


ILS or LOC RWY 17L

ORLANDO INTL (MCO)

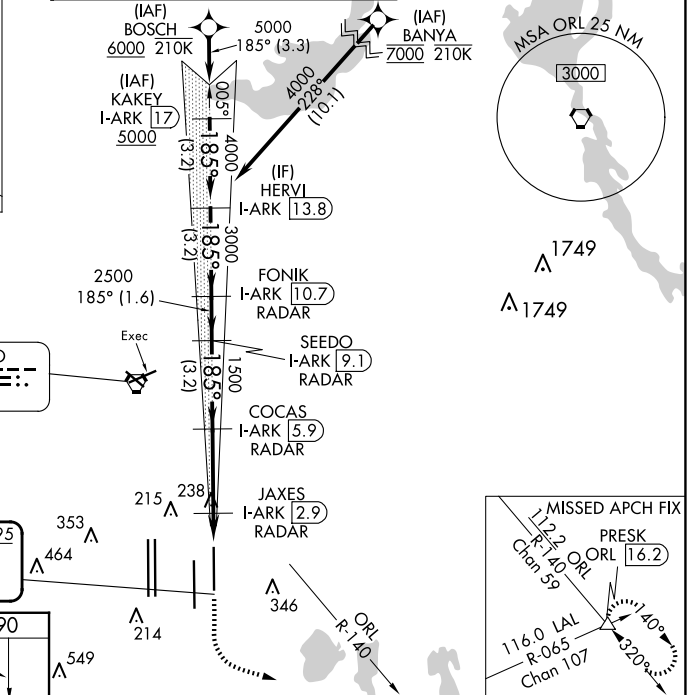
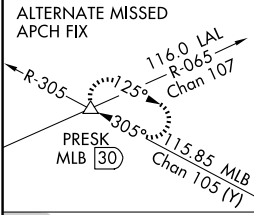
| | | |
|---|------------------------|------------------------|
| LOC/DME I-ARK 110.95 Chan 46(Y) | APP CRS 185° | Rwy Idg 9001 |
| | | TDZE 90 |
| | | Apt Elev 96 |

RNAV 1-DME/DME/IRU or GPS or RADAR required for procedure entry. DME or RADAR required.

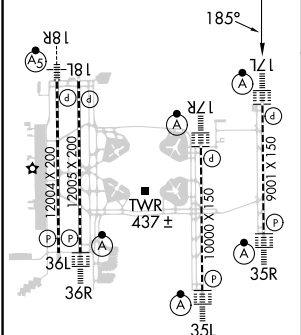
⚠ Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. Simultaneous approach authorized. For inop ALS, increase S-LOC 17L Cats C/D visibility to RVR 6000.

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.

| | | | | | |
|---|---------------------------------------|--|---|--|-------|
| 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 |
|---|---------------------------------------|--|---|--|-------|



| | |
|---------|------------------|
| ELEV 96 | D TDZE 90 |
|---------|------------------|



FAF to MAP 4.3 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

| 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) | | 740-1¾ 644 (700-1¾) | |
| | | | 740-2 644 (700-2) | |

SE-3, 15 MAY 2025 to 12 JUN 2025

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