

LOC/DME I-RRA <b>110.9</b> Chan <b>46</b>	APP CRS <b>311°</b>	Rwy Idg <b>8373</b> TDZE <b>523</b> Apt Elev <b>607</b>
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# ILS or LOC RWY 31R

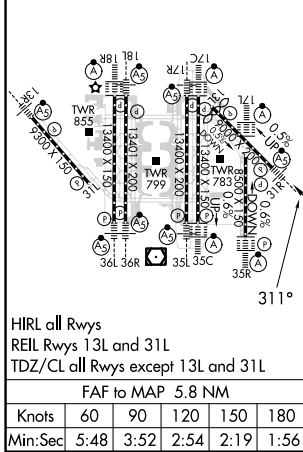
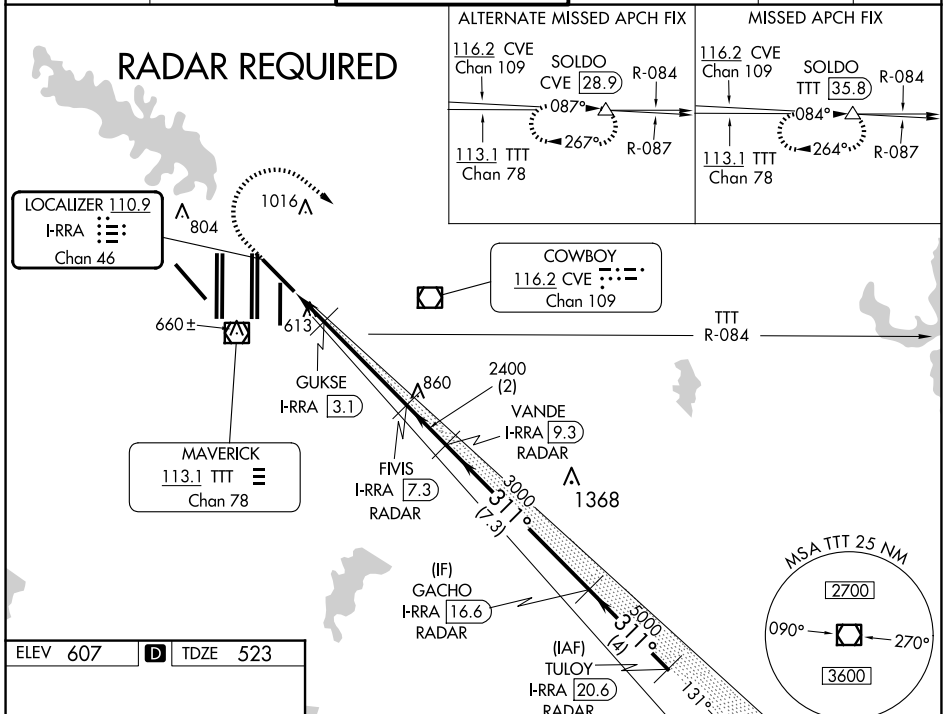
DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized. DME required.  
For inop ALS increase S-LOC 31R GUKSE FIX minimums  
Cat C/D visibility to RVR 5500.



MISSED APPROACH: Climb to 1100 then climbing  
right turn to 3000 on heading 125° and TTT VOR/  
DME R-084 to SOLD0/TTT 35.8 DME and hold.

D-ATIS ARR <b>123.775</b> DEP <b>135.925</b>	LONE STAR 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	SOLD0	FIVIS I-RRA 7.3	VANDE I-RRA 9.3	GACHO I-RRA 16.6	TULYO I-RRA 20.6
*LOC only.		GUKSE I-RRA 3.1	2400	2400	3000	5000	5000
		*I-RRA 1.6	I-RRA 2.5	1060*	2400	VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 69).	
CATEGORY		A	B	C	D		
S-ILS 31R		723/18			200 (200-½)		
S-LOC 31R		1060/24		537 (500-½)		1060/55 537 (500-1¼)	
GUKSE FIX MINIMUMS							
S-LOC 31R		880/24		357 (300-½)		880/30 357 (300-⅝)	

SC-2, 23 JAN 2025 to 20 FEB 2025

SC-2, 23 JAN 2025 to 20 FEB 2025