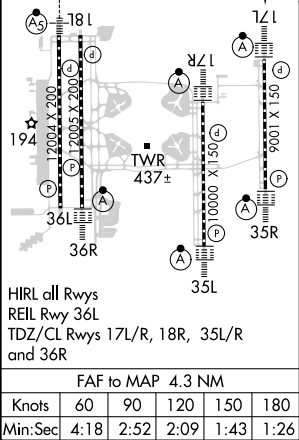
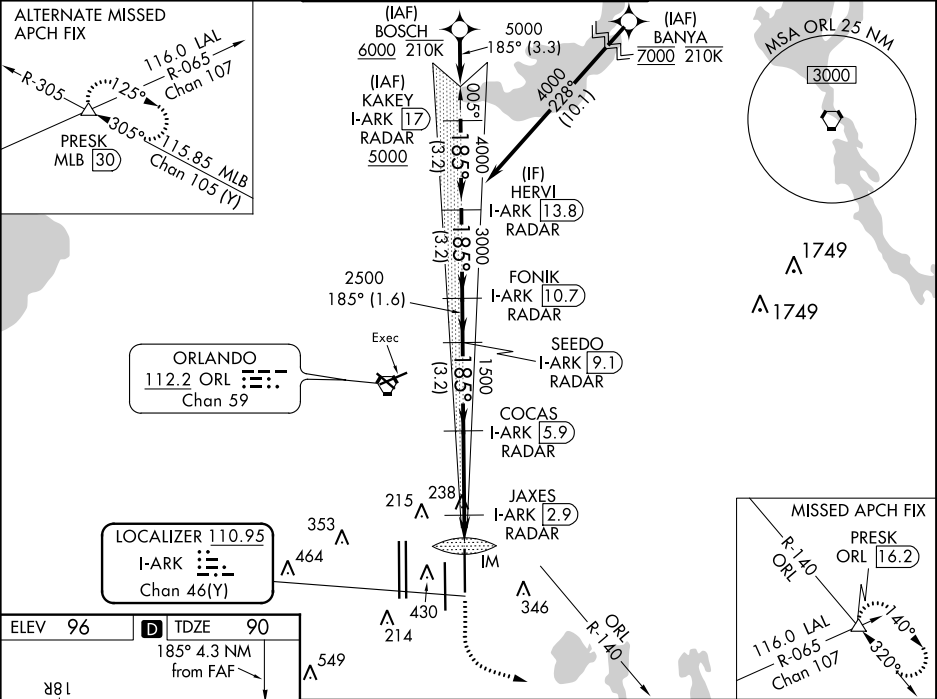


LOC/DME I-ARK 110.95 Chan 46(Y)	APP CRS 185°	Rwy Idg 9000 TDZE 96 Apt Elev 96
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ILS or LOC RWY 17L
ORLANDO INTL (MCO)

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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BOSCH	KAKEY I-ARK 17 RADAR	HERVI I-ARK 13.8 RADAR	FONIK I-ARK 10.7 RADAR	SEEDO I-ARK 9.1 RADAR	COCAS RADAR	JAXES I-ARK 2.9 RADAR	IM	500 ↑	3000 hdg 100°	ORL R-140	PRESK △
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).											
6000	5000	4000	3000	2500	1500	540					
GS 3.00° TCH 55											
-3.3 -3.2 NM -3.2 NM -1.6 NM -3.2 NM -3 NM -1.2 0.1											
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)				740-1¼ 644 (700-1¼)				740-2 644 (700-2)		