

LOC/DME I-CER <b>111.15</b> Chan 48 (Y)	APP CRS <b>005°</b>	Rwy Idg TDZE Apt Elev <b>9001</b> <b>90</b> <b>96</b>
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# ILS or LOC RWY 35R

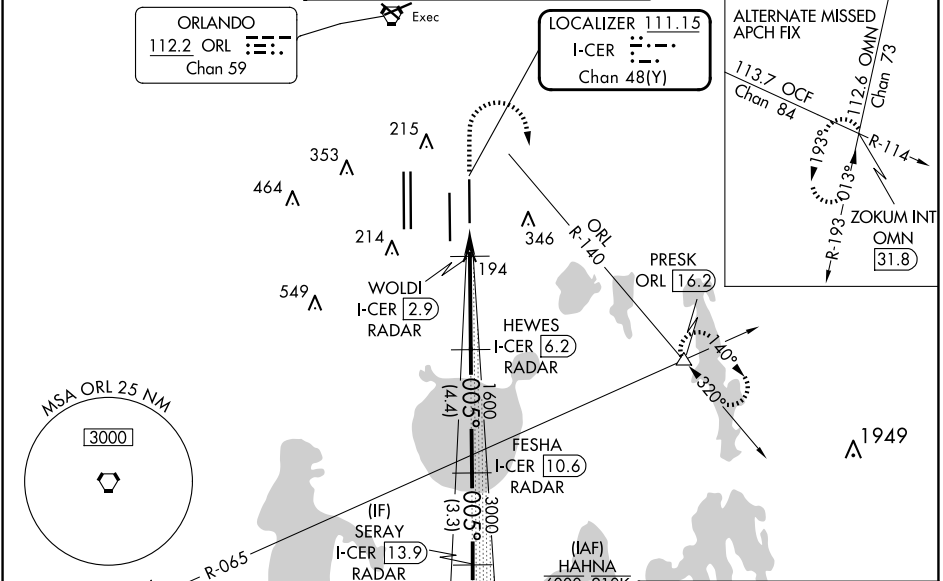
ORLANDO INTL (MCO)

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.

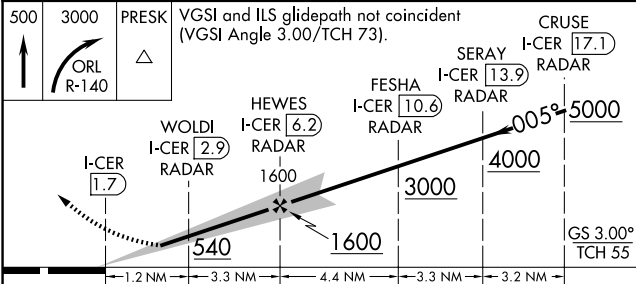
⚠ Simultaneous approach authorized. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. For inop ALS, increase S-LOC 35R Cats C/D visibility to RVR 5500. When using alternate missed approach, simultaneous approach NA.

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.

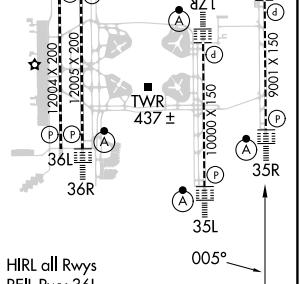
D-ATIS ARR <b>121.25</b> DEP <b>120.525</b>	ORLANDO APP CON <b>124.8 307.0</b>	ORLANDO TOWER <b>118.45 253.5</b> (Rwys 17L-35R, 17R-35L) <b>124.3 253.5</b> (Rwys 18L-36R, 18R-36L)	GND CON <b>126.4</b> (East) <b>121.8</b> (West)	CLNC DEL <b>134.7</b> <b>341.7</b>	CPDLC
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500	3000	PRESK	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).	CRUSE I-CER 17.1 RADAR
↑	↷ ORL R-140	△		SERAY I-CER 13.9 RADAR



ELEV 96	TDZE 90
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CATEGORY	A	B	C	D
S-ILS 35R	290/18 200 (200-½)			
S-LOC 35R	460/24	370 (400-½)	460/35	370 (400-½)
Ⓢ CIRCLING	740-1	644 (700-1)	740-1¾ 644 (700-1¾)	740-2 644 (700-2)
FAF to MAP 4.6 NM				
Knots	60	90	120	150 180
Min:Sec	4:36	3:04	2:18	1:50 1:32

SE-3, 23 JAN 2025 to 20 FEB 2025

SE-3, 23 JAN 2025 to 20 FEB 2025