

ILS or LOC RWY 36R
ORLANDO INTL (MCO)

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 on heading 309° and ORL VORTAC R-248 to DNMOR/ORL 6 DME and hold, continue climb-in-hold to 3000.

Simultaneous approach authorized.

GND CON
126.4 (E)
121.8 (W)

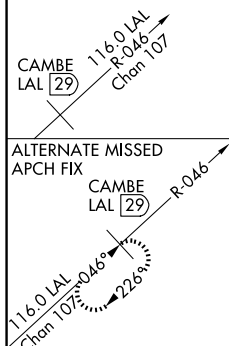
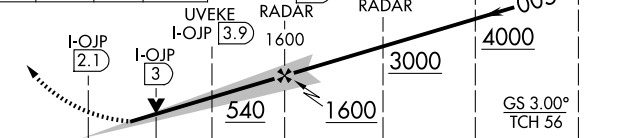


Diagram illustrating the FAF to MAP 4.6 NM segment of the HIRL and REIL runways. The diagram shows two parallel runways: HIRL (left) and REIL (right). HIRL has runways 18L, 18R, 36L, and 36R. REIL has runways 17L, 17R, 35L, and 35R. A TWR (Tower) is located between the runways. A star symbol indicates the 005° heading. A table at the bottom provides speed and time data for the 4.6 NM segment.

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

500 ↑	3000 ↘	hdg 309° ORL R-248	DNMOR ORL 6	VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 70).				FLOZY I-OJP [14.2] RADAR	TRAMP I-OJP [16.8] RADAR			
		JAKOR I-OJP [6.7] RADAR	SILKY I-OJP [11.1] RADAR			005°		5000				
		I-OJP [2.1]	I-OJP [3]	UVEKE I-OJP [3.9]	1600	3000	4000	GS 3.00° TCH 56				
		0.9 NM	0.9 NM	2.8 NM	4.4 NM	3.2 NM	2.5 NM					
CATEGORY	<table><tr><td>A</td><td>B</td><td>C</td><td>D</td></tr></table>								A	B	C	D
A	B	C	D									
S-ILS 36R	292/18 200 (200-½)											
S-LOC 36R	540/24 448 (500-½)				540/45 448 (500-¾)							
CIRCLING	740-1 644 (700-1)				740-1¾ 644 (700-1¾)		740-2 644 (700-2)					
UVEKE FIX MINIMUMS [DME REQUIRED]												
S-LOC 36R	440/24 348 (400-½)				440/30 348 (400-¾)							
CIRCLING	740-1 644 (700-1)				740-1¾ 644 (700-1¾)		740-2 644 (700-2)					