

LOC/DME I-LWN <b>109.5</b> Chan <b>32</b>	APP CRS <b>135°</b>	Rwy Idg TDZE Apt Elev <b>9300</b> <b>591</b> <b>607</b>
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# CONVERGING ILS RWY 13R

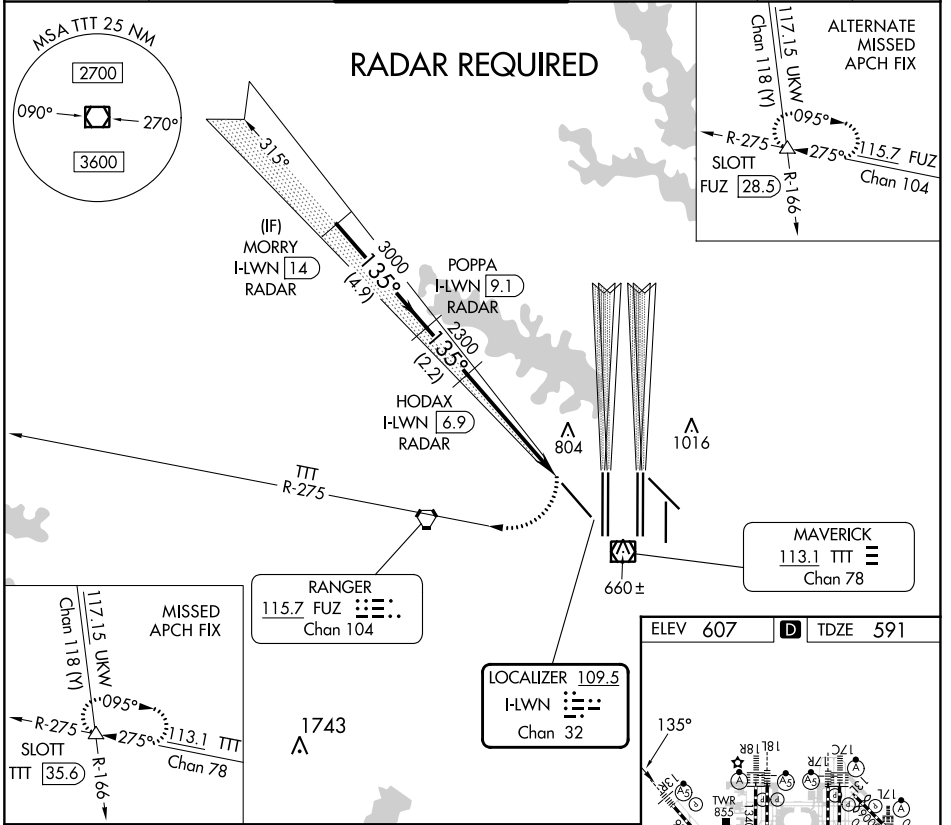
DALLAS-FORT WORTH INTL (DFW)

**⚠** Simultaneous converging approach authorized with Converging ILS Rwy 18L/R and Converging ILS Rwy 17C/R. For inop MALSR, increase ILS 13R all Cats visibility to 2 $\frac{3}{4}$ .



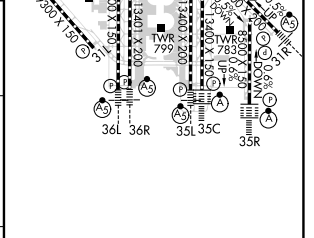
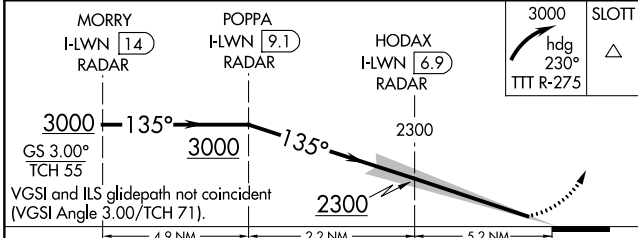
**MISSED APPROACH:** Climbing right turn to 3000 on heading 230° and TTT VOR/DME R-275 to SLOTT/TTT 35.6 DME and hold.

D-ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>133.15 118.1</b>	DFW TOWER <b>126.55 127.5 EAST</b> <b>124.15 134.9 WEST</b>	GND CON <b>121.65 121.8 EAST</b> <b>121.85 WEST</b>	CLNC DEL <b>128.25</b>	CPDLC
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SC-2, 22 FEB 2024 to 21 MAR 2024

SC-2, 22 FEB 2024 to 21 MAR 2024



CATEGORY	A	B	C	D
S-ILS 13R	1401-2 $\frac{1}{2}$	810 (800-2 $\frac{1}{2}$ )	1441-2 $\frac{1}{2}$ 850 (900-2 $\frac{1}{2}$ )	NA

HIRL all Rws  
REIL Rws 13L and 31L  
TDZ/CL all Rws except 13L, and 31L

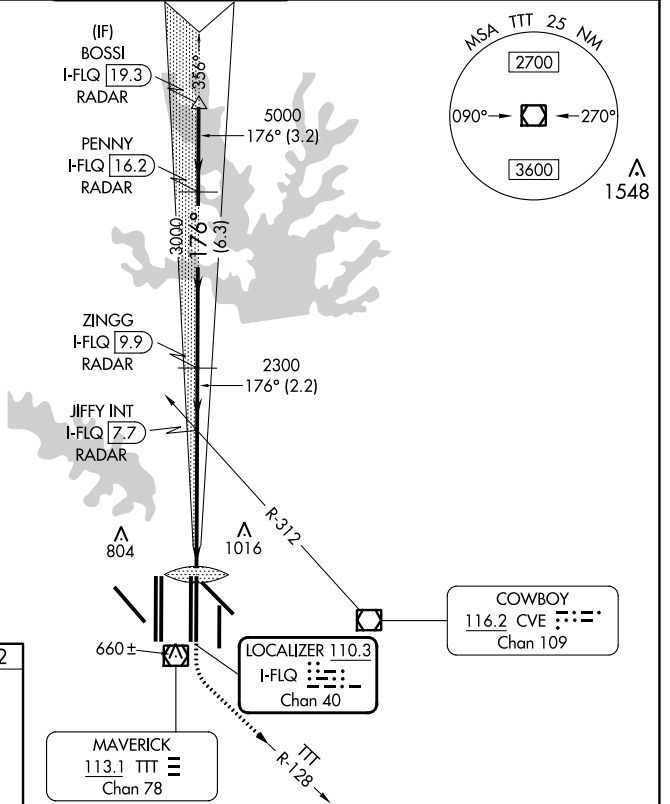
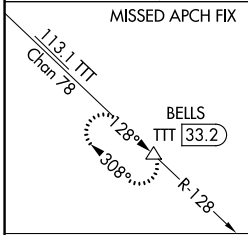
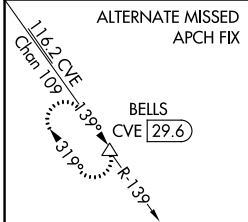
LOC/DME I-FLQ <b>110.3</b> Chan <b>40</b>	APP CRS <b>176°</b>	Rwy ldg <b>13400</b> TDZE <b>562</b> Apt Elev <b>607</b>
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# CONVERGING ILS RWY 17C

DALLAS-FORT WORTH INTL (DFW)

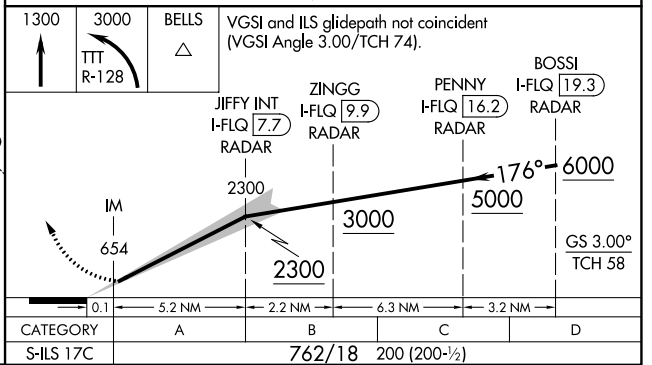
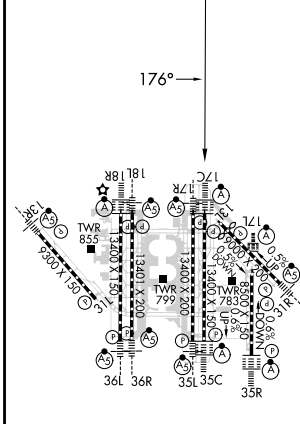
<p><b>▼</b> DME or RADAR required. Simultaneous approach authorized with Converging ILS Rwy 13R.</p>	<p>ALSF-2 </p>	<p>MISSED APPROACH: Climb to 3000 then climbing left turn to 3000 on TTT VOR/DME R-128 to BELLS/TTT 33.2 DME and hold.</p>
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D-ATIS ARR <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
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**RADAR REQUIRED**

ELEV <b>607</b>	<b>D</b>	TDZE <b>562</b>
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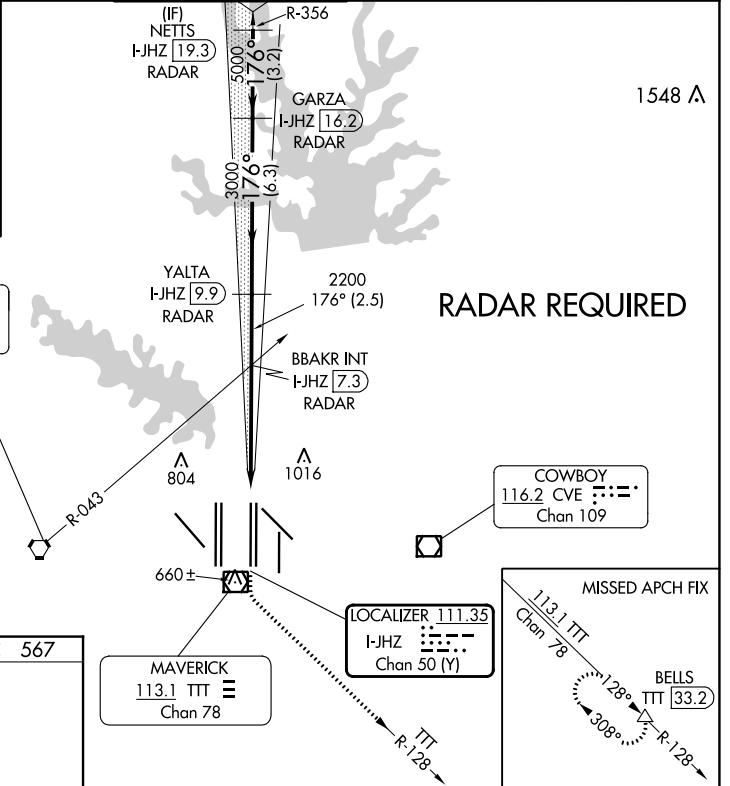
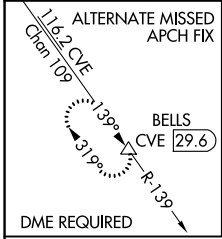


LOC/DME I-JHZ <b>111.35</b> Chan 50 (Y)	APP CRS <b>176°</b>	Rwy ldg <b>13400</b> TDZE <b>567</b> Apt Elev <b>607</b>
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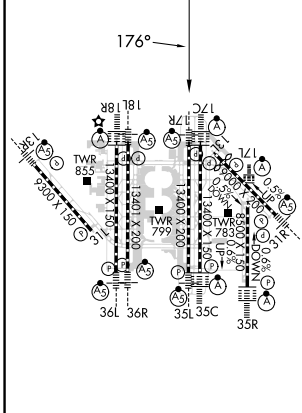
# CONVERGING ILS RWY 17R

DALLAS-FORT WORTH INTL (DFW)

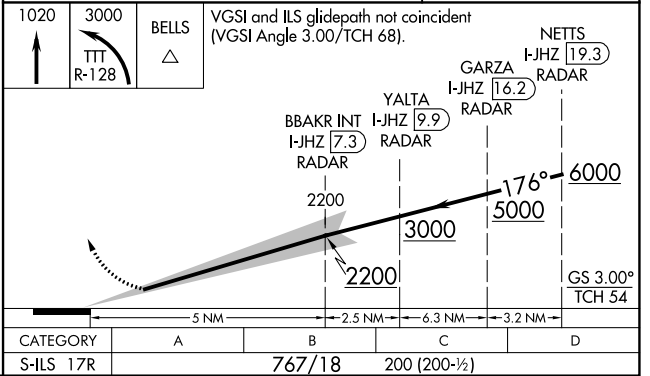
<b>▽</b> DME or RADAR required. Simultaneous approach authorized with Converging ILS Rwy 13R.	MALSR	MISSED APPROACH: Climb to 1020 then climbing left turn to 3000 on TTT VOR/DME R-128 to BELLS INT/TTT 33.2 DME and hold.
D-ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>127.075</b>	DFW 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



ELEV <b>607</b>	<b>D</b>	TDZE <b>567</b>
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HIRL all Rws  
REIL Rws 13L and 31L  
TDZ/CL all Rws except 13L and 31L



CATEGORY	A	B	C	D
S-ILS 17R	767/18		200 (200-½)	

# CONVERGING ILS RWY 17R

SC-2, 22 FEB 2024 to 21 MAR 2024


SC-2, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-RRR <b>110.9</b> Chan <b>46</b>	APP CRS <b>311°</b>	Rwy Idg TDZE Apt Elev <b>8373</b> <b>523</b> <b>607</b>
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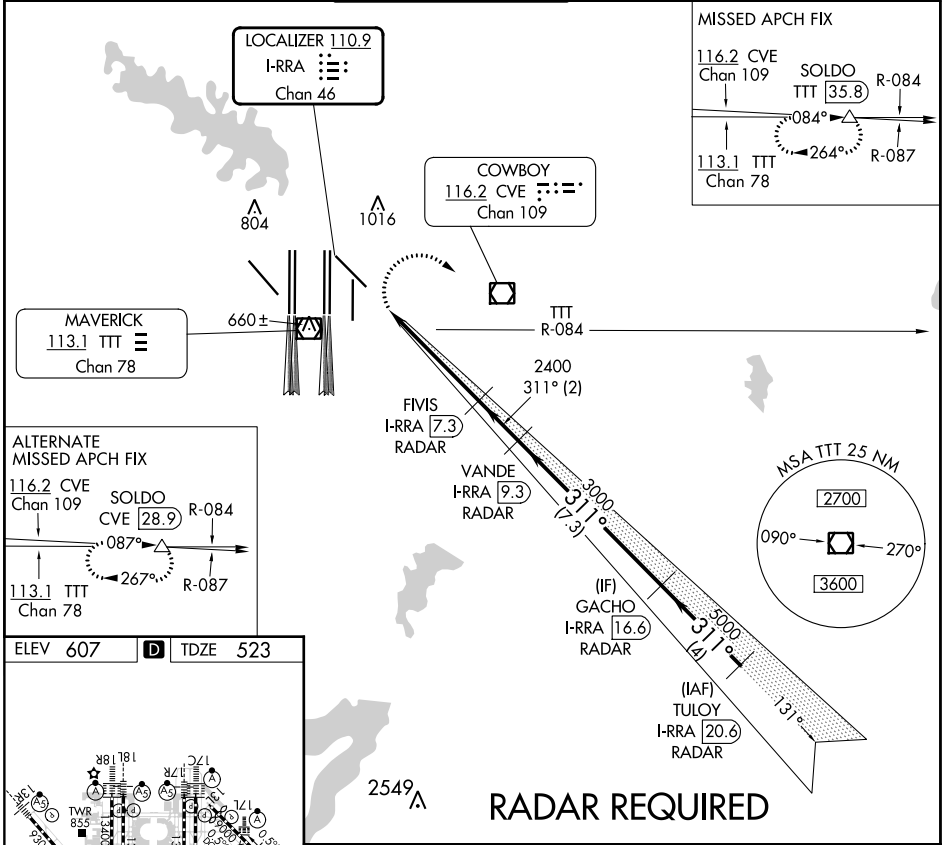
# CONVERGING ILS RWY 31R

DALLAS-FORT WORTH INTL (DFW)

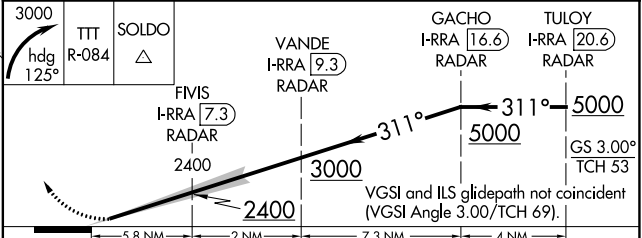
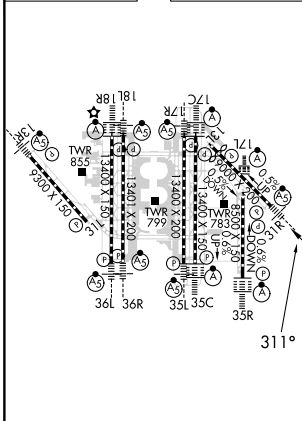
**⚠** Inop table does not apply. DME required. Simultaneous converging approach authorized with Converging ILS Rwy 35L/C and Converging ILS Rwy 36L/R.

**MALS**  MISSED APPROACH: Climbing right turn to 3000 on heading 125° and on TTT VOR/DME R-084 to SOLDO/TTT 35.8 DME and hold.

D-ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>135.5 125.2</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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ELEV <b>607</b>	<b>D</b>	TDZE <b>523</b>
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CATEGORY	A	B	C	D
S-ILS 31R	1528-4	1005 (1000-4)	1583-4 1060 (1000-4)	NA

SC-2, 22 FEB 2024 to 21 MAR 2024

SC-2, 22 FEB 2024 to 21 MAR 2024

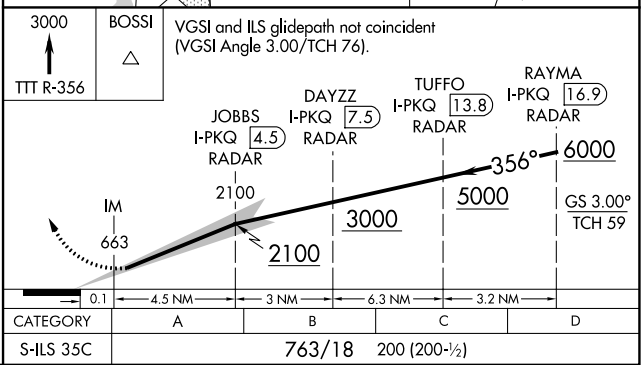
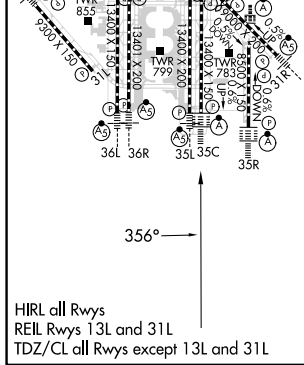
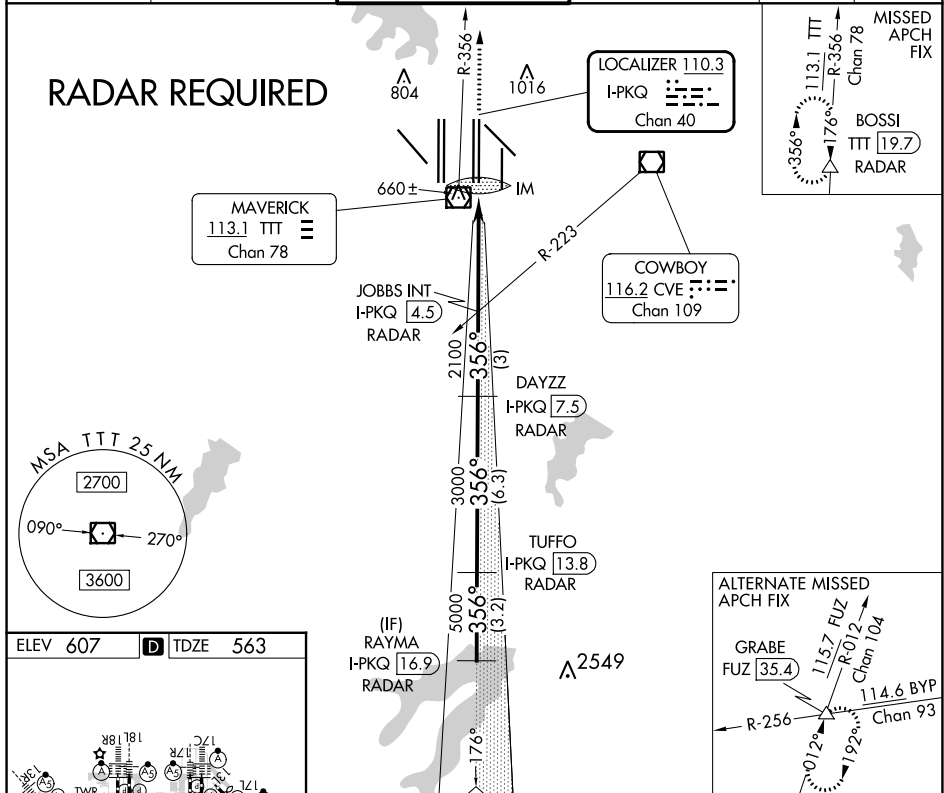
LOC/DME I-PKQ <b>110.3</b> Chan 40	APP CRS <b>356°</b>	Rwy Idg TDZE Apt Elev	<b>13400</b> <b>563</b> <b>607</b>
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# CONVERGING ILS RWY 35C

DALLAS-FORT WORTH INTL (DFW)

<p>DME or RADAR required. Simultaneous approach authorized with Converging ILS Rwy 31R.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 3000 on TTT VOR/DME R-356 to BOSSI/TTT 19.7 DME/RADAR and hold.</p>
	<p>CPDLC</p>	

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
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SC-2, 22 FEB 2024 to 21 MAR 2024

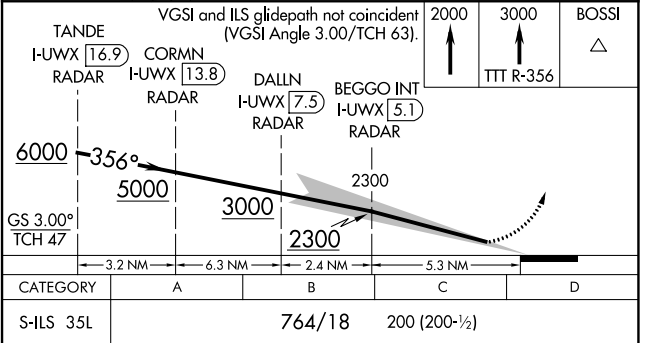
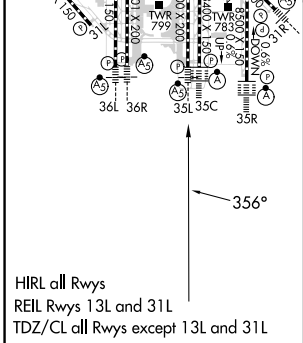
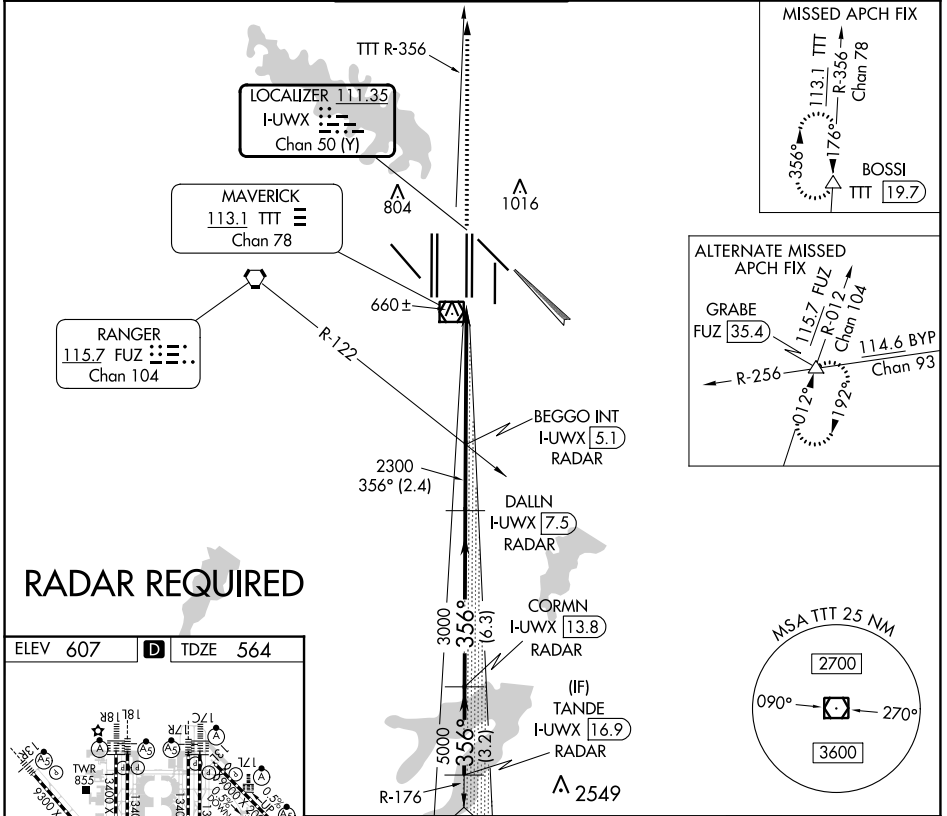
SC-2, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-UWX <b>111.35</b> Chan <b>50 (Y)</b>	APP CRS <b>356°</b>	Rwy Idg <b>13400</b> TDZE <b>564</b> Apt Elev <b>607</b>
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# CONVERGING ILS RWY 35L

DALLAS-FORT WORTH INTL (DFW)

<p>▼ DME or RADAR required. Simultaneous approach authorized with Converging ILS Rwy 31R.</p>	<p>MALS/R TTT</p>	<p>MISSED APPROACH: Climb to 2000 then climb to 3000 on TTT VOR/DME R-356 to BOSSI/TTT 19.7 DME/RADAR and hold.</p>			
<p>D-ATIS ARR <b>123.775</b> DEP <b>135.925</b></p>	<p>REGIONAL APP CON <b>127.075</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>

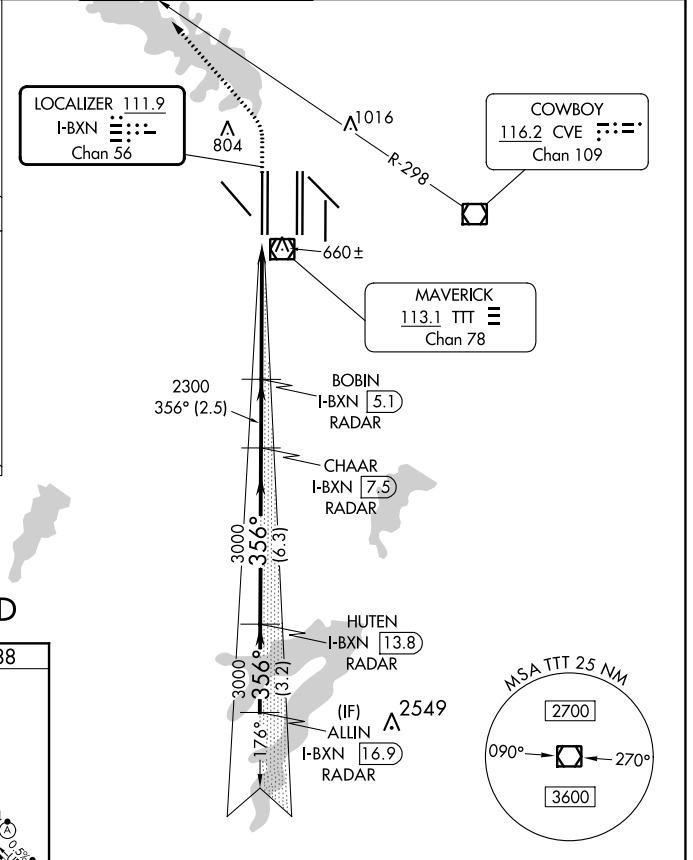
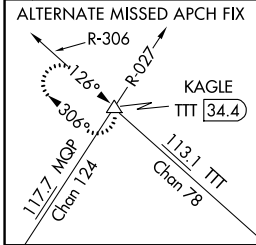
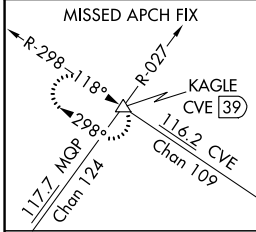


LOC/DME I-BXN <b>111.9</b> Chan <b>56</b>	APP CRS <b>356°</b>	Rwy Idg TDZE Apt Elev <b>13400</b> <b>588</b> <b>607</b>
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# CONVERGING ILS RWY 36L

DALLAS-FORT WORTH INTL (DFW)

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
		DME or RADAR required. Simultaneous approach authorized with CONVERGING ILS RWY 31R.				



