

LOC/DME I-LWN <b>109.5</b> Chan 32	APP CRS <b>135°</b>	Rwy Idg TDZE Apt Elev <b>9301</b> <b>591</b> <b>607</b>
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# CONVERGING ILS RWY 13R

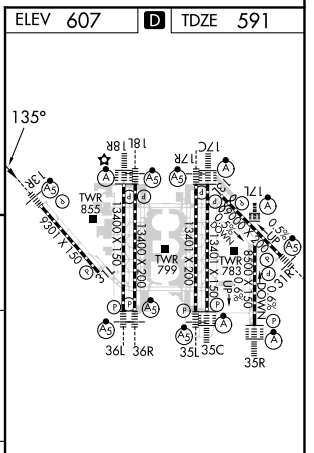
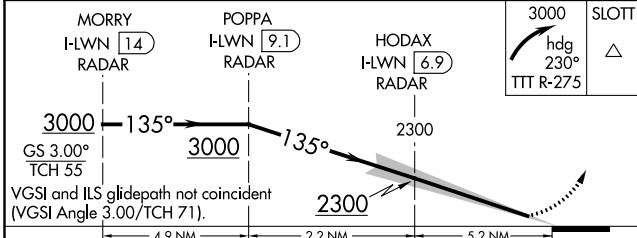
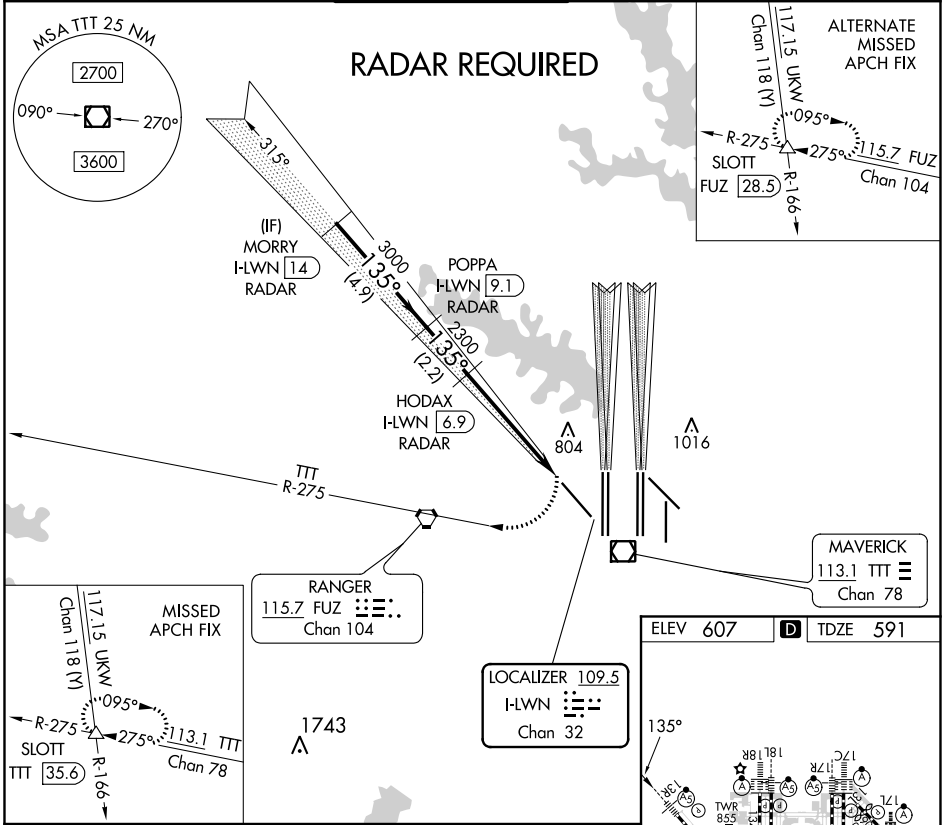
DALLAS-FORT WORTH INTL (DFW)

**⚠** Simultaneous converging approach authorized with Converging ILS Rwy 18L/R and Converging ILS Rwy 17C/R. For inop MALSR, increase ILS 13R all Cats visibility to 2 $\frac{3}{4}$ .



MISSED APPROACH: Climbing right turn to 3000 on heading 230° and TTT VOR/DME R-275 to SLOTT/TTT 35.6 DME and hold.

D-ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>118.1 133.15</b>	DFW TOWER <b>126.55 127.5 EAST</b> <b>124.15 134.9 WEST</b>	GND CON <b>121.65 121.8 EAST</b> <b>121.85 WEST</b>	CLNC DEL <b>128.25</b>	CPDLC
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CATEGORY	A	B	C	D	HIRL all Rws
S-ILS 13R	1401-2 $\frac{1}{2}$	810 (800-2 $\frac{1}{2}$ )	1441-2 $\frac{1}{2}$ 850 (900-2 $\frac{1}{2}$ )	NA	REIL Rws 13L and 31L TDZ/CL all Rws except 13L, and 31L

SC-2, 31 JAN 2019 to 28 FEB 2019

SC-2, 31 JAN 2019 to 28 FEB 2019