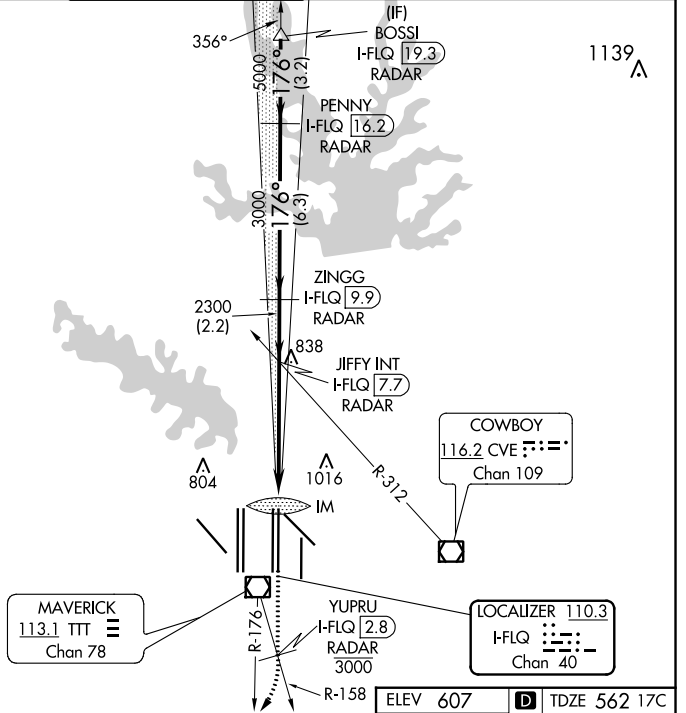
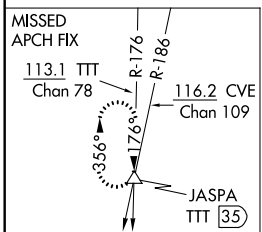
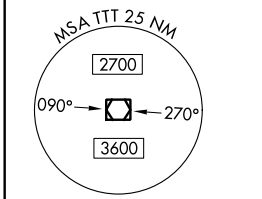
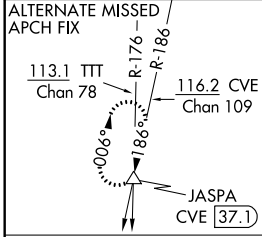


LOC/DME I-FLQ <b>110.3</b> Chan <b>40</b>	APP CRS <b>176°</b>	Rwy 17C Idg <b>13401</b> TDZE <b>562</b> Apt Elev <b>607</b>	Rwy 17R Idg <b>13401</b> TDZE <b>567</b> Apt Elev <b>607</b>
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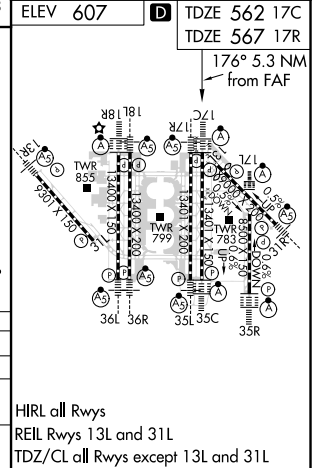
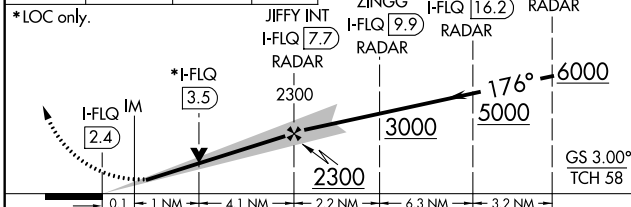
# ILS or LOC RWY 17C

DALLAS-FORT WORTH INTL (DFW)

DME and RADAR required. Simultaneous approach authorized with Rwy 17L, 18L/R. Inop table does not apply to sidestep 17R Cats A and B.		Rwy 17C ALSF-2 	Rwy 17R MALS R 	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.		
D-ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>119.4</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).	BOSSI I-FLQ [19.3] RADAR
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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)	

HIRL all Rwys  
REIL Rwy 13L and 31L  
TDZ/CL all Rwy except 13L and 31L

SC-2, 16 JUL 2020 to 13 AUG 2020

SC-2, 16 JUL 2020 to 13 AUG 2020