

ILS or LOC RWY 9L
ORLANDO SANFORD INTL (SFB)

VDP NA with Orlando Exec altimeter setting. When local altimeter setting not received, use Orlando Exec altimeter setting: increase DA to 298 feet; increase all MDAs 60 feet and visibility Cats C and D $\frac{1}{4}$ SM. Simultaneous approach authorized with Rwy 9R. Circling to Rwy 27C NA at night.

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 on heading 080° and ORL VORTAC R-033 to SMYRA INT/ORL 33.1 DME and hold.

The diagram shows two intersecting glidepaths. The horizontal axis represents distance from the runway threshold, with segments of 6 NM, 3.1 NM, 0.6 NM, and 1 NM. The vertical axis represents altitude, with values of 2000, 1600, and 500 feet.

- ILS Glidepath:** A solid line starting at 2000 ft at 6 NM and descending to 500 ft at the threshold. It has a slope of 3.00° TCH 55.
- VGSI Glidepath:** A dashed line starting at 2000 ft at 9.7 NM (6 NM + 3.1 NM) and descending to 500 ft at the threshold. It has a slope of 3.00° TCH 71.
- Altitude Markers:** At 1600 ft, the horizontal distance from the threshold is 3.1 NM. At 500 ft, the horizontal distance from the threshold is 0.6 NM.
- Angles:** The angle between the two glidepaths at the 1600 ft level is labeled as 275° (pointing left) and 095° (pointing right).
- Navigation Data:**
 - UGMAH INT I-SND [2.5] RADAR
 - OLNAF INT I-SND [6.5] RADAR
 - CUNPA INT I-SND [3.5]
 - I-SND [2.9]
 - I-SND [1.9]
- Other Information:**
 - *600 when using Orlando Exec altimeter setting.
 - One Minute Holding Pattern
 - SMYRA (Symbol)
 - R-033 (ORL)
 - hdg 080°
 - VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 71).

CATEGORY	A	B	C	D
S-ILS 9L	255-½ 200 (200-½)			
S-LOC 9L	540-½ 485 (500-½)		540-1 485 (500-1)	
CIRCLING	580-1 525 (600-1)		600-1½ 545 (600-1½)	640-2 585 (600-2)
CUNPA FIX MINIMUMS (DUAL VOR RECEIVER OR DME REQUIRED)				
S-LOC 9L	460-½ 405 (500-½)		460-¾ 405 (500-¾)	
CIRCLING	580-1 525 (600-1)		600-1½ 545 (600-1½)	640-2 585 (600-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SE-3, 27 NOV 2025 to 25 DEC 2025

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