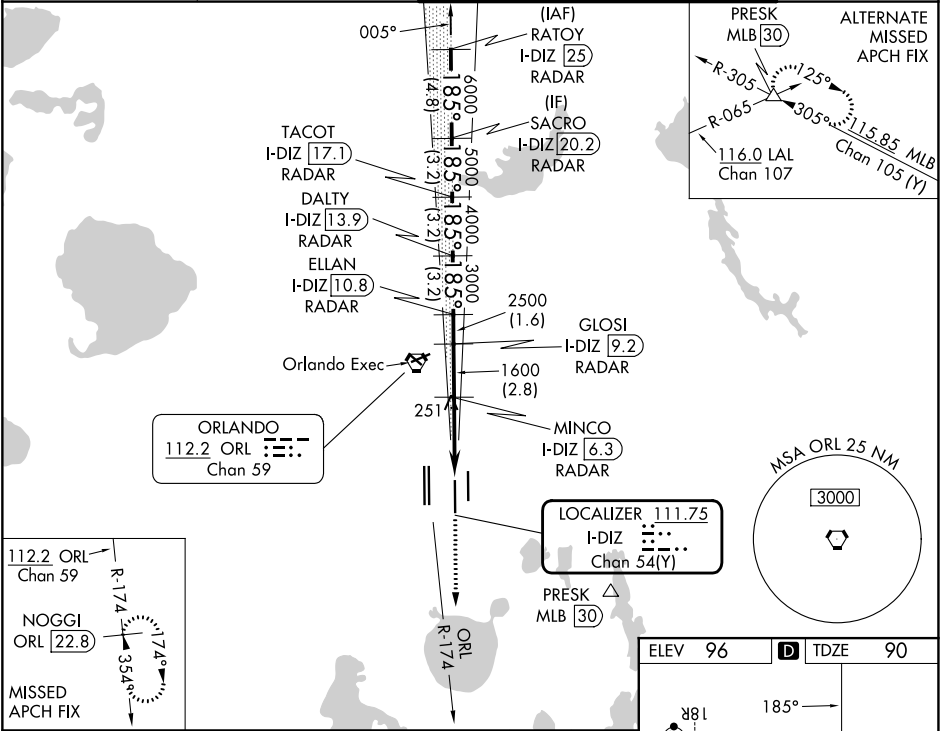


LOC/DME I-DIZ 111.75 Chan 54 (Y)	APP CRS 185°	Rwy Ldg 10000 TDZE 90 Apt Elev 96
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ILS or LOC RWY 17R
ORLANDO INTL (MCO)

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).			
RATOY I-DIZ [25] RADAR	SACRO I-DIZ [20.2] RADAR	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] ORL R-174	NOGGI ORL [22.8]
6000	5000	4000	3000
GS 3.00° TCH 53	2500	1600	1600
-4.8 NM	-3.2 NM	-3.2 NM	-1.6 NM
A	B	C	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)

