ILS RWY 17R (CAT II)

ORLANDO INTL (MCO)

LOC/DME I-DIZ	APP CRS	Rwy Idg 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	CLNC DEL	
ARR 121.25	124.8 307.0	118.45 253.5 (Rwys 17L-35R,17R-35L)	126.4 (East)	134.7	CPDLC
DEP 120.525		124.3 253.5 (Rwys 18L-36R,18R-36L)	121.8 (West)	341.7	

005°
(IAF) RATOY I-DIZ 25 RADAR
(IF) 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
Exec
MINCO I-DIZ 6.3 RADAR
(4.8) (3.2) (3.2) (3.2)
6000 5000 4000 3000
185° 185° 185°
2500 (1.6)
1600 (2.8)
215 353 464 214 549 251 346
1749 1749

PRESK MLB 30
ALTERNATE MISSED APCH FIX
R-305 125° R-065 305° 115.85 MLB Chan 105 (Y)
116.0 LAL Chan 107

ORLANDO 112.2 ORL Chan 59

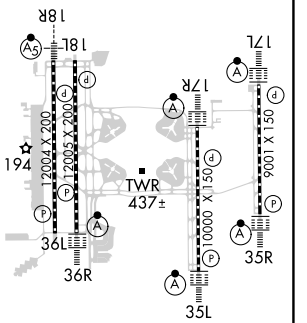
LOCALIZER 111.75 I-DIZ Chan 54(Y)

MSA ORL 25 NM
3000

112.2 ORL Chan 59
R-174
NOGGI ORL 22.8
174° 354°
MISSED APCH FIX

PRESK MLB 30
ORL R-174

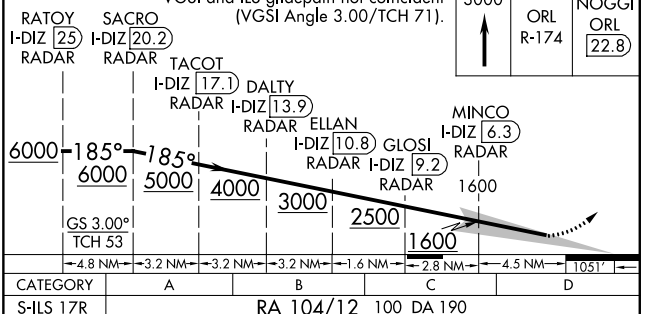
ELEV 96 | D | TDZE 90



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36R

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

3000 | ORL R-174 | NOGGI ORL 22.8



CATEGORY	A	B	C	D
S-ILS 17R	RA 104/12 100 DA 190			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3, 18 APR 2024 to 16 MAY 2024
SE-3, 18 APR 2024 to 16 MAY 2024