

LOC/DME I-RRA <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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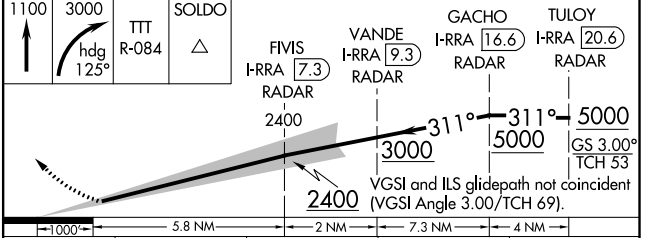
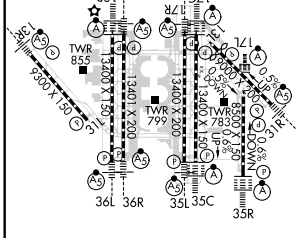
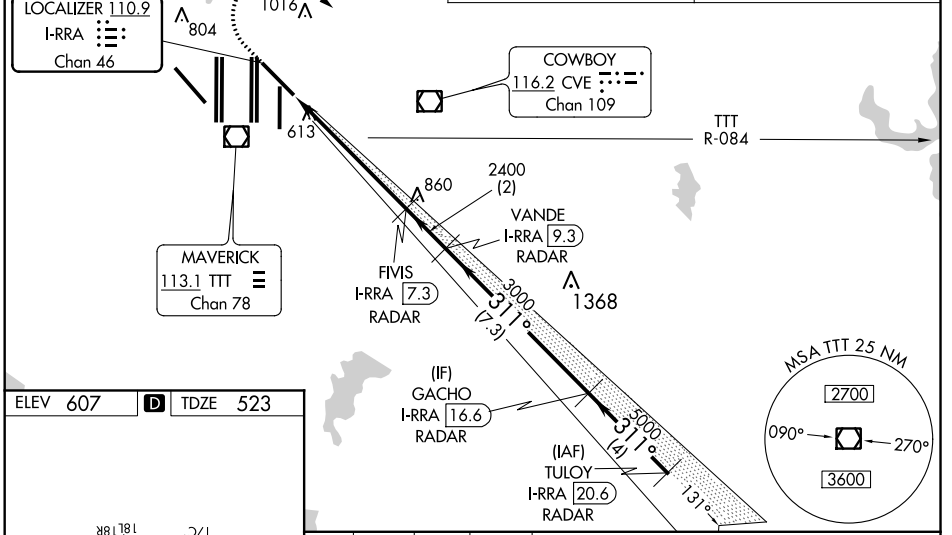
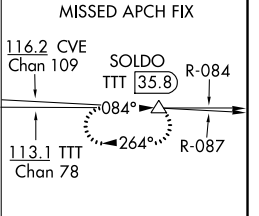
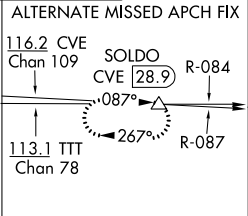
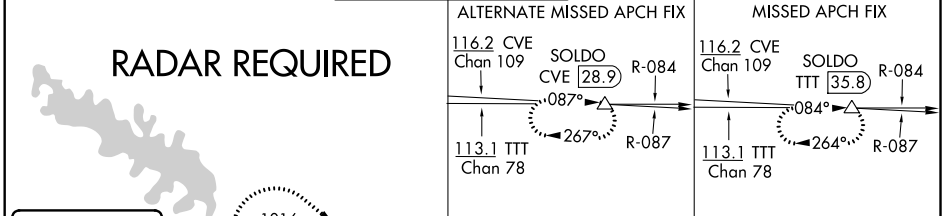
# ILS RWY 31R (SA CAT I & CAT II)

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 607	<b>D</b>	TDZE 523																					
1100	3000	TTT R-084	SOLDO																				
<table border="1"> <tr> <td>↑</td> <td>hdg 125°</td> <td>△</td> </tr> </table>				↑	hdg 125°	△																	
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<p>2400</p> <p>311° 311° 5000</p> <p>3000 5000 GS 3.00° TCH 53</p> <p>VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69°).</p>																							
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HIRL all Rwys  
REIL Rws 13L and 31L  
TDZ/CL all Rws except 13L and 31L

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

SC-2, 07 OCT 2021 to 04 NOV 2021

SC-2, 07 OCT 2021 to 04 NOV 2021