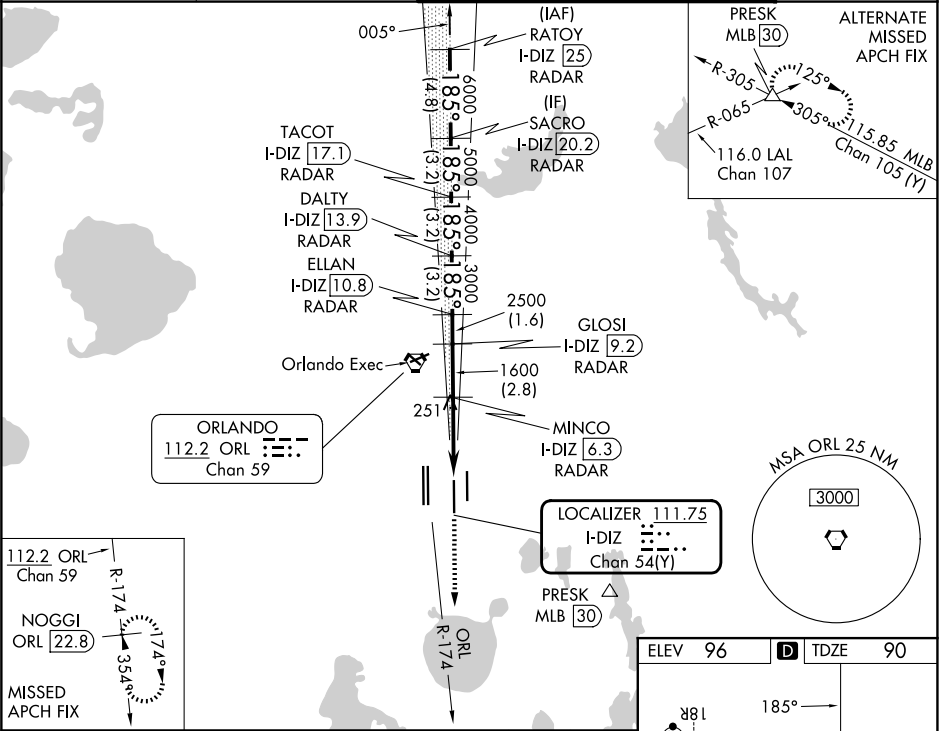


LOC/DME I-DIZ 111.75 Chan 54 (Y)	APP CRS 185°	Rwy Ldg 10000 TDZE 90 Apt Elev 96
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ILS or LOC RWY 17R
ORLANDO INTL (MCO)

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 121.25	ORLANDO APP CON 124.8 307.0	ORLANDO TOWER 118.45 253.5 (17L/35R, 17R/35L) 124.3 253.5 (18L/36R, 18R/36L)	GND CON 126.4 (E) 121.8 (W)
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).				3000	ORL R-174	NOGGI ORL 22.8
RATOY I-DIZ 25	SACRO I-DIZ 20.2	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
RADAR				RADAR	RADAR	RADAR
6000				5000	4000	3000
GS 3.00° TCH 53				2500	1600	1600
-4.8 NM				-3.2 NM	-3.2 NM	-1.6 NM
CATEGORY A				CATEGORY B	CATEGORY C	CATEGORY 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	TDZE 90
HIRL all Rwy's REIL Rwy 36L TDZ/CL Rwy's 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