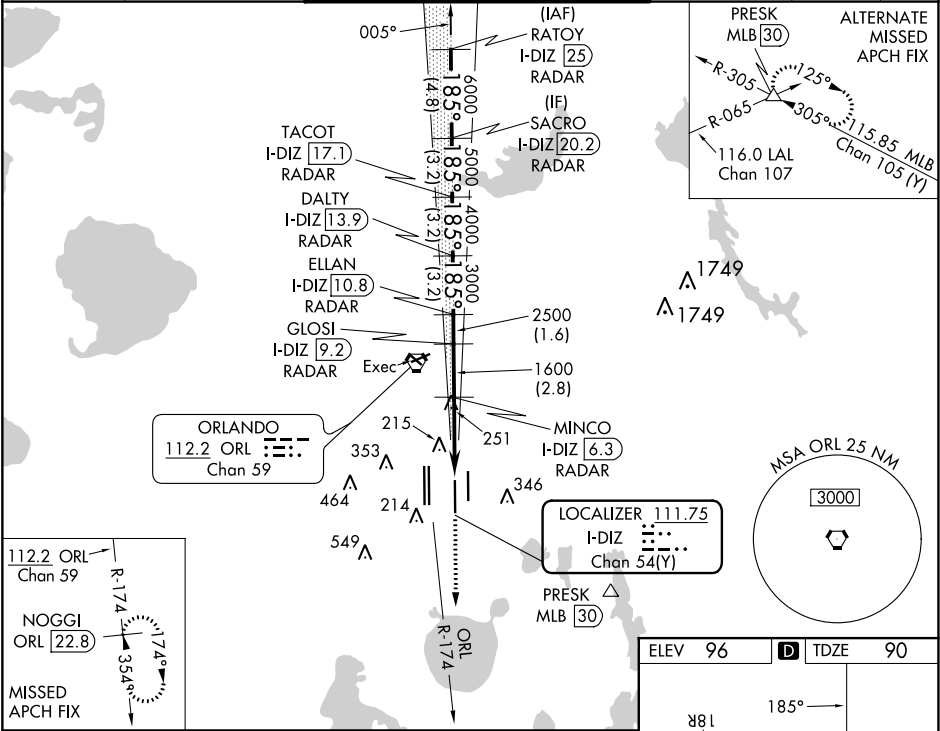


LOC/DME I-DIZ	APP CRS	Rwy Idg
111.75	185°	10000
Chan 54 (Y)		TDZE 90
		Apt Elev 96

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	ORLANDO APP CON	ORLANDO TOWER		GND CON	CLNC DEL	CPDLC
ARR DEP	121.25 120.525	124.8 307.0	118.45 253.5 (Rwys 17L-35R, 17R-35L) 124.3 253.5 (Rwys 18L-36R, 18R-36L)	126.4 (East) 121.8 (West)	134.7 341.7	



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71°).			
RAT0Y I-DIZ [25] RADAR	SACRO I-DIZ [20.2] RADAR	TACOT I-DIZ [17.1] DALTY I-DIZ [13.9] ELLAN I-DIZ [10.8] GLOSI I-DIZ [9.2] MINCO I-DIZ [6.3] NOGGI ORL [22.8]	ORL R-174
6000	185°	185°	3000
6000	5000	4000	3000
GS 3.00° TCH 53	3.2 NM	3.2 NM	3.2 NM
4.8 NM	3.2 NM	1.6 NM	2.8 NM
CATEGORY	A	B	C
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
185°	
HRL 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