

LOC/DME I-VYIN <b>111.9</b> Chan <b>56</b>	APP CRS <b>176°</b>	Rwy Idg TDZE Apt Elev	18R <b>13400</b> <b>607</b> <b>607</b>	18L <b>13400</b> <b>602</b> <b>607</b>
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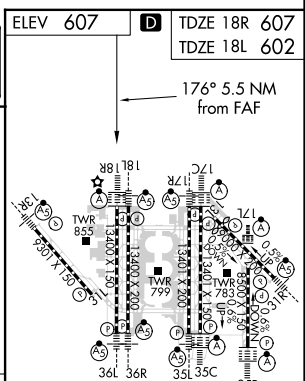
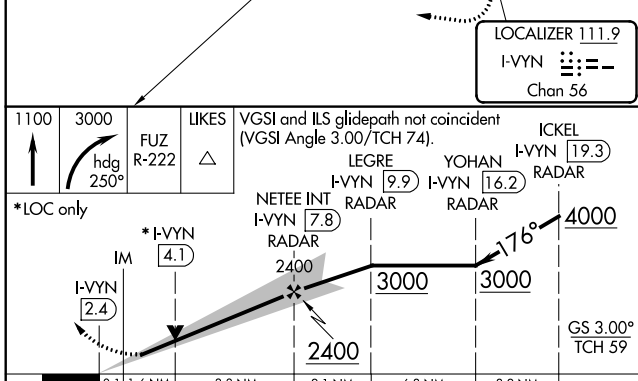
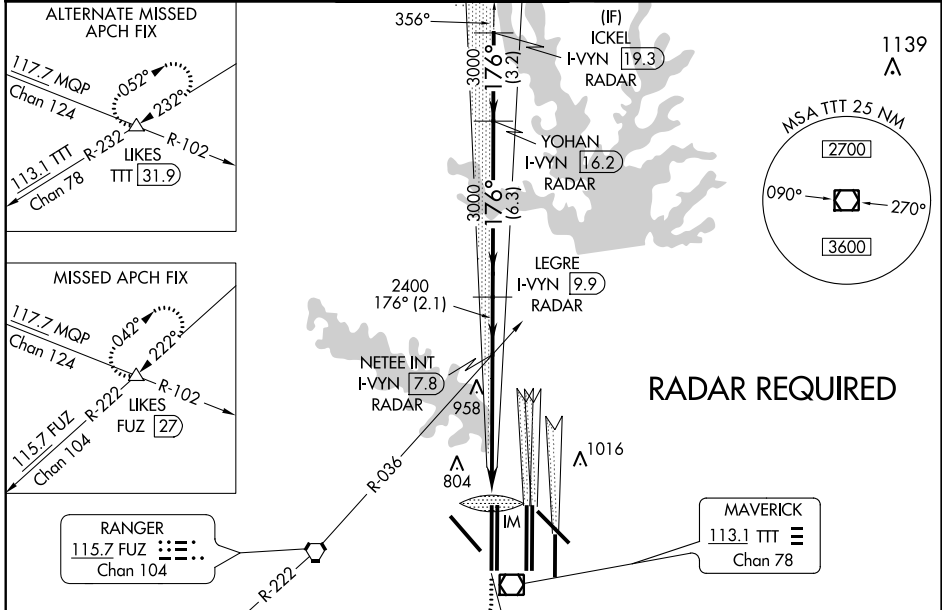
# ILS or LOC RWY 18R

DALLAS-FORT WORTH INTL (DFW)

**▼** Inop table does not apply to Sidestep 18L Cats A and B. DME or RADAR required. Simultaneous approach authorized with Rwy 17 L/C/R. For inop ALSF/MALSR, increase S-LOC 18R Cat C/D and Sidestep 18L Cat C visibility to 1/4 mile.

Rwy 18R ALSF-2 <b>(A)</b>	Rwy 18L MALSR <b>(AS)</b>	MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 on heading 250° and FUZ VORTAC R-222 to LIKES INT/FUZ VORTAC 27 DME and hold.
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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</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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1100	3000	FUZ R-222	LIKES	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).		ICKEL I-VYIN <b>[19.3]</b> RADAR
*LOC only		I-VYIN <b>[2.4]</b>	*I-VYIN <b>[4.1]</b>	NETEE INT I-VYIN <b>[7.8]</b> RADAR	LEGRE I-VYIN <b>[9.9]</b> RADAR	YOHAN I-VYIN <b>[16.2]</b> RADAR
CATEGORY	A	B	C	D		
S-ILS 18R	807/18		200 (200-1/2)			
S-LOC 18R	1220/24	613 (700-1/2)	1220-1 3/8	613 (700-1 3/8)		
SIDESTEP 18L	1220/50	618 (700-1)	1220-1 3/8	1220-1 1/2	618 (700-1 1/2)	
HIRL all Rwys						
REIL Rwys 13L and 31L						
TDZ/CL all Rwys except 13L and 31L						
FAF to MAP 5.5 NM						
Knots	60	90	120	150	180	
Min:Sec	5:30	3:40	2:45	2:12	1:50	

SC-2, 31 JAN 2019 to 28 FEB 2019

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