

LOC/DME I-RRA 110.9 Chan 46	APP CRS 311°	Rwy Idg TDZE Apt Elev	8375 523 607
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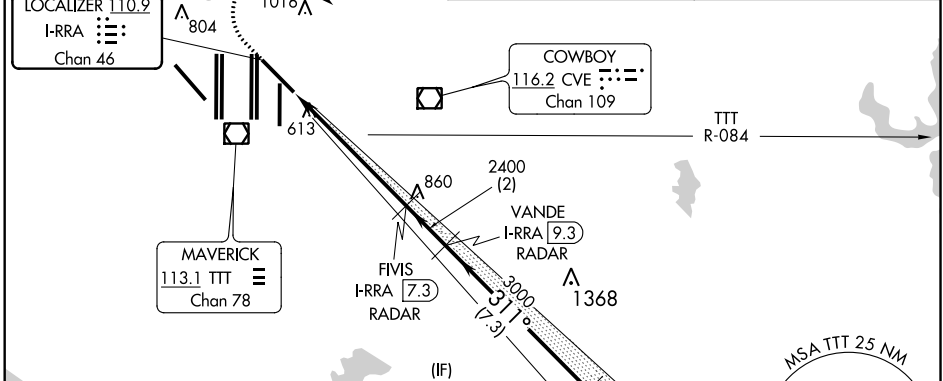
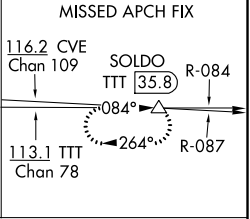
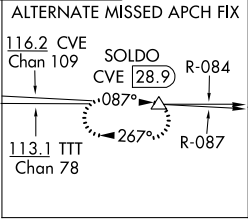
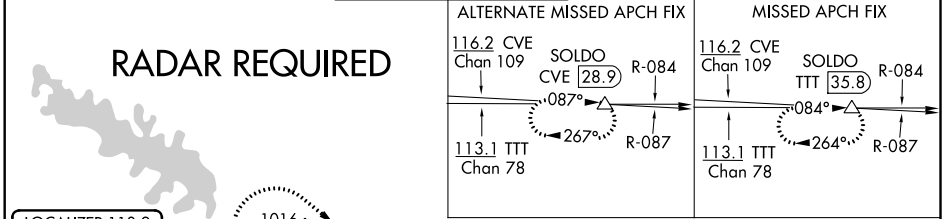
ILS RWY 31R (SA CAT I & CAT II)

DALLAS-FORT WORTH INTL (DFW)

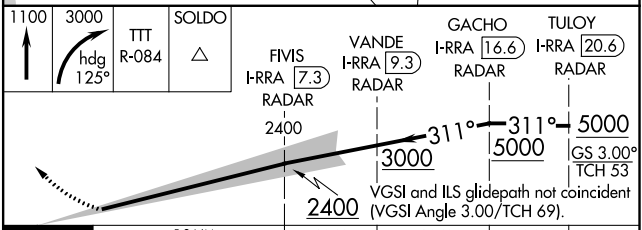
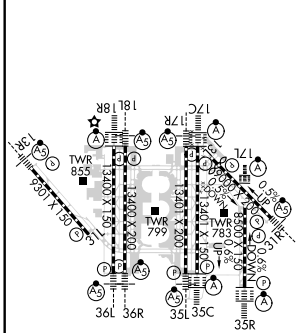
Simultaneous approach authorized. DME required.
SA Cat I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA Cat II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

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 125.2 135.3	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
hdg 125°			
2400		FIVIS I-RRA 7.3 RADAR	VANDE I-RRA 9.3 RADAR
2400		GACHO I-RRA 16.6 RADAR	TULOY I-RRA 20.6 RADAR
5000		VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).	
5000		GS 3.00° TCH 53	
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

SC-2, 16 JUL 2020 to 13 AUG 2020

SC-2, 16 JUL 2020 to 13 AUG 2020