

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

APP CRS
005°

Rwyt Ldg **9000**
TDZE **90**
Apt Elev **96**

ILS RWY 35R (SA CAT I)
ORLANDO INTL (MCO)

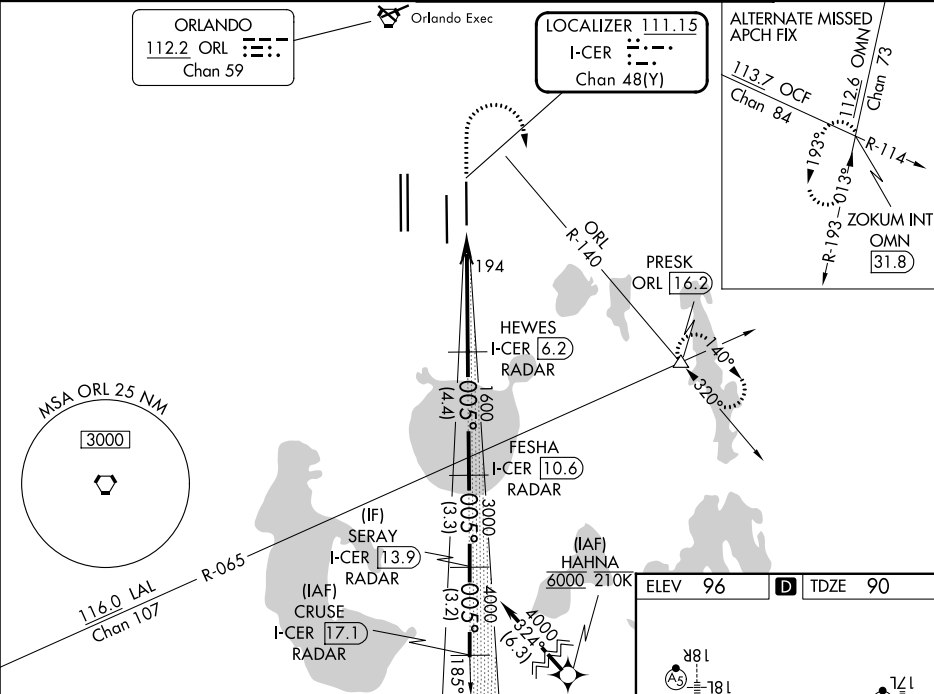
From HAHNA: RNAV1- DME/DME/IRU or GPS required. Aircraft not DME/DME/IRU or GPS equipped-RADAR required for procedure entry.

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.

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.

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

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

CRUSE I-CER 17.1 RADAR

HEWES I-CER 6.2 RADAR

FESHA I-CER 10.6 RADAR

SERAY I-CER 13.9 RADAR

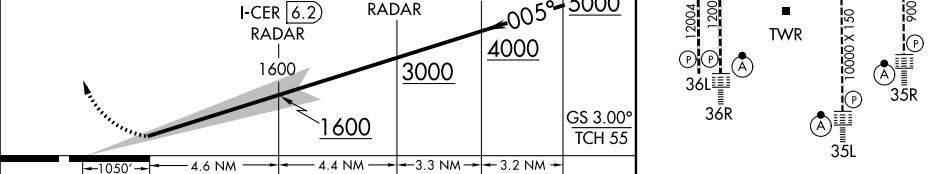
005° 5000

4000

3000

1600

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