

LOC/DME I-BXN 111.9 Chan 56	APP CRS 356°	Rwy Ldg 13400 TDZE 588 Apt Elev 606	36L 13401 36R 581 606
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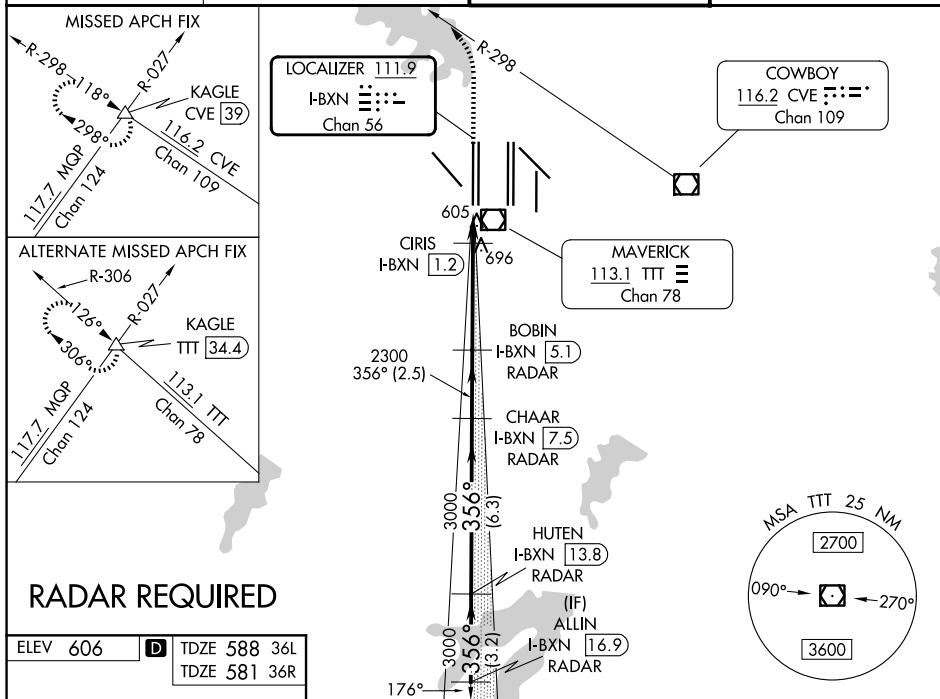
ILS or LOC RWY 36L
DALLAS-FORT WORTH INTL (DFW)

T 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

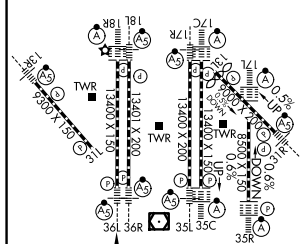
MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 on heading 315° and CVE VOR/DME R-298 to KAGLE INT/ CVE VOR/DME 39 DME and hold.

D-ATIS 123.775	LONE STAR APP CON 118.425	DFW TOWER 126.55 127.5 (E) 124.15 134.9 (W)	GND CON 121.65 121.8 (E) 121.85 (W)
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RADAR REQUIRED

ELEV 606	D	TDZE 588 36L
		TDZE 581 36R



1100 ↑ hdg 315°	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
I-BXN DME ANTENNA	CIRIS I-BXN 1.2	2300	3000	3000	35°	4000
I-BXN 0.2	I-BXN 0.7	1080	2300	VGSI and ILS glidepath not coincident (VGSI 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)		