ILS or LOC RWY 35R

ORLANDO INTL (MCO)

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

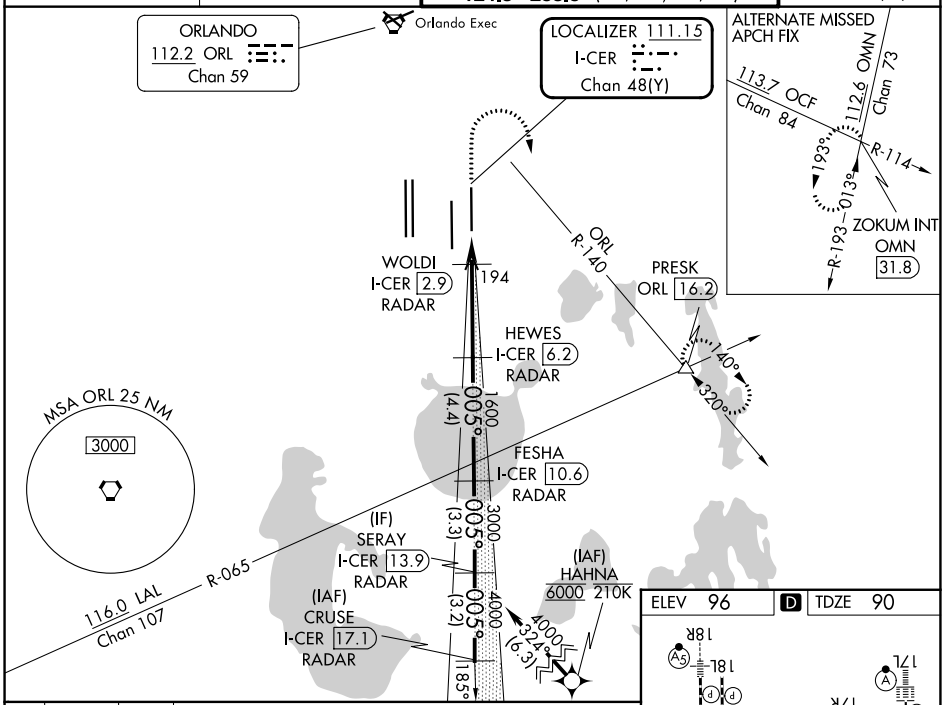
From HAHNA: RNAV 1-DME/DME/IRU or GPS required.
Aircraft not DME/DME/IRU or GPS equipped-RADAR required for procedure entry.
DME or RADAR required for LOC only.

T Simultaneous approach authorized. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. For inop ALS, increase S-LOC 35R Cats C/D visibility to RVR 5500. When using alternate missed approach, simultaneous approach NA.

ALSF-2

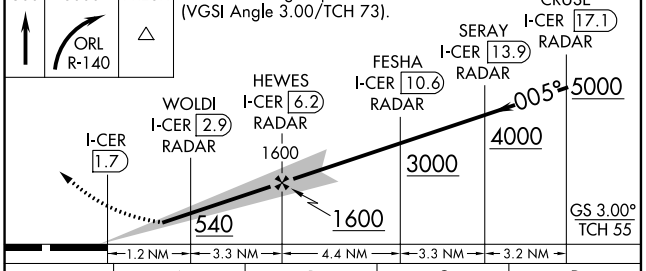
MISSED APPROACH: Climb to 500 then climbing right turn to 3000 on ORL VORTAC R-140 to PRESK INT/ORL 16.2 DME and hold, continue climb-in-hold to 3000.

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)

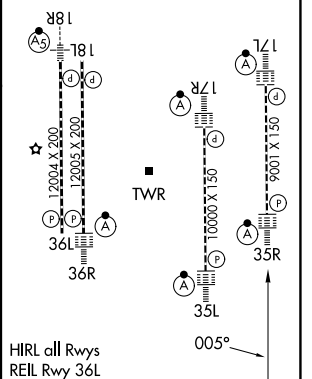


500	3000	PRESK
↑	ORL R-140	△

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



ELEV 96 D TDZE 90



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

CATEGORY	A	B	C	D
S-ILS 35R	290/18	200 (200-½)		
S-LOC 35R	460/24	370 (400-½)	460/35	370 (400-⅝)
CIRCLING	740-1	644 (700-1)	740-1¾ 644 (700-1¾)	740-2 644 (700-2)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-3, 03 SEP 2026 to 01 OCT 2026
SE-3, 03 SEP 2026 to 01 OCT 2026