

LOC/DME I-ARK <b>110.95</b> Chan 46(Y)	APP CRS <b>185°</b>	Rwy Idg 9001 TDZE 90 Apt Elev 96
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# ILS or LOC RWY 17L

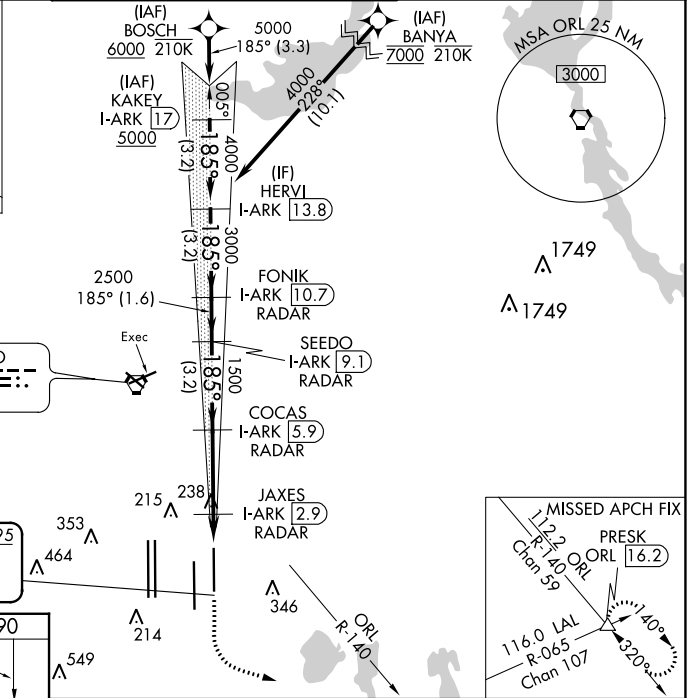
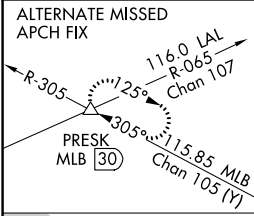
ORLANDO INTL (MCO)

RNAV 1-DME/DME/IRU or GPS or RADAR required for procedure entry. DME or RADAR required.

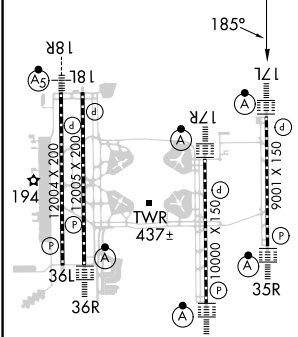
ALSF-2  
MISSED APPROACH: Climb to 500 then climbing left turn to 3000 on heading 100° and ORL VORTAC R-140 to PRESK INT/ORL 16.2 DME and hold, continue climb-in-hold to 3000.

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

D-ATIS ARR <b>121.25</b> DEP <b>120.525</b>	ORLANDO APP CON <b>124.8 307.0</b>	ORLANDO TOWER <b>118.45 253.5</b> (Rwys 17L-35L, 17R-35L) <b>124.3 253.5</b> (Rwys 18L-36R, 18R-36L)	GND CON <b>126.4</b> (East) <b>121.8</b> (West)	CLNC DEL <b>134.7</b> <b>341.7</b>	CPDLC
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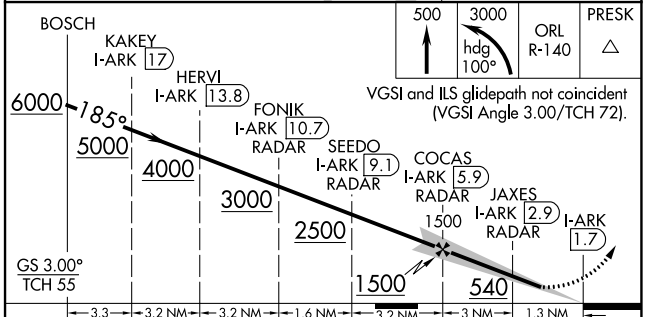
ELEV 96	D	TDZE 90
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HIRL all Rwys  
REIL Rwy 36L  
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36R

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



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)
CIRCLING	740-1	644 (700-1)	740-13/4	740-2
			644 (700-13/4)	644 (700-2)