

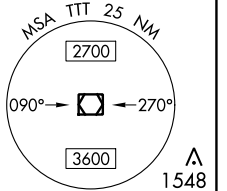
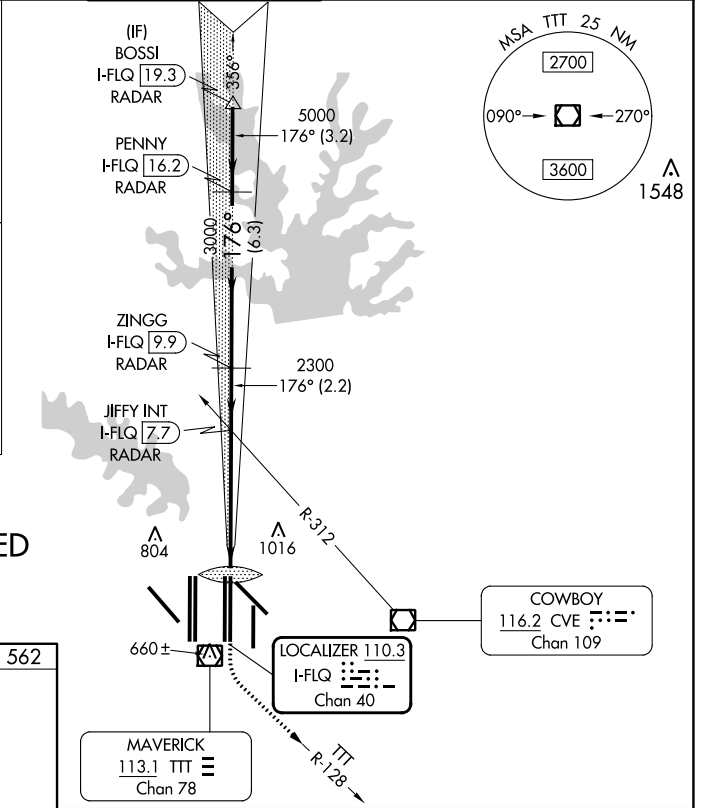
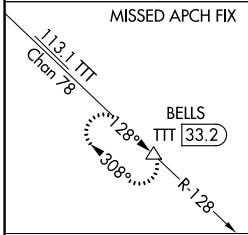
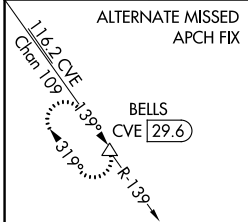
LOC/DME I-FLQ <b>110.3</b> Chan <b>40</b>	APP CRS <b>176°</b>	Rwy ldg <b>13400</b> TDZE <b>562</b> Apt Elev <b>607</b>
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# CONVERGING ILS RWY 17C

DALLAS-FORT WORTH INTL (DFW)

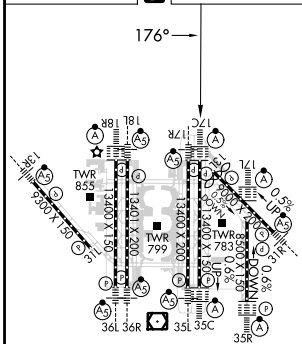
<p>▼ DME or RADAR required. Simultaneous approach authorized with Converging ILS Rwy 13R.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 3000 then climbing left turn to 3000 on TTT VOR/DME R-128 to BELLS/TTT 33.2 DME and hold.</p>
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D-ATIS ARR <b>123.775</b> DEP <b>135.925</b>	LONE STAR APP CON <b>127.075</b>	DFW TOWER <b>126.55 127.5</b> EAST <b>124.15 134.9</b> WEST	GND CON <b>121.65 121.8</b> EAST <b>121.85</b> WEST	CLNC DEL <b>128.25</b>	CPDLC
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RADAR REQUIRED

ELEV <b>607</b>	<b>D</b>	TDZE <b>562</b>
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HIRL all Rwys  
REIL Rws 13L and 31L  
TDZ/CL all Rws except 13L and 31L

1300	3000	BELLS	VGSJ and ILS glidepath not coincident (VGSJ Angle 3.00/TCH 74).	BOSSI I-FLQ <b>19.3</b>	
↑	TTT R-128	△			
				JIFFY INT I-FLQ <b>7.7</b> RADAR	
				ZINGG I-FLQ <b>9.9</b> RADAR	
				PENNY I-FLQ <b>16.2</b> RADAR	
				IM 654	
				2300	
				3000	
				5000	
				6000	
				GS 3.00° TCH 58	
				0.1 5.2 NM 2.2 NM 6.3 NM 3.2 NM	
CATEGORY	A		B	C	D
S-ILS 17C	762/18		200 (200-1/2)		

SC-2, 28 NOV 2024 to 26 DEC 2024

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