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DME or RADAR required. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. Simultaneous approach authorized. When using alternate missed approach, simultaneous approach NA.

ALSF-2

MISSED APPROACH: Climb to 3000 on heading 005° and ORL VORTAC R-049 to OVIDO INT/ORL 13 DME and hold.

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

RADAR REQUIRED

ORLANDO 112.2 ORL Chan 59

LOCALIZER 110.5 I-DDO Chan 42

MLB R-329

OVIDO ORL 13

1749 A

115.85 MLB Chan 105 (Y)

1749 A

112.6 OMN Chan 73

113.7 OCF Chan 84

193°

101.3°

R-114

ZOKUM OMN 31.8

R-193

MSA ORL 25 NM

3000

ELEV 96

TDZE 88

353 A

464 A

214 A

549 A

346 A

1600

005° (4.4)

FITEM I-DDO 10.8 RADAR

3000

005° (3.2)

(IAF) NOGGI I-DDO 16.5 RADAR

4000

005° (2.5)

185°

SPURR I-DDO 6.4 RADAR

FOBUK I-DDO 14 RADAR

IM

166±

430

215

Exec

1949 A

3000

hdg 005°

ORL R-049

OVIDO

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).

NOGGI I-DDO 16.5 RADAR

FOBUK I-DDO 14 RADAR

FITEM I-DDO 10.8 RADAR

SPURR I-DDO 6.4 RADAR

IM 189

1600

3000

4000

5000

005°

GS 3.00° TCH 57

1040'

4.6 NM

4.4 NM

3.2 NM

2.5 NM

CATEGORY	A	B	C	D
S-ILS 35L	CAT II RA 106/12	100	DA 188	
S-ILS 35L	CAT III	RVR 06		

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

ORLANDO, FLORIDA

Amdt 8 12OCT17

ORLANDO INTL (MCO)

28°26'N-81°19'W

ILS RWY 35L (CAT II & III)