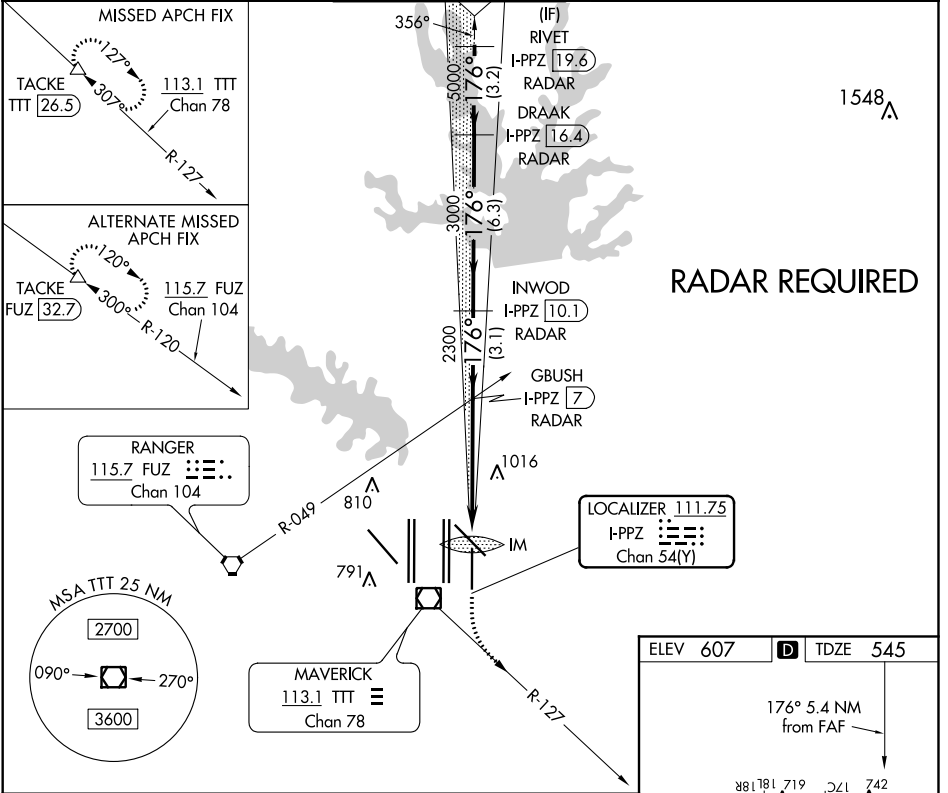


LOC/DME I-PPZ <b>111.75</b> Chan <b>54</b> (Y)	APP CRS <b>176°</b>	Rwy Idg TDZE Apt Elev	<b>8500</b> <b>545</b> <b>607</b>
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# ILS or LOC RWY 17L

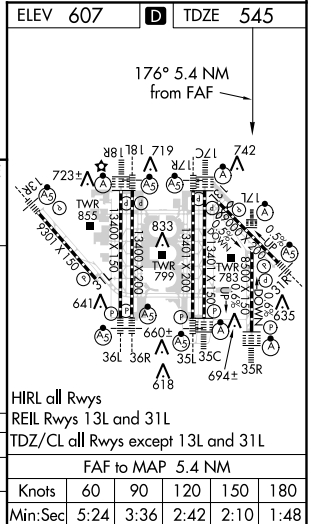
DALLAS-FORT WORTH INTL (DFW)

<p>Simultaneous approach authorized with Rwy 17C/R and Rwy 18L/R. DME required.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 1020 then climbing left turn to 3000 on heading 151° and TTT VOR/DME R-127 to TACKE/TTT 26.5 DME and hold.</p>			
<p>D-ATIS ARR <b>123.775</b> DEP <b>135.925</b></p>	<p>REGIONAL APP CON <b>119.4</b></p>	<p>DFW TOWER <b>126.55 127.5</b> EAST <b>124.15 134.9</b> WEST</p>	<p>GND CON <b>121.65 121.8</b> EAST <b>121.85</b> WEST</p>	<p>CLNC DEL <b>128.25</b></p>	<p>CPDLC</p>



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 77).

RIVET I-PPZ [19.6] RADAR	DRAAK I-PPZ [16.4] RADAR	INWOD I-PPZ [10.1] RADAR	GBUSH I-PPZ [7] RADAR	IM	TACKE TTT R-127			
5000				2300	1016			
GS 3.00° TCH 56								
3.2 NM				6.3 NM	3.1 NM	4 NM	1.2 NM	0.2 NM
CATEGORY	A	B	C	D				
S-ILS 17L	745/18 200 (200-½)							
S-LOC 17L	1040/24	495 (500-½)	1040/50	495 (500-1)				



SC-2. 07 DEC 2017 to 04 JAN 2018

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