## RADAR REQUIRED

ELEV <b>607</b>	<b>D</b>	TDZE <b>588</b>
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HIRL all Rws  
REIL Rws 13L and 31L  
TDZ/CL all Rws except 13L and 31L

1100	3000	CVE R-298	KAGLE	BOBIN I-BXN 5.1	CHAAR I-BXN 7.5	HUTEN I-BXN 13.8	ALLIN I-BXN 16.9
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).				2300	3000	3000	4000
				5.2 NM	2.5 NM	6.3 NM	3.2 NM
CATEGORY				A	B	C	D
S-ILS 36L				788/18 200 (200-1/2)			

# CONVERGING ILS RWY 36L

SC-2, 22 FEB 2024 to 21 MAR 2024

SC-2, 22 FEB 2024 to 21 MAR 2024

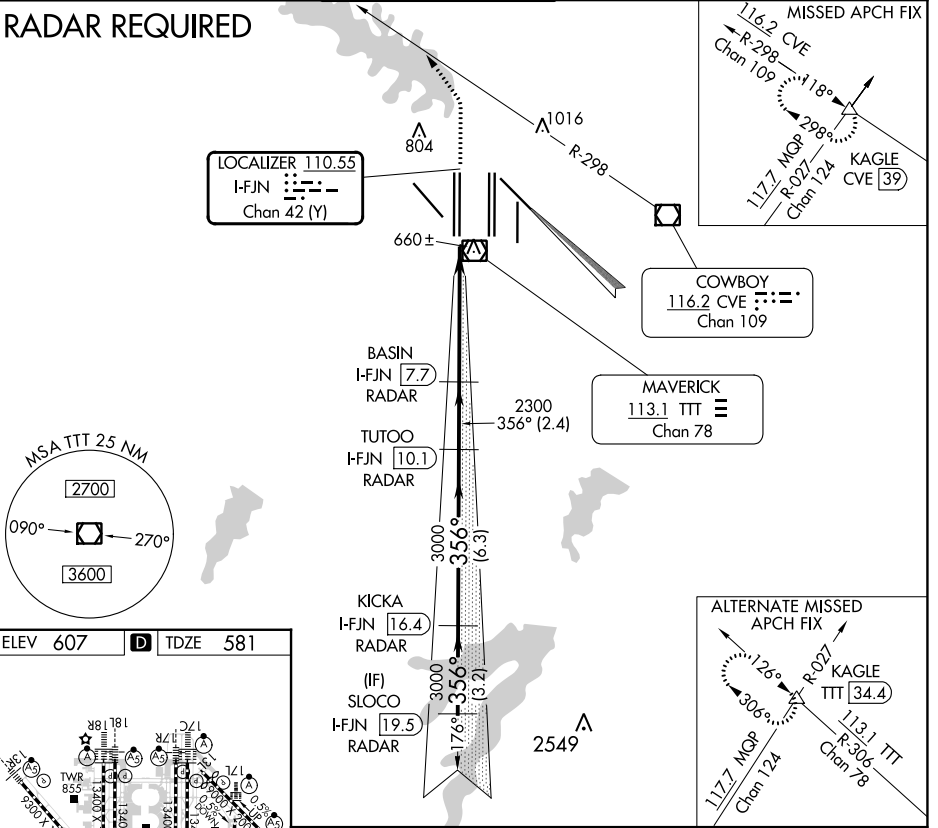
LOC/DME I-FJN <b>110.55</b> Chan <b>42 (Y)</b>	APP CRS <b>356°</b>	Rwy Idg TDZE Apt Elev	<b>13401</b> <b>581</b> <b>607</b>
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# CONVERGING ILS RWY 36R

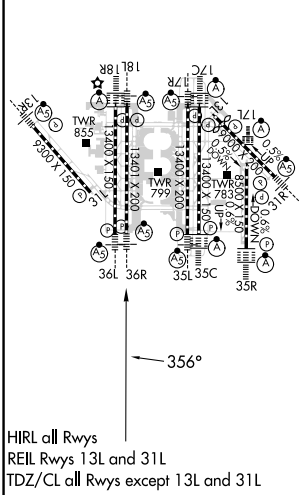
DALLAS-FORT WORTH INTL (DFW)

<b>Simultaneous approach authorized with Converging ILS Rwy 31R. DME or Radar required.</b>		<b>MALSR</b> 	<b>MISSED APPROACH:</b> Climb to 1100, then climbing left turn to 3000 on heading 320° and CVE VOR/DME R-298 to KAGLE INT/CVE 39 DME and hold.		
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

## RADAR REQUIRED



ELEV <b>607</b>	<b>D</b>	TDZE <b>581</b>
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1100	3000	CVE R-298	KAGLE	TUTOO I-FJN [10.1] RADAR	KICKA I-FJN [16.4] RADAR	(IF) SLOCO I-FJN [19.5] RADAR
hdg 320°				BASIN I-FJN [7.7] RADAR		
				2300	3000	3000
				2300	356°	4000
				VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 66).		
				5.3 NM	2.4 NM	6.3 NM
						3.2 NM
						GS 3.00° TCH 50
CATEGORY	A	B	C	D		
S-ILS 36R	781/18		200 (200-½)			



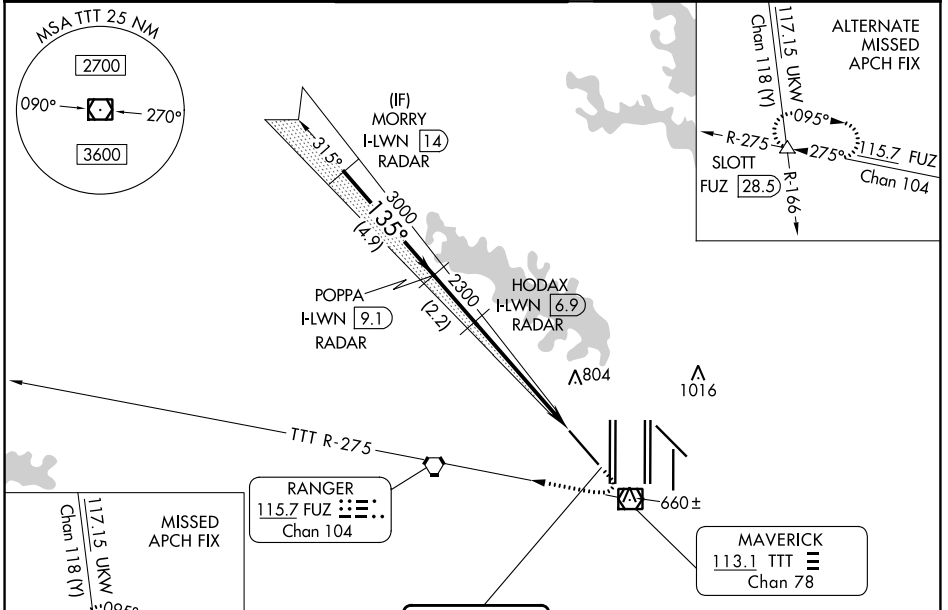
LOC/DME I-LWN <b>109.5</b> Chan <b>32</b>	APP CRS <b>135°</b>	Rwy Idg TDZE Apt Elev	<b>9300</b> <b>591</b> <b>607</b>
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# ILS RWY 13R (SA CAT I & II)

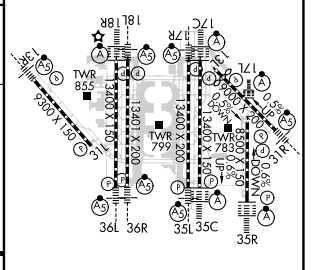
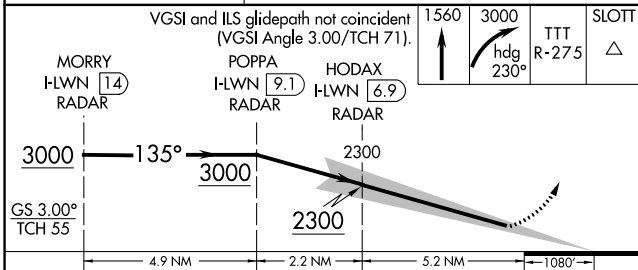
## DALLAS-FORT WORTH INTL (DFW)

RADAR required for procedure entry.		MALSR 	MISSED APPROACH: Climb to 1560 then climbing right turn to 3000 on heading 230° and TTT VOR/DME R-275 to SLOTT INT/TTT 35.6 DME and hold.	
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D-ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>133.15 118.1</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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ELEV 607	<b>D</b> TDZE 591
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CATEGORY	A	B	C	D
S-ILS 13R	SA CAT I	RA 149/14	150 DA 741	
S-ILS 13R	SA CAT II	RA 99/12	100 DA 691	

**SA CATEGORY I & II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

HIRL all Rwy's  
REIL Rwy's 13L and 31L  
TDZ/CL all Rwy's except 13L, and 31L

LOC/DME I-FLQ <b>110.3</b> Chan <b>40</b>	APP CRS <b>176°</b>	Rwy ldg TDZE Apt Elev	<b>13400</b> <b>562</b> <b>607</b>
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# ILS RWY 17C (CAT II & III)

DALLAS-FORT WORTH INTL (DFW)

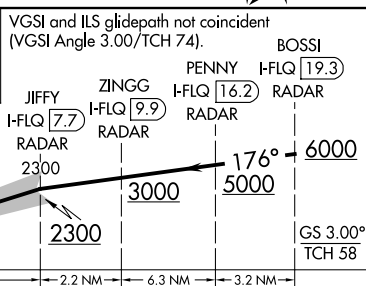
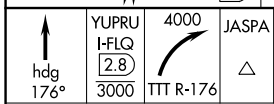
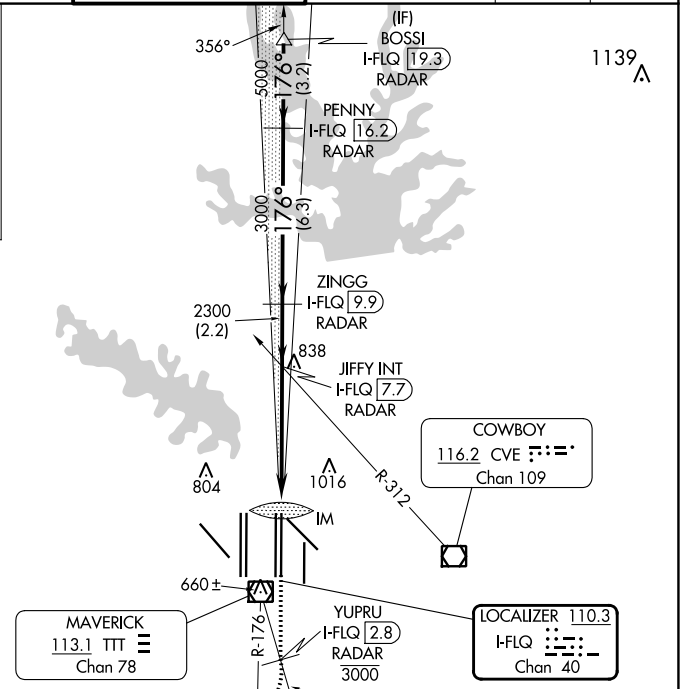
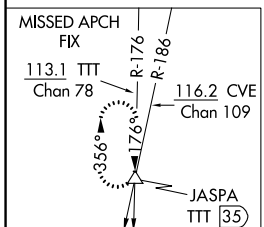
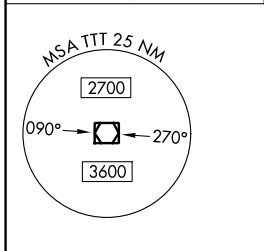
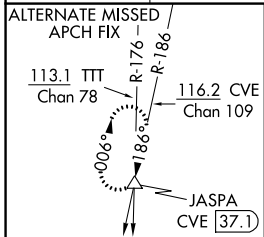
DME and RADAR required.

Simultaneous approach authorized with Rwy 17L, 18L/R.

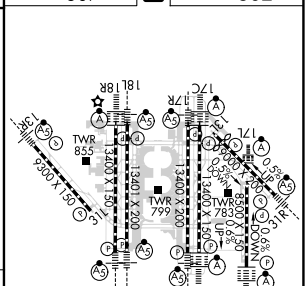
ALSF-2

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>127.075</b>	DFW TOWER <b>126.55 127.5</b> <b>124.15 134.9</b> EAST 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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ELEV 607	TDZE 562
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CATEGORY	A	B	C	D
S-ILS 17C	CAT II RA 102/12 100 DA 662			
S-ILS 17C	CAT III RVR 06			

## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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

SC-2, 22 FEB 2024 to 21 MAR 2024

SC-2, 22 FEB 2024 to 21 MAR 2024

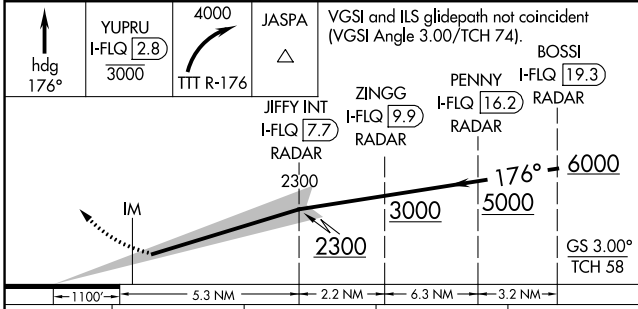
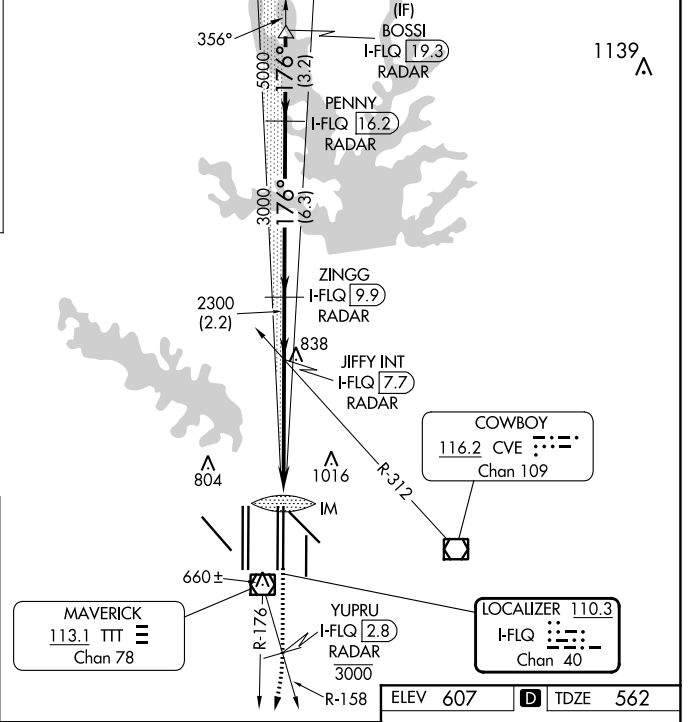
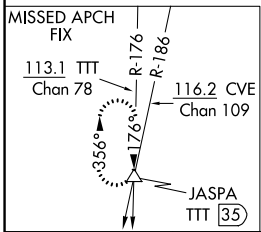
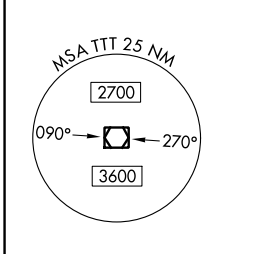
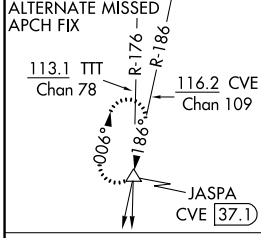
LOC/DME I-FLQ <b>110.3</b> Chan <b>40</b>	APP CRS <b>176°</b>	Rwy ldg TDZE Apt Elev <b>13400</b> <b>562</b> <b>607</b>
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# ILS RWY 17C (SA CAT I)

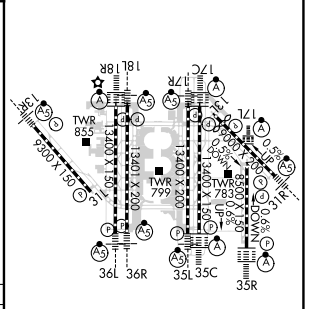
## DALLAS-FORT WORTH INTL (DFW)

DME and RADAR required. Simultaneous approach authorized with Rwy 17L, 18L/R. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DA.	ALSF-2 	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.
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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
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ELEV 607	TDZE 562
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CATEGORY	A	B	C	D
S-ILS 17C	RA 144/14 150 DA 712			

### SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwws  
REIL Rwws 13L and 31L  
TDZ/CI all Rwws except 13L and 31L

SC-2, 22 FEB 2024 to 21 MAR 2024

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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 RWY 17L (CAT II & III)

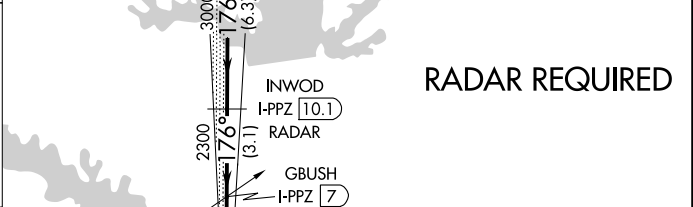
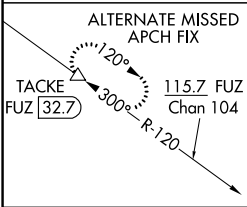
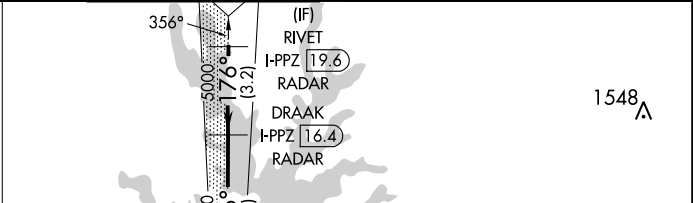
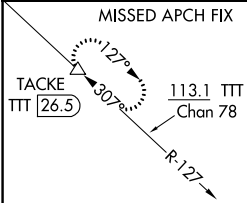
## DALLAS-FORT WORTH INTL (DFW)

**Simultaneous approach authorized with Rwy 17C/R and Rwy 18L/R. DME required.**



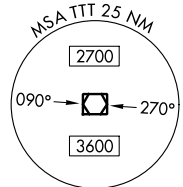
**MISSED APPROACH:** Climb to 1020 then climbing left turn to 3000 on heading 151° and TTT VOR/DME R-127 to TACKE/TTT 26.5 DME and hold.

D-ATIS ARR <b>123.775</b> DEP <b>135.925</b>	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
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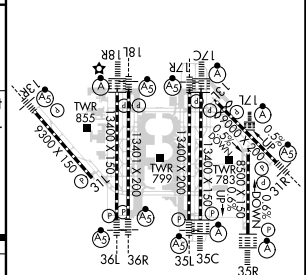
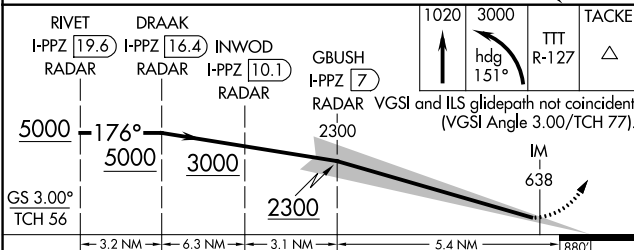
RANGER  
115.7 FUZ  
Chan 104

LOCALIZER 111.75  
I-PPZ  
Chan 54(Y)



MAVERICK  
113.1 TTT  
Chan 78

ELEV 607	<b>D</b> TDZE 545
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CATEGORY	A	B	C	D
S-ILS 17L	CAT II RA 122/12 100 DA 645			
S-ILS 17L	CAT IIIa RVR 07			
S-ILS 17L	CAT IIIb RVR 06			
S-ILS 17L	CAT IIIc NA			

## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

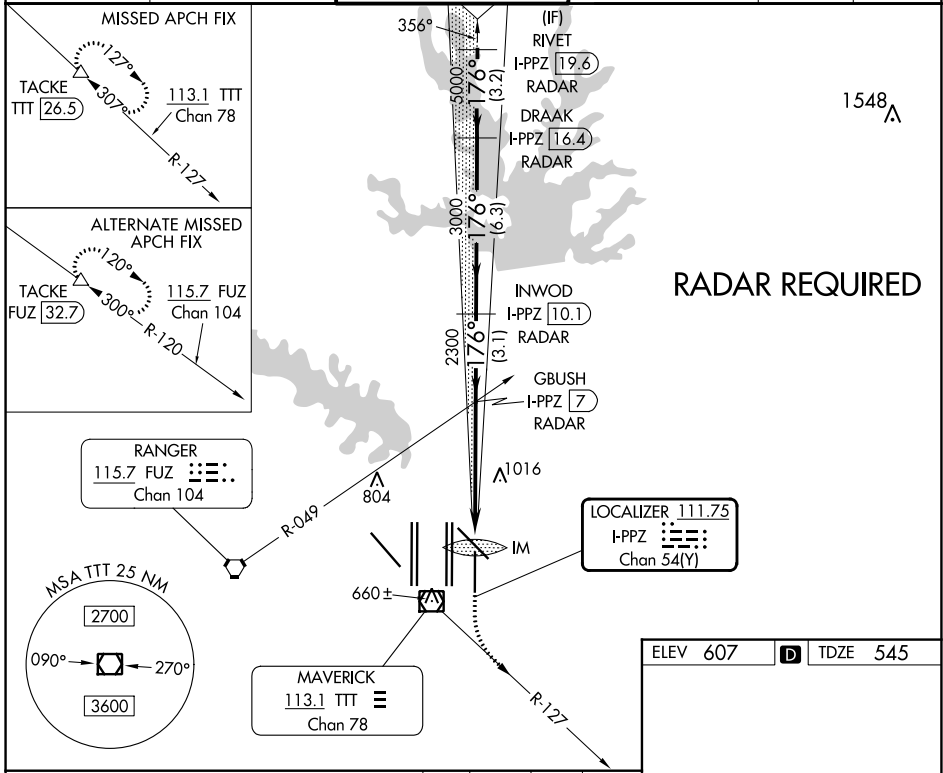
HIRL all Rwys  
REIL Rwys 13L and 31L  
TDZ/CL all Rwys except 13L and 31L

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 RWY 17L (SA CAT I)

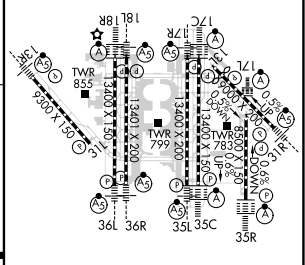
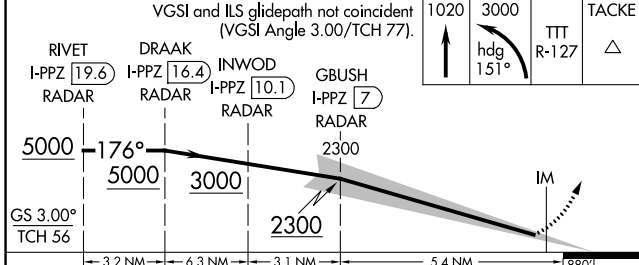
DALLAS-FORT WORTH INTL (DFW)

⚠ 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>	REGIONAL APP CON <b>119.4</b>	DFW TOWER <b>126.55</b> EAST <b>124.15</b> WEST	<b>121.65</b> EAST <b>121.85</b> WEST	CLNC DEL <b>128.25</b>	CPDLC



**RADAR REQUIRED**

ELEV 607	<b>D</b> TDZE 545
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CATEGORY	A	B	C	D
S-ILS 17L	RA 165/14 150 DA 695			
<b>SA CATEGORY I ILS - SPECIAL AIRCREW &amp; AIRCRAFT CERTIFICATION REQUIRED</b>				
HIRL all Rwys REL Rwy 13L and 31L TDZ/CL all Rwy except 13L and 31L				

SC-2, 22 FEB 2024 to 21 MAR 2024

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LOC/DME I-JHZ <b>111.35</b>	APP CRS <b>176°</b>	Rwy Idg <b>13400</b>
Chan <b>50 (Y)</b>	TDZE <b>567</b>	Apt Elev <b>607</b>

# ILS RWY 17R (SA CAT I & CAT II)

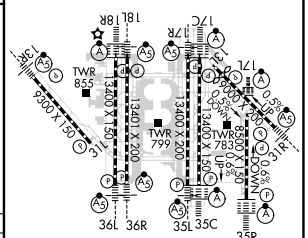
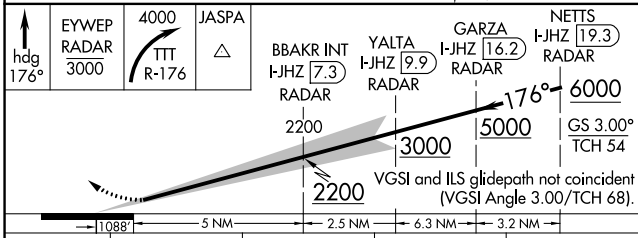
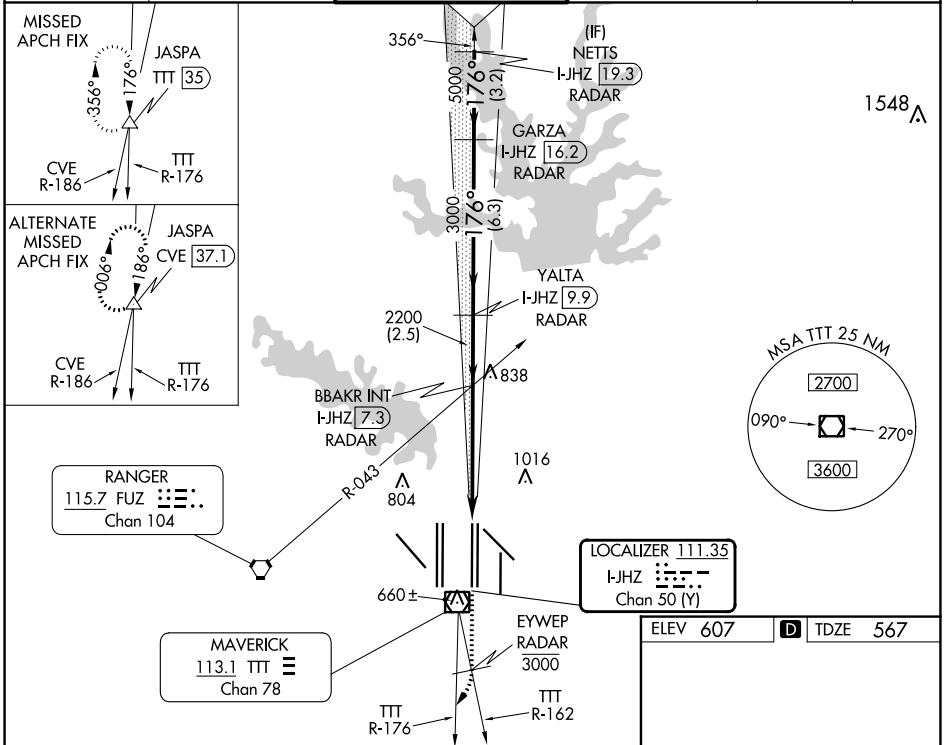
DALLAS-FORT WORTH INTL (DFW)

DME and RADAR required.

