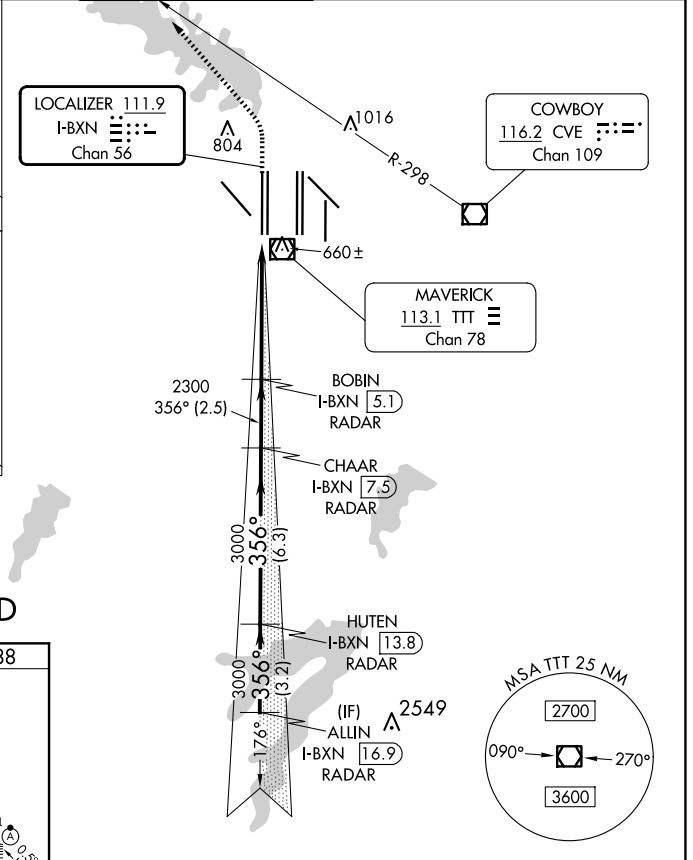
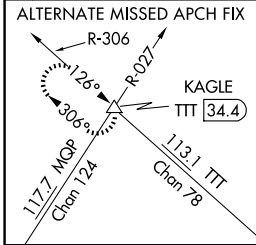
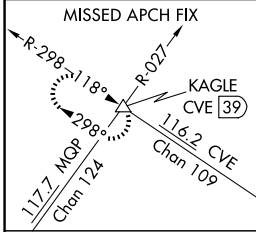


| | | |
|---|------------------------|---|
| LOC/DME I-BXN 111.9 Chan 56 | APP CRS 356° | Rwy Idg TDZE Apt Elev 13400 588 607 |
|---|------------------------|---|

CONVERGING ILS RWY 36L

DALLAS-FORT WORTH INTL (DFW)

| | | | | | | |
|---|--|--|---|--|----------------------------------|--------------|
| ▼ DME or RADAR required. Simultaneous approach authorized with CONVERGING ILS RWY 31R. | | MALSR | 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. | | | |
| D-ATIS ARR 123.775 DEP 135.925 | LONE STAR APP CON 118.425 | 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 |



RADAR REQUIRED

| | | |
|-----------------|----------|-----------------|
| ELEV 607 | D | TDZE 588 |
|-----------------|----------|-----------------|

HIRL all Rws
REIL Rws 13L and 31L
TDZ/CL all Rws except 13L and 31L

| | | | | | | | |
|---|----------|-----------|-------|----------------------|-----------------|------------------|------------------|
| 1100 | 3000 | CVE R-298 | KAGLE | BOBIN I-BXN 5.1 | CHAAR I-BXN 7.5 | HUTEN I-BXN 13.8 | ALLIN I-BXN 16.9 |
| ↑ | hdg 315° | | | RADAR | RADAR | RADAR | RADAR |
| VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72). | | | | 2300 | 3000 | 3000 | 4000 |
| | | | | 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) | | | |

GS 3.00°
TCH 55

SC-2, 20 FEB 2025 to 20 MAR 2025

SC-2, 20 FEB 2025 to 20 MAR 2025