# ILS RWY 35R (SA CAT I)

ORLANDO INTL (MCO)

| LOC/DME I-CER | APP CRS | Rwy Ldg | 9000 |
|---|---|---|---|
| 111.15 | 005° | TDZE | 90 |
| Chan 48(Y) | | Apt Elev | 96 |

From HAHNA: RNAV1- DME/DME/IRU or GPS required. Aircraft not DME/DME/IRU or GPS equipped-RADAR required for procedure entry.

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. 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 | ORLANDO APP CON | ORLANDO TOWER | GND CON |
|---|---|---|---|
| 121.25 | 124.8 307.0 | 118.45 253.5 (17L/35R, 17R/35L) | 126.4 (E) |
| | | 124.3 253.5 (18L/36R, 18R/36L) | 121.8 (W) |

ORLANDO 112.2 ORL Chan 59

Orlando Exec

LOCALIZER 111.15 I-CER Chan 48(Y)

ALTERNATE MISSED APCH FIX

113.7 OCF Chan 84

112.6 OMN Chan 73

193° 013° R-114 R-193

ZOKUM INT OMN 31.8

ORL R-140

194

PRESK ORL 16.2

140° 320°

HEWES I-CER 6.2 RADAR

1600 (4.4) 005°

FESHA I-CER 10.6 RADAR

3000 (3.3) 005°

(IF) SERAY I-CER 13.9 RADAR

4000 (3.2) 005°

(IAF) CRUSE I-CER 17.1 RADAR

185°

(IAF) HAHNA 6000 210K

4000 (6.3) 324°

MSA ORL 25 NM 3000

R-065

116.0 LAL Chan 107

ELEV 96 D TDZE 90

18R 18L 17R 17L

12004 X 200 12005 X 200 10000 X 150 9001 X 150

36L 36R 35L 35R

TWR

500 3000 ORL R-140 PRESK

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).

HEWES I-CER 6.2 RADAR

FESHA I-CER 10.6 RADAR

SERAY I-CER 13.9 RADAR

CRUSE I-CER 17.1 RADAR

1600 3000 4000 5000 005°

GS 3.00° TCH 55

1600

1050' 4.6 NM 4.4 NM 3.3 NM 3.2 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35R | RA 157/14 150 DA 240 | | | |

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36R

## SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



SE-3, 16 APR 2026 to 14 MAY 2026
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