

| | | | |
|---|------------------------|-----------------------------|---------------------------------------|
| LOC/DME I-CER 111.15 Chan 48 (Y) | APP CRS 005° | Rwy Idg TDZE Apt Elev | 9001 90 96 |
|---|------------------------|-----------------------------|---------------------------------------|

ILS or LOC RWY 35R

ORLANDO INTL (MCO)

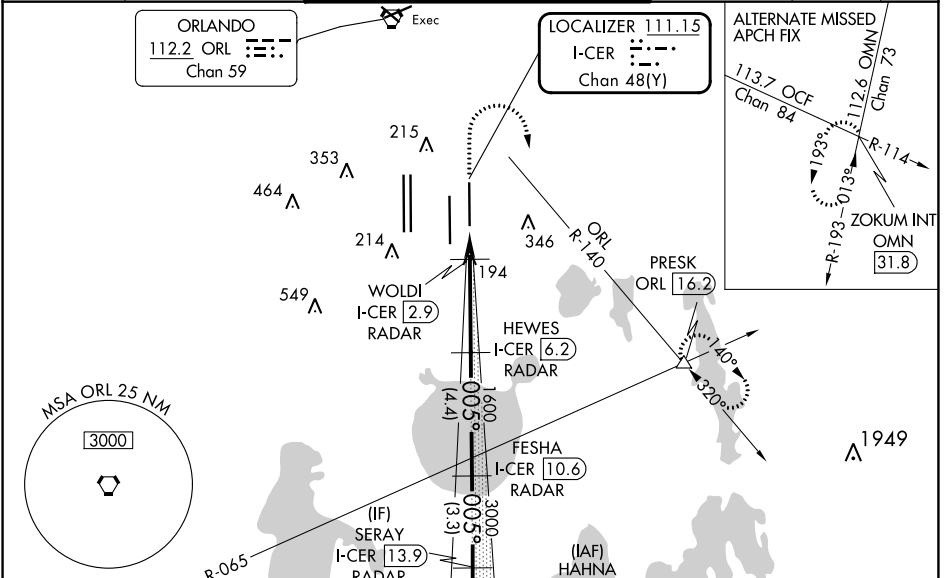
From HAHNA: RNAV 1-DME/DME/IRU or GPS required.
Aircraft not DME/DME/IRU or GPS equipped-RADAR required for procedure entry.
DME or RADAR required for LOC only.

Simultaneous approach authorized. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. For inop ALS, increase S-LOC 35R Cats C/D visibility to RVR 5500. When using alternate missed approach, simultaneous approach NA.

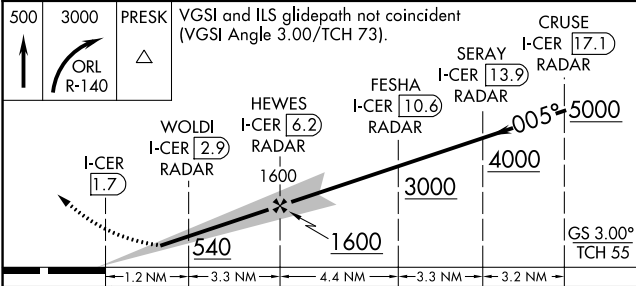
ALSF-2

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.

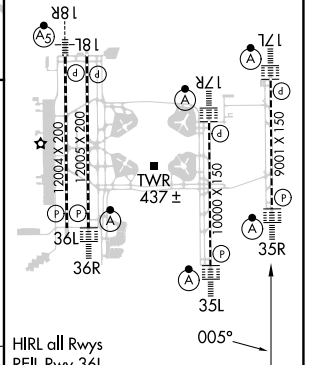
| | | | | | |
|---|---------------------------------------|--|---|--|-------|
| D-ATIS ARR 121.25 DEP 120.525 | ORLANDO APP CON 124.8 307.0 | ORLANDO TOWER 118.45 253.5 (Rwys 17L-35R, 17R-35L) 124.3 253.5 (Rwys 18L-36R, 18R-36L) | GND CON 126.4 (East) 121.8 (West) | CLNC DEL 134.7 341.7 | CPDLC |
|---|---------------------------------------|--|---|--|-------|



| | | | |
|-----|------|-------|---|
| 500 | 3000 | PRESK | VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73). |
|-----|------|-------|---|



| | |
|---------|---------|
| ELEV 96 | TDZE 90 |
|---------|---------|



| | | | | |
|-------------------|--------|-------------|-------------|-------------|
| CATEGORY | A | B | C | D |
| S-ILS 35R | 290/18 | | 200 (200-½) | |
| S-LOC 35R | 460/24 | 370 (400-½) | 460/35 | 370 (400-¾) |
| FAF to MAP 4.6 NM | | | | |
| MIN:SEC | 60 | 90 | 120 | 150 |
| MIN:SEC | 4:36 | 3:04 | 2:18 | 1:50 |

SE-3, 28 NOV 2024 to 26 DEC 2024

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