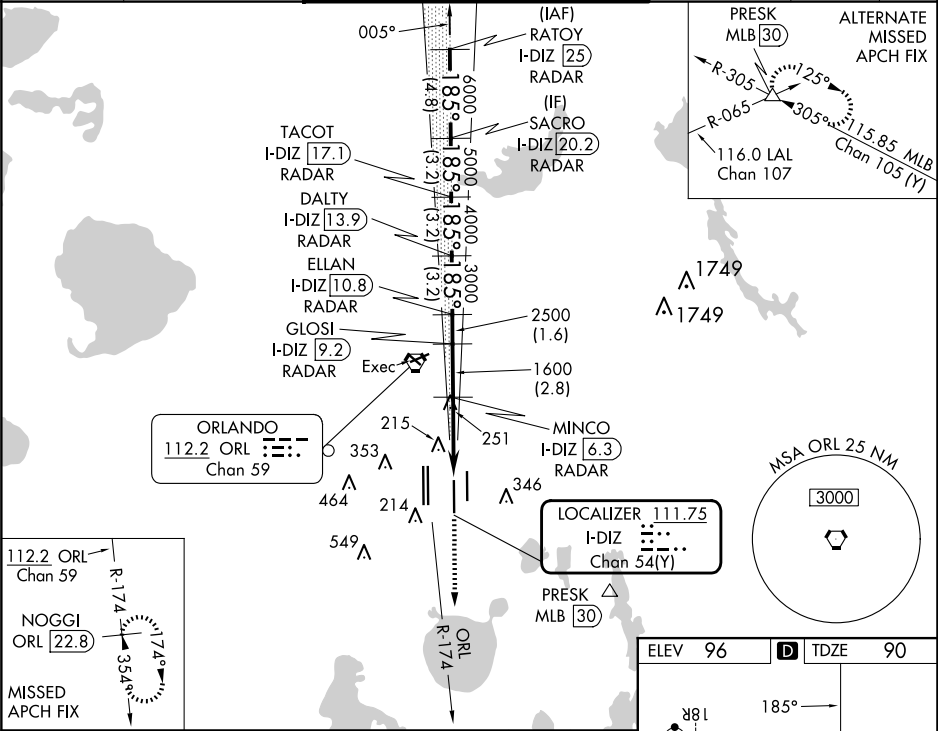


LOC/DME I-DIZ	APP CRS	Rwy Idg
<b>111.75</b>	<b>185°</b>	<b>10000</b>
Chan <b>54</b> (Y)		TDZE <b>90</b>
		Apt Elev <b>96</b>

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	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR <b>121.25</b>	<b>124.8 307.0</b>	<b>118.45 253.5</b> (Rwys 17L-35R, 17R-35L)	<b>126.4</b> (East)	<b>134.7</b>	
DEP <b>120.525</b>		<b>124.3 253.5</b> (Rwys 18L-36R, 18R-36L)	<b>121.8</b> (West)	<b>341.7</b>	



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] RADAR	DALTY I-DIZ [13.9] RADAR	ELLAN I-DIZ [10.8] RADAR	GLOSI I-DIZ [9.2] RADAR
6000	185°	185°	185°	185°	185°
6000	5000	4000	3000	2500	1600
GS 3.00° TCH 53					
-4.8 NM	-3.2 NM	-3.2 NM	-1.6 NM	-2.8 NM	-1.1 NM
CATEGORY	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)				

