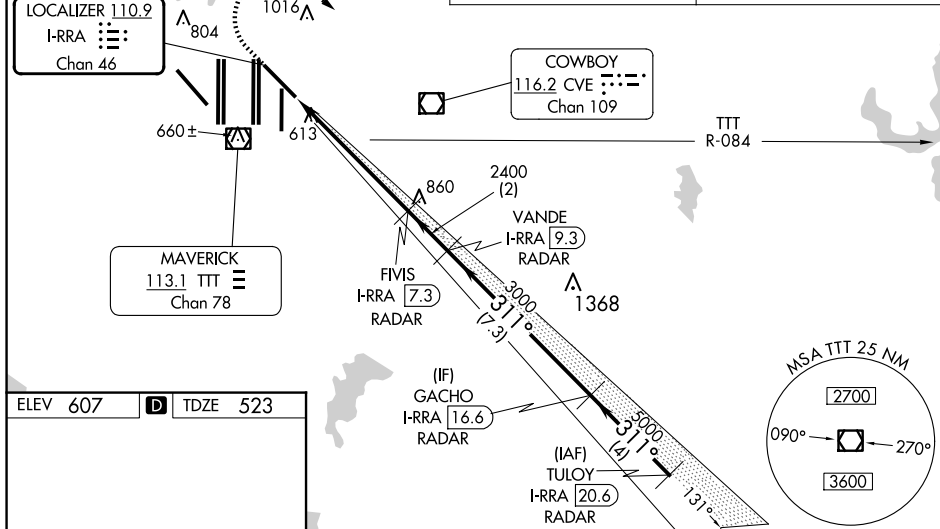


ILS RWY 31R (SA CAT I & CAT II)
DALLAS-FORT WORTH INTL (DFW)

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

The diagram illustrates the difference between an alternate missed approach fix and a missed approach fix. On the left, a map of the United States shows the location of the fix. The right side shows two scenarios: 'ALTERNATE MISSED APCH FIX' and 'MISSED APCH FIX'. Both scenarios show a missed approach fix at 113.1 TTT, Chan 78, and a 267° turn. The 'MISSED APCH FIX' scenario also shows a missed approach fix at 116.2 CVE, Chan 109, and a 264° turn.



1100	3000	TTT	SOLDO
↑	hdg 125°	R-084	△

FIVIS I-RRR 7.3 RADAR 2400
 VANDE I-RRR 9.3 RADAR 2400
 GACHO I-RRR 16.6 RADAR 311° 5000
 TULOY I-RRR 20.6 RADAR 311° 5000

2400
 VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).

5.8 NM 2 NM 7.3 NM 4 NM

CATEGORY	A	B	C	D
S-ILS 31R	SA CAT I	RA 176/14	150 DA 673	
S-ILS 31R	SA CAT II	RA 121/12	100 DA 623	

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

HIRL all Rwy's
REIL Rwy's 13L and 31L
TDZ/CL all Rwy's except 13L and 31L