

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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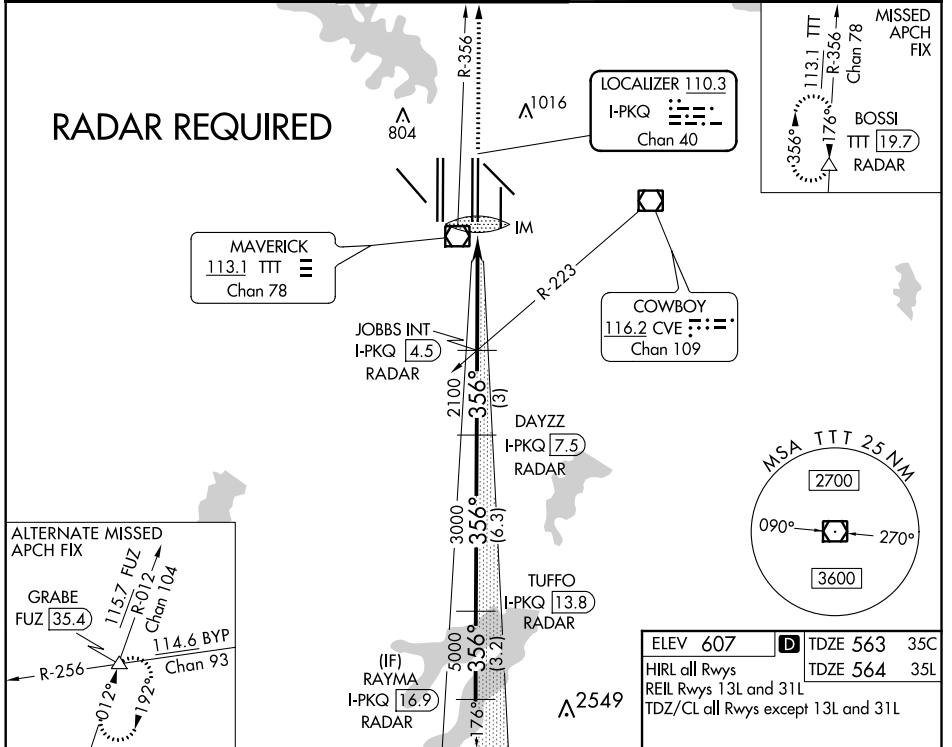
# ILS or LOC RWY 35C

DALLAS-FORT WORTH INTL (DFW)

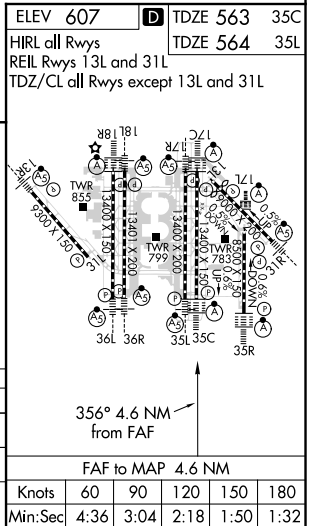
**▽** Inoperative table does not apply to Sidestep Rwy 35L Cats A and B. DME or RADAR required. Simultaneous approach authorized with Rwy 35R, Rwy 36L/R.

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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3000 ↑ TTT R-356	BOSSI △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 76).	RAYMA I-PKQ 16.9 RADAR	
*LOC only	JOBBES INT I-PKQ 4.5 RADAR	DAYZZ I-PKQ 7.5 RADAR	TUFFO I-PKQ 13.8 RADAR	
IM	1	2100	3000	
0.1 NM	3.5 NM	3 NM	6.3 NM	
356°	5000	6000	GS 3.00° TCH 59	
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)



SC-2, 02 DEC 2021 to 30 DEC 2021

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