCO)

LOC/DME I-DIZ	APP CRS	Rwy Ldg 10000
111.75	185°	TDZE 90
Chan 54 (Y)		Apt Elev 96

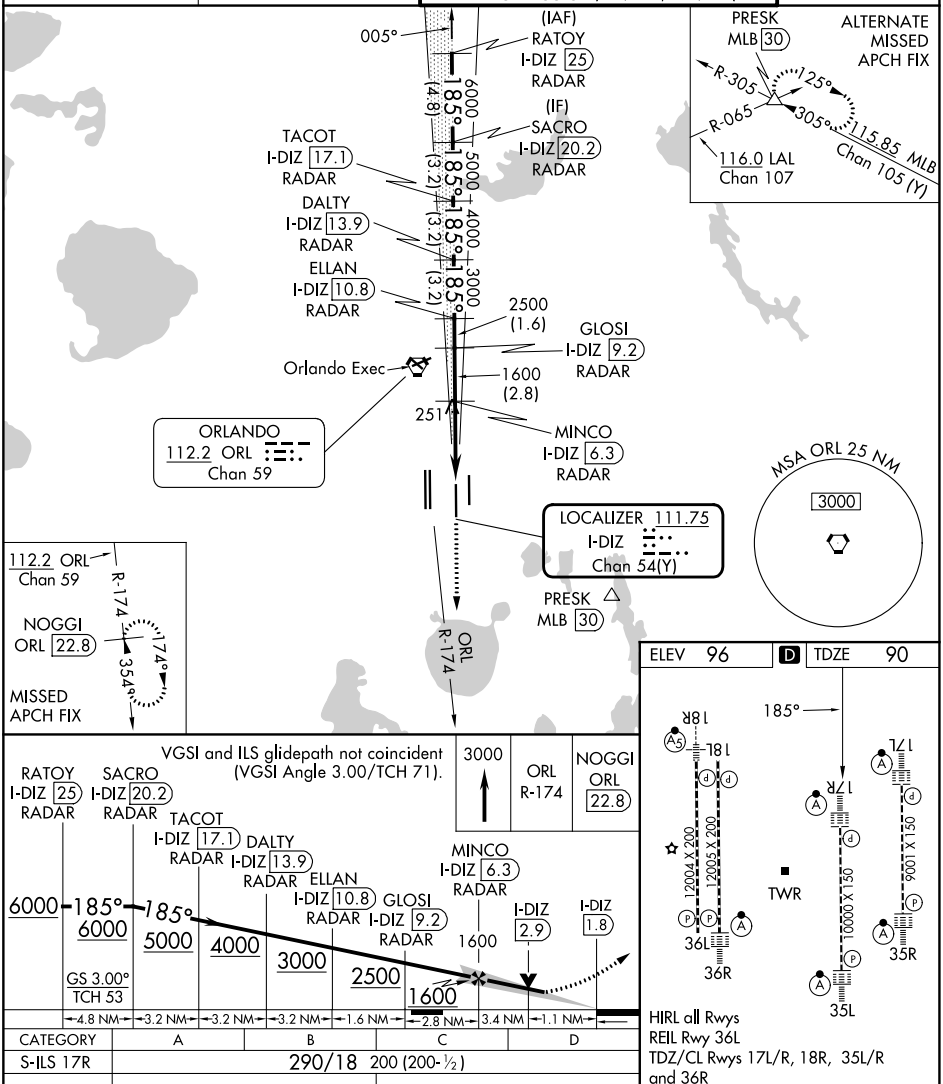
RADAR required for procedure entry. DME or RADAR required.

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.

ALSF-2

MISSED APPROACH: Climb to 3000 on ORL VORTAC R-174 to NOGGI/ ORL 22.8 DME and hold.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON
121.25	124.8 307.0	118.45 253.5 (17L/35R, 17R/35L) 124.3 253.5 (18L/36R, 18R/36L)	126.4 (E) 121.8 (W)



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

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 D TDZE 90

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 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

SE-3, 03 SEP 2026 to 01 OCT 2026
SE-3, 03 SEP 2026 to 01 OCT 2026