

LOC/DME I-TFE 111.9 Chan 56	APP CRS 185°	Rwy Idg 12004 TDZE 94 Apt Elev 96
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ILS or LOC RWY 18R
ORLANDO INTL (MCO)

DME or RADAR required.
RNP APCH-GPS. From YAGGO.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 4000 on heading 270° and on ORL VORTAC R-227 to CAMBE INT/ORL 20 DME and hold, continue climb-in-hold to 4000.

T Simultaneous approach authorized.

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

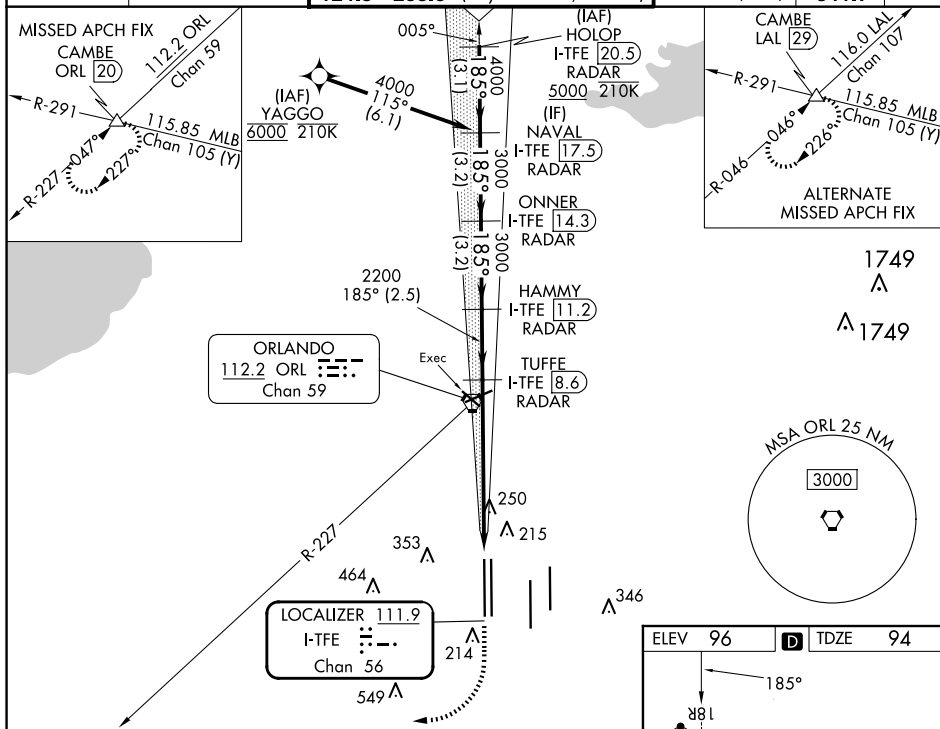


Diagram illustrating a non-precision approach for runway 22 at CAMBREMEN airport. The diagram shows the glide slope (GS 3.00° TCH 55) and the VGS angle (VGS Angle 3.00/TCH 71). The approach is divided into segments with distances of 3.1 NM, 3.2 NM, 3.2 NM, 2.5 NM, 3.2 NM, and 1.2 NM. Key altitudes include 5000, 4000, 3000, 2200, and 1850. Radar stations and their I-TFE distances are: HOLOP (20.5), NAVAL (17.5), ONNER (14.3), HAMMY (11.2), TUFFE (8.6), and two I-TFE points at 3.4 and 2.2. A table at the top right shows the 500 and 4000 ft altitudes, the ORL R-227, and the CAMBREMEN symbol.

CATEGORY	A	B	C	D
S-ILS 18R	294/18		200 (200-½)	
S-LOC 18R	540/24	446 (500-½)	540/45	446 (500-¾)
C CIRCLING	740-1	644 (700-1)	740-1 ³⁴ 644 (700-1 ³⁴)	740-2 644 (700-2)