▼ SA Cat I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA Cat II: Reduced lighting; requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown. Simultaneous approach authorized with Rwy 17L, 18L/R.

MALSR MISSED APPROACH: Climb on heading 176° to cross EYWEP/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>127.075</b>	DFW TOWER <b>126.55 127.5 EAST</b> <b>124.15 134.9 WEST</b>	GND CON <b>121.65 121.8 EAST</b> <b>121.85 WEST</b>	CLNC DEL <b>128.25</b>	CPDLC
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CATEGORY	A	B	C	D
S-ILS 17R	SA CAT I	RA 160/14	150 DA 717	
S-ILS 17R	SA CAT II	RA 98/12	100 DA 667	

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

## SA CATEGORY I & II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-2, 22 FEB 2024 to 21 MAR 2024

SC-2, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-CIX <b>110.55</b> Chan <b>42</b> (Y)	APP CRS <b>176°</b>	Rwy Idg <b>13401</b> TDZE <b>602</b> Apt Elev <b>606</b>
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# ILS RWY 18L (CONVERGING)

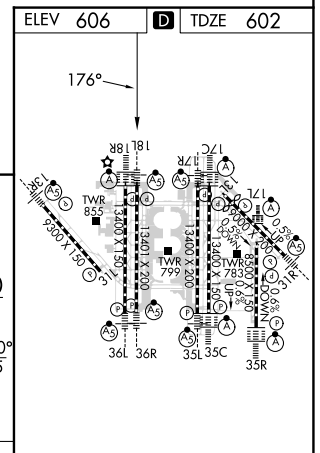
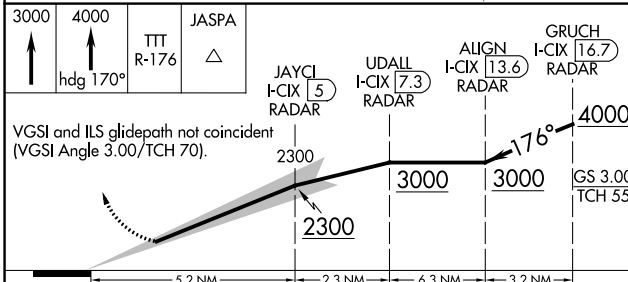
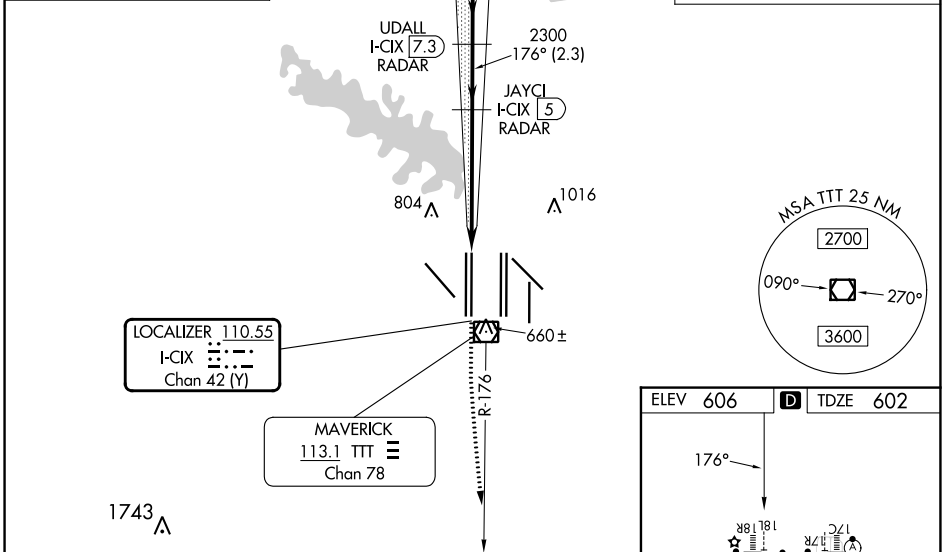
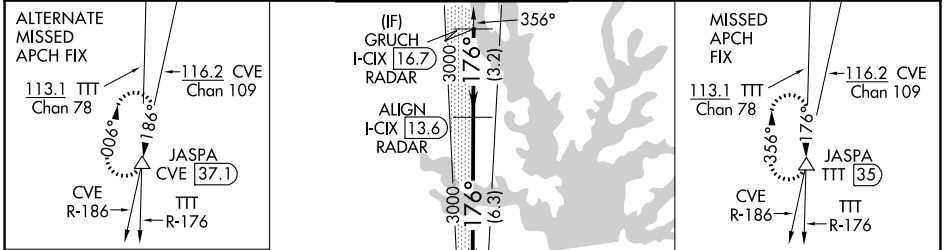
DALLAS-FORT WORTH INTL (DFW)

DME and RADAR required.

Simultaneous approach authorized with CONVERGING ILS RWY 13R.

MALSR MISSED APPROACH: Climb to 3000, then climb to 4000 on heading 170° and 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>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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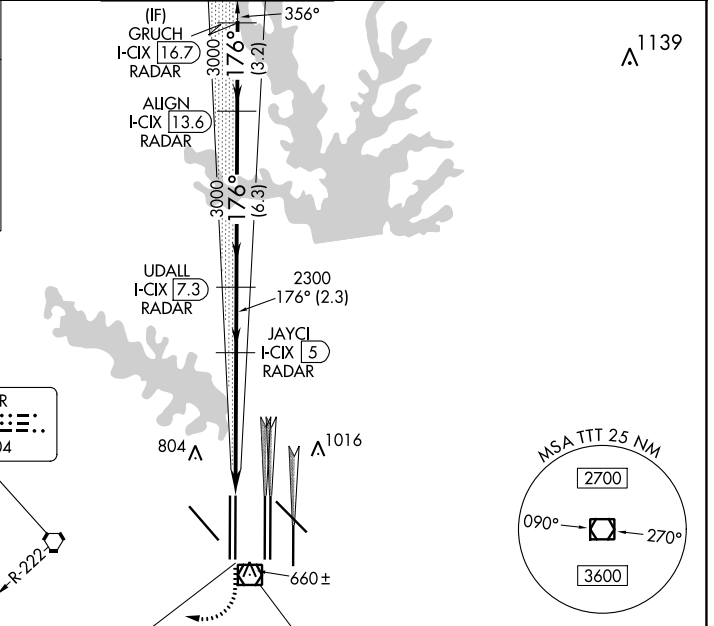
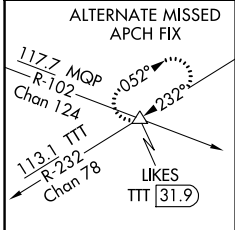
CATEGORY	A	B	C	D	HIRL all Rwys REIL Rws 13L and 31L TDZ/CL all Rws except 13L and 31L
S-ILS 18L		802/18	200 (200-½)		

LOC/DME I-CIX <b>110.55</b> Chan <b>42 (Y)</b>	APP CRS <b>176°</b>	Rwy Idg <b>13401</b> TDZE <b>602</b> Apt Elev <b>606</b>
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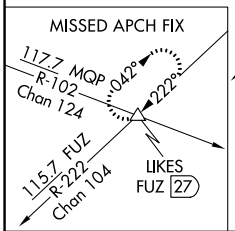
# ILS RWY 18L (SA CAT I & II)

DALLAS-FORT WORTH INTL (DFW)

RADAR required for procedure entry. DME or RADAR required.		MALSR 	MISSED APPROACH: Climb to 1100, then climbing right turn to 3000 on heading 245° and FUZ VORTAC R-222 to LIKES INT/FUZ 27 DME and hold.			
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



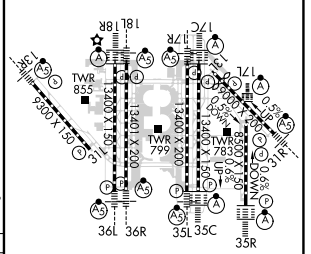
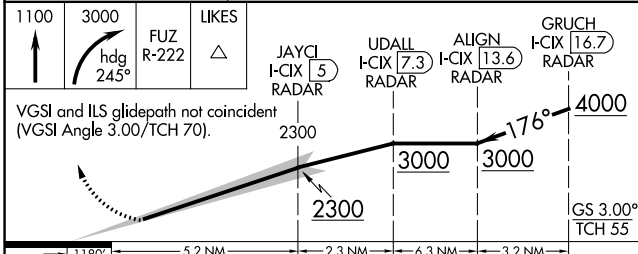
**RANGER**  
115.7 FUZ   
Chan 104



**LOCALIZER 110.55**  
I-CIX   
Chan 42 (Y)

**MAVERICK 113.1 TTT**   
Chan 78

ELEV 606	<b>D</b> TDZE 602
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↑ 1100	hdg 245°	FUZ R-222	LIKES	
VGSIs and ILS glidepath not coincident (VGSi Angle 3.00/TCH 70).				
1180	5.2 NM	2.3 NM	6.3 NM	3.2 NM
CATEGORY	A	B	C	D
S-ILS 18L	SA CAT I	RA 158/14	150 DA 752	
S-ILS 18L	SA CAT II	RA 115/12	100 DA 702	

## SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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

SC-2, 22 FEB 2024 to 21 MAR 2024

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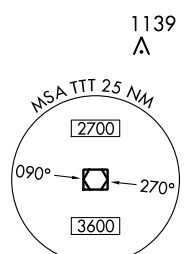
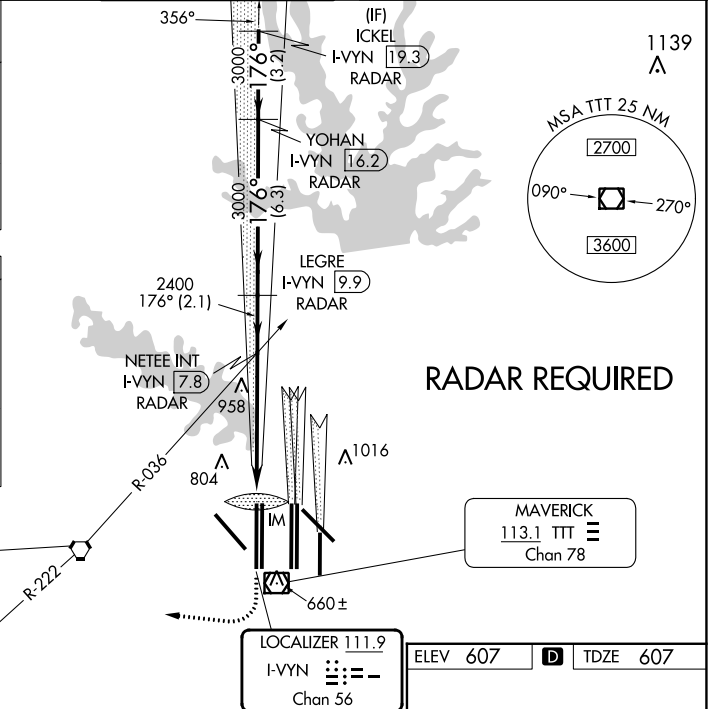
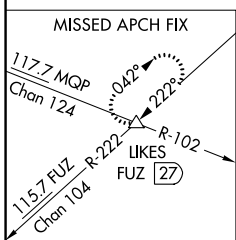
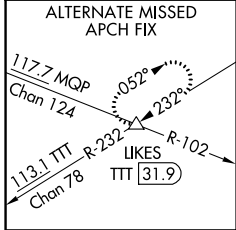
LOC/DME I-VYV <b>111.9</b> Chan <b>56</b>	APP CRS <b>176°</b>	Rwy Idg TDZE Apt Elev	<b>13400</b> <b>607</b> <b>607</b>
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# ILS RWY 18R (CAT II & III)

DALLAS-FORT WORTH INTL (DFW)

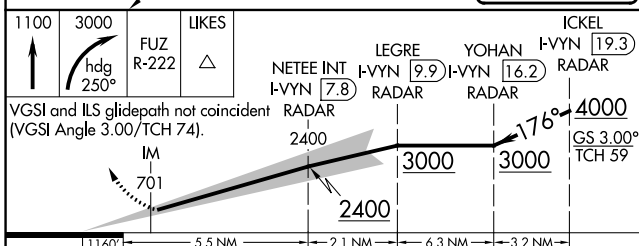
**⚠** DME or RADAR required. Simultaneous approach authorized with Rwy 17 L/C/R. **ALSF-2** MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 on heading 250° and FUZ VORTAC R-222 to LIKES INT/ FUZ VORTAC 27 DME and hold.

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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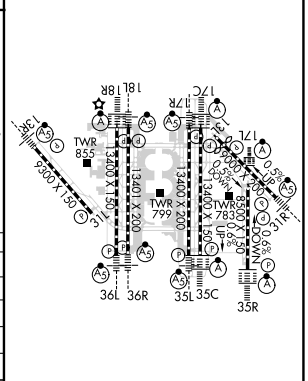


**RADAR REQUIRED**

RANGER 115.7 FUZ Chan 104	LOCALIZER 111.9 I-VYV Chan 56	ELEV 607	TDZE 607
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1100	3000	FUZ R-222	LIKES	NETEE INT I-VYV 7.8	LEGRE I-VYV 9.9	YOHAN I-VYV 16.2	ICKEL I-VYV 19.3
VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 74).							
IM	701	2400	3000	3000	4000	GS 3.00° TCH 59	
1160	5.5 NM	2.1 NM	6.3 NM	3.2 NM			
CATEGORY	A	B	C	D			
S-ILS 18R		CAT II	RA 106/12 100 DA 707				
S-ILS 18R		CAT IIIa	RVR 07				
S-ILS 18R		CAT IIIb	RVR 06				
S-ILS 18R		CAT IIIc	NA				



**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

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

SC-2, 22 FEB 2024 to 21 MAR 2024

SC-2, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-VYV <b>111.9</b> Chan <b>56</b>	APP CRS <b>176°</b>	Rwy Ldg <b>13400</b> TDZE <b>607</b> Apt Elev <b>607</b>
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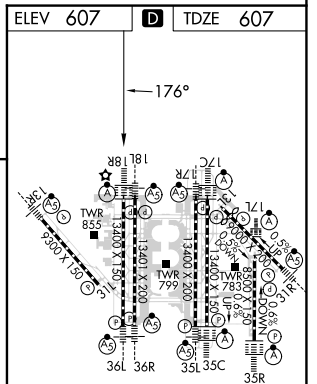
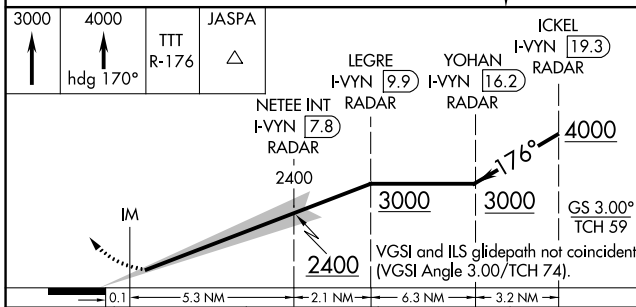
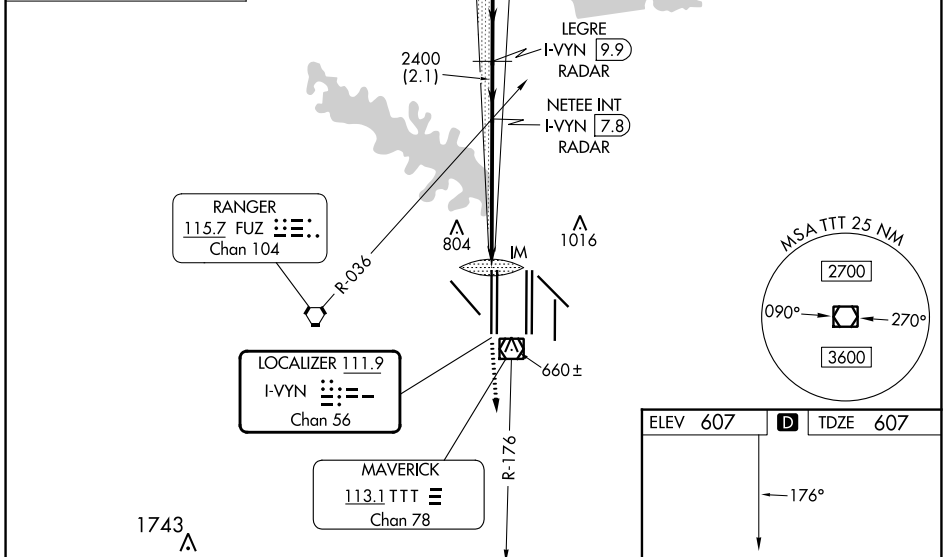
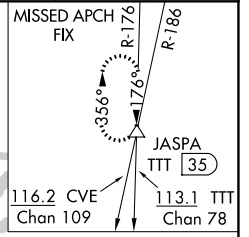
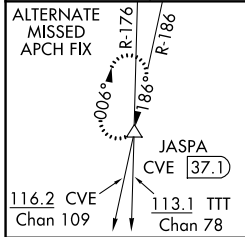
# ILS RWY 18R (CONVERGING)

DALLAS-FORT WORTH INTL (DFW)

DME and RADAR required.

Simultaneous approach authorized with CONVERGING ILS RWY 13R, CONVERGING ILS RWY 17C, and CONVERGING ILS 17R.

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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CATEGORY	A	B	C	D
S-ILS 18R		807/18	200 (200-1/2)	

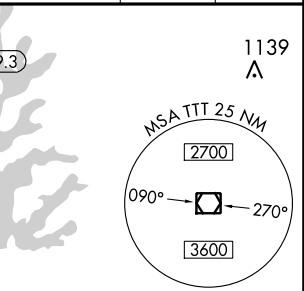
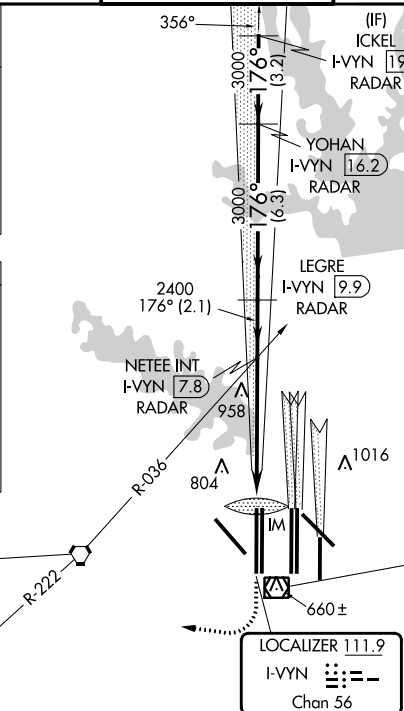
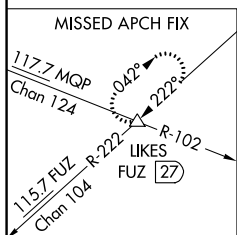
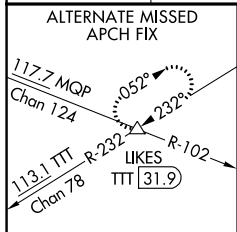
HIRL all Rwys  
REL Rwy 13L and 31L  
TDZ/CL all Rwys except 13L and 31L

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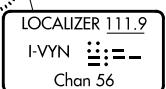
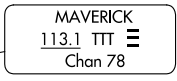
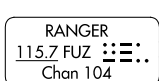
# ILS RWY 18R (SA CAT I)

## DALLAS-FORT WORTH INTL (DFW)

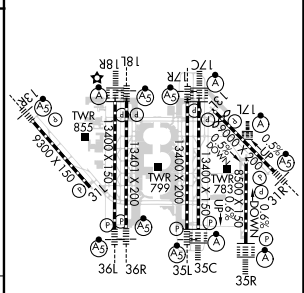
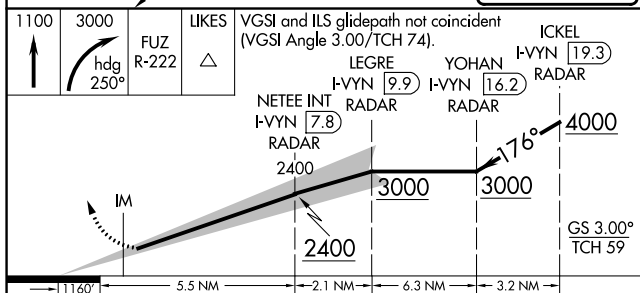
<b>▽</b> DME or RADAR required. Simultaneous approach authorized with Rwy 17 L/C/R. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. <b>▲</b>	Rwy 18R ALS-F2 <b>A</b>	MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 on heading 250° and FUZ VORTAC R-222 to LIKES INT/FUZ VORTAC 27 DME and hold.	
		D-ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>118.425</b>
CLNC DEL <b>128.25</b>	CPDLC		



**RADAR REQUIRED**



ELEV 607	<b>D</b>	TDZE 607
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CATEGORY	A	B	C	D
S-ILS 18R	RA 158/14		150 DA 757	

**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

SC-2, 22 FEB 2024 to 21 MAR 2024

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LOC/DME I-RRR <b>110.9</b> Chan <b>46</b>	APP CRS <b>311°</b>	Rwy Idg TDZE Apt Elev	<b>8373</b> <b>523</b> <b>607</b>
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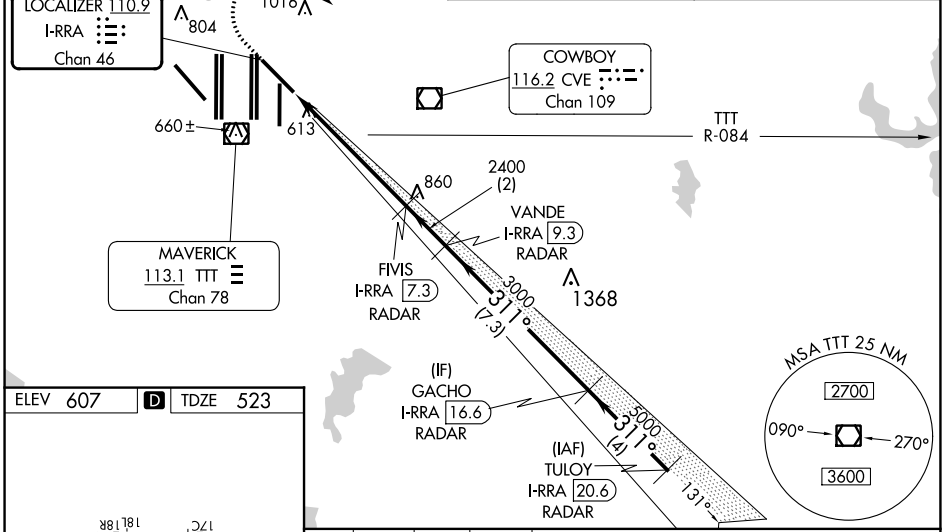
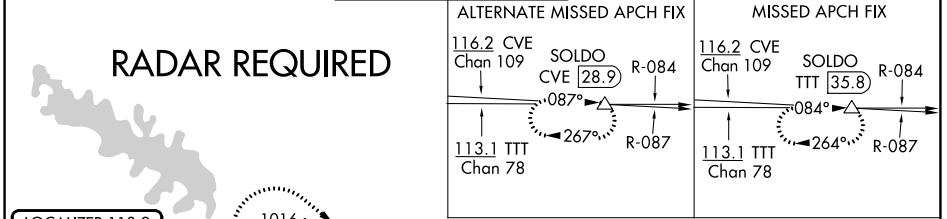
# ILS RWY 31R (SA CAT I & CAT II)

DALLAS-FORT WORTH INTL (DFW)

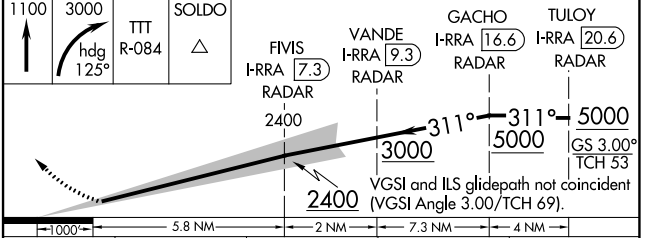
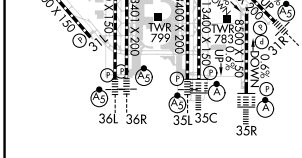
Simultaneous approach authorized. DME required.  
SA Cat I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA Cat II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

**MALS**   
**MISSED APPROACH:** Climb to 1100 then climbing right turn to 3000 on heading 125° and TTT VOR/DME R-084 to SOLDO/TTT 35.8 DME and hold.

