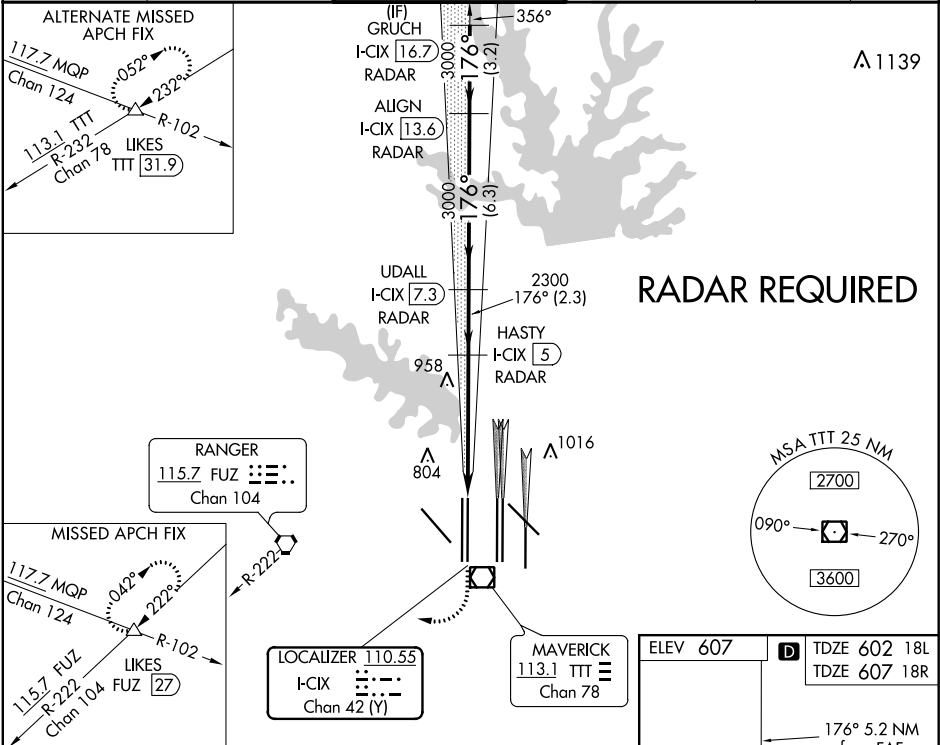


LOC/DME I-CIX 110.55 Chan 42 (Y)	APP CRS 176°	Rwy 18L Idg 13401 TDZE 602 Apt Elev 607	Rwy 18R Idg 13400 TDZE 607 Apt Elev 607
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ILS or LOC RWY 18L

DALLAS-FORT WORTH INTL (DFW)

<div><div>⚠</div><div>Simultaneous approach authorized with Rwy 17L/C/R. For inop MALSR/ALSF, increase S-LOC 18L Cat C/D and sidestep 18R Cat C visibility to 1¾ mile. Inop table does not apply to sidestep 18R Cats A and B. DME or RADAR required.</div></div>	<div><div>⚠</div><div>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.</div></div>	<div><div>⚠</div><div>Rwy 18L MALSR</div></div>	<div><div>⚠</div><div>Rwy 18R ALSF-2</div></div>		
		<div><div>⚠</div><div>Rwy 18L MALSR</div></div>	<div><div>⚠</div><div>Rwy 18R ALSF-2</div></div>		
<div>D-ATIS ARR 123.775 DEP 135.925</div>	<div>REGIONAL APP CON 118.425</div>	<div>DFW TOWER 126.55 127.5 EAST 124.15 134.9 WEST</div>	<div>GND CON 121.65 121.8 EAST 121.85 WEST</div>	<div>CLNC DEL 128.25</div>	<div>CPDLC</div>



1100 ↑	3000 hdg 245°	FUZ R-222	LIKES △	<div><div>HASTY I-CIX 5 RADAR</div><div>UDALL I-CIX 7.3 RADAR</div><div>ALIGN I-CIX 13.6 RADAR</div><div>GRUCH I-CIX 16.7 RADAR</div></div>				
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).								
*LOC only.								
<div><div><div>176°</div><div>4000</div></div><div><div>2300</div><div>3000</div><div>3000</div></div><div><div>2300</div></div></div>								
<div><div>1.7 NM</div><div>3.4 NM</div><div>2.3 NM</div><div>6.3 NM</div><div>3.2 NM</div></div>				<div><div>GS 3.00°</div><div>TCH 55</div></div>				
CATEGORY	A		B		C		D	
S-ILS 18L			802/18		200 (200-½)			
S-LOC 18L	1220/24 618 (700-½)				1220-1¾ 618 (700-1¾)			
SIDESTEP 18R	1220/50 613 (700-1)				1220-1¾ 613 (700-1¾)		1220-1½ 613 (700-1½)	

