

LOC/DME I-DDO
110.5
Chan 42

APP CRS
005°

Rwy Ldg
TDZE **88**
Apt Elev **96**

ILS or LOC RWY 35L

ORLANDO INTL (MCO)

RADAR required for procedure entry. DME or RADAR required.

Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. Simultaneous approach authorized. When using alternate missed approach, simultaneous approach NA.

ALSF-2

MISSED APPROACH: Climb to 3000 on heading 005° and ORL VORTAC R-049 to OVIDO INT/ORL 13 DME and hold.

D-ATIS
ARR **121.25**
DEF **120.525**

ORLANDO APP CON
124.8 307.0

ORLANDO TOWER
118.45 253.5
124.3 253.5
(17L-35R, 17R-35L)
(18L-36R, 18R-36L)

GND CON
126.4 (E)
121.8 (W)

CLNC DEL
134.7
341.7

CPDLC

ELEV 96	D	TDZE 88
HIRL all Rwy REIL Rwy 36L TDZ/CL Rwy 17L/R, 18R, 35L/R and 36R FAF to MAP 4.6 NM Knots 60 90 120 150 180 Min:Sec 4:36 3:04 2:18 1:50 1:32		
3000	hdg 005°	ORL R-049
OVIDO	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).	
NOGCI	FOBUK I-DDO 16.5	RADAR
FITEM	I-DDO 10.8	RADAR
SPURR	I-DDO 6.4	RADAR
AMICI	I-DDO 3.1	RADAR
I-DDO 1.8		
540	1600	3000
1.3 NM	3.3 NM	4.4 NM
3.2 NM	2.5 NM	
CATEGORY	A	B
S-ILS 35L	288/18	200 (200-½)
S-LOC 35L	420/24 332 (400-½)	420/26 332 (400-½)
CIRCLING	740-1 644 (700-1)	740-1¾ 644 (700-1¾)
		740-2 644 (700-2)

ORLANDO, FLORIDA

Amdt 8A 29DEC22

28°26'N-81°19'W

ORLANDO INTL (MCO)

ILS or LOC RWY 35L