

LOC/DME I-VYN 111.9 Chan 56	APP CRS 176°	Rwy Ldg 13400 TDZE 607 Apt Elev 607
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ILS RWY 18R (CONVERGING)
DALLAS-FORT WORTH INTL (DFW)

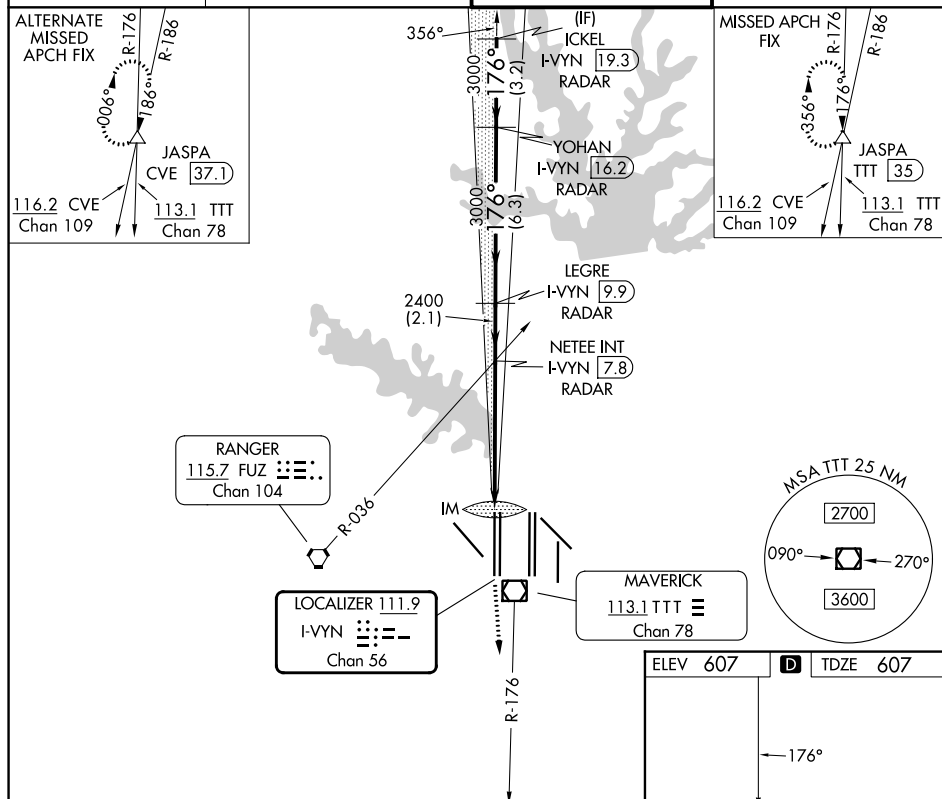
DME and RADAR required.

T Simultaneous approach authorized with CONVERGING ILS RWY 13R, CONVERGING ILS RWY 17C, and CONVERGING ILS 17R.

ALSF-2

MISSED APPROACH: Climb to 3000 then climb to 4000 on heading 170° and TTT VOR/DME R-176 to JASPA/TTT 35 DME and hold.

D-ATIS 123.775	LONE STAR APP CON 118.425	DFW TOWER 126.55 127.5 (E) 124.15 134.9 (W)	GND CON 121.65 121.8 (E) 121.85 (W)
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3000 ↑

4000 ↑
hdg 170°

TTT R-176

JASPA △

NETEE INT
I-VYN [7.8]
RADAR

2400

LEGRE
I-VYN [9.9]
RADAR

3000

YOHAN
I-VYN [16.2]
RADAR

3000

ICKEL
I-VYN [19.3]
RADAR

4000

176°

GS 3.00°
TCH 59

VGSI and ILS glidepath not
coincident
(VGSI Angle 3.00/TCH 74)

0.1 5.3 NM 2.1 NM 6.3 NM 3.2 NM

CATEGORY	A	B	C	D
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S-ILS 18R

807/18 200 (200-1/2)

Diagram illustrating the HIRL (High Intensity Runway Lights) and TDZL/RCLS (Touchdown Zone Lights/Runway Center Line Lights) approach paths for Runway 31L. The diagram shows various altitude restrictions (e.g., 1800, 1700, 1600, 1500, 1400, 1300, 1200, 1100, 1000, 900, 800, 700, 600, 500, 400, 300, 200, 100, 50) and turn angles (e.g., 180°, 90°, 45°, 30°, 15°, 0°) along the approach path. The diagram also indicates the presence of a TWR (Tower) and a 35L runway.