D-ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>135.5 125.2</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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ELEV <b>607</b>	<b>D</b>	TDZE <b>523</b>
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CATEGORY	A	B	C	D
S-ILS 31R	SA CAT I	RA 176/14 150 DA 673		
S-ILS 31R	SA CAT II	RA 121/12 100 DA 623		

**SA CATEGORY I & II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

LOC/DME I-PKQ <b>110.3</b> Chan <b>40</b>	APP CRS <b>356°</b>	Rwy Idg TDZE Apt Elev	<b>13400</b> <b>563</b> <b>607</b>
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# ILS RWY 35C (CAT II & III)

DALLAS-FORT WORTH INTL (DFW)

**DFW TOWER** 126.55 127.5 EAST 124.15 134.9 WEST

**GND CON** 121.65 121.8 EAST 121.85 WEST

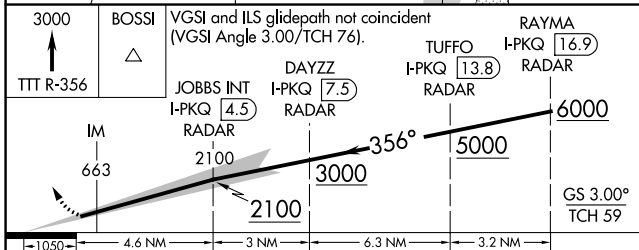
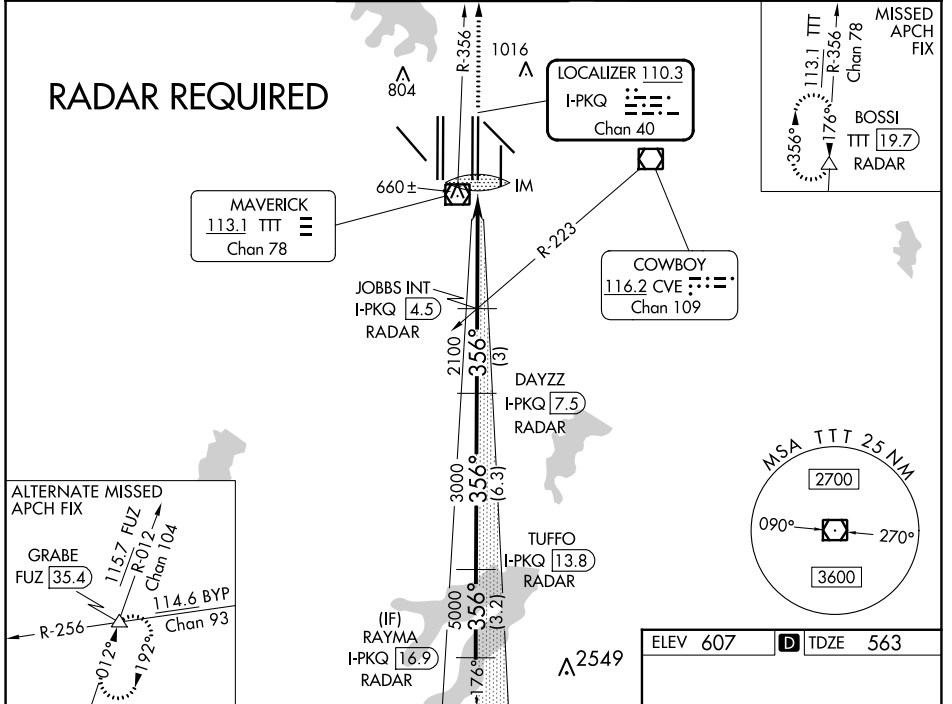
**CLNC DEL** 128.25 **CPDLC**

DME or RADAR required.  
Simultaneous approach authorized with Rwy 35R, Rwy 36L/R.

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 126.55 127.5 EAST 124.15 134.9 WEST	GND CON 121.65 121.8 EAST 121.85 WEST	CLNC DEL <b>128.25</b>	CPDLC
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CATEGORY	A	B	C	D
S-ILS 35C	CAT II RA 100/12 100 DA 663			
S-ILS 35C	CAT IIIa RVR 07			
S-ILS 35C	CAT IIIb RVR 06			
S-ILS 35C	CAT IIIc NA			

## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

MISSED APPROACH FIX

113.1 TTT R-356 Chan 78

BOSSI TTT 19.7 RADAR

MSA 25 NM

2700

090° 270°

3600

ELEV 607 TDZE 563

HIRL all Rwys

REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L and 31L

SC-2, 22 FEB 2024 to 21 MAR 2024

SC-2, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-PKQ <b>110.3</b> Chan 40	APP CRS <b>356°</b>	Rwy Idg TDZE Apt Elev	<b>13400</b> <b>563</b> <b>607</b>
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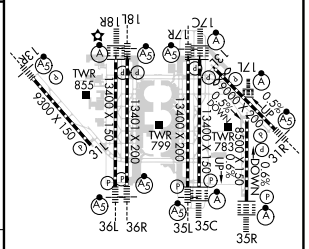
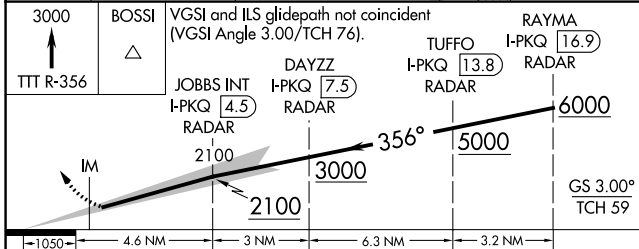
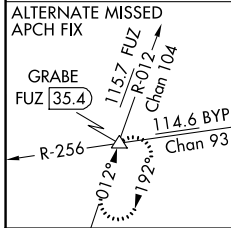
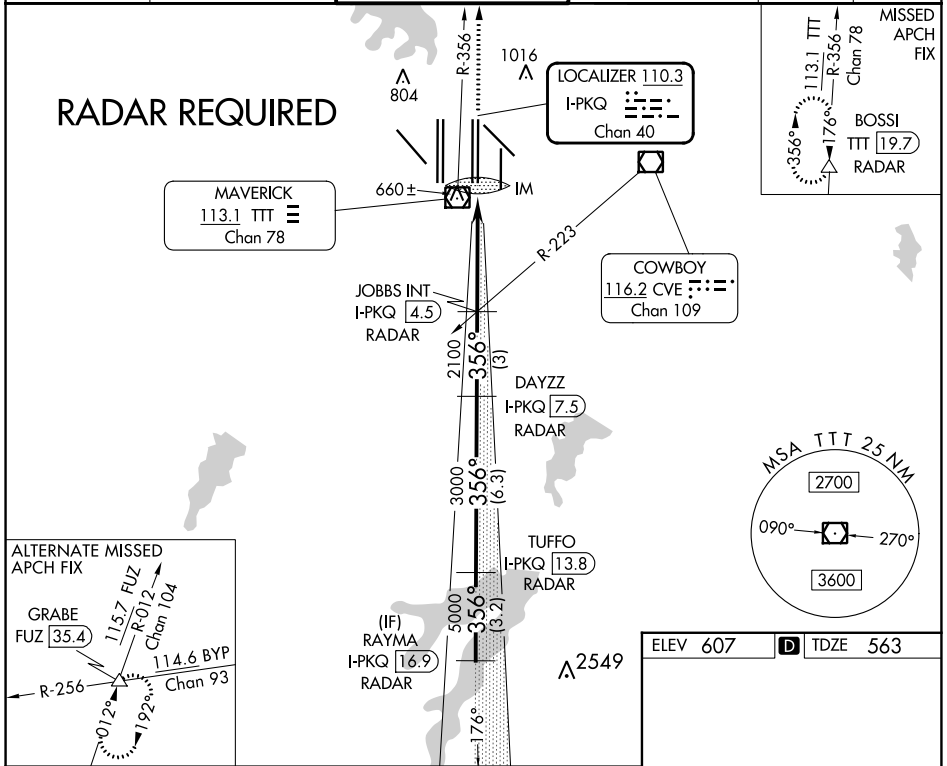
# ILS RWY 35C (SA CAT I)

DALLAS-FORT WORTH INTL (DFW)

**▼** DME or RADAR required.  
Simultaneous approach authorized with Rwy 35R, Rwy 36L/R.  
Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DA.

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
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CATEGORY	A	B	C	D
S-ILS 35C	RA 153/14		150 DA 713	

**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

SC-2, 22 FEB 2024 to 21 MAR 2024

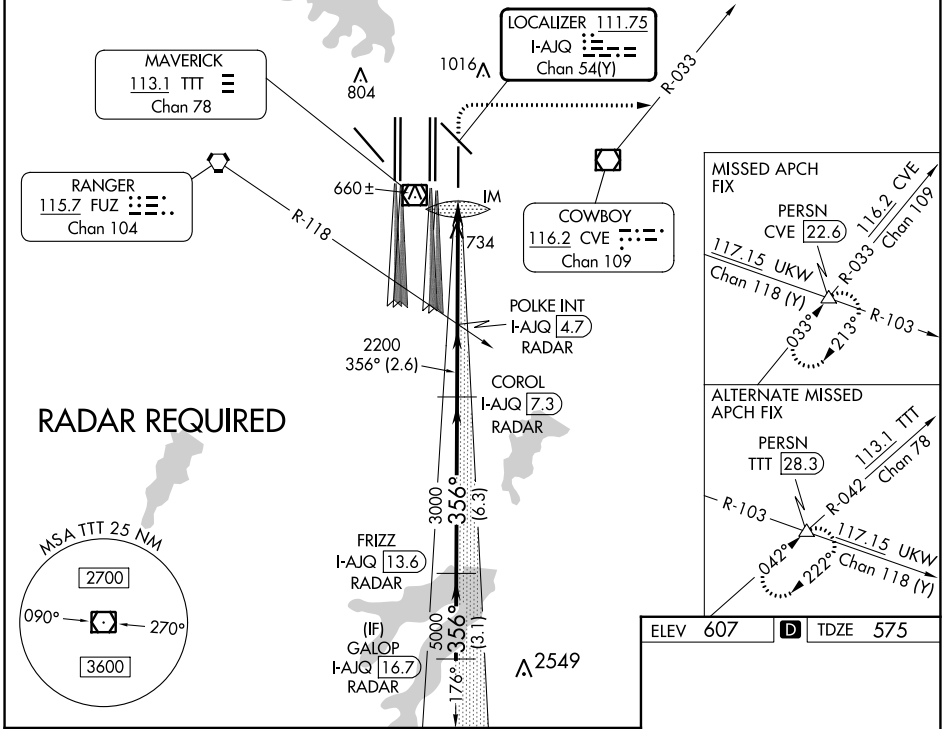
SC-2, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-AJQ <b>111.75</b> Chan 54(Y)	APP CRS <b>356°</b>	Rwy Idg TDZE Apt Elev <b>8500</b> <b>575</b> <b>607</b>
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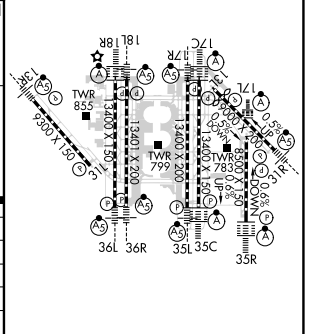
# ILS RWY 35R (CAT II & III)

DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized with Rwy 36L/R and Rwy 35L/C. DME required.		ALSF-2 	MISSED APPROACH: Climb to 1040 then climbing right turn to 3000 on heading 090° and CVE VOR/DME R-033 to PERSN/CVE 22.6 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



GALOP I-AJQ 16.7 RADAR	FRIZZ I-AJQ 13.6 RADAR	COROL I-AJQ 7.3 RADAR	POLKE INT I-AJQ 4.7 RADAR	1040 3000	CVE R-033	PERSN
5000	5000	3000	2200	hdg 090°		
GS 3.00° TCH 58	5000	3000	2200	IM 671		
VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 73).						
3.1 NM		6.3 NM		2.6 NM		4.9 NM
A		B		C		D
S-ILS 35R	CAT II RA 94/12		100 DA 675			
S-ILS 35R	CAT IIIa		RVR 07			
S-ILS 35R	CAT IIIb		RVR 06			
S-ILS 35R	CAT IIIc		NA			



## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys  
REL Rwys 13L and 31L  
TDZ/CL all Rwys except 13L, and 31L

SC-2, 22 FEB 2024 to 21 MAR 2024

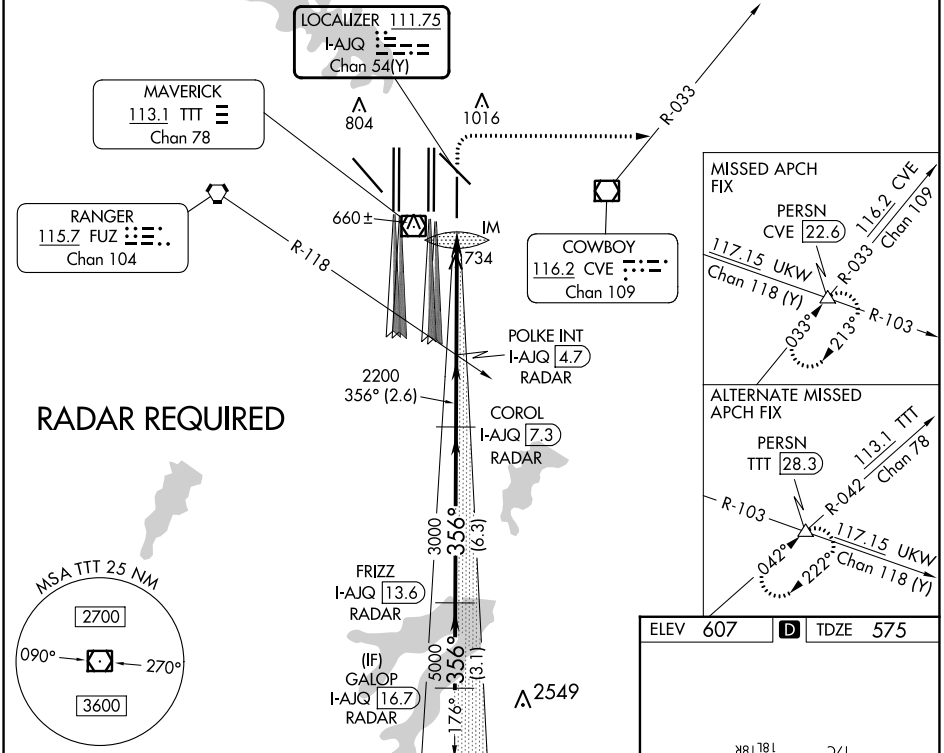
SC-2, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-AJQ <b>111.75</b> Chan 54(Y)	APP CRS <b>356°</b>	Rwy Idg TDZE Apt Elev <b>8500</b> <b>575</b> <b>607</b>
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# ILS RWY 35R (SA CAT I)

DALLAS-FORT WORTH INTL (DFW)

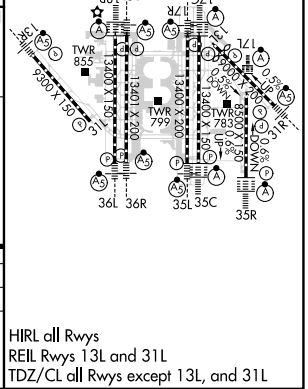
<b>Simultaneous approach authorized with Rwy 36L/R and Rwy 35L/C.</b> DME required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.		ALSF-2 	<b>MISSED APPROACH:</b> Climb to 1040 then climbing right turn to 3000 on heading 090° and CVE VOR/DME R-033 to PERSN/CVE 22.6 DME and hold.		
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



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SC-2, 22 FEB 2024 to 21 MAR 2024

GALOP I-AJQ <b>16.7</b> RADAR	FRIZZ I-AJQ <b>13.6</b> RADAR	COROL I-AJQ <b>7.3</b> RADAR	POLKE INT I-AJQ <b>4.7</b> RADAR	CVE R-033	PERSN
5000	356°	5000	3000	2200	IM
GS 3.00° TCH 58	5000	3000	2200		
VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 73).					
— 3.1 NM — 6.3 NM — 2.6 NM — 4.9 NM — 1375' —					
CATEGORY	A	B	C	D	
S-ILS 35R	RA 144/14 150 DA 725				



**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

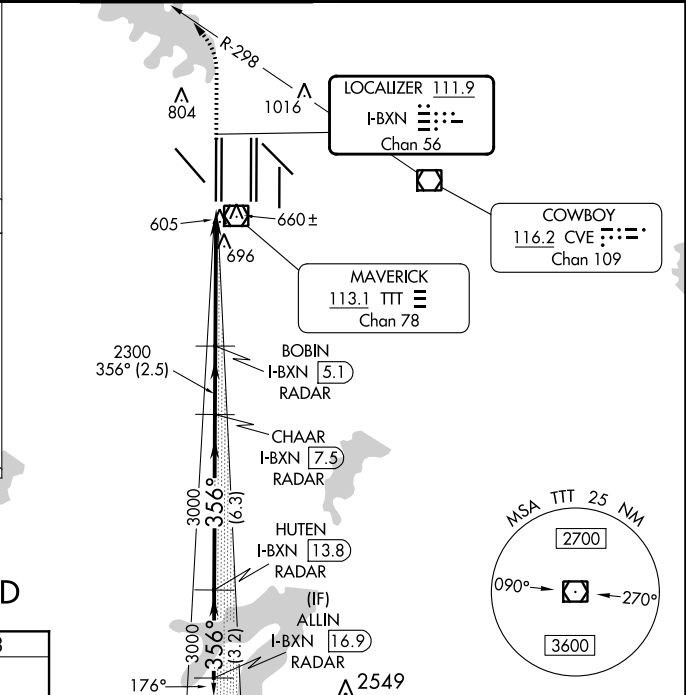
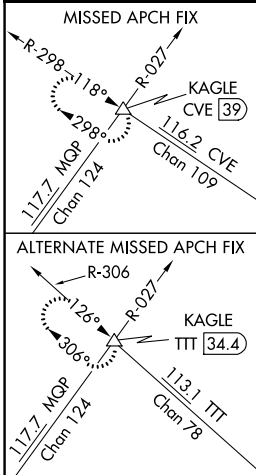


LOC/DME I-BXN <b>111.9</b> Chan <b>56</b>	APP CRS <b>356°</b>	Rwy Idg TDZE <b>588</b> Apt Elev <b>606</b>	<b>13400</b>
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# ILS RWY 36L (SA CAT II)

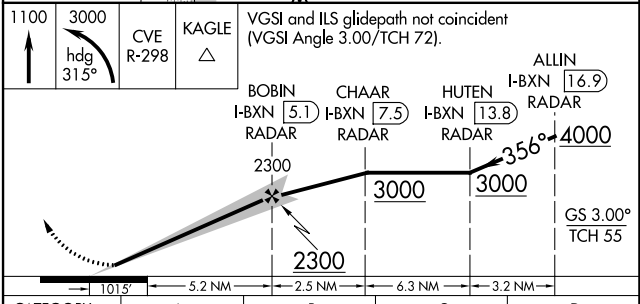
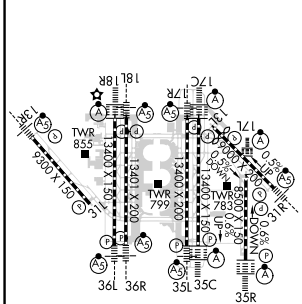
DALLAS-FORT WORTH INTL (DFW)

<b>▼</b> DME or RADAR required. Reduced Lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.		MALSR 	MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 on heading 315° and CVE VOR/DME R-298 to KAGLE INT/ CVE VOR/DME 39 DME and hold.		
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



## RADAR REQUIRED

ELEV <b>606</b>	<b>D</b>	TDZE <b>588</b>
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CATEGORY	A	B	C	D
S-ILS 36L	RA 107/12 100 DA 688			

## SA CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-2, 22 FEB 2024 to 21 MAR 2024

SC-2, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-LWN <b>109.5</b> Chan <b>32</b>	APP CRS <b>135°</b>	Rwy Idg TDZE Apt Elev <b>9300</b> <b>591</b> <b>607</b>
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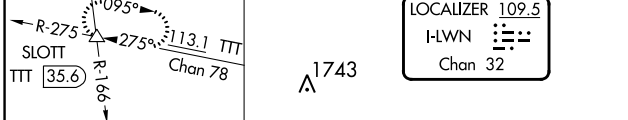
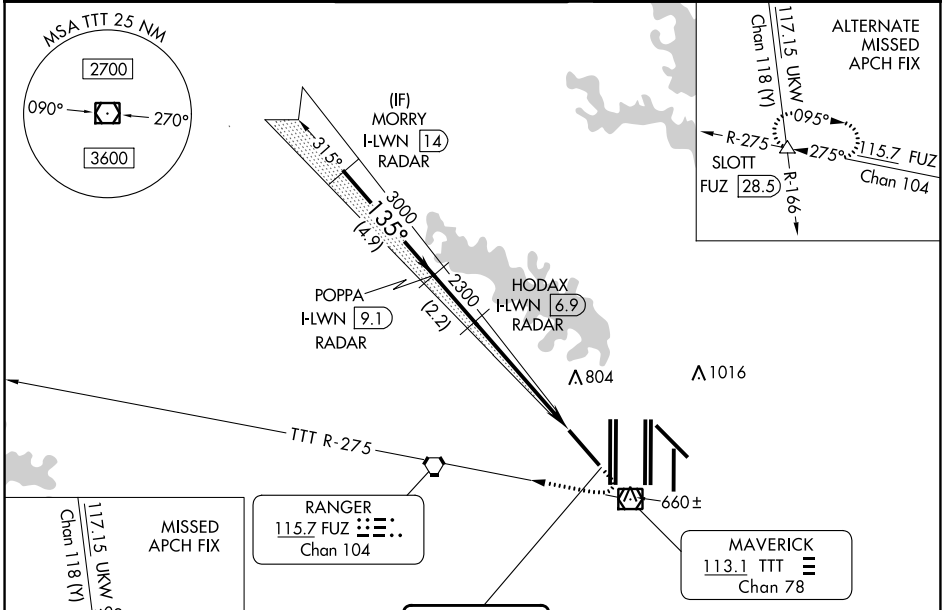
# ILS or LOC RWY 13R

DALLAS-FORT WORTH INTL (DFW)

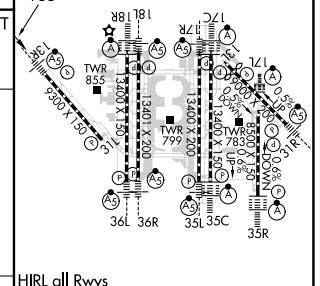
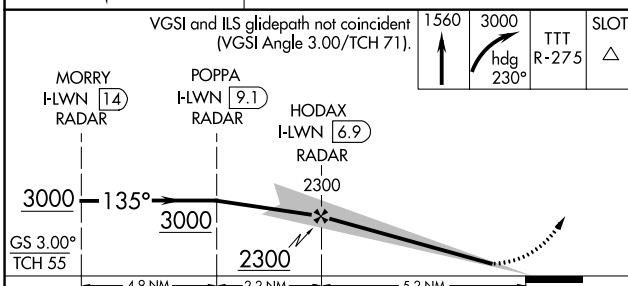
RADAR required for procedure entry.  
DME or RADAR required for LOC only.

MALSRR  
MISSED APPROACH: Climb to 1560 then climbing right turn to 3000 on heading 230° and TTT VOR/DME R-275 to SLOTT INT/TTT 35.6 DME and hold.

