

ILS RWY 35R (CAT II & III)
ORLANDO INTL (MCO)

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.

T 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.

ORLANDO
112.2 ORL
Chan 59

LOCALIZER 111.15
I-CER
Chan 48(Y)

ALTERNATE MISSED
APCH FIX

MSA ORL 25 NM
3000

116.0 LAL
Chan 107

R-065

HEWES
I-CER [6.2]
RADAR

FESHA
I-CER [10.6]
RADAR

HAHNA
6000 210K

CRUSE
I-CER [17.1]
RADAR
5000

EXEC

112.6 OMN
Chan 73

113.7 OCF
Chan 84

R-193

R-194

R-195

R-196

R-197

R-198

R-199

R-200

R-201

R-202

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R-450

Figure 1-10 illustrates a non-coincident VGS and ILS glidepath. The diagram shows a horizontal ground line with a dashed curved line representing the VGS glidepath and a solid straight line representing the ILS glidepath. The ILS glidepath is 0.05° above the horizontal. Key points and distances are marked: IM (Instrument Meteorological Conditions) at 1.05 NM, HEWES (Hewes) at 4.6 NM, FESHA (Fesha) at 4.4 NM, SERAY (Seray) at 3.3 NM, and CRUSE (Cruse) at 3.2 NM. Altitudes are shown in feet: 500, 3000, 1600, 4000, and 5000. A table at the top left shows symbols for 500, 3000, and PRESK. A table at the top right shows symbols for CRUSE, SERAY, FESHA, HEWES, and IM. A table at the bottom right shows symbols for GS 3.00° and TCH 55.

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

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