

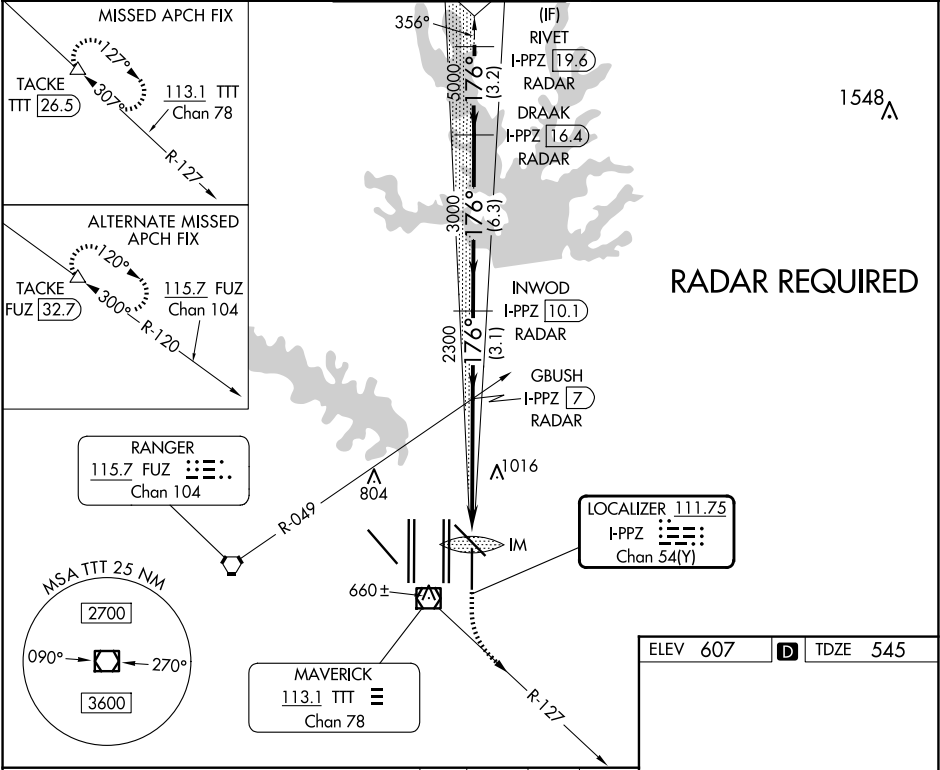
LOC/DME I-PPZ <b>111.75</b> Chan <b>54</b> (Y)	APP CRS <b>176°</b>	Rwy Ldg TDZE <b>545</b> Apt Elev <b>607</b>	ILS RWY 17L (SA CAT I) DALLAS-FORT WORTH INTL (DFW)	
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Simultaneous approach authorized with Rwy 17C/R and Rwy 18L/R. DME required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DA.

ALSF-2

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.

D-ATIS ARR <b>123.775</b> DEP <b>135.925</b>	LONE STAR 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
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 77').

1020

3000

TACKE

hdg 151°

R-127

RIVET I-PPZ 19.6 RADAR

DRAAK I-PPZ 16.4 RADAR

INWOD I-PPZ 10.1 RADAR

GBUSH I-PPZ 7 RADAR

5000

176°

5000

3000

2300

IM

GS 3.00° TCH 56

3.2 NM

6.3 NM

3.1 NM

5.4 NM

880'

CATEGORY	A	B	C	D
S-ILS 17L	RA 165/14 150 DA 695			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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