

|   |                        |   |  |
|---|------------------------|---|--|
| LOC/DME I-LWN<br><b>109.5</b><br>Chan <b>32</b> | APP CRS<br><b>135°</b> | Rwy Idg<br>TDZE <b>591</b><br>Apt Elev <b>607</b> | <b>ILS RWY 13R (SA CAT I &amp; II)</b><br>DALLAS-FORT WORTH INTL (DFW) |
|---|------------------------|---|--|

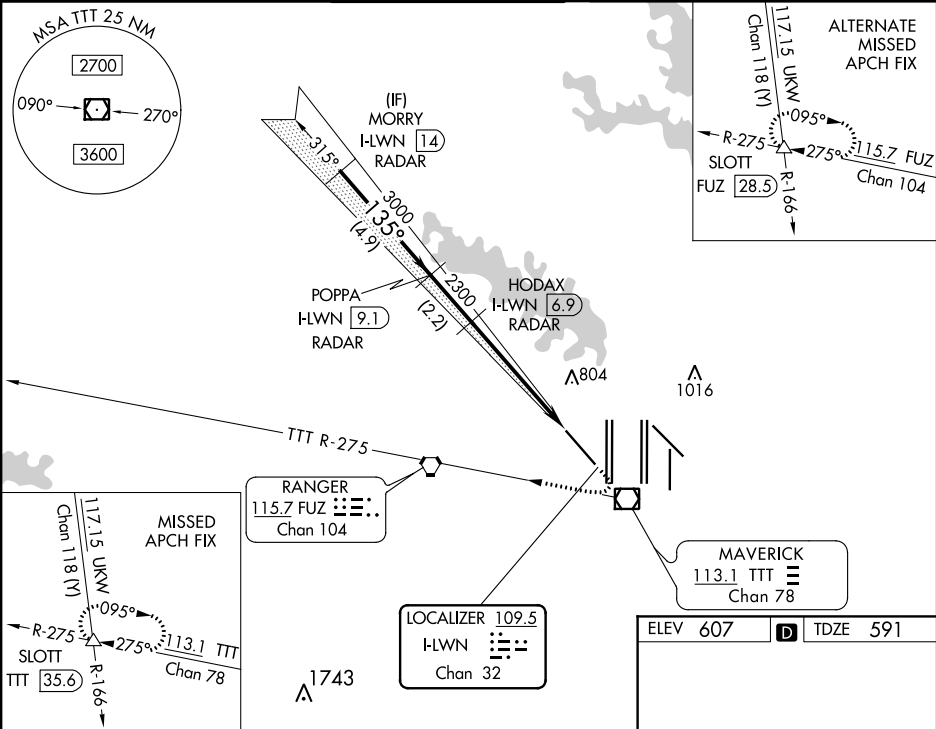
RADAR required for procedure entry.

MALSR

MISSED APPROACH: Climb to 1560 then climbing right turn to 3000 on heading 230° and TTT VOR/DME R-275 to SLOTT INT/TTT 35.6 DME and hold.

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.

|  |   |   |   |                           |       |
|--|---|---|---|---------------------------|-------|
| D-ATIS<br>ARR <b>123.775</b><br>DEP <b>135.925</b> | REGIONAL APP CON<br><b>133.15 118.1</b> | DFW TOWER<br><b>126.55 127.5 EAST</b><br><b>124.15 134.9 WEST</b> | GND CON<br><b>121.65 121.8 EAST</b><br><b>121.85 WEST</b> | CLNC DEL<br><b>128.25</b> | CPDLC |
|--|---|---|---|---------------------------|-------|



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

MORRY I-LWN 14 RADAR, POPPA I-LWN 9.1 RADAR, HODAX I-LWN 6.9 RADAR

3000 — 135° — 3000 — 2300 — 1560 — 607

GS 3.00° TCH 55

4.9 NM, 2.2 NM, 5.2 NM, 1080'

|           |           |           |            |   |
|-----------|-----------|-----------|------------|---|
| CATEGORY  | A         | B         | C          | D |
| S-ILS 13R | SA CAT I  | RA 149/14 | 150 DA 741 |   |
| S-ILS 13R | SA CAT II | RA 99/12  | 100 DA 691 |   |

**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