

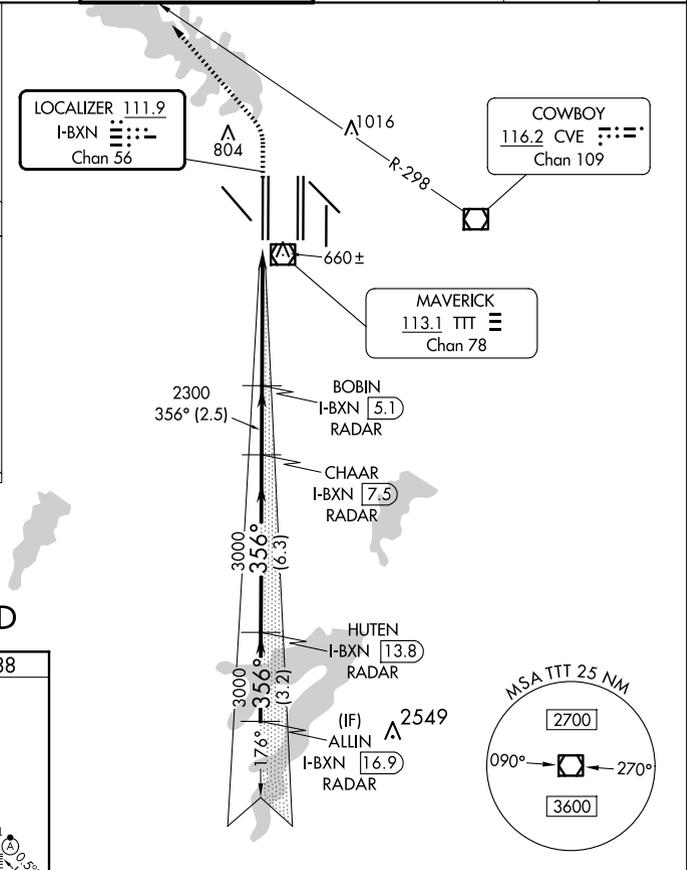
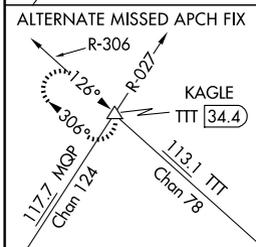
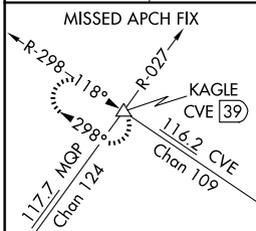
LOC/DME I-BXN <b>111.9</b> Chan <b>56</b>	APP CRS <b>356°</b>	Rwy Ldg TDZE Apt Elev <b>13400</b> <b>588</b> <b>607</b>
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# CONVERGING ILS RWY 36L

DALLAS-FORT WORTH INTL (DFW)

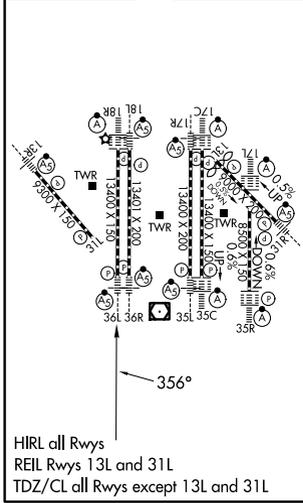
<b>▽</b> DME or RADAR required. Simultaneous approach authorized with CONVERGING ILS RWY 31R.	<b>MALSR</b> 	MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 on heading 315° and CVE VOR/DME R-298 to KAGLE INT/CVE VOR/DME 39 DME and hold.
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D-ATIS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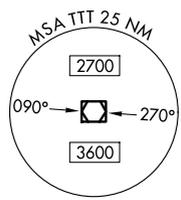
## RADAR REQUIRED

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	
A		B		C		D	
S-ILS 36L		788/18 200 (200-1/2)					



SC-2, 19 FEB 2026 to 19 MAR 2026

SC-2, 19 FEB 2026 to 19 MAR 2026