

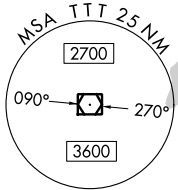
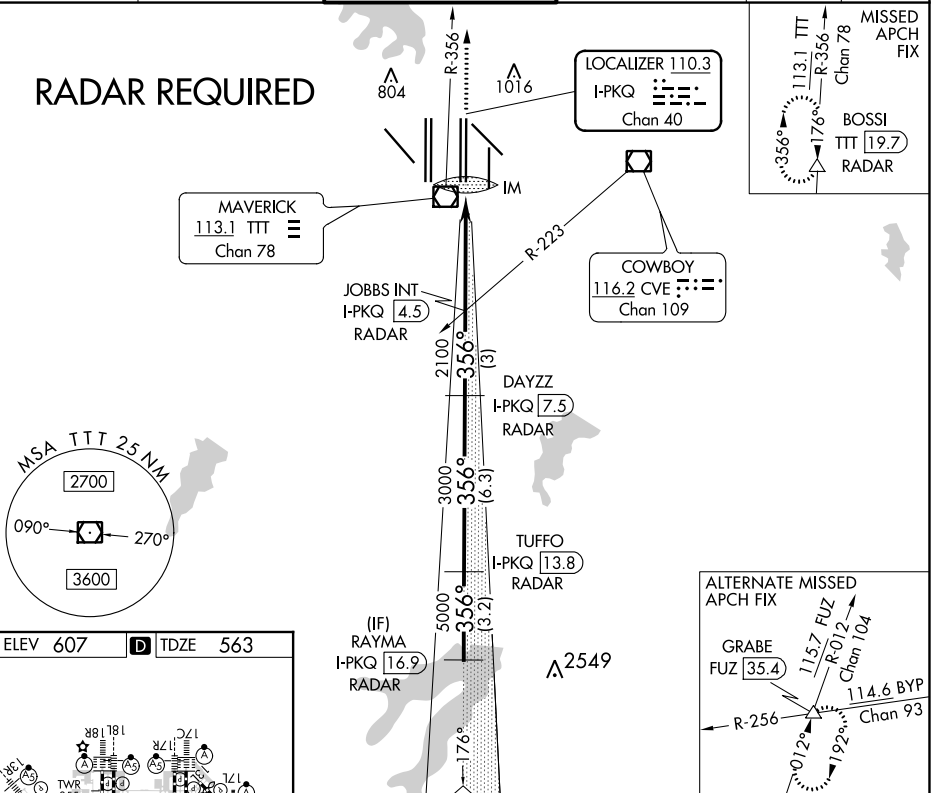
LOC/DME I-PKQ <b>110.3</b> Chan 40	APP CRS <b>356°</b>	Rwy Idg TDZE Apt Elev	<b>13401</b> <b>563</b> <b>607</b>
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# CONVERGING ILS RWY 35C

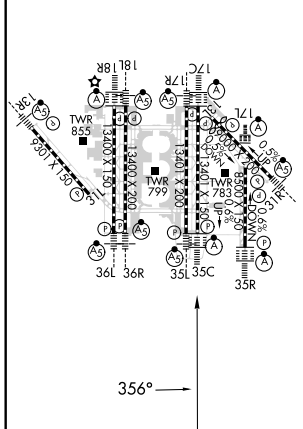
DALLAS-FORT WORTH INTL (DFW)

<b>▽</b> DME or RADAR required. Simultaneous approach authorized with Converging ILS Rwy 31R.		ALSF-2 	MISSED APPROACH: Climb to 3000 on TTT VOR/DME R-356 to BOSSI/TTT 19.7 DME/RADAR and hold.		
D-ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL 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

## RADAR REQUIRED



ELEV 607	<b>D</b>	TDZE 563
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HIRL all Rws  
REIL Rws 13L and 31L  
TDZ/CL all Rws except 13L and 31L

3000	BOSSI	VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 76).			
TTT R-356		JOBBS I-PKQ 4.5	DAYZZ I-PKQ 7.5	TUFFO I-PKQ 13.8	RAYMA I-PKQ 16.9
		IM 663	2100	3000	5000
		0.1	4.5 NM	3 NM	6.3 NM
					3.2 NM
					GS 3.00° TCH 59
CATEGORY	A	B	C	D	
S-ILS 35C	763/18 200 (200-1/2)				

SC-2, 31 JAN 2019 to 28 FEB 2019

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