

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

APP CRS
005°

Rwy Ldg **9001**
TDZE **90**
Apt Elev **96**

ILS RWY 35R (CAT II & III)
ORLANDO INTL (MCO)

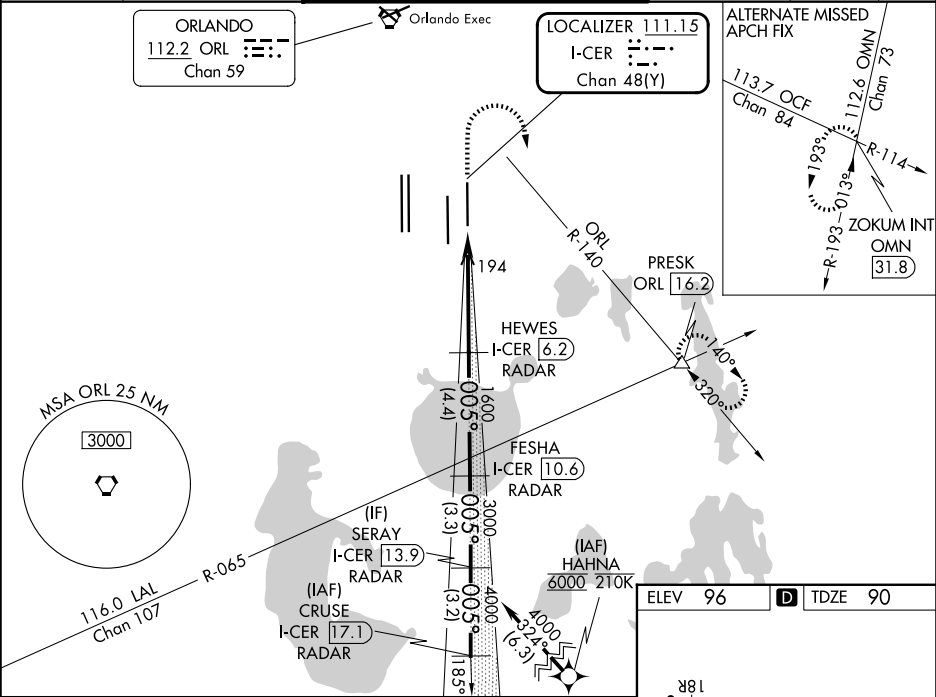
From HAHNA: RNAV 1-DME/DME/IRU or GPS required. Aircraft not DME/DME/IRU or GPS equipped-RADAR required for procedure entry.

Simultaneous approach authorized. 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	118.45 253.5 124.3 253.5 (17L-35R, 17R-35L) (18L-36R, 18R-36L)	126.4 (E) 121.8 (W)	134.7 341.7	



500 3000 PRESK
↑ ORL R-140
△

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

HEWES
I-CER 6.2
RADAR

FESHA
I-CER 10.6
RADAR

SERAY
I-CER 13.9
RADAR

CRUSE
I-CER 17.1
RADAR

005° 5000
1600 3000 4000
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	CAT II RA 101/12 100 DA 190			
S-ILS 35R	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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

881 781 721
A d A
1200 X 200 1200 X 200 900 X 150
P P P A A A
36L 36R 35L 35R

TWR