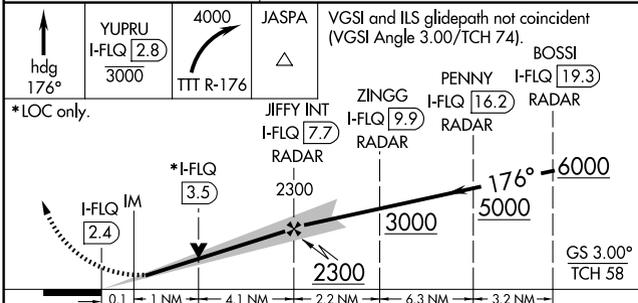
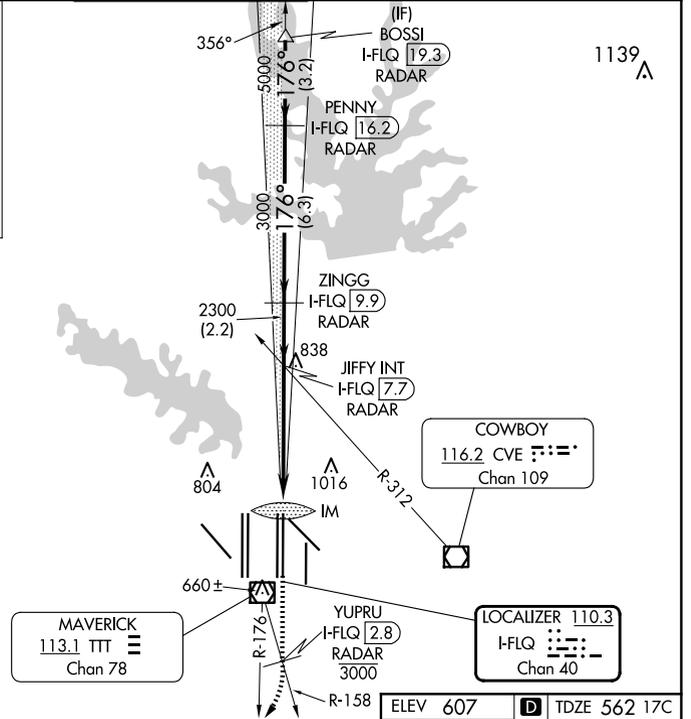
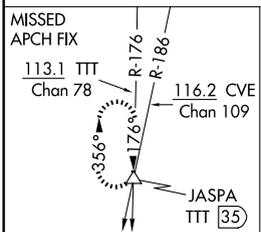
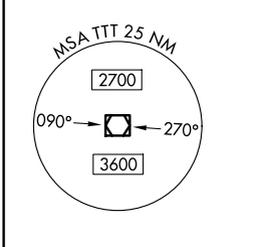
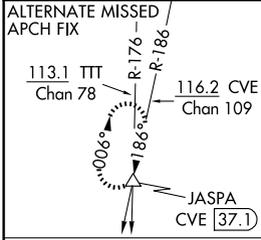


LOC/DME I-FLQ <b>110.3</b> Chan <b>40</b>	APP CRS <b>176°</b>	Rwy Ldg 17C 17R	17C 17R
		TDZE <b>562</b>	<b>567</b>
		Apt Elev <b>607</b>	<b>607</b>

# ILS or LOC RWY 17C

## DALLAS-FORT WORTH INTL (DFW)

DME and RADAR required.		Rwy 17C ALSF-2	Rwy 17R MALSR	MISSED APPROACH: Climb on heading 176° to cross YUPRU/2.8 DME/RADAR at or below 3000, then climbing right turn to 4000 on TTT VOR/DME R-176 to JASPA/TTT 35 DME and hold.		
Simultaneous approach authorized with Rwy 17L, 18L/R. Inop table does not apply to sidestep 17R Cats A and B.		(A)	(A)			
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



↑ hdg 176°	YUPRU I-FLQ [2.8] 3000	4000 TTT R-176	JASPA △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).	
*LOC only.	JIFFY INT I-FLQ [7.7] RADAR	ZINGG I-FLQ [9.9] RADAR	PENNY I-FLQ [16.2] RADAR	BOSSI I-FLQ [19.3] RADAR	
	I-FLQ IM [2.4]	2300	3000	5000	6000
	0.1	1 NM	4.1 NM	2.2 NM	6.3 NM
CATEGORY	A	B	C	D	
S-ILS 17C		762/18	200 (200-1/2)		
S-LOC 17C	1000/24	438 (400-1/2)	1000/40	438 (400-3/4)	
SIDESTEP 17R		1140/55	573 (600-1)	1140-1 1/2	573 (600-1 1/2)

