

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

ORLANDO INTL (MCO)

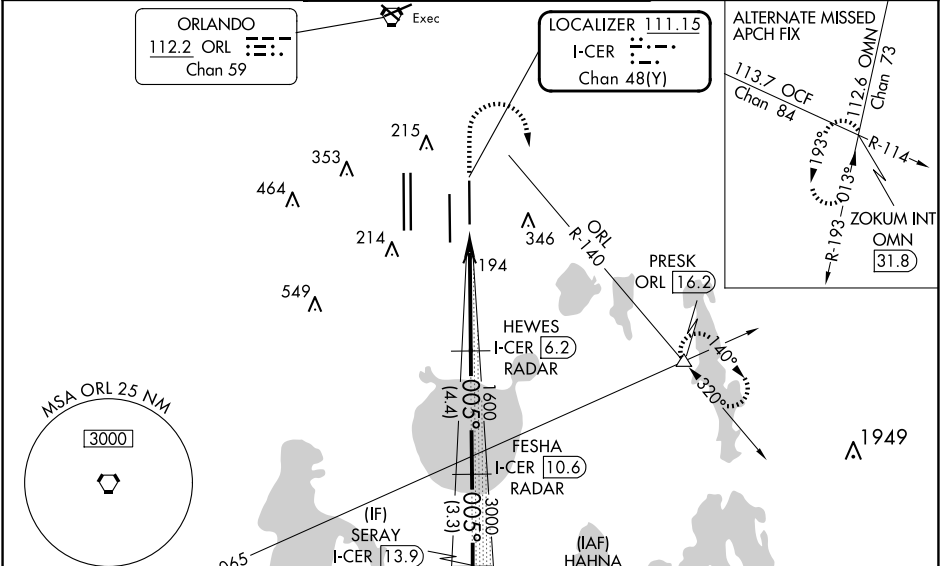
From HAHNA: RNAV1- DME/DME/IRU or GPS required. Aircraft not DME/DME/IRU or GPS equipped-RADAR required for procedure entry.



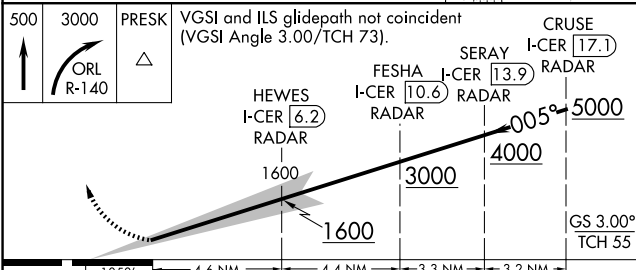
MISSED APPROACH: Climb to 500 then climbing right turn to 3000 on ORL VORTAC R-140 to PRESK INT/ ORL 16.2 DME and hold, continue climb-in-hold to 3000.

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.

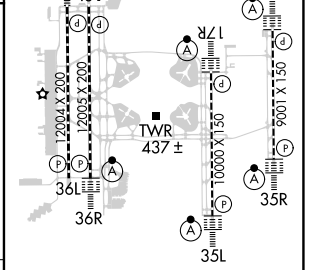
D-ATIS ARR <b>121.25</b> DEF <b>120.525</b>	ORLANDO APP CON <b>124.8 307.0</b>	ORLANDO TOWER <b>118.45 253.5</b> (Rwys 17L-35R, 17R-35L) <b>124.3 253.5</b> (Rwys 18L-36R, 18R-36L)	GND CON <b>126.4</b> (East) <b>121.8</b> (West)	CLNC DEL <b>134.7</b> <b>341.7</b>	CPDLC
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500	3000	PRESK	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).	CRUZE I-CER 17.1 RADAR	ELEV 96	TDZE 90
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CATEGORY	A	B	C	D
S-ILS 35R	RA 157/14 150 DA 240			



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

SE-3, 15 MAY 2025 to 12 JUN 2025

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