

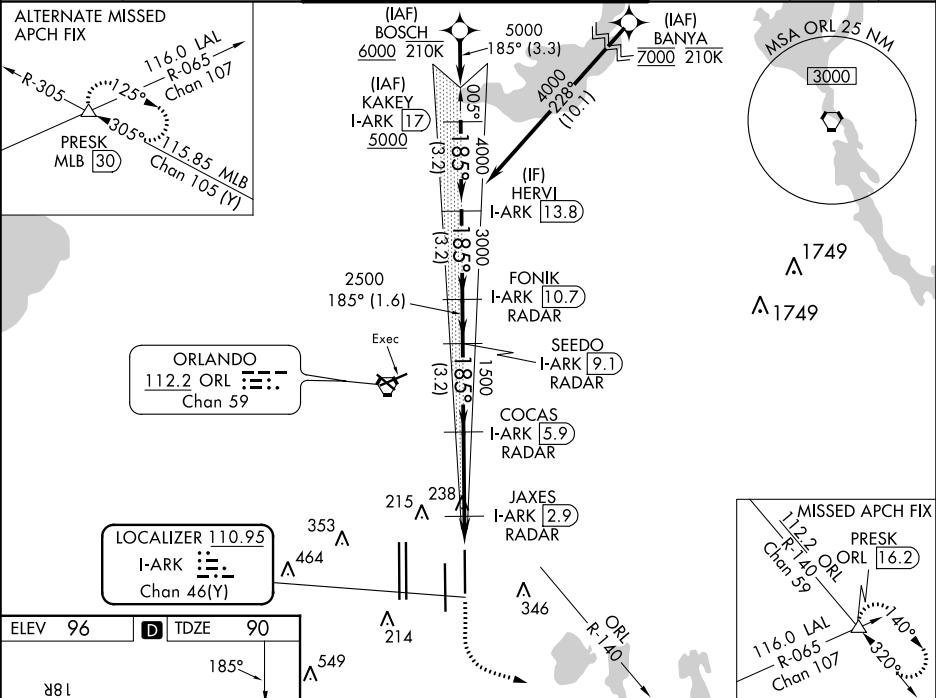
LOC/DME I-ARK 110.95 Chan 46 (Y)	APP CRS 185°	Rwy Idg TDZE Apt Elev 9001 90 96
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ILS or LOC RWY 17L

ORLANDO INTL (MCO)

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. For inop ALS, increase S-LOC 17L Cats C/D visibility to RVR 6000.		

D-ATIS ARR 121.25 DEP 120.525	ORLANDO APP CON 124.8 307.0	ORLANDO TOWER 118.45 253.5 (Rwys 17L-35R, 17R-35L) 124.3 253.5 (Rwys 18L-36R, 18R-36L)	GND CON 126.4 (East) 121.8 (West)	CLNC DEL 134.7 341.7	CPDLC
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ELEV 96	D	TDZE 90
The diagram shows a top-down view of an airport layout. Runway 17L/35R is oriented vertically, with 17L at the top and 35R at the bottom. Runway 18R/36L is oriented horizontally, with 18R at the top and 36L at the bottom. Runway 36R is a short horizontal runway at the bottom. Runway 35L is a short horizontal runway to the left of 35R. A central tower is labeled 'TWR 437±'. Various navigation aids are marked: 'AS' (Automatic Sequencer) at the top of 17L, 'A' (Automatic) at the bottom of 17L, 'P' (Precision) at the bottom of 17L, 'A' (Automatic) at the bottom of 17L, 'P' (Precision) at the bottom of 17L, 'A' (Automatic) at the bottom of 17L, 'P' (Precision) at the bottom of 17L, 'A' (Automatic) at the bottom of 17L, 'P' (Precision) at the bottom of 17L, 'A' (Automatic) at the bottom of 17L, 'P' (Precision) at the bottom of 17L, 'A' (Automatic) at the bottom of 17L, 'P' (Precision) at the bottom of 17L, 'A' (Automatic) at the bottom of 17L, 'P' (Precision) at the bottom of 17L, 'A' (Automatic) at the bottom of 17L, 'P' (Precision) at the bottom of 17L, 'A' (Automatic) at the bottom of 17L, 'P' (Precision) at the bottom of 17L, 'A' (Automatic) at the bottom of 17L, 'P' (Precision) at the bottom of 17L, 'A' (Automatic) at the bottom of 17L, 'P' (Precision) at the bottom of 17L, 'A' (Automatic) at the bottom of 17L, 'P' (Precision) at the bottom of 17L, 'A' 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BOSCH	KAKEY I-ARK 17	HERVI I-ARK 13.8	FONIK I-ARK 10.7	SEEDO I-ARK 9.1	COCAS I-ARK 5.9	JAXES I-ARK 2.9	I-ARK 1.7
VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 72).							
GS 3.00° TCH 55							
CATEGORY A B C D							
S-ILS 17L 290/18 200 (200-½)							
S-LOC 17L 500/24 410 (500-½) 500/40 410 (500-¾)							
CIRCLING 740-1 644 (700-1) 740-134 740-2 644 (700-1¾) 644 (700-2)							