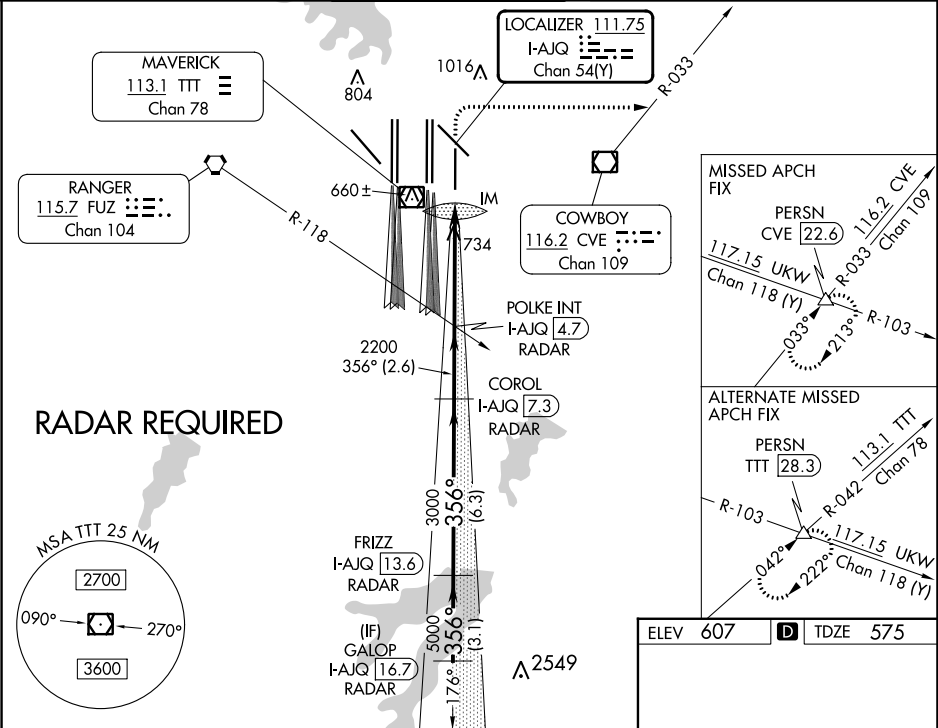


|                                                      |                        |                                                               |                                                            |  |
|------------------------------------------------------|------------------------|---------------------------------------------------------------|---------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

|                                                                                 |  |            |                                                                                                                                       |  |
|---------------------------------------------------------------------------------|--|------------|---------------------------------------------------------------------------------------------------------------------------------------|--|
| Simultaneous approach authorized with Rwy 36L/R and Rwy 35L/C.<br>DME required. |  | ALSF-2<br> | 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<br>ARR <b>123.775</b><br>DEP <b>135.925</b> | REGIONAL APP CON<br><b>119.4</b> | DFW TOWER<br><b>126.55 127.5</b><br><b>124.15 134.9</b> | EAST<br>WEST | GND CON<br><b>121.65 121.8</b><br><b>121.85</b> WEST | CLNC DEL<br><b>128.25</b> | CPDLC |
|----------------------------------------------------|----------------------------------|---------------------------------------------------------|--------------|------------------------------------------------------|---------------------------|-------|



|                                                                    |  |                              |  |                             |  |                                 |  |              |  |              |  |            |  |
|--------------------------------------------------------------------|--|------------------------------|--|-----------------------------|--|---------------------------------|--|--------------|--|--------------|--|------------|--|
| GALOP<br>I-AJQ 16.7<br>RADAR                                       |  | FRIZZ<br>I-AJQ 13.6<br>RADAR |  | COROL<br>I-AJQ 7.3<br>RADAR |  | POLKE INT<br>I-AJQ 4.7<br>RADAR |  | 1040<br>3000 |  | CVE<br>R-033 |  | PERSN<br>△ |  |
| 5000                                                               |  | 356°                         |  | 5000                        |  | 3000                            |  | 2200         |  | IM<br>671    |  |            |  |
| GS 3.00°<br>TCH 58                                                 |  | 5000                         |  | 3000                        |  | 2200                            |  |              |  |              |  |            |  |
| VGSI and ILS glidepath not coincident<br>(VGSI 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                                                          |  |                              |  | 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<br>REIL Rwys 13L and 31L<br>TDZ/CL all Rwys except 13L, and 31L |
|---------------------------------------------------------------------------|--|--|-------------------------------------------------------------------------------|