

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

APP CRS
005°

Rwy Ldg **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
ARR **121.25**
DEP **120.525**

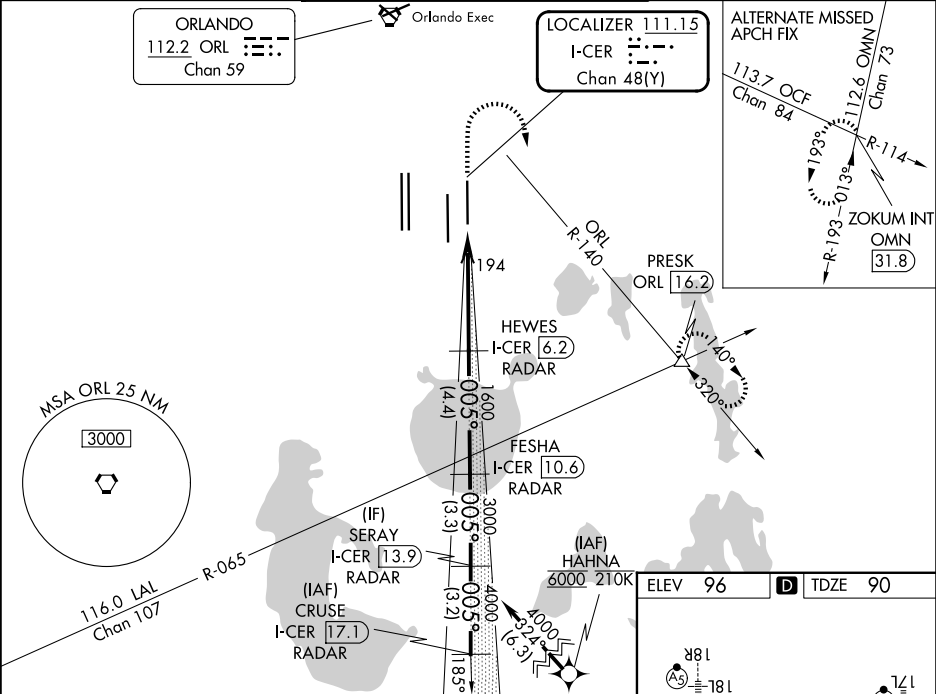
ORLANDO APP CON
124.8 307.0

ORLANDO TOWER
118.45 253.5
124.3 253.5
(17L-35R, 17R-35L)
(18L-36R, 18R-36L)

GND CON
126.4 (E)
121.8 (W)

CLNC DEL
134.7
341.7

CPDLC



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
HAHNA 6000 210K
ELEV 96 TDZE 90

1600 3000 4000 5000
GS 3.00° TCH 55

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