

LOC/DME I-BXN <b>111.9</b> Chan <b>56</b>	APP CRS <b>356°</b>	Rwy 36L Idg <b>13400</b> TDZE <b>588</b> Apt Elev <b>607</b>	Rwy 36R Idg <b>13401</b> TDZE <b>581</b> Apt Elev <b>607</b>
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# ILS or LOC RWY 36L

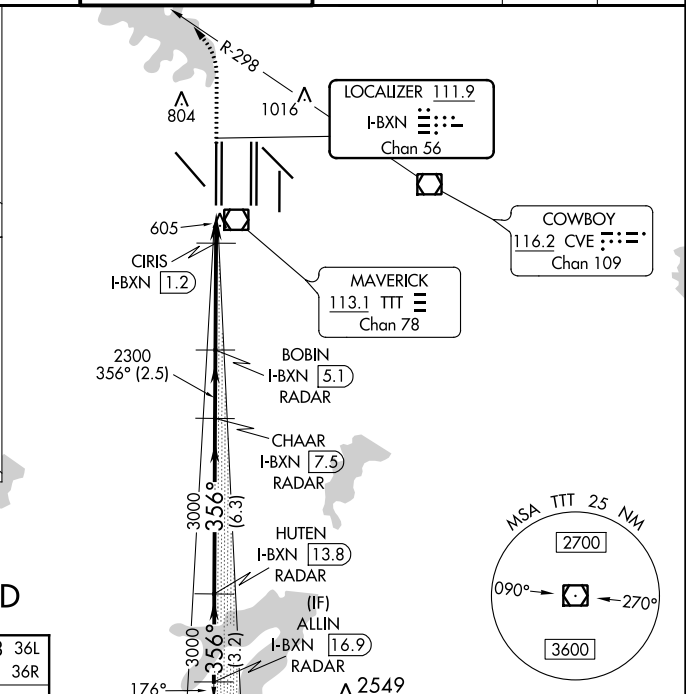
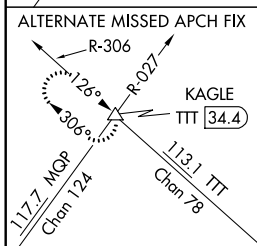
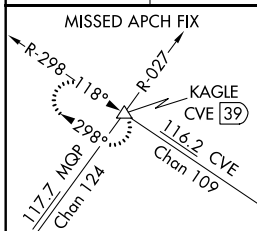
DALLAS-FORT WORTH INTL (DFW)

▼ 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 1/2 SM. For inop ALS, increase CIRIS fix minimums Cat C and D visibility to RVR 4500.

Rwys 36L/R  
MALSR  
AS

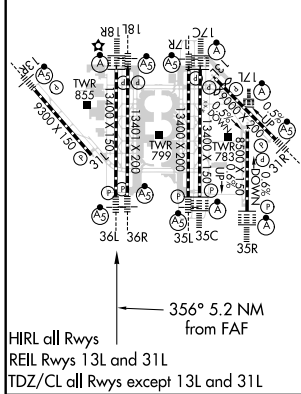
MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 on heading 315° and CVE VOR/DME R-298 to KAGLE INT/ CVE VOR/DME 39 DME and hold.

D-ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>118.425</b>	DFW TOWER <b>126.55 127.5 EAST</b> <b>124.15 134.9 WEST</b>	GND CON <b>121.65 121.8 EAST</b> <b>121.85 WEST</b>	CLNC DEL <b>128.25</b>	CPDLC
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## RADAR REQUIRED

ELEV 607	<b>D</b>	TDZE 588 36L
		TDZE 581 36R



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
*LOC only		I-BXN DME ANTENNA	CIRIS I-BXN 1.2	2300	3000	3000	4000
		I-BXN 0.2	I-BXN 0.5	*1080	2300	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).	
		0.7 NM	0.7	3.8 NM	2.5 NM	6.3 NM	3.2 NM
CATEGORY	A	B	C	D			
S-ILS 36L	788/18 200 (200-1/2)						
S-LOC 36L	1080/24	492 (500-1/2)	1080/50		492 (500-1)		
SIDESTEP 36R	1080/50	499 (500-1)	1080-1 1/2		499 (500-1 1/2)		
CIRIS FIX MINIMUMS (DME required)							
S-LOC 36L	880/24 292 (300-1/2)						