
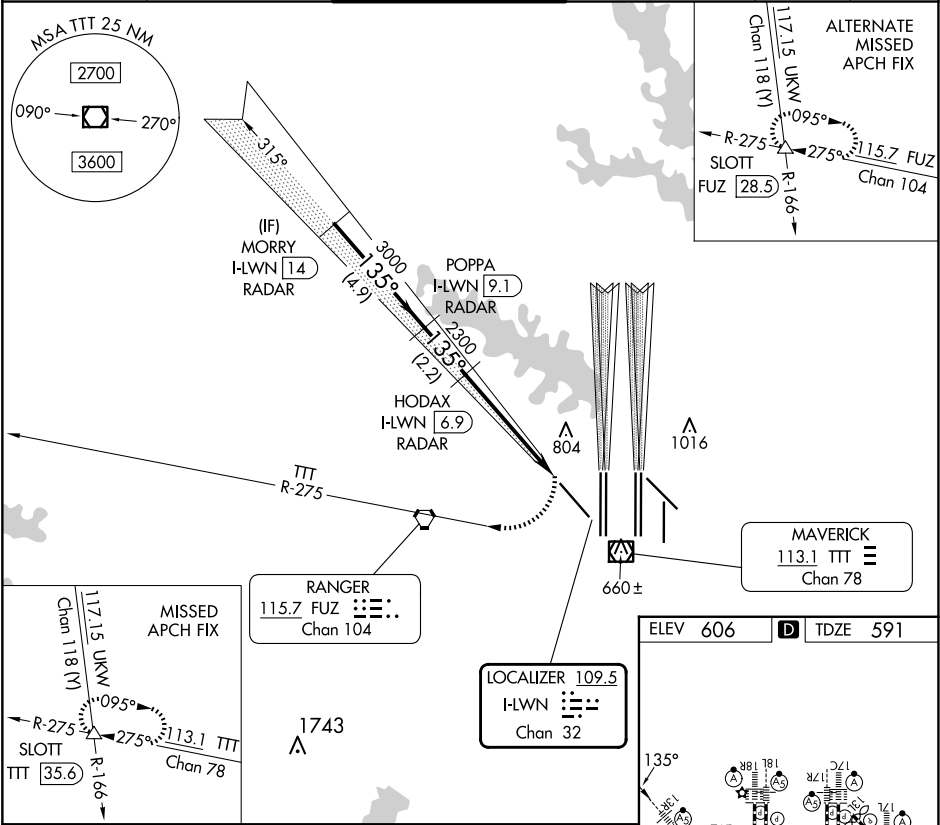


| | | | |
|---|------------------------|---|---|
| LOC/DME I-LWN 109.5 Chan 32 | APP CRS 135° | Rwy Ldg 9300 TDZE 591 Apt Elev 606 | ILS V RWY 13R (CONVERGING) DALLAS-FORT WORTH INTL (DFW) |
|---|------------------------|---|---|

| | | | | | |
|---|--|--|--|---------------------------|-------|
| RADAR required for procedure entry. | | MALSR  | MISSED APPROACH: Climbing right turn to 3000 on heading 230° and TTT VOR/DME R-275 to SLOTT/TTT 35.6 DME and hold. | | |
| Simultaneous converging approach authorized with Converging ILS Rwy 18L/R and Converging ILS Rwy 17C/R. For inop ALS, increase S-ILS 13R all Cats visibility to 2¾. | | | | | |
| D-ATIS ARR 123.775 DEP 135.925 | LONE STAR APP CON 133.15 118.1 | 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 |



| | | | | | | | | | |
|--|----------------------|-----------------------------|-------------------------|-----------------------------|----|-------------------------------|---|------------|--|
| MORRY I-LWN 14 RADAR | | POPPA I-LWN 9.1 RADAR | | HODAX I-LWN 6.9 RADAR | | 3000 hdg 230° TTT R-275 | | SLOTT △ | |
| 3000 GS 3.00° TCH 55 | | 3000 | | 2300 | | 2300 | | | |
| VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71). | | | | | | | | | |
| 4.9 NM | | 2.2 NM | | 5.2 NM | | | | | |
| CATEGORY | A | | B | | C | | D | | |
| S-ILS 13R | 1401-2½ 810 (800-2½) | | 1441-2½ 850 (900-2½) | | NA | | | | |

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, and 31L