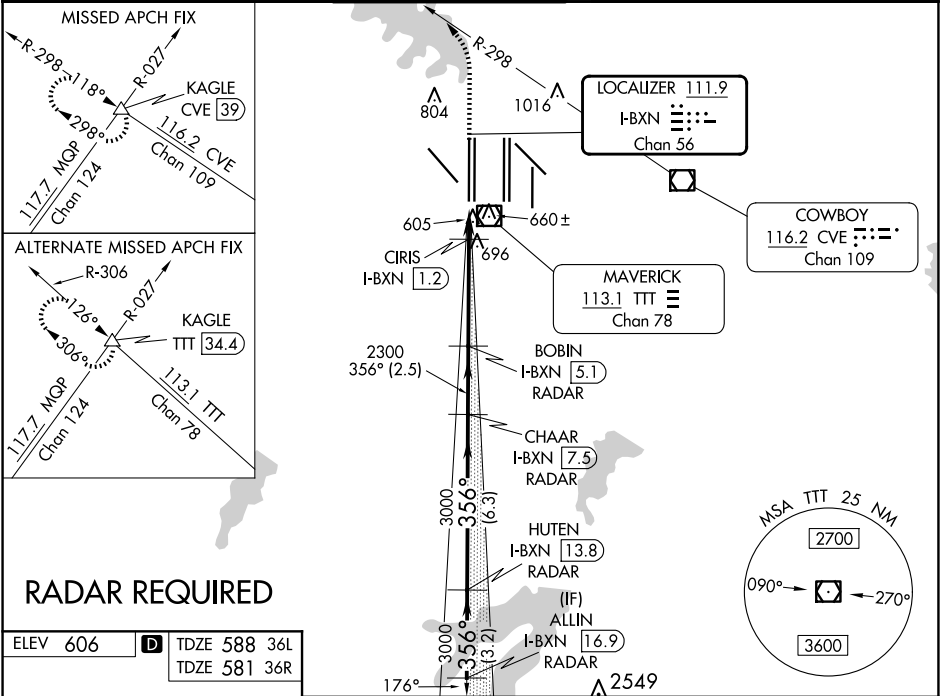


LOC/DME I-BXN	APP CRS	Rwy Ldg	36L	36R
111.9	356°	TDZE	588	581
Chan 56		Apt Elev	606	606

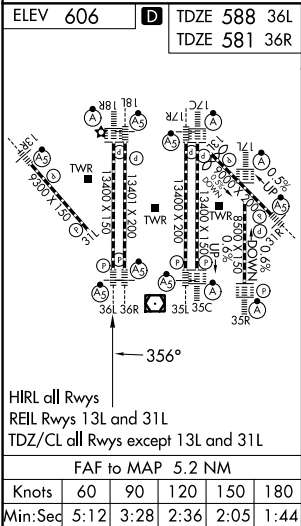
ILS or LOC RWY 36L

DALLAS-FORT WORTH INTL (DFW)

17	Inop table does not apply to Sidestep 36R. Simultaneous approach authorized with Rwy 35L/C/R. DME or RADAR required. For inop ALS, increase S-LOC 36L Cat C and D visibility to 1½ SM. For inop ALS, increase CIRIS fix minimums (DME required) S-LOC 36L Cats C and D visibility to RVR 5500.			Rwys 36L/R 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



1 100 ↑ hdg 315°		CVE R-298		KAGLE △		BOBIN I-BXN 5.1 RADAR		CHAAR I-BXN 7.5 RADAR		HUTEN I-BXN 13.8 RADAR		I-BXN 16.9 RADAR		ALLIN	
I-BXN DME ANTENNA		CIRIS I-BXN 1.2		2300		3000		3000		35°		4000		GS 3.00° TCH 55	
I-BXN 0.2		I-BXN 0.7		1080		2300		VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00°/TCH 72).							
0.9 NM		0.5		3.8 NM		2.5 NM		6.3 NM		3.2 NM					
CATEGORY		A		B		C		D							
S-ILS 36L				788/18		200 (200-½)									
S-LOC 36L		1080/24		492 (500-½)		1080/50		492 (500-1)							
SIDESTEP 36R		1080/50		499 (500-1)		1080-1½		499 (500-1½)							
CIRIS FIX MINIMUMS (DME required)															
S-LOC 36L		940/24		352 (400-½)		940/30		352 (400-¾)							