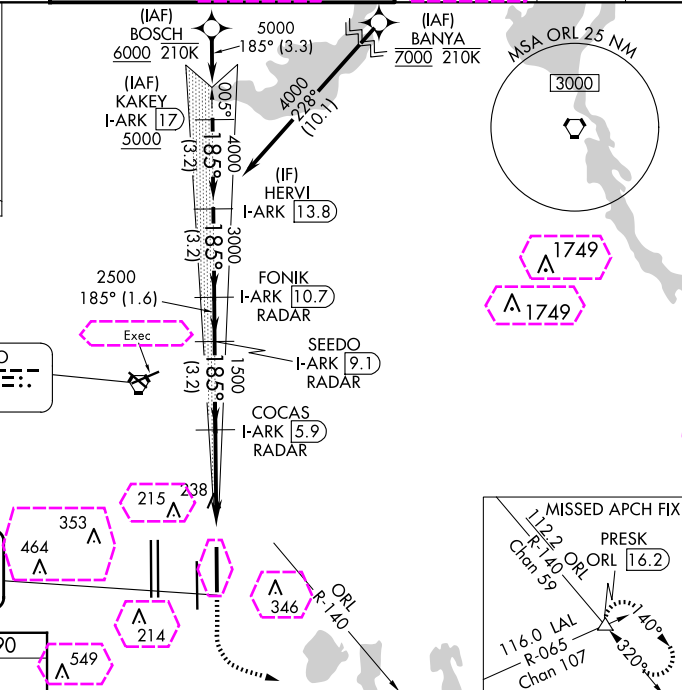


ILS RWY 17L (CAT II & III)
ORLANDO INTL (MCO)

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.



HIRL all Rwy's
REIL Rwy 36L
TDZ/CL Rwy's 17L/R, 18R, 35L/R
and 36R

BOSCH KAKY I-ARK (17) HERVL I-ARK (13.8) FONIK I-ARK (10.7) SEEDO I-ARK (9.1) COCAS I-ARK (5.9)

6000 5000 4000 3000 2500 1500

78.5°

GS 3.00° TCH 55

VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 72).

500 3000 ORL R-140 PRESK

hdg 100°

3.3 3.2 NM 3.2 NM 1.6 NM 3.2 NM 4.3 NM 1.040 NM

CATEGORY	A	B	C	D
S-ILS 17L	CAT II	RA 101/12	100 DA 190	
S-ILS 17L		CAT III	RVR 06	

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-ARK 110.95 Chan 46(Y)	APP CRS 185°	Rwy Ldg TDZE 90 Apt Elev 96	9001	ILS RWY 17L (CAT II & III) ORLANDO INTL (MCO)
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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.

D-ATIS ARR 121.25 DEP 120.525	ORLANDO APP CON 124.8 307.0	ORLANDO TOWER 118.45 253.5 124.3 253.5 (17L-35R, 17R-35L) (18L-36R, 18R-36L)	GND CON 126.4 (E) 121.8 (W)	CLNC DEL 134.7 341.7	CPDLC
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