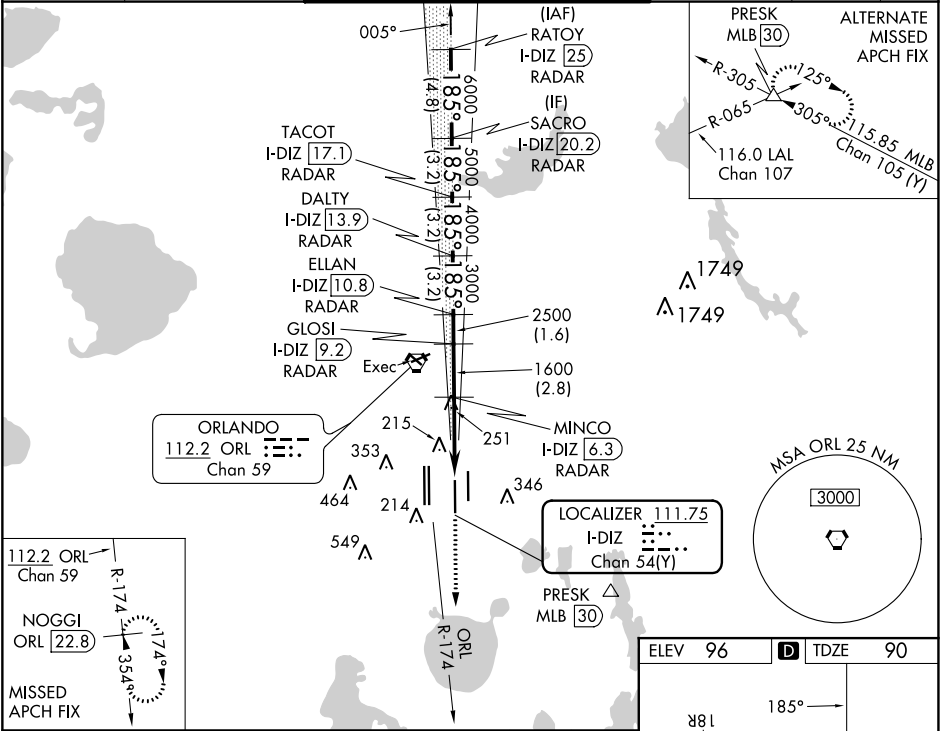


LOC/DME I-DIZ	APP CRS	Rwy Idg
111.75	185°	10000
Chan 54 (Y)		TDZE 90
		Apt Elev 96

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	118.45 253.5 124.3 253.5	(Rwys 17L-35R, 17R-35L) (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).					
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
6000	185°	185°	5000	4000	3000
GS 3.00° TCH 53			2500	1600	1600
-4.8 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)				