D-ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>133.15 118.1</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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ELEV 607	D	TDZE 591
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CATEGORY	A	B	C	D
S-ILS 13R	791/18		200 (200-½)	
S-LOC 13R	1240/24	649 (700-½)	1240-1⅓	649 (700-1⅓)

HIRL all Rwy's				
REIL Rwy's 13L and 31L				
TDZ/CL all Rwy's except 13L, and 31L				
FAF to MAP 5.2 NM				
Knots	60	90	120	150 180
Min:Sec	5:12	3:28	2:36	2:05 1:44

SC-2, 22 FEB 2024 to 21 MAR 2024

SC-2, 22 FEB 2024 to 21 MAR 2024

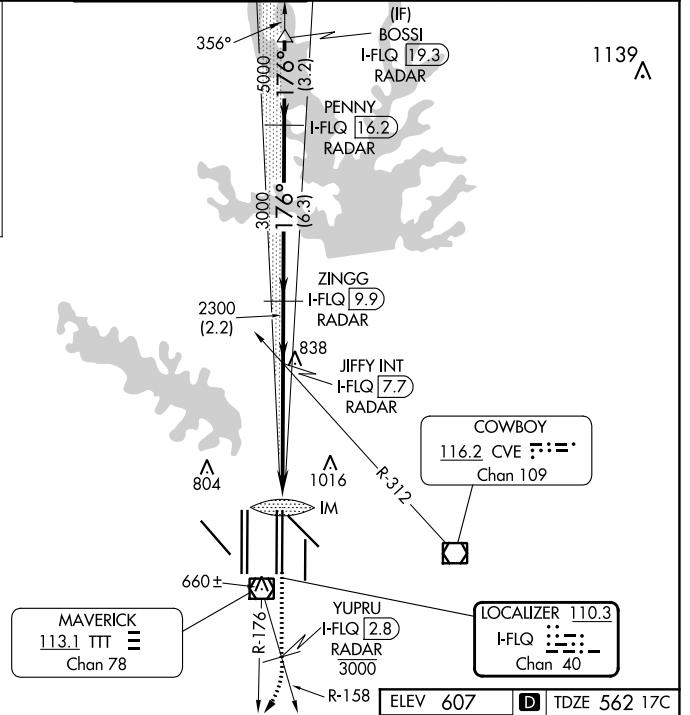
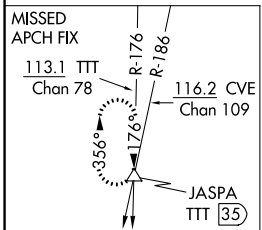
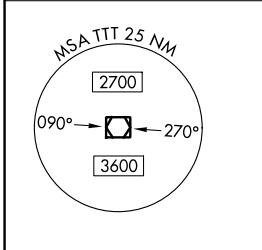
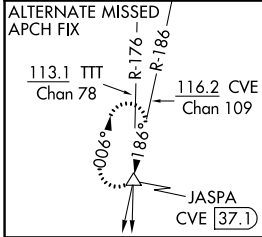
LOC/DME I-FLQ <b>110.3</b> Chan <b>40</b>	APP CRS <b>176°</b>	Rwy 17C Idg <b>13400</b> TDZE <b>562</b> Apt Elev <b>607</b>	Rwy 17R Idg <b>13400</b> TDZE <b>567</b> Apt Elev <b>607</b>
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# ILS or LOC RWY 17C

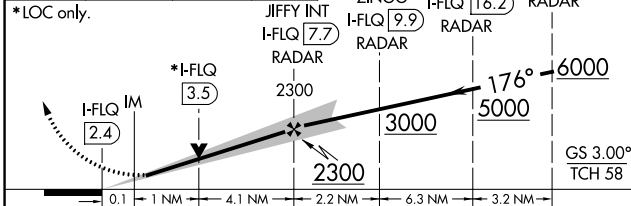
DALLAS-FORT WORTH INTL (DFW)

DME and RADAR required.		Rwy 17C ALSF-2	Rwy 17R MALSR	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.	
Simultaneous approach authorized with Rwy 17L, 18L/R. Inop table does not apply to sidestep 17R Cats A and B.		(A)	(AS)		

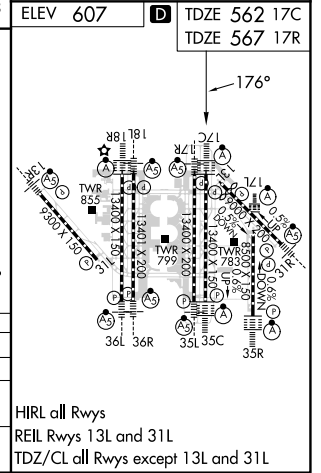
D-ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>127.075</b>	DFW TOWER <b>126.55 127.5</b> EAST <b>124.15 134.9</b> WEST	GND CON <b>121.65 121.8</b> EAST <b>121.85</b> WEST	CLNC DEL <b>128.25</b>	CPDLC
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↑ hdg <b>176°</b>	YUPRU I-FLQ <b>2.8</b> 3000	4000 TTT R-176	JASPA △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).	
				PENNY I-FLQ <b>16.2</b> RADAR	BOSSI I-FLQ <b>19.3</b> RADAR



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)	

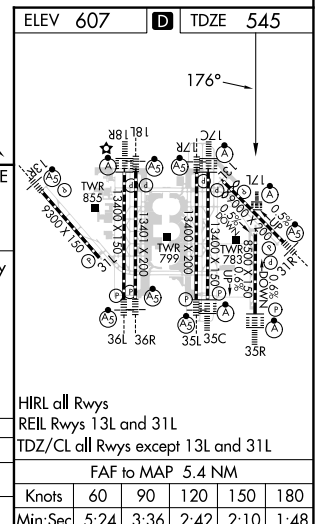
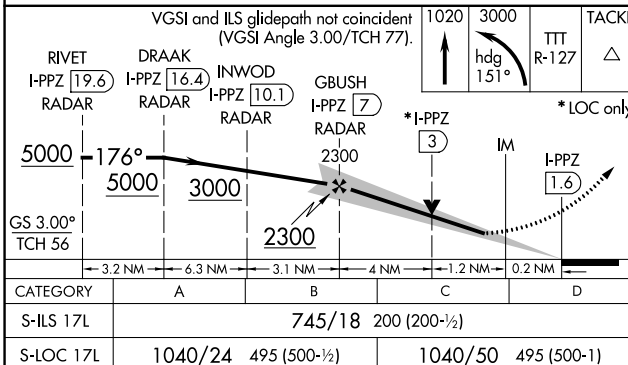
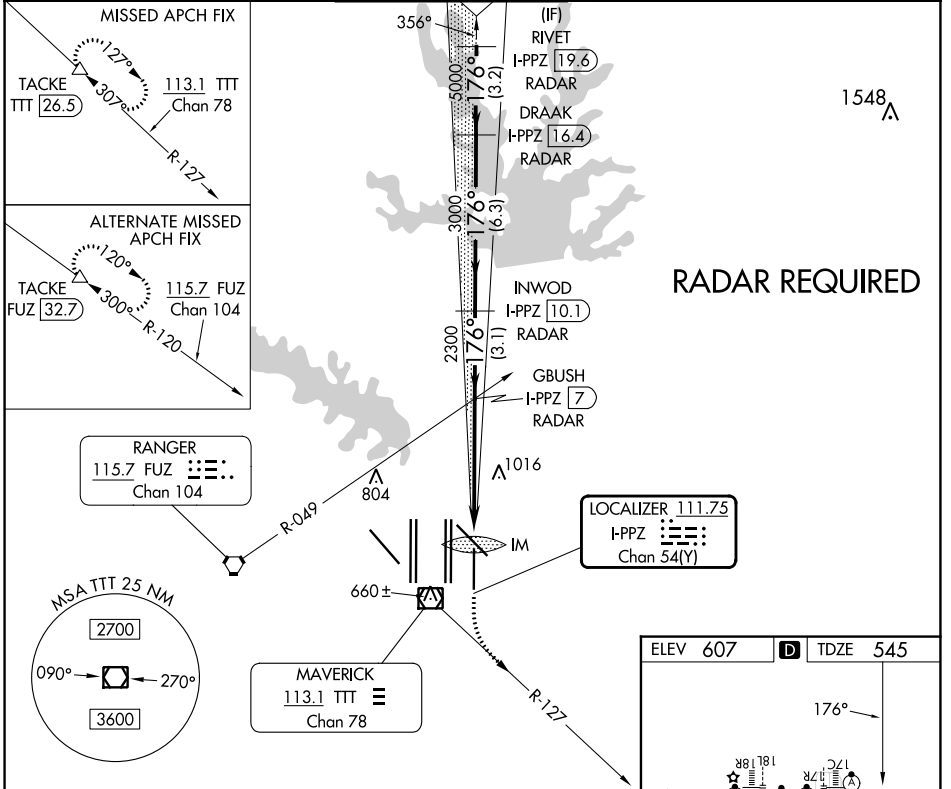


LOC/DME I-PPZ <b>111.75</b> Chan <b>54</b> (Y)	APP CRS <b>176°</b>	Rwy Idg TDZE Apt Elev	<b>8500</b> <b>545</b> <b>607</b>
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# ILS or LOC RWY 17L

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>



DALLAS-FORT WORTH, TEXAS	DALLAS-FORT WORTH INTL (DFW)
Amdt 7 18SEP14	ILS or LOC RWY 17L
32°54'N-97°02'W	

SC-2, 22 FEB 2024 to 21 MAR 2024

SC-2, 22 FEB 2024 to 21 MAR 2024

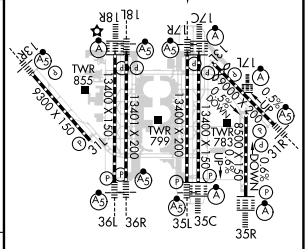
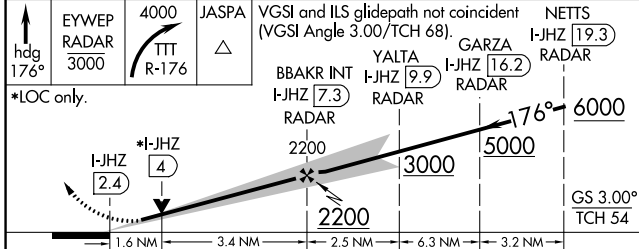
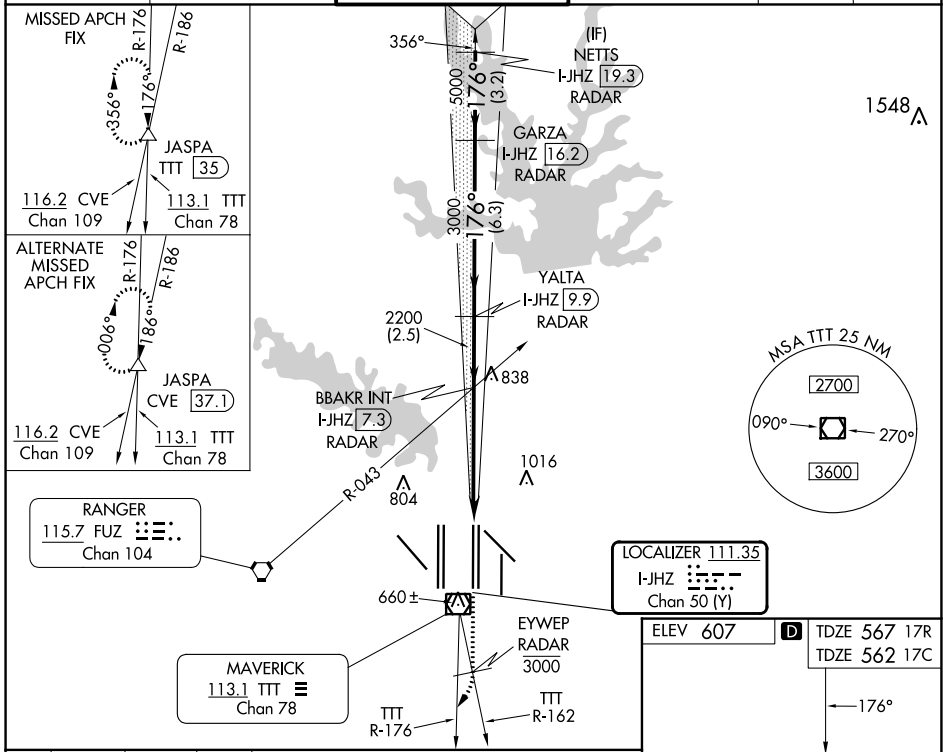
LOC/DME I-JHZ <b>111.35</b> Chan 50 (Y)	APP CRS <b>176°</b>	Rwy 17R Idg <b>13400</b> TDZE <b>567</b> Apt Elev <b>607</b>	Rwy 17C Idg <b>13400</b> TDZE <b>562</b> Apt Elev <b>607</b>
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# ILS or LOC RWY 17R

## DALLAS-FORT WORTH INTL (DFW)

DME and RADAR required.		Rwy 17R MALSR	Rwy 17C ALSF-2	MISSED APPROACH: Climb on heading 176° to cross EYWEP/RADAR at or below 3000, then climbing right turn to 4000 on TTT VOR/DME R-176 to JASPA/TTT 35 DME and hold.
Simultaneous approach authorized with Rwy 17L, 18L/R.				

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 EAST</b> <b>124.15 134.9 WEST</b>	GND CON <b>121.65 121.8 EAST</b> <b>121.85 WEST</b>	CLNC DEL <b>128.25</b>	CPDLC
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CATEGORY	A	B	C	D
S-ILS 17R	767/18 200 (200-1/2)			
S-LOC 17R	1140/24	573 (600-1/2)	1140-1 1/4	573 (600-1 1/4)
SIDESTEP 17C	1140-1	578 (600-1)	1140-1 1/2	578 (600-1 1/2)

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

SC-2, 22 FEB 2024 to 21 MAR 2024

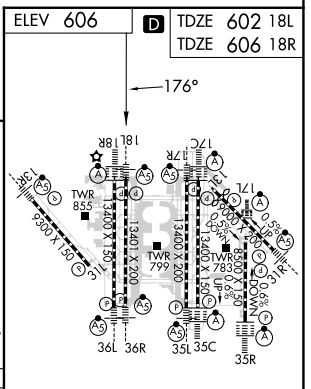
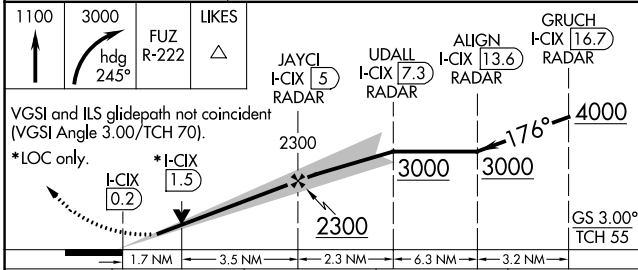
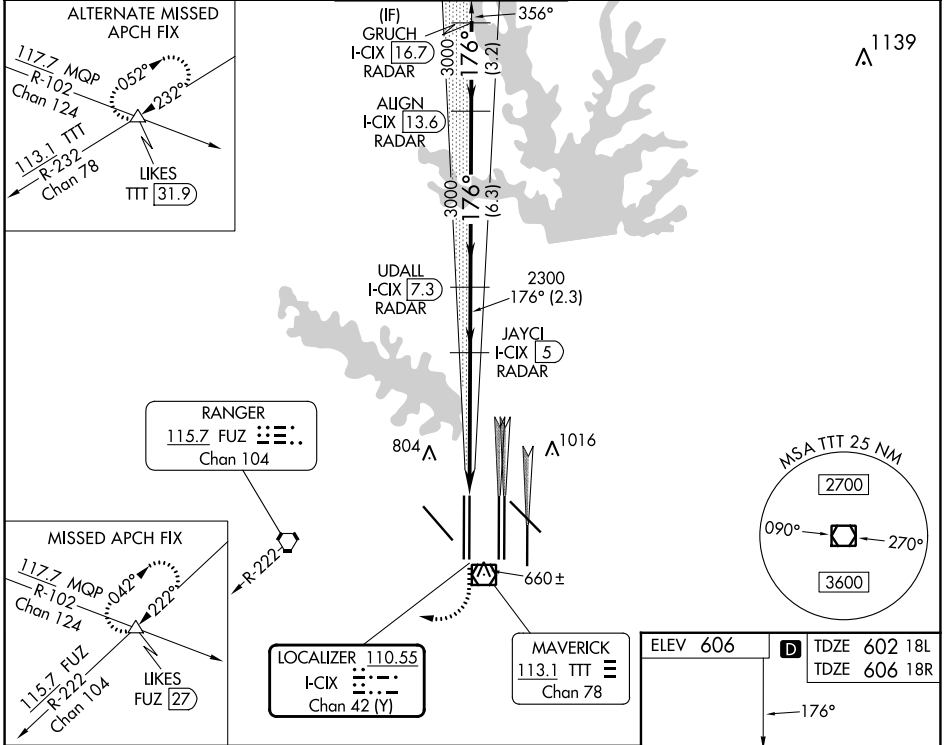
SC-2, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-CIX <b>110.55</b> Chan 42 (Y)	APP CRS <b>176°</b>	Rwy Idg 18L <b>13401</b> 18R <b>13400</b>	TDZE 602 606 606 606
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# ILS or LOC RWY 18L

DALLAS-FORT WORTH INTL (DFW)

RADAR required for procedure entry. DME or RADAR required.		Rwy 18L MALSR	Rwy 18R ALSF-2	MISSED APPROACH: Climb to 1100, then climbing right turn to 3000 on heading 245° and FUZ VORTAC R-222 to LIKES INT/FUZ 27 DME and hold.	
Simultaneous approach authorized with Rwy 17L/C/R. For inop ALS, increase S-LOC 18L Cat C/D and Sidestep 18R Cat C/D visibility to 1¼ mile. Inop table does not apply to Sidestep 18R Cats A and B.					
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



CATEGORY	A	B	C	D
S-ILS 18L		802/18	200 (200-½)	
S-LOC 18L	1220/24	618 (700-½)	1220-1⅓	618 (700-1⅓)
SIDESTEP 18R	1220/50	614 (700-1)	1220-1⅓	1220-1½

HIRL all Rwys					
REIL Rwys 13L and 31L					
TDZ/CL all Rwys except 13L and 31L					
FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

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SC-2, 22 FEB 2024 to 21 MAR 2024

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>13401</b> <b>602</b> <b>607</b>
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# ILS or LOC RWY 18R

## DALLAS-FORT WORTH INTL (DFW)

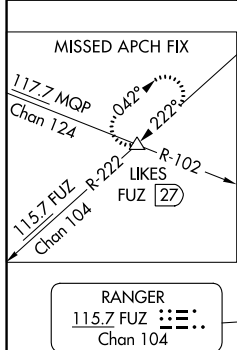
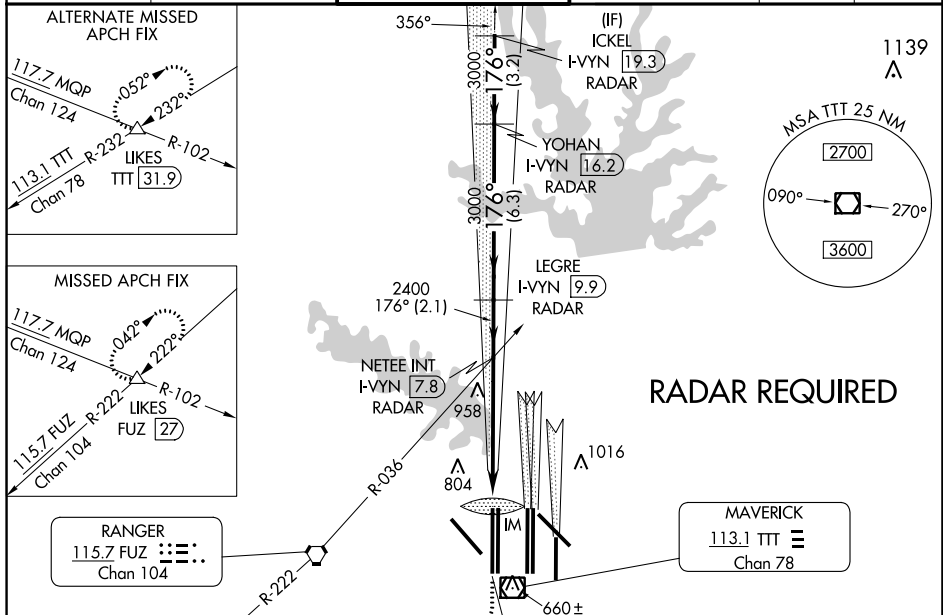
**⚠** Inop table does not apply to Sidestep 18L Cats A and B. DME or RADAR required. Simultaneous approach authorized with Rwy 17 L/C/R. For inop ALSF/MALSR, increase S-LOC 18R Cat C/D and Sidestep 18L Cat C visibility to 1/4 mile.

Rwy 18R ALSF-2

Rwy 18L MALSR

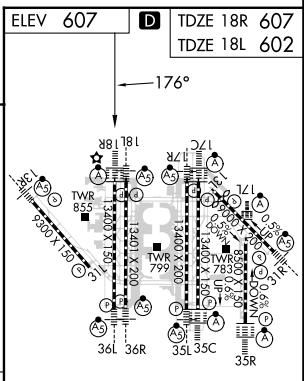
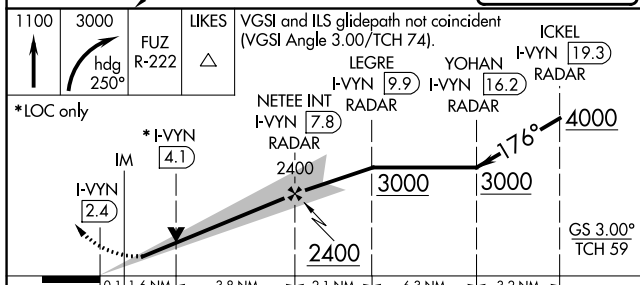
MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 on heading 250° and FUZ VORTAC R-222 to LIKES INT/FUZ VORTAZ 27 DME and hold.

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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**RADAR REQUIRED**

ELEV 607	<b>D</b>	TDZE 18R 607	TDZE 18L 602
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CATEGORY	A	B	C	D	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
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 3/8 618 (700-1 3/8)	1220-1 1/2 618 (700-1 1/2)	

SC-2, 22 FEB 2024 to 21 MAR 2024

SC-2, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-RRR <b>110.9</b> Chan <b>46</b>	APP CRS <b>311°</b>	Rwy Idg TDZE Apt Elev	<b>8373</b> <b>523</b> <b>607</b>
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# ILS or LOC RWY 31R

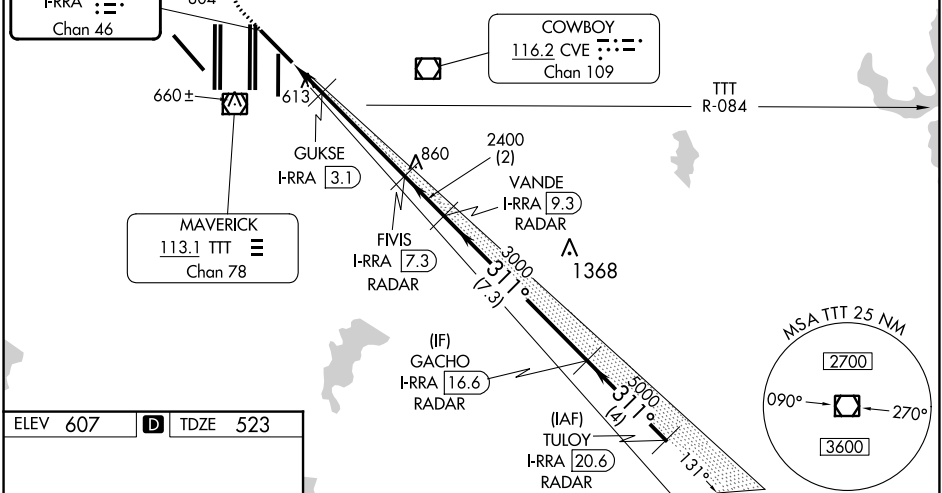
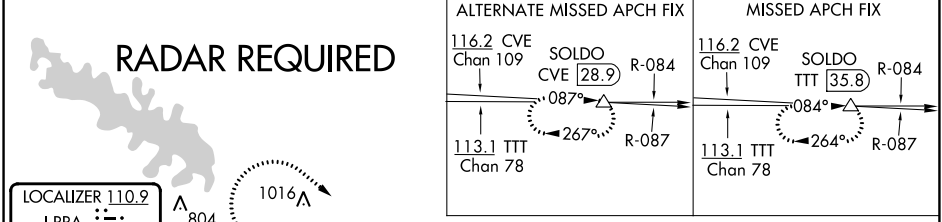
DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized. DME required.  
For inop ALS increase S-LOC 31R GUKSE FIX minimums  
Cat C/D visibility to RVR 5500.

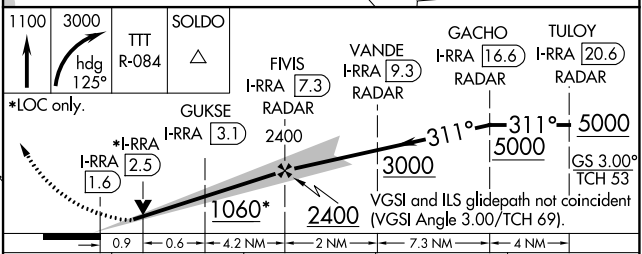
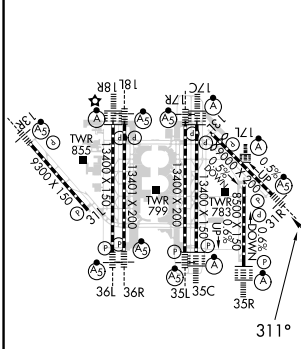


MISSED APPROACH: Climb to 1100 then climbing  
right turn to 3000 on heading 125° and TTT VOR/  
DME R-084 to SOLD0/TTT 35.8 DME and hold.

D-ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>135.5 125.2</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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ELEV <b>607</b>	<b>D</b>	TDZE <b>523</b>
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CATEGORY	A	B	C	D
S-ILS 31R	723/18 200 (200-½)			
S-LOC 31R	1060/24	537 (500-½)	1060/55	537 (500-1¼)
GUKSE FIX MINIMUMS				
S-LOC 31R	880/24	357 (300-½)	880/30	357 (300-¾)

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

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

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SC-2, 22 FEB 2024 to 21 MAR 2024



LOC/DME I-PKQ <b>110.3</b> Chan 40	APP CRS <b>356°</b>	Rwy 35C Idg <b>13400</b> TDZE <b>563</b> Apt Elev <b>607</b>	Rwy 35L Idg <b>13400</b> TDZE <b>564</b> Apt Elev <b>607</b>
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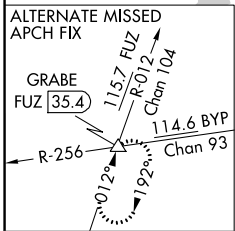
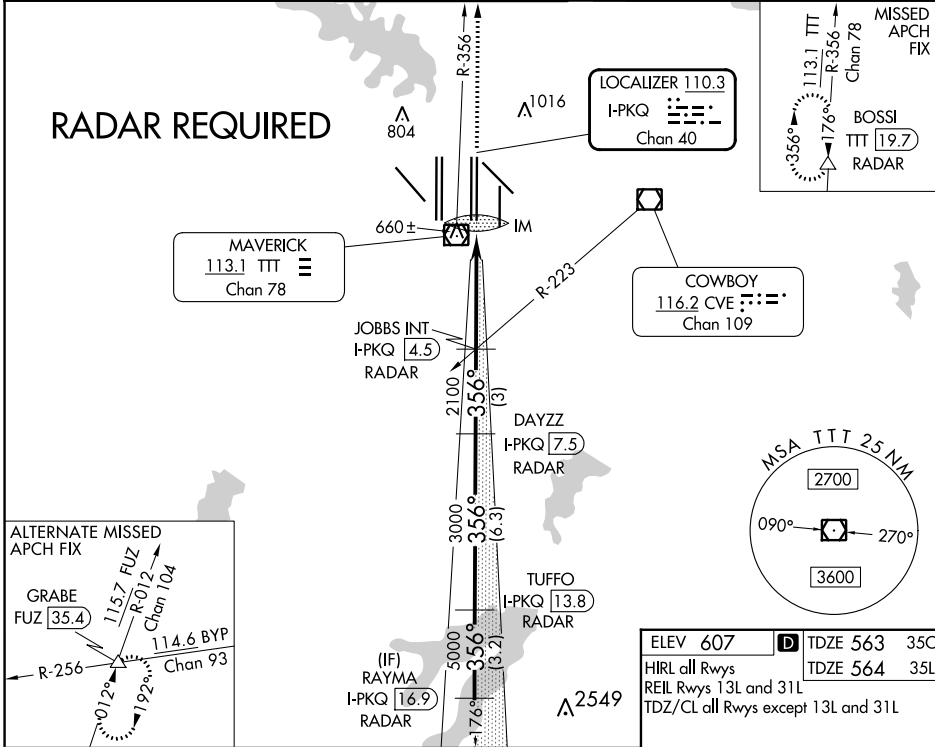
# ILS or LOC RWY 35C

## DALLAS-FORT WORTH INTL (DFW)

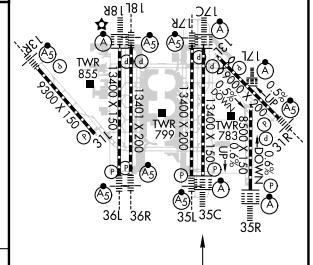
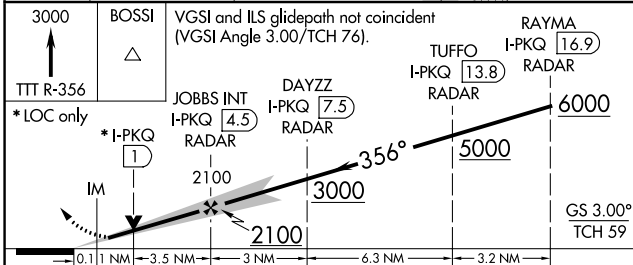
**▼** Inoperative table does not apply to Sidestep Rwy 35L Cats A and B. DME or RADAR required. Simultaneous approach authorized with Rwy 35R, Rwy 36L/R.

