

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

ORLANDO INTL (MCO)

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.

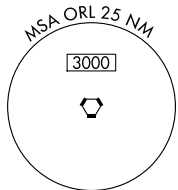
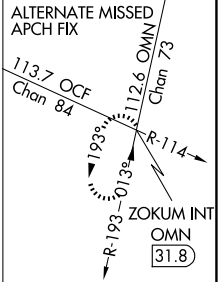


MISSED APPROACH: Climb to 500 then climbing right turn to 3000 on ORL VORTAC R-140 to PRESK INT/ ORL 16.2 DME and hold, continue climb-in-hold to 3000.

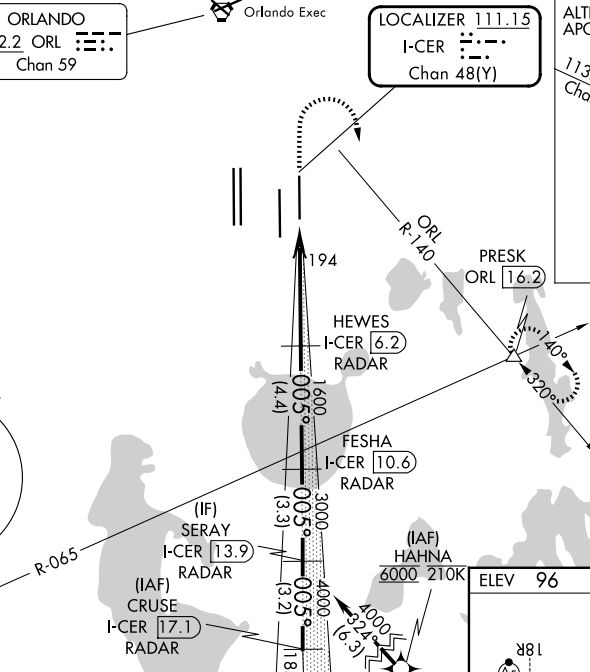
D-ATIS <b>121.25</b>	ORLANDO APP CON <b>124.8 307.0</b>	ORLANDO TOWER <b>118.45 253.5</b> (17L/35R, 17R/35L) <b>124.3 253.5</b> (18L/36R, 18R/36L)	GND CON <b>126.4</b> (E) <b>121.8</b> (W)
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ORLANDO  
**112.2** ORL  
Chan 59

LOCALIZER **111.15**  
I-CER  
Chan 48 (Y)



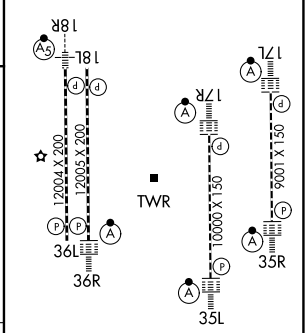
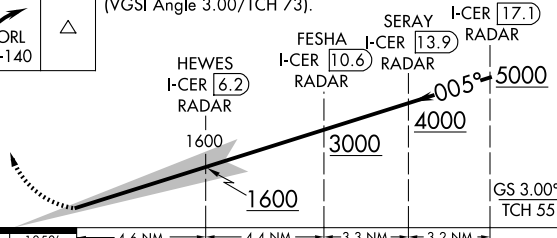
116.0 LAL  
Chan 107



ELEV 96	TDZE 90
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500 3000 PRESK  
↑ ORL R-140  
△

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



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

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

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

SE-3, 14 MAY 2026 to 11 JUN 2026

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