

LOC/DME I-CER	APP CRS	Rwy Idg	9001
111.15	005°	TDZE	90
Chan 48(Y)		Apt Elev	96

ILS or LOC RWY 35R

ORLANDO INTL (MCO)

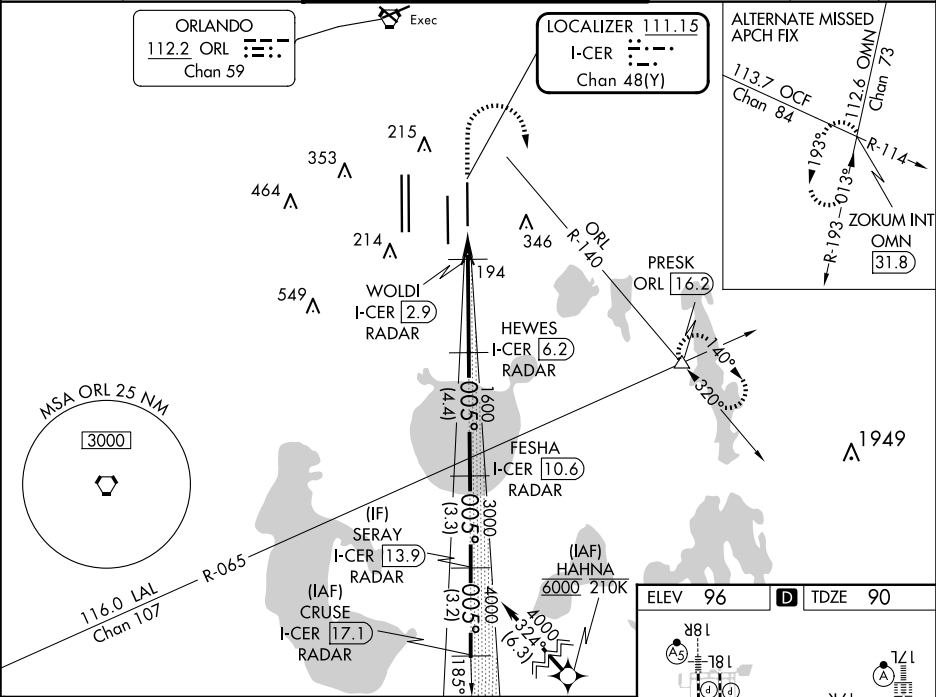
From HAHNA: RNAV 1-DME/DME/IRU or GPS required.
Aircraft not DME/DME/IRU or GPS equipped-RADAR required for procedure entry.
DME or RADAR required for LOC only.

Simultaneous approach authorized. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. For inop ALS, increase S-LOC 35R Cats C/D visibility to RVR 5500. When using alternate missed approach, simultaneous approach NA.

ALSIF-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	
ARR 121.25	124.8 307.0	118.45 253.5 (Rwys 17L-35R,17R-35L)	126.4 (East)	134.7	
DEP 120.525		124.3 253.5 (Rwys 18L-36R,18R-36L)	121.8 (West)	341.7	CPDLC



500

3000

PRESK

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

ORL R-140

CRUSE I-CER 17.1 RADAR

SERAY I-CER 13.9 RADAR

FESHA I-CER 10.6 RADAR

HEWES I-CER 6.2 RADAR

WOLDI I-CER 2.9 RADAR

I-CER 1.7

540

1600

3000

4000

5000

CATEGORY	A	B	C	D
S-ILS 35R	290/18 200 (200-½)			
S-LOC 35R	460/24	370 (400-½)	460/35	370 (400-½)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