Rwy 35C ALSF-2 	Rwy 35L MALSR 	MISSED APPROACH: Climb to 3000 on TTT VOR/DME R-356 to BOSSI/TTT 19.7 DME/RADAR and hold.
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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
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ELEV 607	<b>D</b> TDZE 563 35C
HIRL all Rwys	TDZE 564 35L
REIL Rwys 13L and 31L	
TDZ/CL all Rwys except 13L and 31L	



CATEGORY	A	B	C	D
S-ILS 35C	763/18		200 (200-½)	
S-LOC 35C	1000/24	437 (400-½)	1000/40	437 (400-¾)
SIDESTEP 35L	1000/55		436 (400-1)	
			1000-1½	436 (400-1½)

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

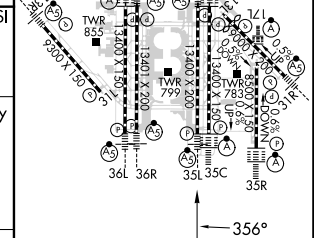
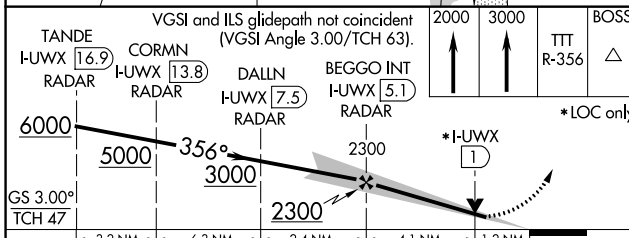
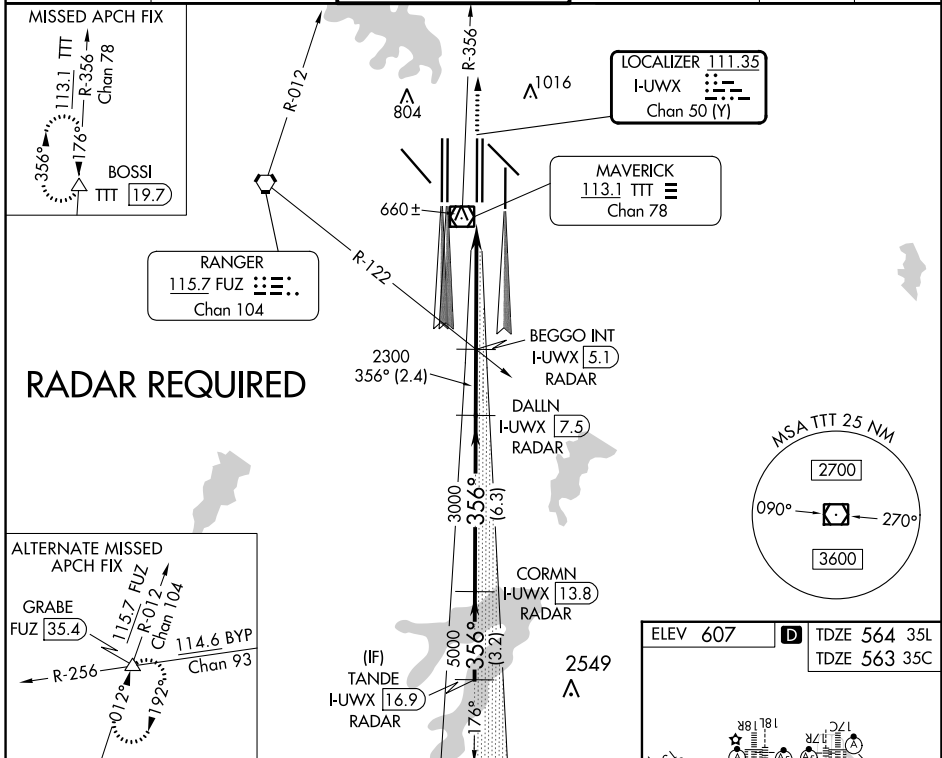
LOC/DME I-UWX <b>111.35</b> Chan 50 (Y)	APP CRS <b>356°</b>	Rwy 35L Idg <b>13400</b> TDZE <b>564</b> Apt Elev <b>607</b>	Rwy 35C Idg <b>13400</b> TDZE <b>563</b> Apt Elev <b>607</b>
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# ILS or LOC RWY 35L

DALLAS-FORT WORTH INTL (DFW)

DME or RADAR required. Simultaneous approach authorized with Rwy 36 L/R and Rwy 35R. Inop table does not apply to Sidestep Rwy 35C.	Rwy 35L MALS 	Rwy 35C ALS-F2 	MISSED APPROACH: Climb to 2000 then climb to 3000 on TTT VOR/DME R-356 to BOSSI/TTT 19.7 DME 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
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TANDR I-UWX [16.9] RADAR CORMN I-UWX [13.8] RADAR DALLN I-UWX [7.5] RADAR BEGGO INT I-UWX [5.1] RADAR BOSSI TTT R-356	GS 3.00° TCH 47 6000 5000 3000 2300 *I-UWX [1]	*LOC only		
CATEGORY S-ILS 35L S-LOC 35L SIDESTEP 35C	A 1000/24 1000-1 437 (400-1)	B 764/18 436 (400-1/2) 1000-1 1/2 437 (400-1/2)	C 200 (200-1/2) 1000/40 437 (400-1/2)	D 436 (400-3/4) 1000-2 437 (400-2)

HIRL all Rwys					
REIL Rwys 13L and 31L					
TDZ/CL all Rwys except 13L, and 31L					
FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SC-2, 22 FEB 2024 to 21 MAR 2024

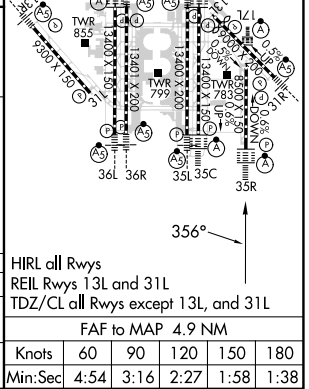
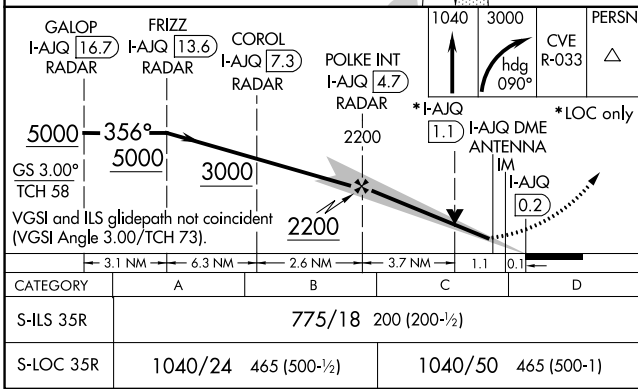
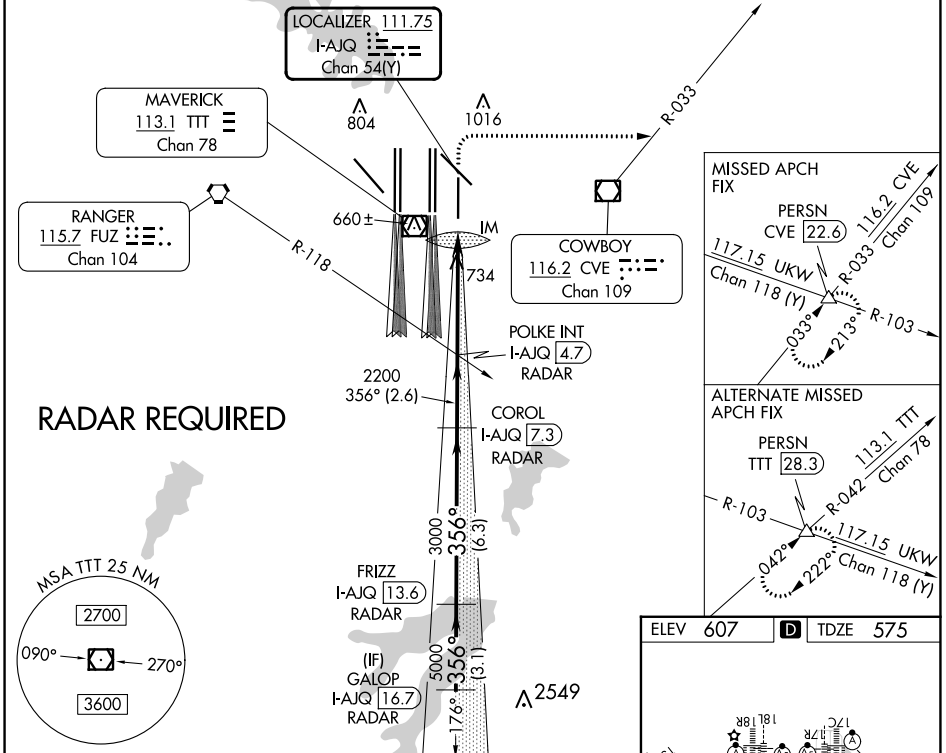
SC-2, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-AJQ <b>111.75</b> Chan 54(Y)	APP CRS <b>356°</b>	Rwy Idg TDZE Apt Elev <b>8500</b> <b>575</b> <b>607</b>
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# ILS or LOC RWY 35R

DALLAS-FORT WORTH INTL (DFW)

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
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SC-2, 22 FEB 2024 to 21 MAR 2024


SC-2, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-BXN <b>111.9</b> Chan <b>56</b>	APP CRS <b>356°</b>	Rwy 36L Idg <b>13400</b> TDZE <b>588</b> Apt Elev <b>606</b>	Rwy 36R Idg <b>13401</b> TDZE <b>581</b> Apt Elev <b>606</b>
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# ILS or LOC RWY 36L

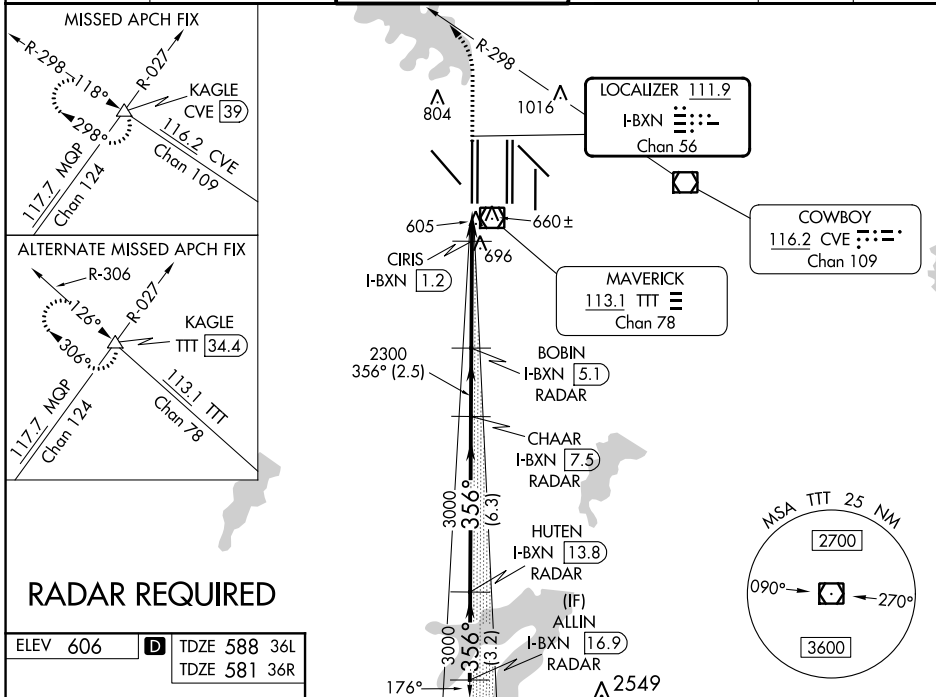
DALLAS-FORT WORTH INTL (DFW)

**⚠** Inop table does not apply to Sidestep 36R. Simultaneous approach authorized with Rwy 35L/C/R. DME or RADAR required. For inop ALS, increase S-LOC 36L Cat C and D visibility to 1 $\frac{1}{2}$  SM. For inop ALS, increase CIRIS fix minimums (DME required) S-LOC 36L Cats C and D visibility to RVR 5500.

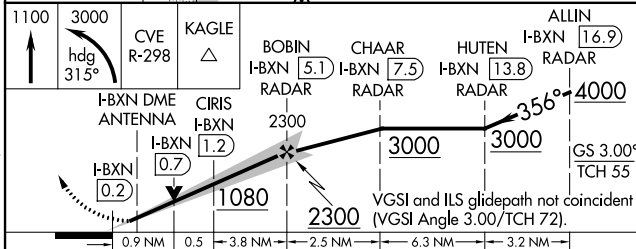
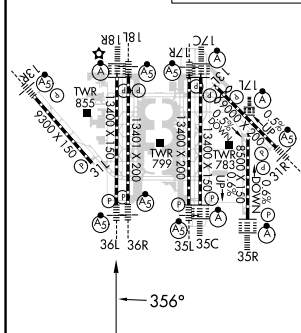
Rwys 36L/R MALSR 

**MISSED APPROACH:** Climb to 1100 then climbing left turn to 3000 on heading 315° and CVE VOR/DME R-298 to KAGLE INT/ CVE VOR/DME 39 DME and hold.

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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ELEV <b>606</b>	<b>D</b>	TDZE <b>588 36L</b> TDZE <b>581 36R</b>
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CATEGORY	A	B	C	D
S-ILS 36L	788/18 200 (200- $\frac{1}{2}$ )			
S-LOC 36L	1080/24	492 (500- $\frac{1}{2}$ )	1080/50	492 (500-1)
SIDESTEP 36R	1080/50	499 (500-1)	1080-1 $\frac{1}{2}$	499 (500-1 $\frac{1}{2}$ )
CIRIS FIX MINIMUMS (DME required)				
S-LOC 36L	940/24	352 (400- $\frac{1}{2}$ )	940/30	352 (400- $\frac{5}{8}$ )

LOC/DME I-FJN <b>110.55</b> Chan 42 (Y)	APP CRS <b>356°</b>	Rwy 36R Idg <b>13401</b> TDZE <b>581</b> Apt Elev <b>607</b>	Rwy 36L Idg <b>13400</b> TDZE <b>588</b> Apt Elev <b>607</b>
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# ILS or LOC RWY 36R

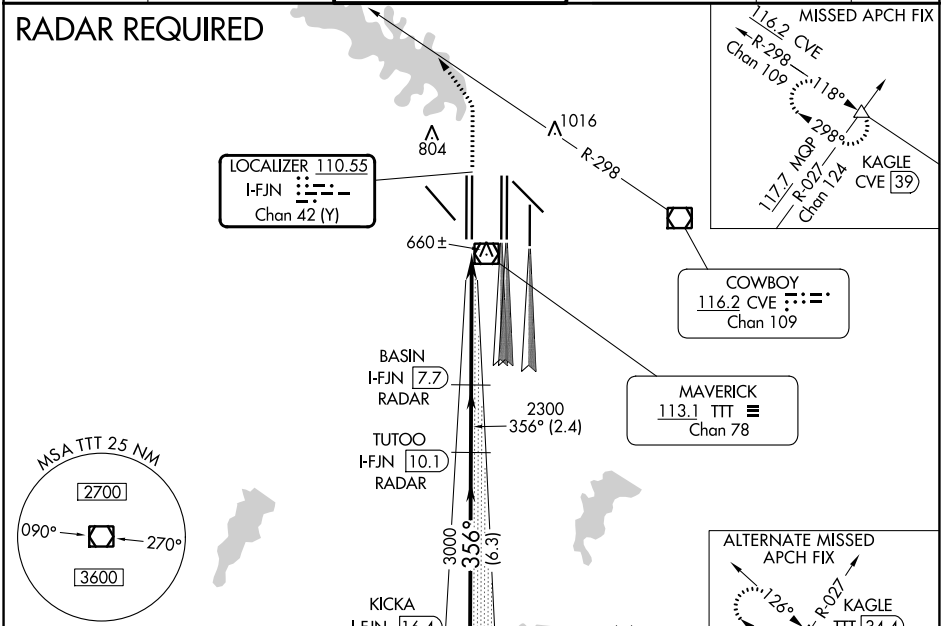
DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized with Rwy 35L/C/R. Inop table does not apply to Sidestep 36L Cats A and B. DME or RADAR required.

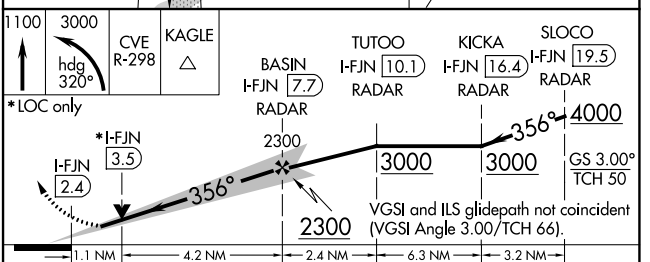
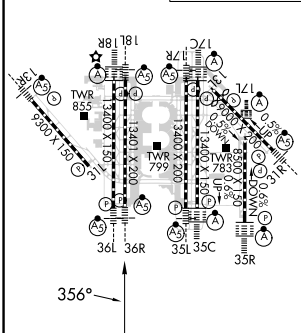
Rwys 36R/L MALS R (AS)

MISSED APPROACH: Climb to 1100, then climbing left turn to 3000 on heading 320° and CVE VOR/DME R-298 to KAGLE INT/CVE 39 DME and hold.

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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ELEV 607	<b>D</b> TDZE 581 36R TDZE 588 36L
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CATEGORY	A	B	C	D
S-ILS 36R	781/18 200 (200-½)			
S-LOC 36R	1000/24	419 (400-½)	1000/40	419 (400-¾)
SIDESTEP 36L	1080/50 492 (500-1)			1080-1½ 492 (500-1½)

SC-2, 22 FEB 2024 to 21 MAR 2024

SC-2, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>97324</b> <b>W17D</b>	APP CRS <b>176°</b>	Rwy Idg <b>13400</b> TDZE <b>562</b> Apt Elev <b>607</b>
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# RNAV (GPS) RWY 17C

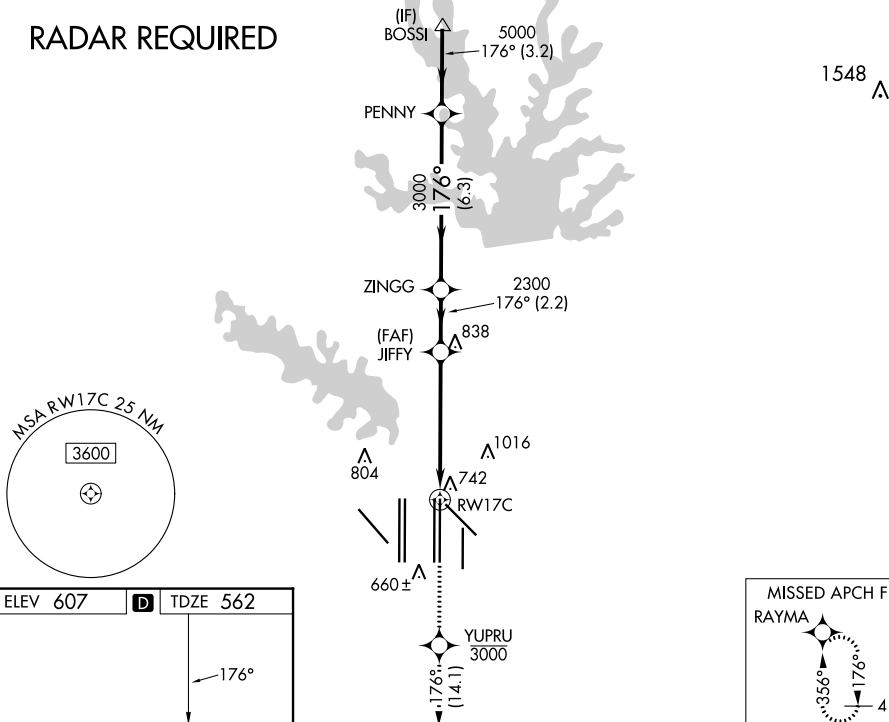
DALLAS-FORT WORTH INTL (DFW)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 17L and 18L/R. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2  
 MISSED APPROACH: Climb to at or below 3000 direct YUPRU then climb to 4000 on track 176° to RAYMA and hold.

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 EAST</b> <b>124.15 134.9 WEST</b>	GND CON <b>121.65 121.8 EAST</b> <b>121.85 WEST</b>	CLNC DEL <b>128.25</b>	CPDLC
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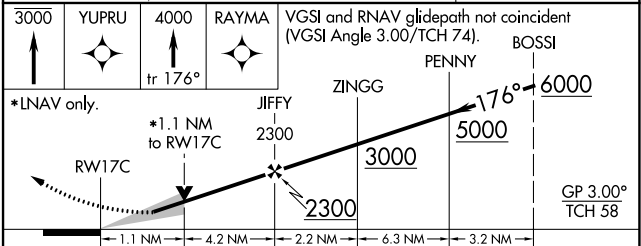
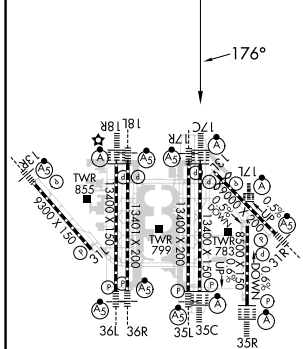
## RADAR REQUIRED



SC-2, 22 FEB 2024 to 21 MAR 2024

SC-2, 22 FEB 2024 to 21 MAR 2024

ELEV 607	<b>D</b>	TDZE 562
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CATEGORY	A	B	C	D
LPV DA		762/18	200 (200-½)	
LNAV/VNAV DA		1068/60	506 (500-¼)	
LNAV MDA	1000/24	438 (400-½)	1000/40	438 (400-¾)

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

WAAS CH <b>40008</b> <b>W17B</b>	APP CRS <b>176°</b>	Rwy Idg <b>8500</b> TDZE <b>545</b> Apt Elev <b>607</b>
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# RNAV (GPS) RWY 17L

DALLAS-FORT WORTH INTL (DFW)

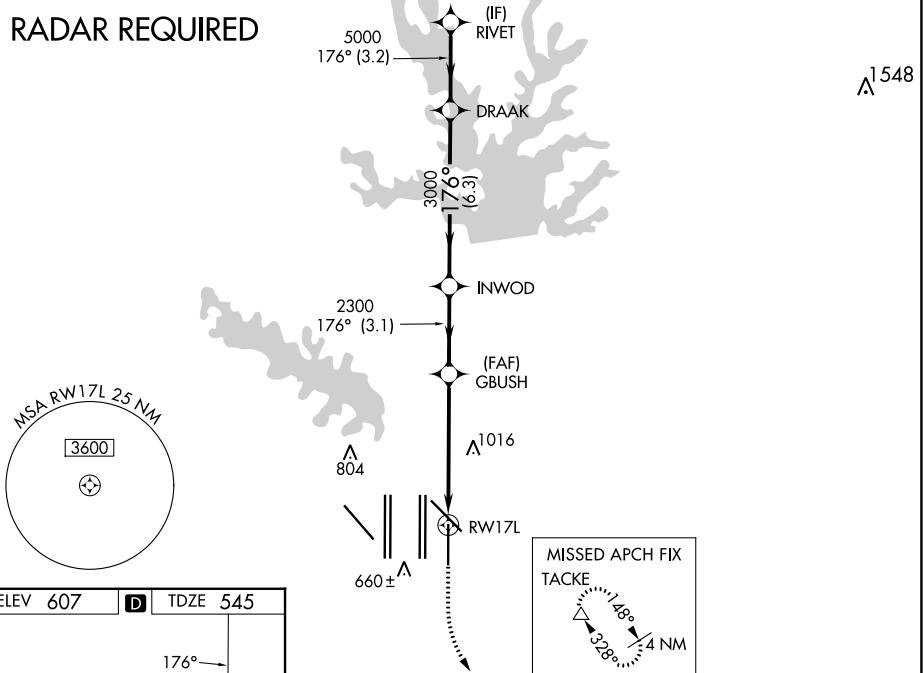
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 17C/R and Rwy 18L/R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.



