

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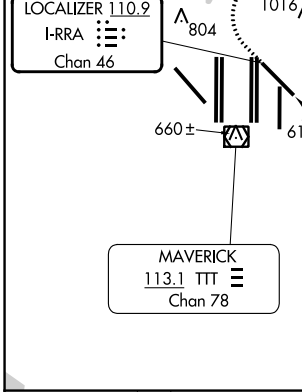
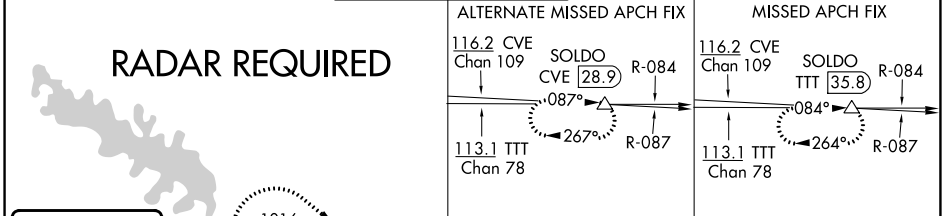
ILS RWY 31R (SA CAT I & CAT II)

DALLAS-FORT WORTH INTL (DFW)

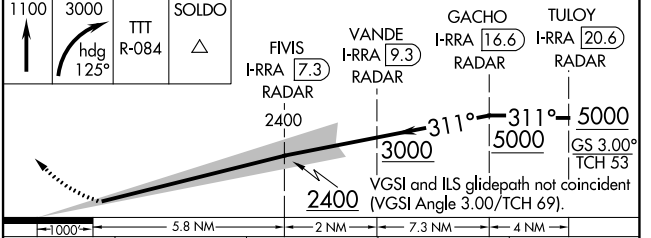
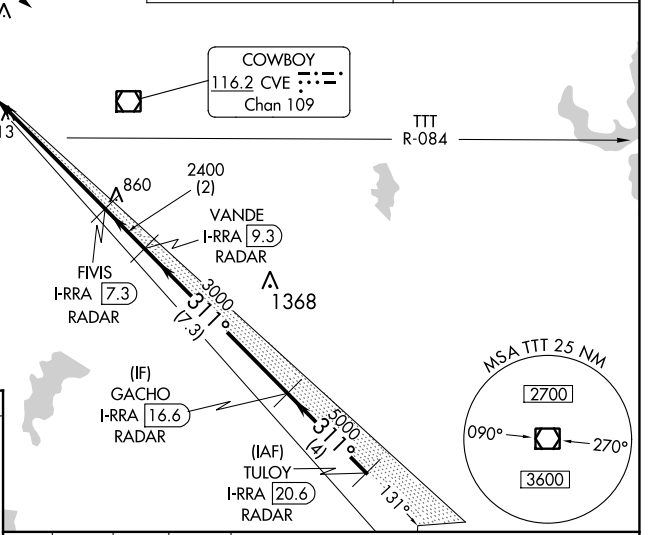
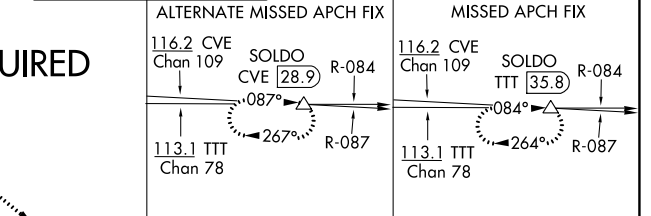
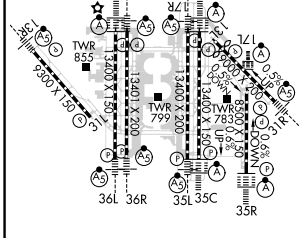
Simultaneous approach authorized. DME required.
SA Cat I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA Cat II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

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 123.775 DEP 135.925	REGIONAL APP CON 135.5 125.2	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
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ELEV 607	D	TDZE 523
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1100	3000	TTT R-084	SOLDO																				
<table border="1"> <tr> <td>FIVIS I-RRR [7.3] RADAR</td> <td>VANDE I-RRR [9.3] RADAR</td> <td>GACHO I-RRR [16.6] RADAR</td> <td>TULOY I-RRR [20.6] RADAR</td> </tr> </table>				FIVIS I-RRR [7.3] RADAR	VANDE I-RRR [9.3] RADAR	GACHO I-RRR [16.6] RADAR	TULOY I-RRR [20.6] RADAR																
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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 Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

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

SC-2, 08 AUG 2024 to 05 SEP 2024

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