LOC/DME I-CER	APP CRS	Rwy Ldg	9001
111.15	005°	TDZE	90
Chan 48 (Y)		Apt Elev	96

ILS RWY 35R (CAT II & III)

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.

Simultaneous approach authorized. 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) 124.3 253.5 (18L/36R, 18R/36L)	126.4 (E) 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) HAHNA 6000 210K

4000 (6.3) 324°

(IAF) CRUSE I-CER 17.1 RADAR

185°

MSA ORL 25 NM 3000

116.0 LAL Chan 107 R-065

ELEV 96 D TDZE 90

18R 18L 17L 17R 12004 X 200 12005 X 200 10000 X 150 9001 X 150 TWR 36L 36R 35R 35L

HIRL all rwys
REIL Rwy 36L
TDZL/RCLS Rwys 17L/R, 35L/R and 36L/R

500 3000 ORL R-140 PRESK

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

CRUSE I-CER 17.1 RADAR

SERAY I-CER 13.9 RADAR

FESHA I-CER 10.6 RADAR

HEWES I-CER 6.2 RADAR

005° 5000 4000 3000 1600

GS 3.00° TCH 55

1050' 4.6 NM 4.4 NM 3.3 NM 3.2 NM

CATEGORY	A	B	C	D
S-ILS 35R	CAT II RA 101/12 100 DA 190			
S-ILS 35R	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3, 29 OCT 2026 to 26 NOV 2026
SE-3, 29 OCT 2026 to 26 NOV 2026