MISSED APPROACH: Climb to 1020 then climbing left turn to 3000 direct TACKE 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
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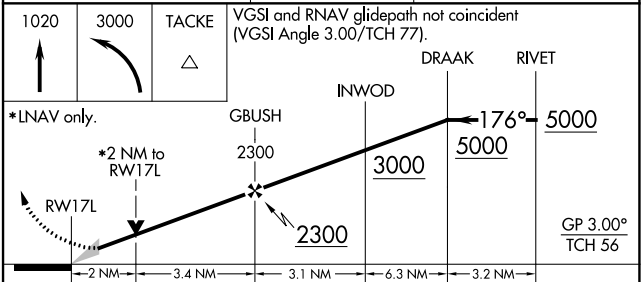
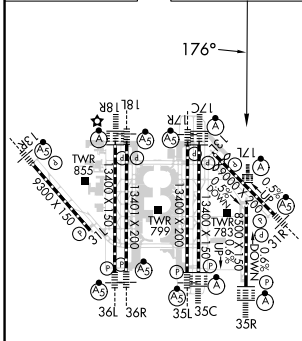
## RADAR REQUIRED



SC-2, 22 FEB 2024 to 21 MAR 2024

SC-2, 22 FEB 2024 to 21 MAR 2024

ELEV <b>607</b>	<b>D</b>	TDZE <b>545</b>
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CATEGORY	A	B	C	D
LPV DA		745/18	200 (200-½)	
LNAV/VNAV DA		1063/60	518 (500-1¼)	
LNAV MDA	1240/24	695 (700-½)	1240-1½	695 (700-1½)

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

WAAS CH <b>53505</b> <b>W17A</b>	APP CRS <b>176°</b>	Rwy Idg <b>13400</b> TDZE <b>567</b> Apt Elev <b>607</b>
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# RNAV (GPS) RWY 17R

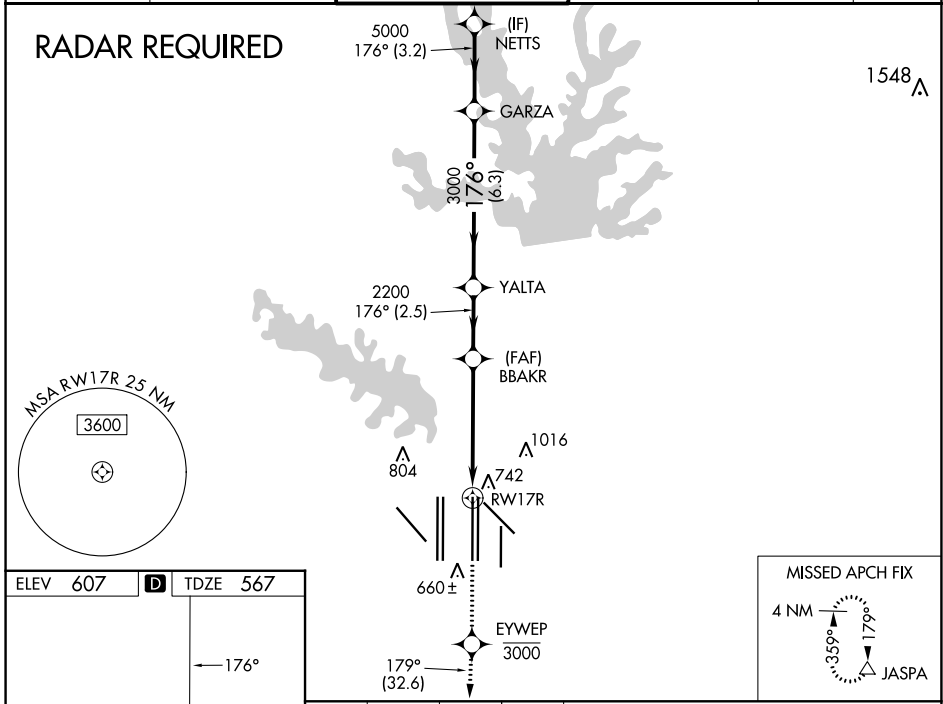
DALLAS-FORT WORTH INTL (DFW)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 17L and Rwys 18L/R. DME/DME RNP-0.3 NA. For inop MALSR increase LNAV/VNAV all Cats visibility to 1½ mile. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

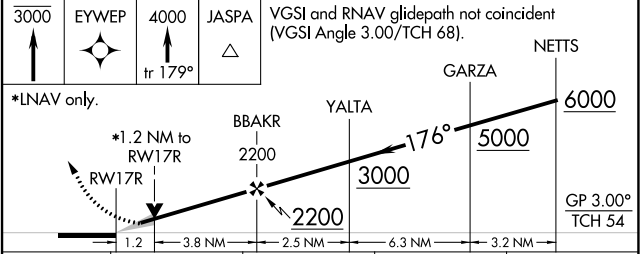
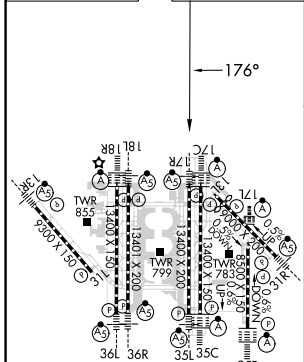


**MISSED APPROACH:** Climb to at or below 3000 direct EYWEP then climb to 4000 on track 179° to JASPA and hold.

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
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ELEV 607	<b>D</b>	TDZE 567
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CATEGORY	A	B	C	D
LPV DA		767/18	200 (200-½)	
LNAV/VNAV DA		1066/60	499 (500-1¼)	
LNAV MDA	1000/24	433 (400-½)	1000/40	433 (400-¾)

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

SC-2, 22 FEB 2024 to 21 MAR 2024

SC-2, 22 FEB 2024 to 21 MAR 2024



WAAS CH <b>86807</b> <b>W18A</b>	APP CRS <b>176°</b>	Rwy Idg <b>13401</b> TDZE <b>602</b> Apt Elev <b>606</b>
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# RNAV (GPS) RWY 18L

DALLAS-FORT WORTH INTL (DFW)

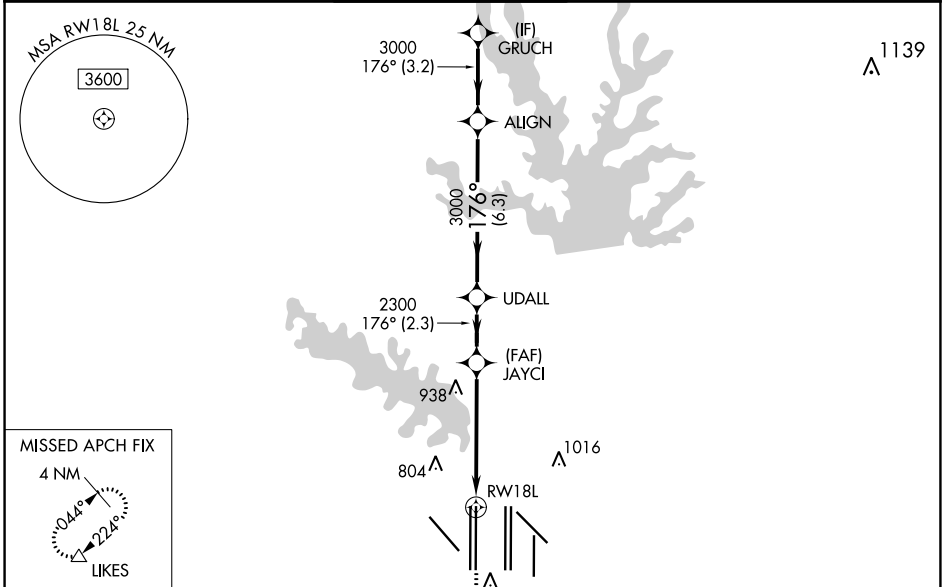
RADAR required for procedure entry. RNP APCH.

Simultaneous approach authorized with Rwy 17L/C/R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000 and LNAV Cats C and D visibility to 1¼ SM.

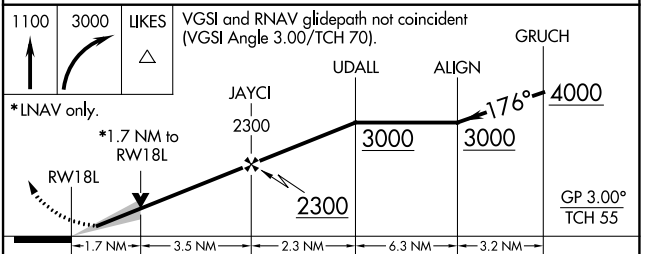
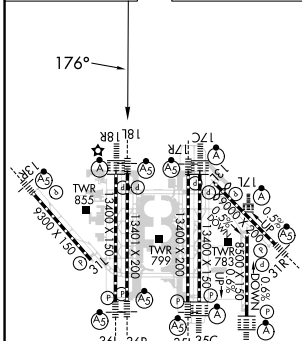


MISSED APPROACH: Climb to 1100, then climbing right turn to 3000 direct LIKES and hold.

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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ELEV <b>606</b>	<b>D</b>	TDZE <b>602</b>
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CATEGORY	A	B	C	D
LPV DA		802/18	200 (200-½)	
LNAV/VNAV DA		1013/40	411 (500-¾)	
LNAV MDA	1220/24	618 (700-½)	1220-1⅜	618 (700-1⅜)

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

SC-2, 22 FEB 2024 to 21 MAR 2024

SC-2, 22 FEB 2024 to 21 MAR 2024

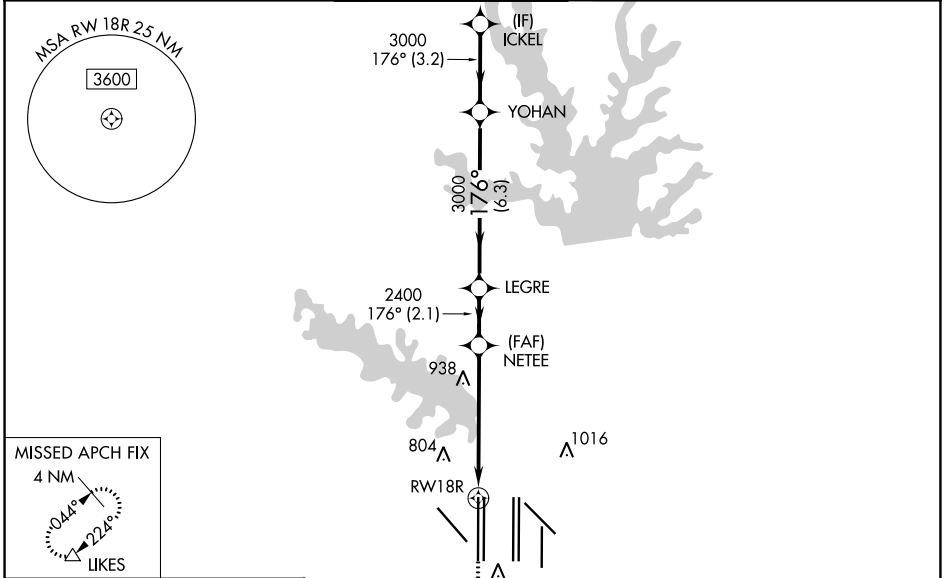
WAAS CH <b>99407</b> <b>W18B</b>	APP CRS <b>176°</b>	Rwy Idg <b>13400</b> TDZE <b>606</b> Apt Elev <b>606</b>
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# RNAV (GPS) RWY 18R

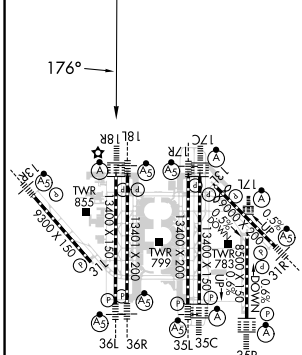
DALLAS-FORT WORTH INTL (DFW)

RADAR required for procedure entry. RNP APCH.		ALS2-2 	MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct LIKES and hold.
<p>▼ Simultaneous approach authorized with Rwy 17L/C/R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000 and LNAV Cats C and D visibility to 1¼ SM.</p>			

D-ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>118.425</b>	DFW TOWER <b>126.55</b> EAST <b>127.5</b> WEST <b>124.15</b> EAST <b>134.9</b> WEST	GND CON <b>121.65</b> EAST <b>121.8</b> WEST	CLNC DEL <b>128.25</b>	CPDLC
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ELEV 606	<b>D</b>	TDZE 606
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CATEGORY	A	B	C	D
LPV DA		806/18	200 (200-½)	
LNAV/VNAV DA		1012/40	406 (500-¾)	
LNAV MDA	1220/24	614 (700-½)	1220-1⅓	614 (700-1⅓)

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

SC-2, 22 FEB 2024 to 21 MAR 2024

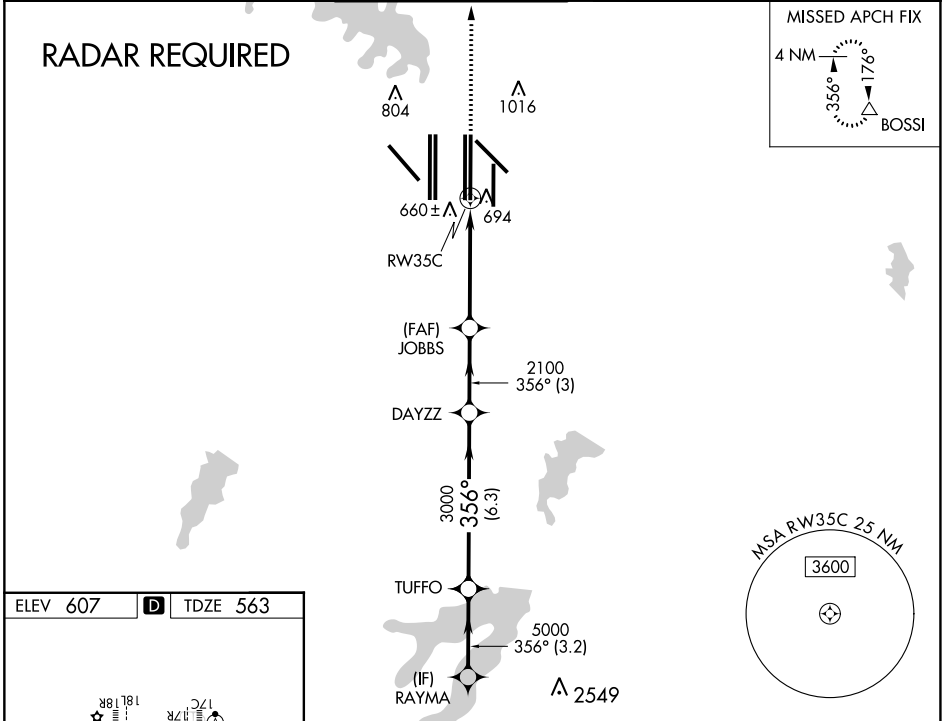
SC-2, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>40025</b> W35D	APP CRS <b>356°</b>	Rwy Idg <b>13400</b> TDZE <b>563</b> Apt Elev <b>607</b>
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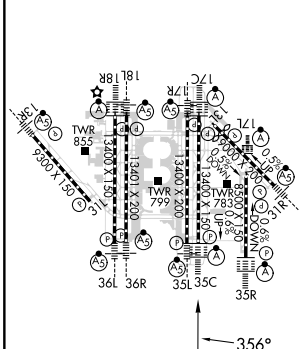
# RNAV (GPS) RWY 35C

DALLAS-FORT WORTH INTL (DFW)

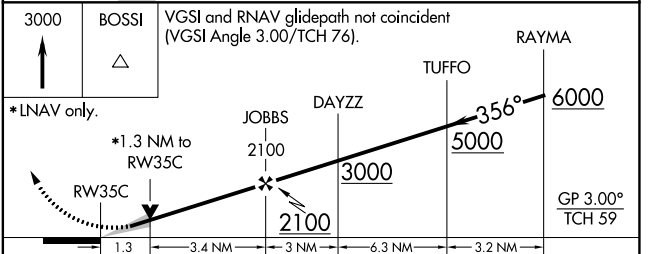
<p>⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). For inop ALSF, increase LNAV/VNAV all Cats visibility to RVR 6000. Simultaneous approach authorized with Rwy 36 L/R and Rwy 35R. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.</p>		<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 3000 direct BOSSI and hold.</p>		
<p>D-ATIS ARR <b>123.775</b> DEP <b>135.925</b></p>	<p>REGIONAL APP CON <b>127.075</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>



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



CATEGORY	A	B	C	D
LPV DA		763/18	200 (200-½)	
LNAV/VNAV DA		932/40	369 (400-¾)	
LNAV MDA	1040/24	477 (500-½)	1040/50	477 (500-1)

SC-2, 22 FEB 2024 to 21 MAR 2024

SC-2, 22 FEB 2024 to 21 MAR 2024

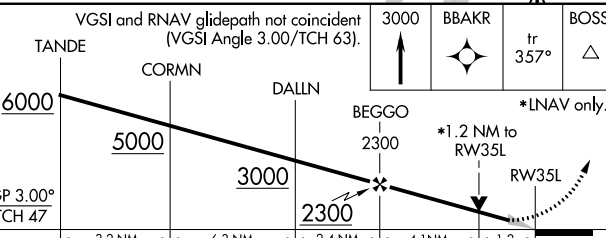
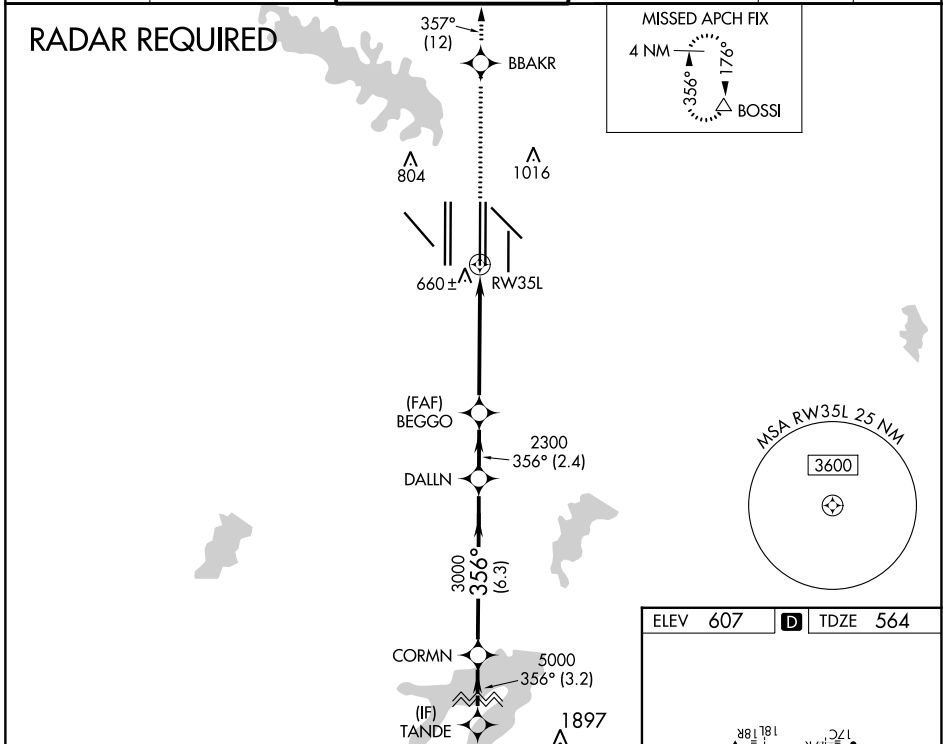
WAAS CH <b>45805</b> <b>W35B</b>	APP CRS <b>356°</b>	Rwy Idg <b>13400</b> TDZE <b>564</b> Apt Elev <b>607</b>
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# RNAV (GPS) RWY 35L

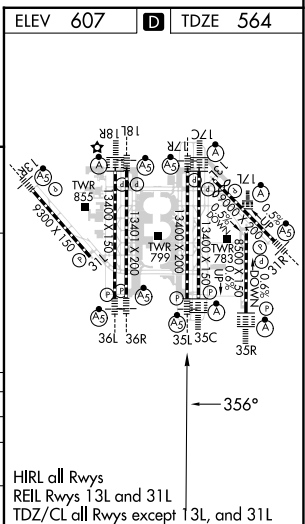
DALLAS-FORT WORTH INTL (DFW)

<p><b>▽</b> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 36L/R and Rwy 35R. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.</p>		<p>MALSR A5</p>	<p>MISSED APPROACH: Climb to 3000 direct BBAKR and on track 357° to BOSSI and hold.</p>		
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 EAST</b> <b>124.15 134.9 WEST</b>	GND CON <b>121.65 121.8 EAST</b> <b>121.85 WEST</b>	CLNC DEL <b>128.25</b>	CPDLC

## RADAR REQUIRED



CATEGORY	A	B	C	D
LPV DA		764/18	200 (200-½)	
LNAV/VNAV DA		928/40	364 (400-¾)	
LNAV MDA	1020/24	456 (500-½)	1020/45	456 (500-¾)



SC-2, 22 FEB 2024 to 21 MAR 2024


SC-2, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>40401</b> <b>W35A</b>	APP CRS <b>356°</b>	Rwy Idg <b>8500</b> TDZE <b>575</b> Apt Elev <b>607</b>
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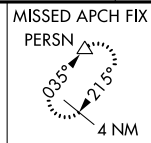
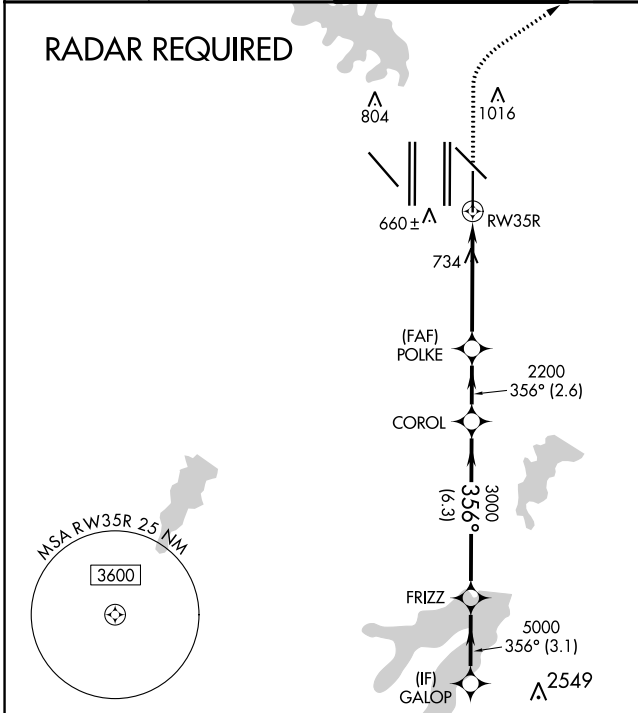
# RNAV (GPS) RWY 35R

DALLAS-FORT WORTH INTL (DFW)

**▽** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). For inop ALSF, increase LNAV/VNAV all Cats visibility to RVR 6000, increase LNAV Cat C/D visibility to 1 $\frac{1}{8}$  mile. Simultaneous approach authorized with Rwy 35 L/C and 36L/R. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

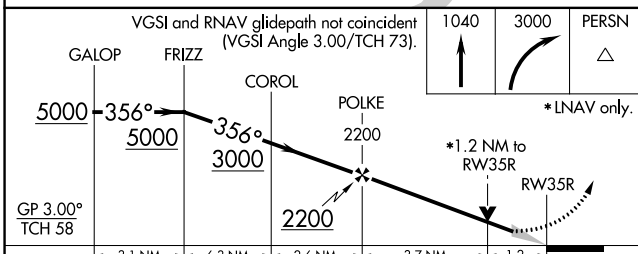
**ALSF-2**  
  
**MISSED APPROACH:**  
Climb to 1040 then climbing right turn to 3000 direct PERSN and hold.

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 EAST</b> <b>124.15 134.9 WEST</b>	GND CON <b>121.65 121.8 EAST</b> <b>121.85 WEST</b>	CLNC DEL <b>128.25</b>	CPDLC
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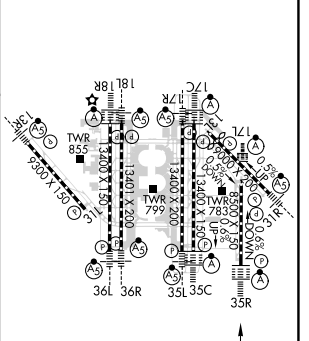


SC-2, 22 FEB 2024 to 21 MAR 2024

SC-2, 22 FEB 2024 to 21 MAR 2024



ELEV <b>607</b>	<b>D</b> TDZE <b>575</b>
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CATEGORY	A	B	C	D
LPV DA		775/18	200 (200- $\frac{1}{2}$ )	
LNAV/VNAV DA		917/30	342 (400- $\frac{5}{8}$ )	
LNAV MDA	1040/24	465 (500- $\frac{1}{2}$ )	1040/50	465 (500-1)

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

WAAS CH <b>93805</b> <b>W36B</b>	APP CRS <b>356°</b>	Rwy Idg <b>13400</b> TDZE <b>588</b> Apt Elev <b>607</b>
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# RNAV (GPS) RWY 36L

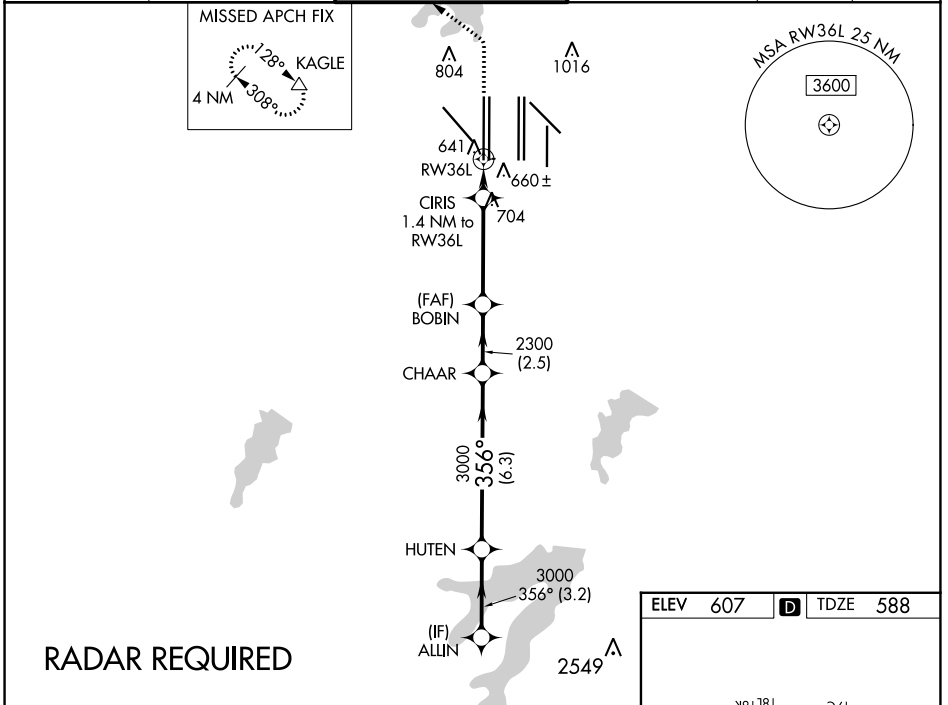
DALLAS-FORT WORTH INTL (DFW)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). For inop MALSR, increase LNAV Cat C/D visibility to RVR 5500. Simultaneous approach authorized with Rwy 35L/C/R. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct KAGLE and hold.

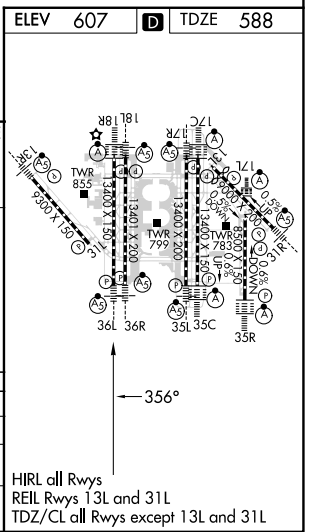
D-ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>118.425</b>	DFW TOWER <b>126.55 127.5 EAST</b> <b>124.15 134.9 WEST</b>	GND CON <b>121.65 121.8 EAST</b> <b>121.85 WEST</b>	CLNC DEL <b>128.25</b>	CPDLC
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).

ALLIN	HUTEN	CHAAR	BOBIN	CIRIS	RWY36L
4000	3000	3000	2300	1100	3000
GP 3.00°	3.2 NM	6.3 NM	2.5 NM	3.8 NM	1.4 NM
TCH 55				*1080	
CATEGORY	A	B	C	D	
LPV DA		788/18	200 (200-1/2)		
LNAV/VNAV DA		987/45	399 (400-7/8)		
LNAV MDA	960/24	372 (400-1/2)	960/35	372 (400-5/8)	

\*LNAV only.



