

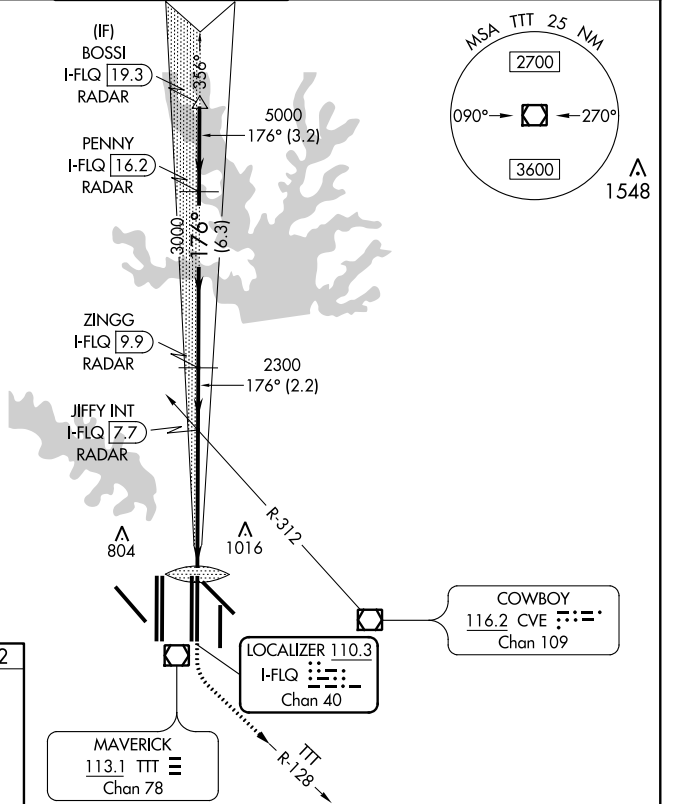
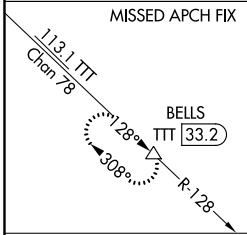
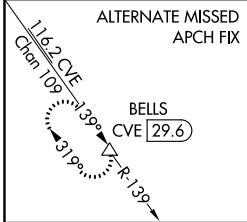
LOC/DME I-FLQ <b>110.3</b>	APP CRS <b>176°</b>	Rwy ldg <b>13400</b>
Chan <b>40</b>		TDZE <b>562</b>
		Apt Elev <b>607</b>

# CONVERGING ILS RWY 17C

DALLAS-FORT WORTH INTL (DFW)

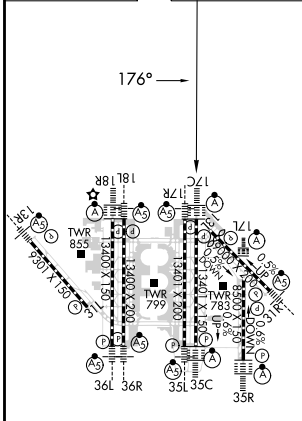
<p>▼ DME or RADAR required. Simultaneous approach authorized with Converging ILS Rwy 13R.</p>		<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 3000 then climbing left turn to 3000 on TTT VOR/DME R-128 to BELLS/TTT 33.2 DME and hold.</p>		
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D-ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>118.425</b>	DFW TOWER <b>126.55 127.5 EAST</b> <b>124.15 134.9 WEST</b>	GND CON <b>121.65 121.8 EAST</b> <b>121.85 WEST</b>	CLNC DEL <b>128.25</b>	CPDLC
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**RADAR REQUIRED**

ELEV 607	D	TDZE 562
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1300	3000	BELLS	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).		BOSSI I-FLQ 119.3 RADAR
↑	TTT R-128	△	JIFFY INT I-FLQ 117.7 RADAR	ZINGG I-FLQ 119.9 RADAR	PENNY I-FLQ 116.2 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)