

LOC/DME I-CER <b>111.15</b> Chan <b>48</b> (Y)	APP CRS <b>005°</b>	Rwy Idg <b>9000</b> TDZE <b>90</b> Apt Elev <b>96</b>
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# ILS or LOC RWY 35R

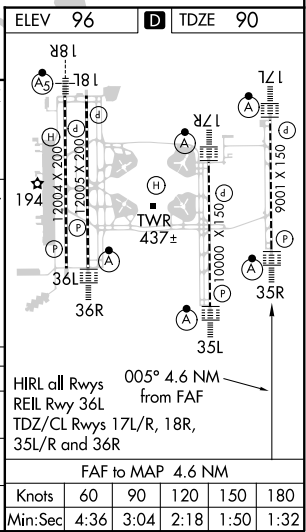
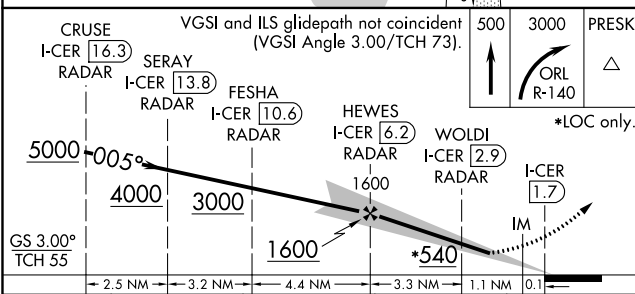
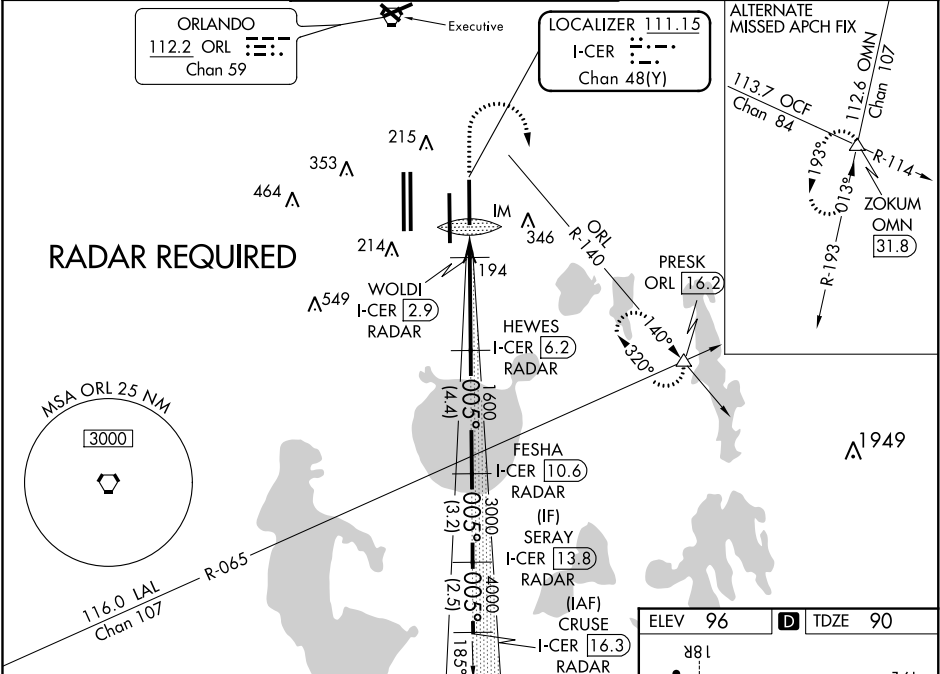
ORLANDO INTL (MCO)

**⚠** DME or RADAR required. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. For inop ALSF-2, increase S-LOC 35R Cats C/D visibility to RVR 5500. Simultaneous approach authorized. When using alternate missed approach, simultaneous approach NA.

**ALSF-2**  
**(A)**

**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 (Rwys 18L-36R, 18R-36L) <b>253.5</b> (Rwys 17L-35R, 17R-35L) <b>253.5</b>	GND CON <b>126.4 275.8</b> (East) <b>121.8 275.8</b> (West)	CLNC DEL <b>134.7</b> <b>341.7</b>	CPDLC
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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 (400-¾)
<b>C</b> CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 10 OCT 2019 to 07 NOV 2019

SE-3, 10 OCT 2019 to 07 NOV 2019