

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.

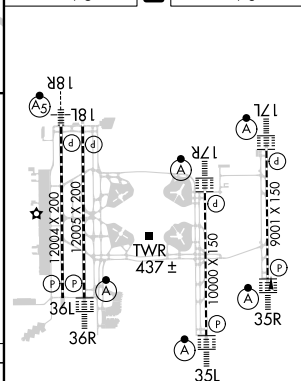
T Simultaneous approach authorized. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. When using alternate missed approach, simultaneous approach NA.

Figure 1 illustrates a scenario where the VGSi and ILS glidepaths are not coincident. The diagram shows a flight path starting at 500 feet, climbing to 3000 feet, and then descending to 1600 feet. The VGSi angle is 3.00 degrees, and the TCH is 55 feet. The ILS glidepath is shown as a dashed line, and the VGSi glidepath is shown as a solid line. The difference between the two is 17.1 feet at the 5000-foot altitude.

	1 050	4.6 NM	4.4 NM	3.3 NM	3.2 NM	
CATEGORY	A	B	C	D		
S-ILS 35R	CAT II RA 101/12 100 DA 190					
S-ILS 35R	CAT III RVR 06					

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

ELEV 96	D	TDZE 90
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HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R,
35L/R and 36R