

# ILS or LOC RWY 17R

ORLANDO INTL (MCO)

LOC/DME I-DIZ <b>111.75</b> Chan <b>54(Y)</b>	APP CRS <b>185°</b>	Rwy Ldg <b>10000</b> TDZE <b>90</b> Apt Elev <b>96</b>
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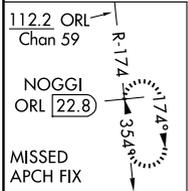
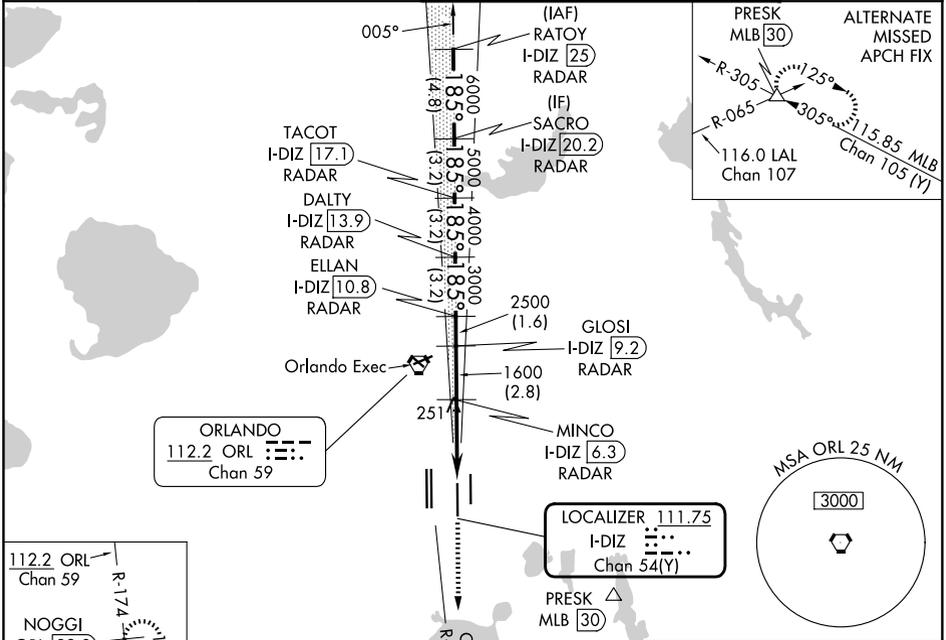
RADAR required for procedure entry. DME or RADAR required.

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.

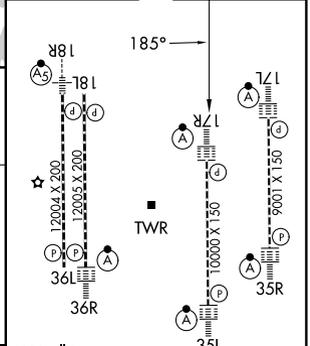
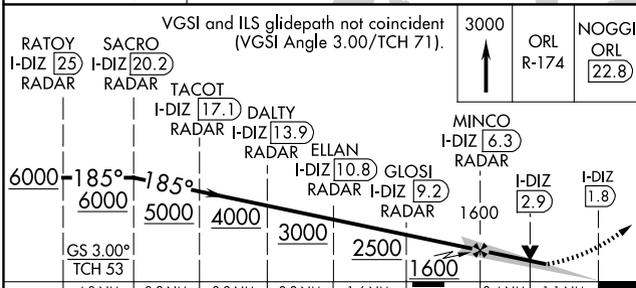
ALSF-2

MISSED APPROACH: Climb to 3000 on ORL VORTAC R-174 to NOGGI/ ORL 22.8 DME and hold.

D-ATIS <b>121.25</b>	ORLANDO APP CON <b>124.8 307.0</b>	ORLANDO TOWER <b>118.45 253.5</b> (17L/35R, 17R/35L) <b>124.3 253.5</b> (18L/36R, 18R/36L)	GND CON <b>126.4</b> (E) <b>121.8</b> (W)
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ELEV 96	TDZE 90
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CATEGORY	A	B	C	D
S-ILS 17R	290/18 200 (200-1/2)			
S-LOC 17R	520/24 430 (500-1/2)	520/40 430 (500-3/4)		
CIRCLING	740-1 644 (700-1)	740-1 1/4 644 (700-1 1/4)	740-2 644 (700-2)	

HIRL all Rwys  
REIL Rwy 36L  
TDZ/CL Rwys 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