

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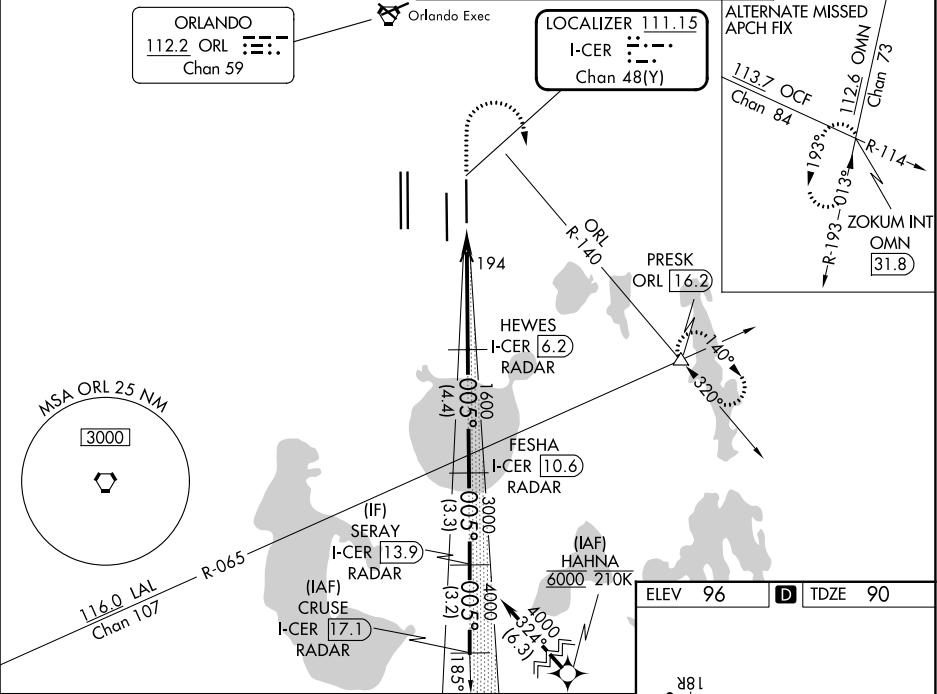
From HAHNA: RNAV 1-DME/DME/IRU or GPS required. Aircraft not DME/DME/IRU or GPS equipped-RADAR required for procedure entry.

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 121.25	ORLANDO APP CON 124.8 307.0	ORLANDO TOWER 118.45 253.5 (17L/35R, 17R/35L) 124.3 253.5 (18L/36R, 18R/36L)	GND CON 126.4 (E) 121.8 (W)
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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

1600

3000

4000

5000

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

ELEV 96 TDZE 90

381

781

1200 X 200

1200 X 200

1200 X 200

36L

36R

TWR

35L

35R

HIRL all Rwy's

REIL Rwy 36L

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