

LOC/DME I-CER <b>111.15</b> Chan 48 (Y)	APP CRS <b>005°</b>	Rwy Idg <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)

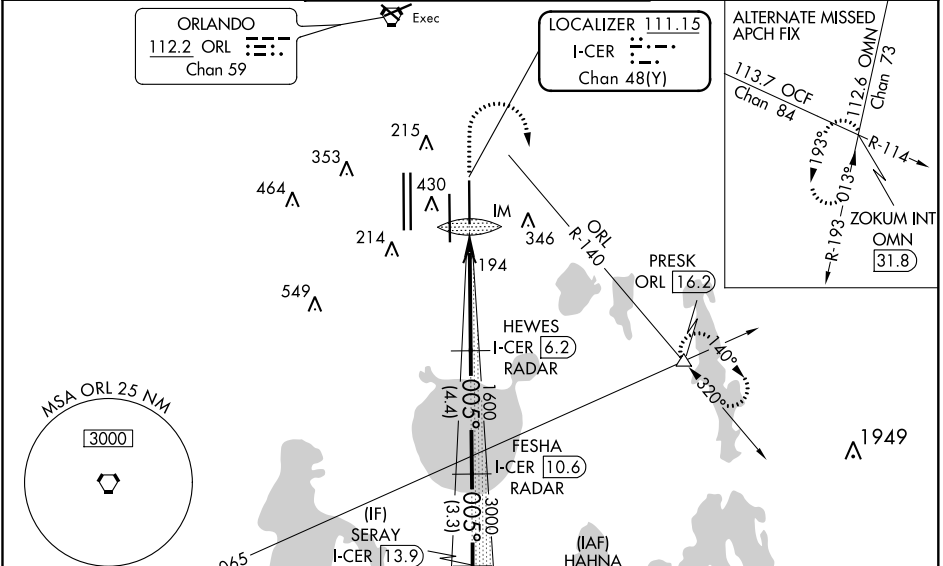
From HAHNA: RNAV-DME/DME/IRU or GPS required. Aircraft not DME/DME/IRU or GPS equipped-RADAR required for procedure entry.



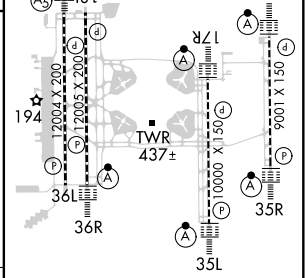
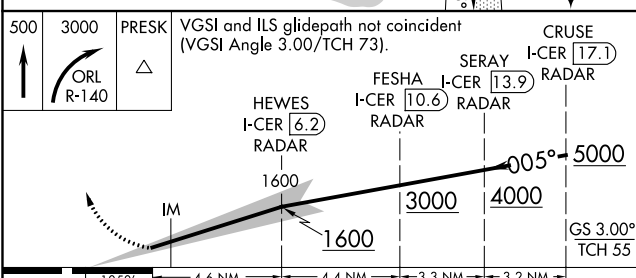
MISSED APPROACH: Climb to 500 then climbing right turn to 3000 on ORL VORTAC R-140 to PRESK INT/ ORL 16.2 DME and hold, continue climb-in-hold to 3000.

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> DEP <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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MSA ORL 25 NM 3000	ORL 112.2 Chan 59	LOCALIZER 111.15 I-CER Chan 48(Y)	ALTERNATE MISSED APCH FIX 113.7 OCF Chan 84 112.6 OMN Chan 73 R-114 R-193 R-013 ZOKUM INT OMN 31.8	ELEV 96	TDZE 90
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500	3000	PRESK	VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 73).	
↑	ORL R-140	△	HEWES I-CER [6.2] RADAR	CRUSE I-CER [17.1] RADAR
			FESHA I-CER [10.6] RADAR	SERAY I-CER [13.9] RADAR
			IM	GS 3.00° TCH 55
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, 09 SEP 2021 to 07 OCT 2021

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