

LOC/DME I-CER
111.15
Chan **48** (Y)

APP CRS
005°

Rwy Idg **9000**
TDZE **90**
Apt Elev **96**

ILS RWY 35R (SA CAT I)
ORLANDO INTL (MCO)

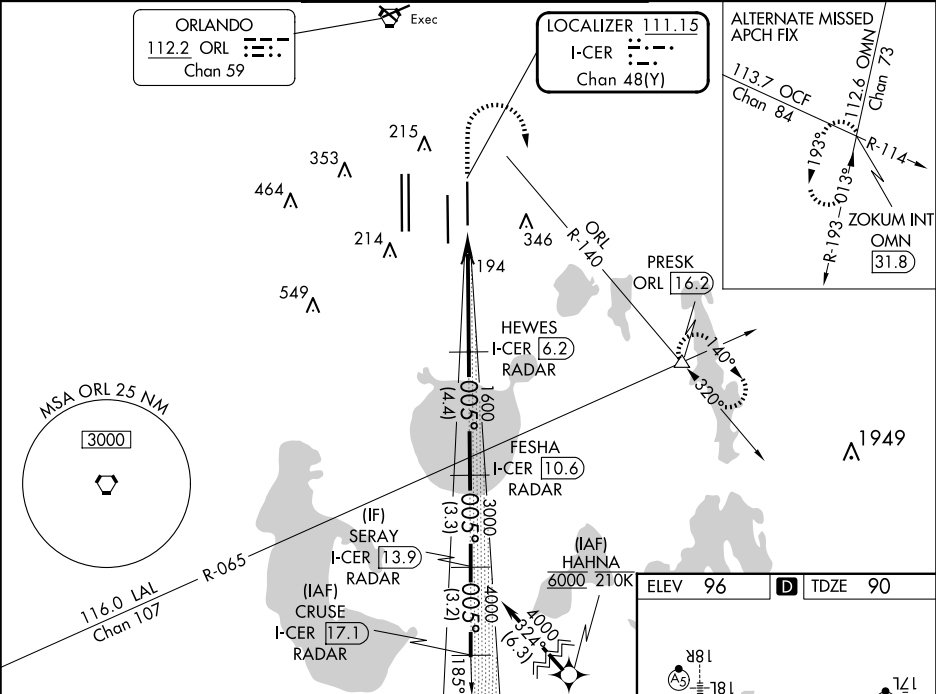
From HAHNA: RNAV1- DME/DME/IRU or GPS required. Aircraft not DME/DME/IRU or GPS equipped-RADAR required for procedure entry.

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. When using alternate missed approach, simultaneous approach NA.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 on ORL VORTAC R-140 to PRESK INT/ ORL 16.2 DME and hold, continue climb-in-hold to 3000.

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



500 3000 PRESK

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).

CRUSE I-CER 17.1

SERAY I-CER 13.9

FESHA I-CER 10.6

HAHWES I-CER 6.2

ORL R-140

GS 3.00° TCH 55

1050' 4.6 NM 4.4 NM 3.3 NM 3.2 NM

CATEGORY A B C D

S-ILS 35R RA 157/14 150 DA 240

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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