

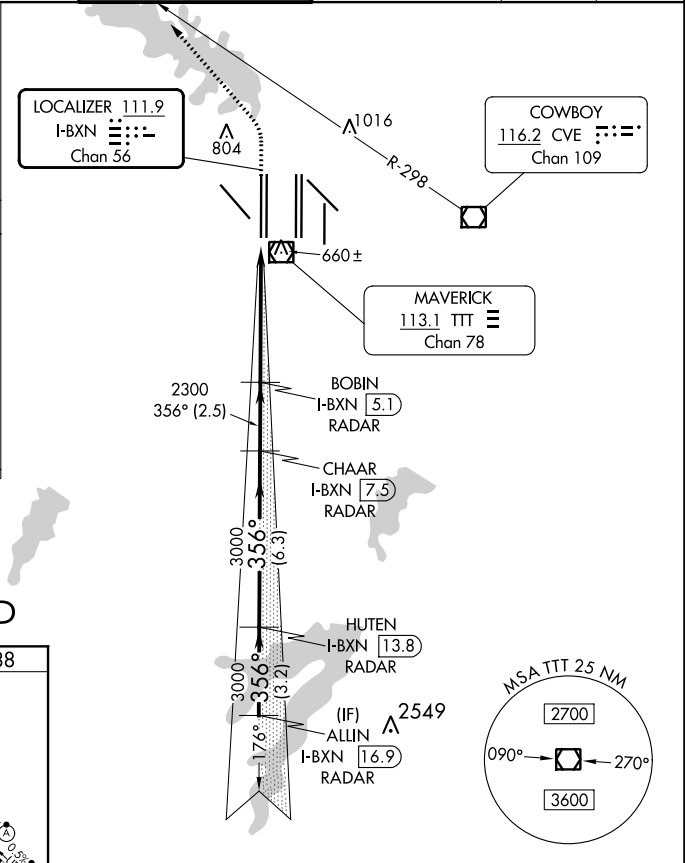
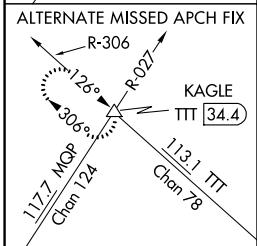
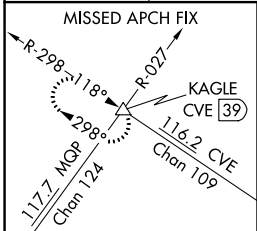
LOC/DME I-BXN <b>111.9</b> Chan <b>56</b>	APP CRS <b>356°</b>	Rwy Idg TDZE Apt Elev <b>13400</b> <b>588</b> <b>607</b>
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# CONVERGING ILS RWY 36L

DALLAS-FORT WORTH INTL (DFW)

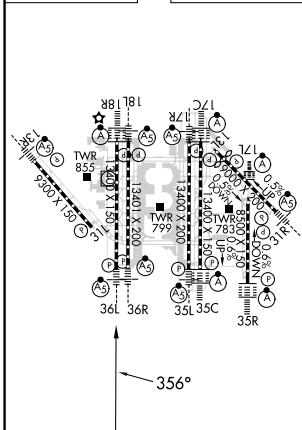
<b>▽</b> DME or RADAR required. Simultaneous approach authorized with CONVERGING ILS RWY 31R.	<b>MALSR</b> 	MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 on heading 315° and CVE VOR/DME R-298 to KAGLE INT/CVE VOR/DME 39 DME and hold.
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D-ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>118.425</b>	DFW TOWER <b>126.55 127.5</b> EAST <b>124.15 134.9</b> WEST	GND CON <b>121.65 121.8</b> EAST <b>121.85</b> WEST	CLNC DEL <b>128.25</b>	CPDLC
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## RADAR REQUIRED

ELEV <b>607</b>	<b>D</b>	TDZE <b>588</b>
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HIRL all Rwy's  
REIL Rwy's 13L and 31L  
TDZ/CL all Rwy's except 13L and 31L

1100	3000	CVE R-298	KAGLE	BOBIN I-BXN 5.1 RADAR	CHAAR I-BXN 7.5 RADAR	HUTEN I-BXN 13.8 RADAR	ALLIN I-BXN 16.9 RADAR
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).				2300	3000	3000	4000
				5.2 NM	2.5 NM	6.3 NM	3.2 NM
CATEGORY				A	B	C	D
S-ILS 36L				788/18 200 (200-1/2)			

# CONVERGING ILS RWY 36L

SC-2, 11 JUL 2024 to 08 AUG 2024

SC-2, 11 JUL 2024 to 08 AUG 2024