SC-2, 22 FEB 2024 to 21 MAR 2024


SC-2, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>87005</b> <b>W36A</b>	APP CRS <b>356°</b>	Rwy Idg <b>13401</b> TDZE <b>581</b> Apt Elev <b>607</b>
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# RNAV (GPS) RWY 36R

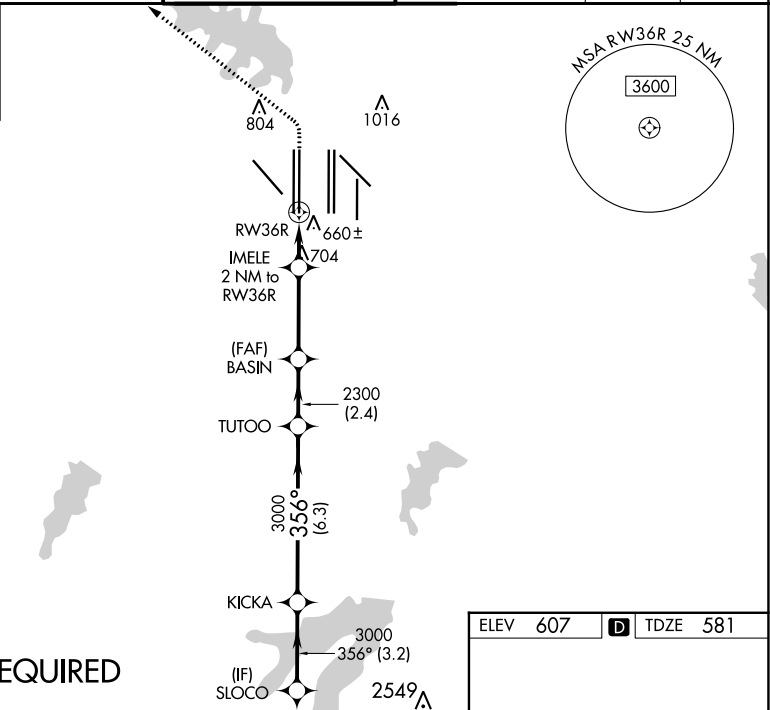
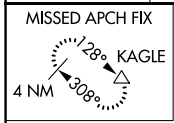
DALLAS-FORT WORTH INTL (DFW)

**▽** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). For inop MALSRS, increase LNAV Cats C/D visibility to RVR 5500. Simultaneous approach authorized with Rwy 35L/C/R. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

**MALSRS**  


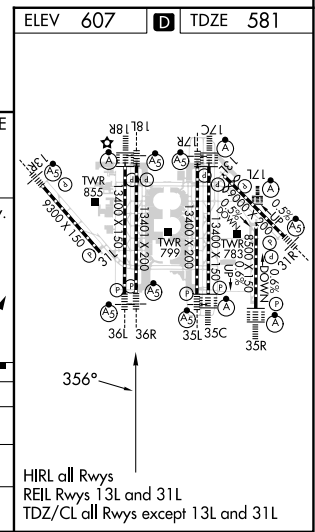
**MISSED APPROACH:** Climb to 1100 then climbing left turn to 3000 direct KAGLE and hold.

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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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).

	SLOCO	KICKA	TUTOO	BASIN	IMELE 2 NM to RW36R	RW36R
GP 3.00° TCH 50	4000	3000	3000	2300	*1260	
	3.2 NM	6.3 NM	2.4 NM	3.3 NM	1 NM	1 NM
CATEGORY	A	B	C	D		
LPV DA		781/18	200 (200-½)			
LNAV/VNAV DA		941/40	360 (400-¾)			
LNAV MDA	960/24	379 (400-½)	960/35	379 (400-⅝)		



SC-2, 22 FEB 2024 to 21 MAR 2024

SC-2, 22 FEB 2024 to 21 MAR 2024


APP CRS <b>135°</b>	Rwy Idg <b>9300</b>
	TDZE <b>591</b>
	Apt Elev <b>606</b>

# RNAV (RNP) Z RWY 13R

DALLAS-FORT WORTH INTL (DFW)

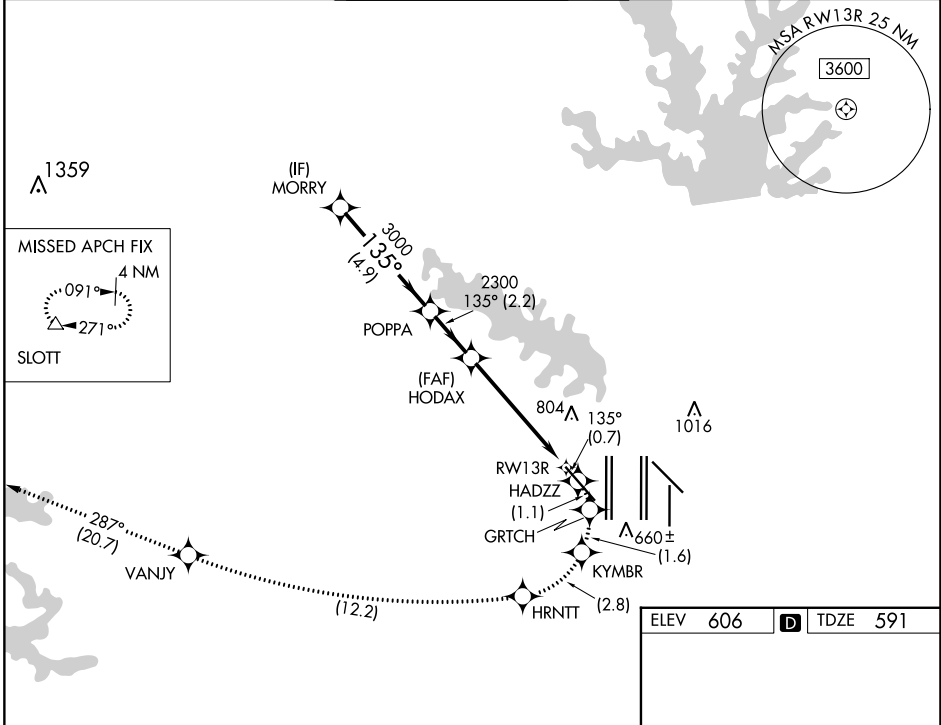
RNP AR APCH. RF required.

**▽** For uncompensated Baro-VNAV systems, procedure NA below -6°C or above 54°C. Missed approach requires RNP less than 1.0.

MALSR 

MISSED APPROACH: (Do not exceed 185K until HRNTT) Climb to 3000 on the RNAV missed approach route to SLOTT and hold.

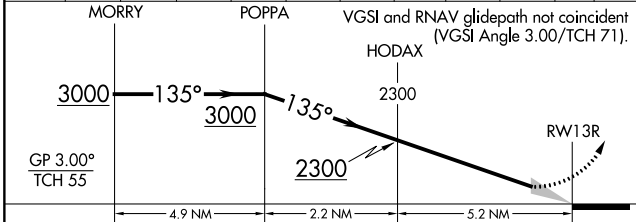
D-ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>133.15 118.1</b>	DFW TOWER <b>126.55 127.5</b> EAST <b>124.15 134.9</b> WEST	GND CON <b>121.65 121.8</b> EAST <b>121.85</b> WEST	CLNC DEL <b>128.25</b>	CPDLC
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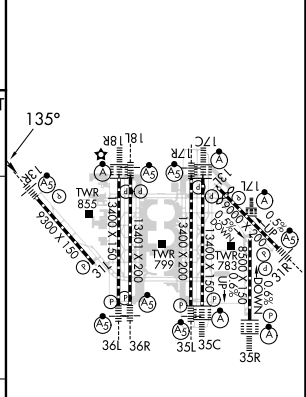
SC-2, 22 FEB 2024 to 21 MAR 2024

SC-2, 22 FEB 2024 to 21 MAR 2024

3000	HADZZ	GRTRCH	KYMBR	HRNTT	VANJY	tr 287°	SLOTT
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ELEV 606	<b>D</b>	TDZE 591
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CATEGORY	A	B	C	D
RNP 0.30 DA		1041/45	450 (500-7%)	

## AUTHORIZATION REQUIRED

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

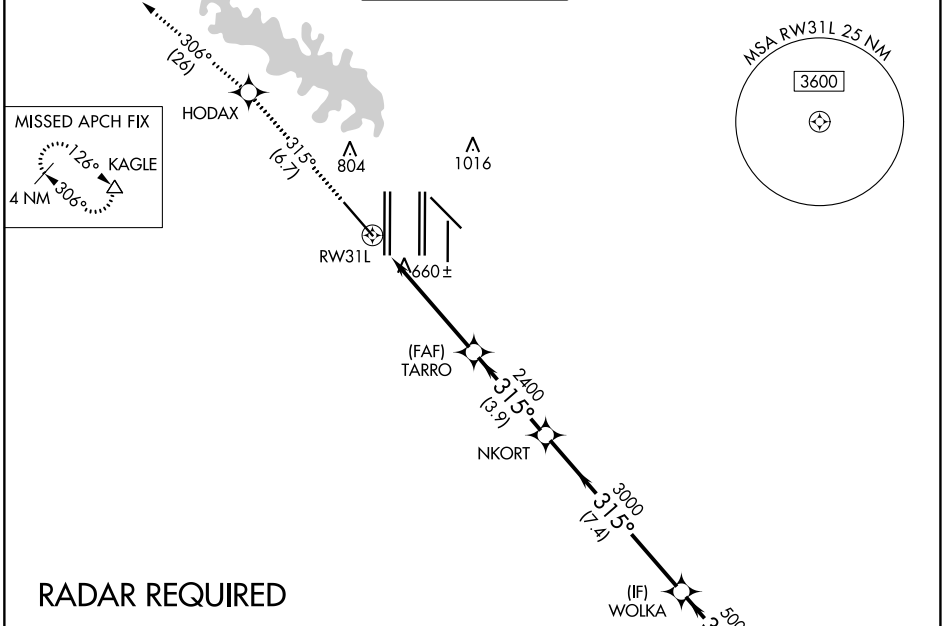


APP CRS <b>315°</b>	Rwy Idg <b>9300</b> TDZE <b>581</b> Apt Elev <b>607</b>
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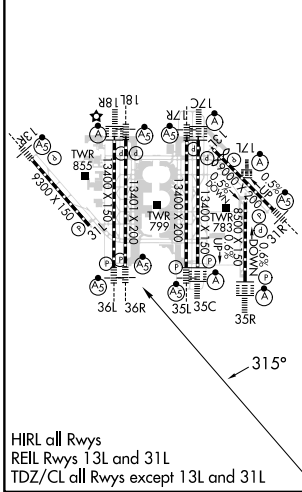
# RNAV (RNP) Z RWY 31L

DALLAS-FORT WORTH INTL (DFW)

<p><b>▼</b> For uncompensated Baro-VNAV systems, procedure NA below -4°C (25°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 31R. GPS Required. Use of FD or AP providing RNAV track guidance required during simultaneous operations.</p>		<p>MISSED APPROACH: Climb to 3000 on track 315° to HODAX and on track 306° to KAGLE and hold.</p>			
D-ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>118.425 127.075 119.4</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



ELEV <b>607</b>	<b>D</b>	TDZE <b>581</b>
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3000	HODAX	tr 315°	KAGLE	tr 306°	VGSI and RNAV glidepath not coincident (VGSI Angle 3.13/TCH 72).
<p>Diagram showing the RNAV (RNP) Z RWY 31L approach with distance markers: RWY 31L (660±), TARRO (2400, 3.9 NM), NKORT (3000, 7.4 NM), WOLKA (5000, 14 NM), and ZUREK (5000, 14 NM). The track angle is 315°. A GP 3.00° TCH 54 is indicated.</p>					
CATEGORY	A	B	C	D	
RNP 0.30 DA	951/60		370 (400-1¼)		
<b>AUTHORIZATION REQUIRED</b>					


SC-2, 22 FEB 2024 to 21 MAR 2024

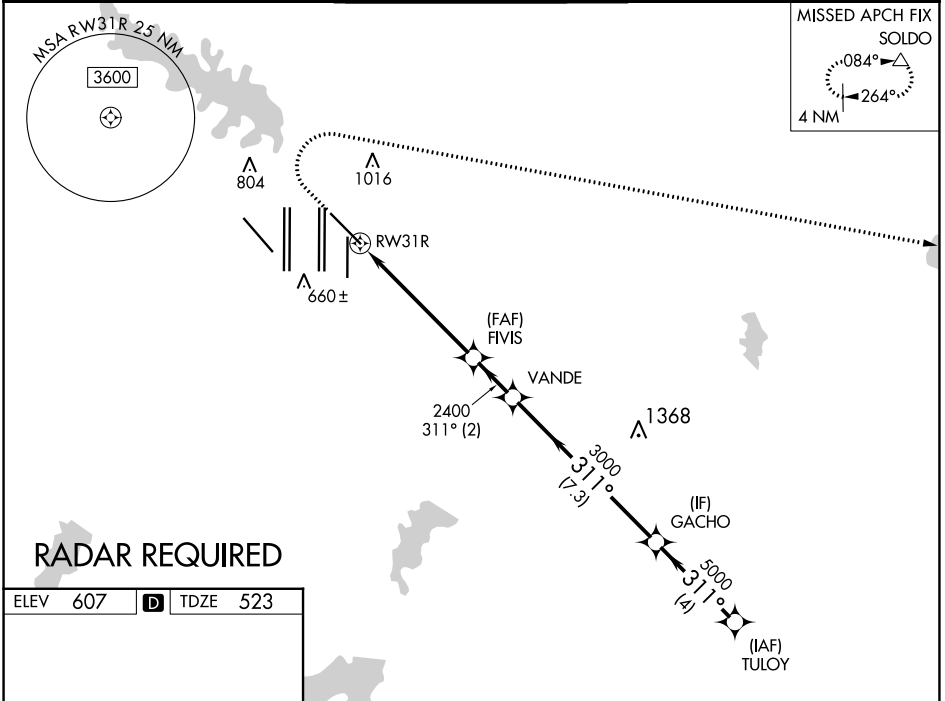
SC-2, 22 FEB 2024 to 21 MAR 2024

APP CRS <b>311°</b>	Rwy Idg TDZE Apt Elev	<b>8373</b> <b>523</b> <b>607</b>
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# RNAV (RNP) Z RWY 31R

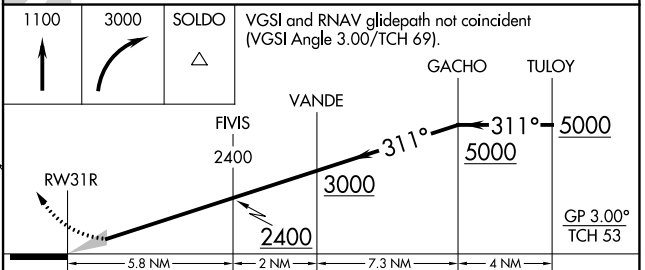
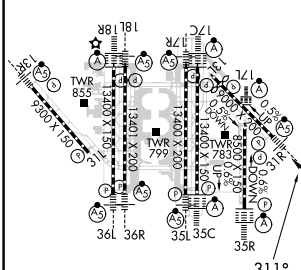
DALLAS-FORT WORTH INTL (DFW)

<p>▼ For uncompensated Baro-VNAV systems, procedure NA below -4°C (25°F) or above 54°C (130°F). For inop MALSR, increase RNP 0.14 all Cats visibility to RVR 5100, RNP 0.23 all Cats visibility to 1/8 mile, RNP 0.30 all Cats visibility to 1/2 mile. Simultaneous approach authorized with Rwy 31L. GPS Required. Use of FD or AP providing RNAV track guidance required during simultaneous operations.</p>		<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct SOLDO and hold.</p>		
D-ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>135.5 125.2</b>	DFW TOWER <b>126.55 127.5 EAST</b> <b>124.15 134.9 WEST</b>	GND CON <b>121.65 121.8 EAST</b> <b>121.85 WEST</b>	CLNC DEL <b>128.25</b>	CPDLC



**RADAR REQUIRED**

ELEV 607	<b>D</b>	TDZE 523
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CATEGORY	A	B	C	D
RNP 0.14 DA		838/27	315 (300-5%)	
RNP 0.23 DA		928/44	405 (400-7%)	
RNP 0.30 DA		987/55	464 (400-1)	

**AUTHORIZATION REQUIRED**

SC-2, 22 FEB 2024 to 21 MAR 2024

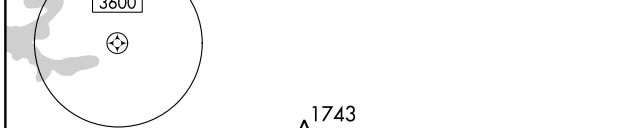
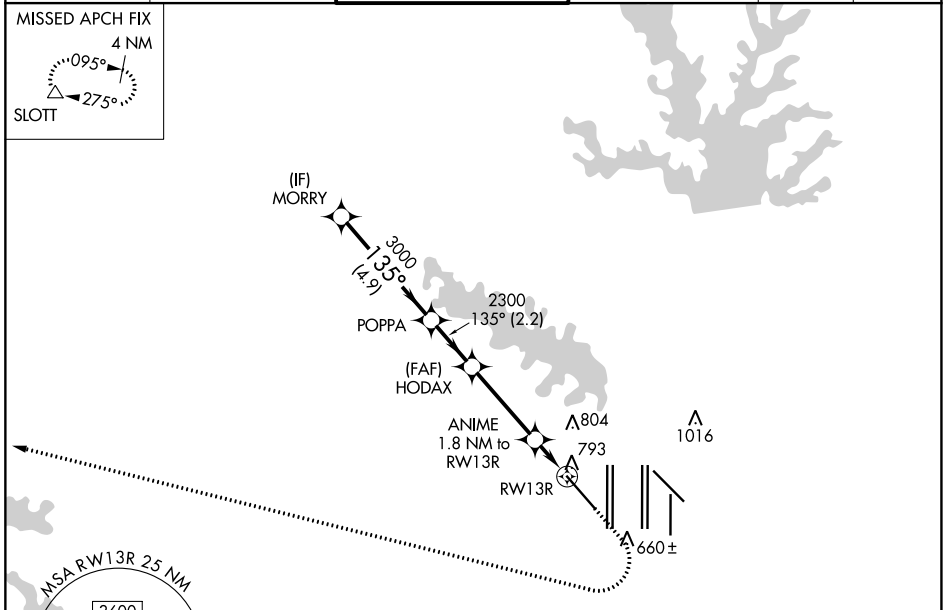
SC-2, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>72742</b> <b>W13A</b>	APP CRS <b>135°</b>	Rwy Idg <b>9300</b> TDZE <b>591</b> Apt Elev <b>606</b>
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# RNAV (GPS) Y RWY 13R

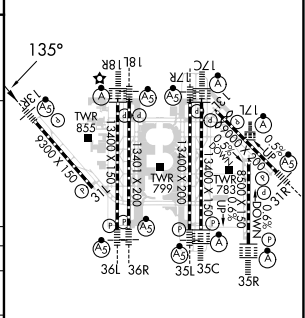
DALLAS-FORT WORTH INTL (DFW)

RNP APCH - GPS. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8° C or above 54° C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000 and LNAV Cat C/D visibility to 1/2 SM.		MALSR 	MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct SLOTT and hold.		
D-ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>133.15 118.1</b>	DFW TOWER <b>126.55 127.5 EAST</b> <b>124.15 134.9 WEST</b>	GND CON <b>121.65 121.8 EAST</b> <b>121.85 WEST</b>	CLNC DEL <b>128.25</b>	CPDLC



ELEV 606	<b>D</b> TDZE 591
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CATEGORY	A	B	C	D
LPV DA		791/18	200 (200-1/2)	
LNAV/VNAV DA		991/35	400 (400-3/4)	
LNAV MDA	1080/24	489 (500-1/2)	1080/50	489 (500-1)



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

SC-2, 22 FEB 2024 to 21 MAR 2024

SC-2, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>99703</b> <b>W31A</b>	APP CRS <b>315°</b>	Rwy Idg <b>9300</b> TDZE <b>581</b> Apt Elev <b>607</b>
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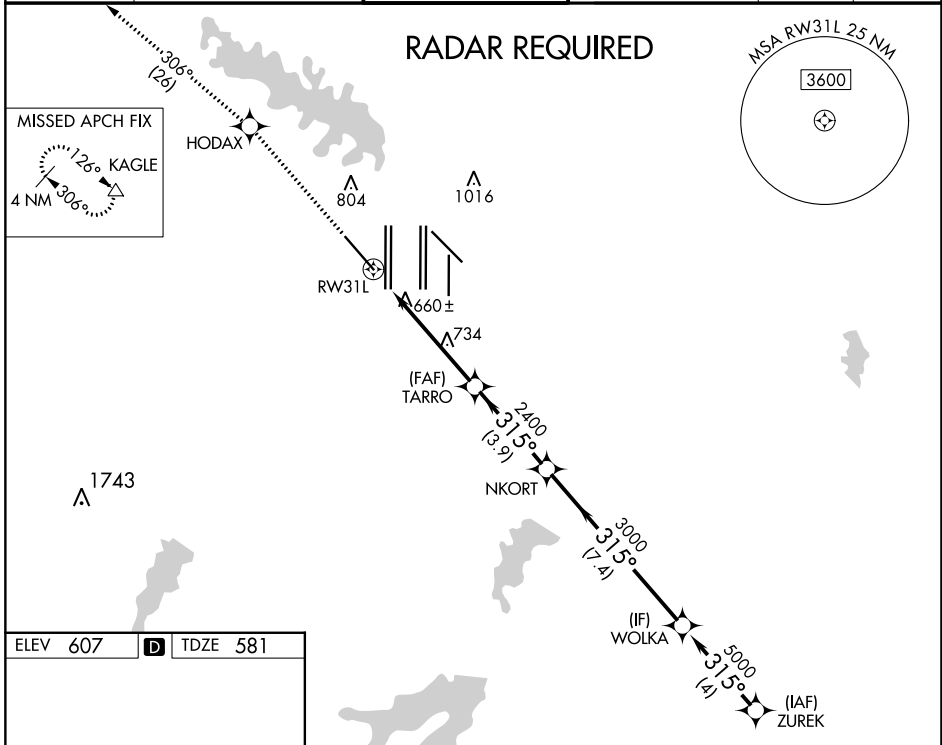
# RNAV (GPS) Y RWY 31L

DALLAS-FORT WORTH INTL (DFW)

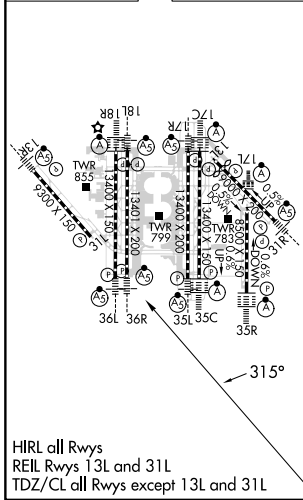
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 31R. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSED APPROACH: Climb to 3000 direct HODAX and on track 306° to KAGLE and hold.

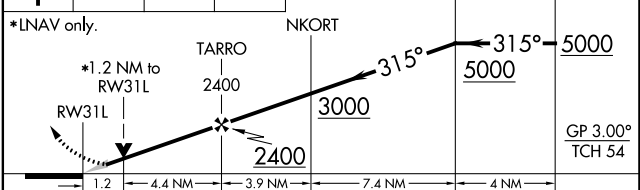
D-ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>118.425 127.075 119.4</b>	DFW TOWER <b>126.55 127.5</b> EAST <b>124.15 134.9</b> WEST	GND CON <b>121.65 121.8</b> EAST <b>121.85</b> WEST	CLNC DEL <b>128.25</b>	CPDLC
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ELEV 607	<b>D</b>	TDZE 581
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3000	HODAX	tr 306°	KAGLE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.13/TCH 72).
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CATEGORY	A	B	C	D
LPV DA		831/40	250 (300-¾)	
LNAV/VNAV DA		907/50	326 (400-1)	
LNAV MDA	1060/55	479 (500-1)	1060-1½	479 (500-1½)

SC-2, 22 FEB 2024 to 21 MAR 2024

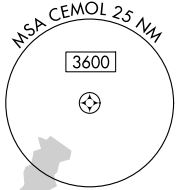
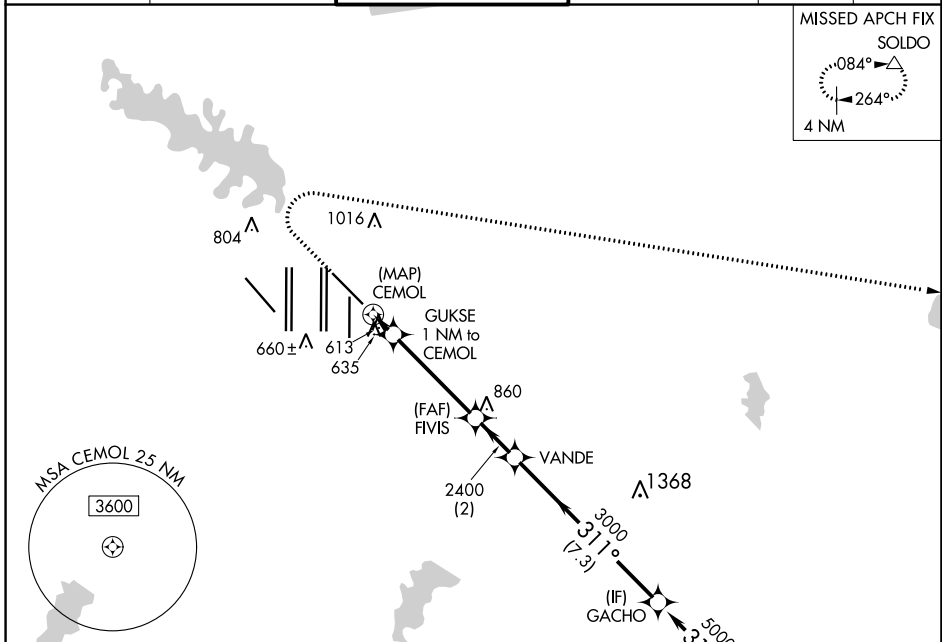
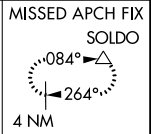
SC-2, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>90342</b> <b>W31B</b>	APP CRS <b>311°</b>	Rwy ldg <b>8373</b> TDZE <b>523</b> Apt Elev <b>607</b>
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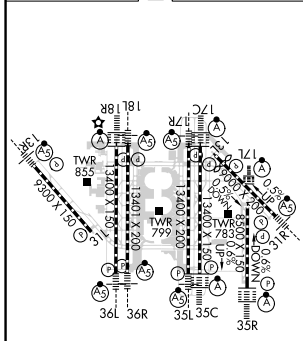
# RNAV (GPS) Y RWY 31R

DALLAS-FORT WORTH INTL (DFW)

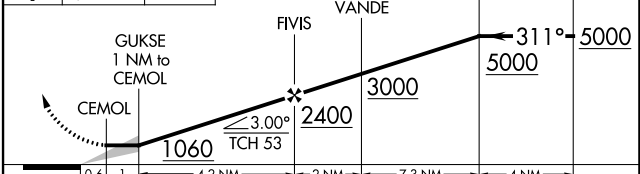
RNP APCH. For inop ALS, increase LP Cat C/D visibility to RVR 5500 and LNAV Cat C/D visibility to RVR 6000.		MALSR 	MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct SOLDO and hold.		
D-ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>135.5 125.2</b>	DFW TOWER <b>126.55 127.5</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



ELEV 607	<b>D</b>	TDZE 523
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1000	3000	SOLDO	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 69).



CATEGORY	A	B	C	D
LP MDA	880/24	357 (300-½)	880/30	357 (300-⅝)
LNAV MDA	940/24	417 (400-½)	940/40	417 (400-¾)

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

SC-2, 22 FEB 2024 to 21 MAR 2024

SC-2, 22 FEB 2024 to 21 MAR 2024