

LOC/DME I-ARK 110.95 Chan 46(Y)	APP CRS 185°	Rwy Idg 9000 TDZE 90 Apt Elev 96
---	------------------------	---

ILS or LOC RWY 17L

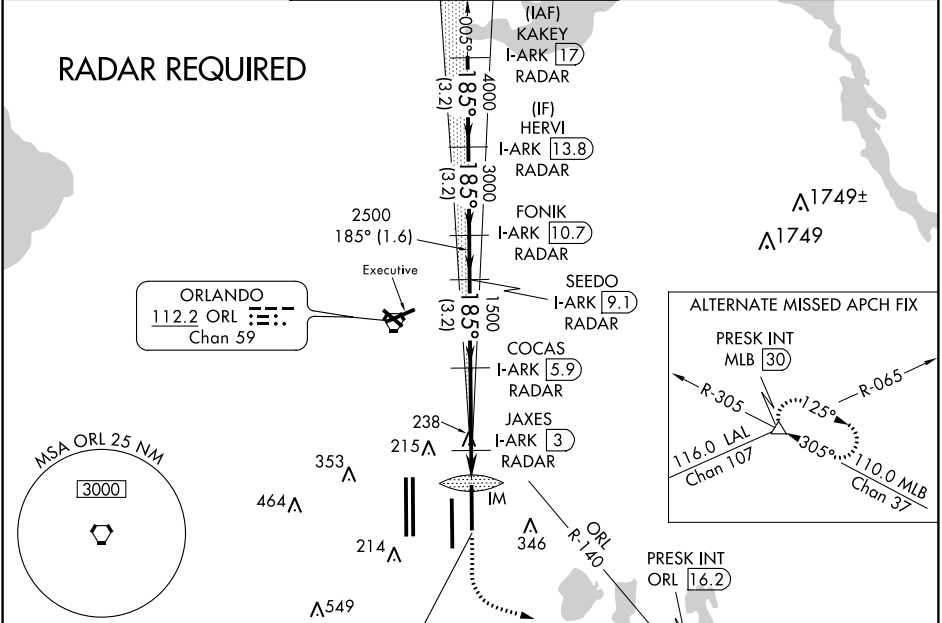
ORLANDO INTL (MCO)

⚠ Simultaneous approach authorized. DME or RADAR required.
Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. For inop ALSF, increase S-LOC 17L Cats C/D visibility to RVR 6000.

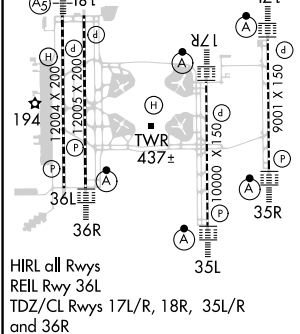
ALSF-2
A

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 on heading 100° and ORL VORTAC R-140 to PRESK INT/ORL 16.2 DME and hold.

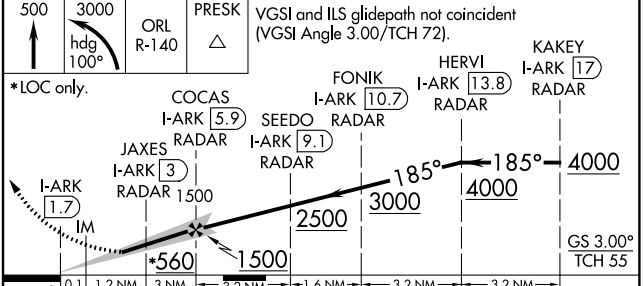
D-ATIS ARR 121.25 DEF 120.525	ORLANDO APP CON 124.8 307.0	ORLANDO TOWER 124.3 (Rwys 18L-36R, 18R-36L) 253.5 118.45 (Rwys 17L-35R, 17R-35L) 253.5	GND CON 126.4 275.8 (East) 121.8 275.8 (West)	CLNC DEL 134.7 341.7	CPDLC
---	---------------------------------------	--	---	--	-------



ELEV 96	D TDZE 90
185° 4.3 NM from FAF	



LOCALIZER 110.95 I-ARK Chan 46(Y)	500	3000	ORL R-140	PRESK	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).
---	-----	------	-----------	-------	---



CATEGORY	A	B	C	D
S-ILS 17L	290/18 200 (200-1/2)			
S-LOC 17L	500/24	410 (500-1/2)	500/40	410 (500-3/4)
C CIRCLING	740-1	644 (700-1)	740-1 3/4	740-2
			644 (700-1 3/4)	644 (700-2)

SE-3, 10 OCT 2019 to 07 NOV 2019

SE-3, 10 OCT 2019 to 07 NOV 2019