


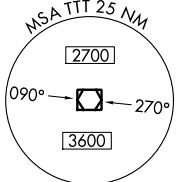
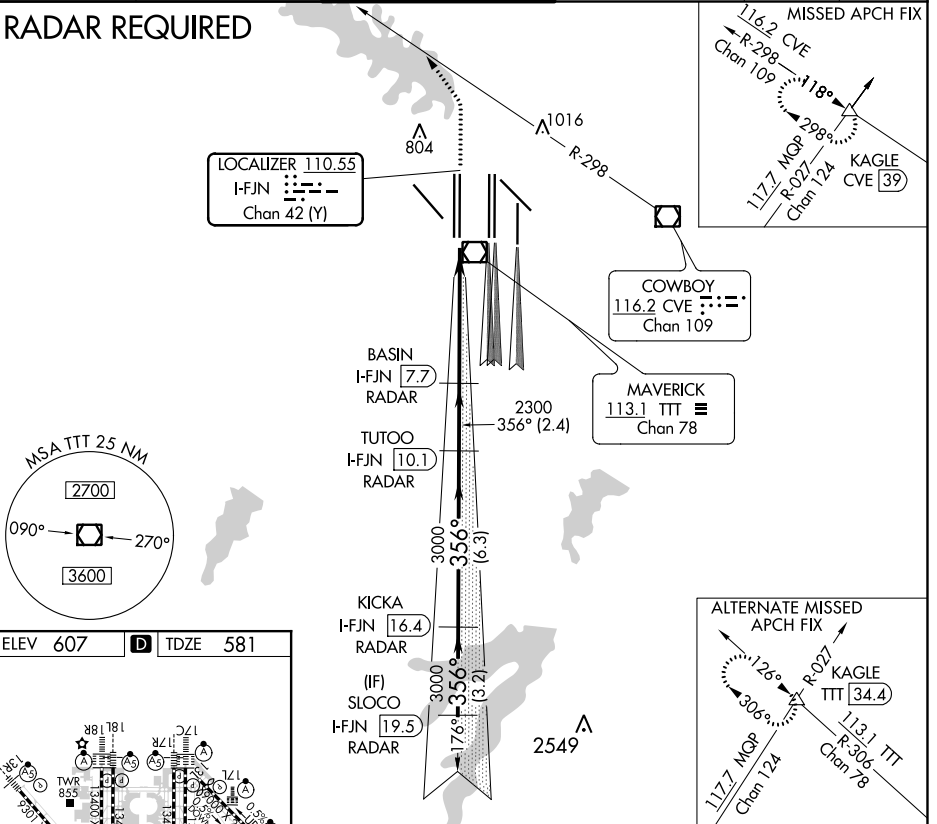
LOC/DME I-FJN <b>110.55</b> Chan <b>42 (Y)</b>	APP CRS <b>356°</b>	Rwy Idg TDZE Apt Elev	<b>13400</b> <b>581</b> <b>607</b>
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# CONVERGING ILS RWY 36R

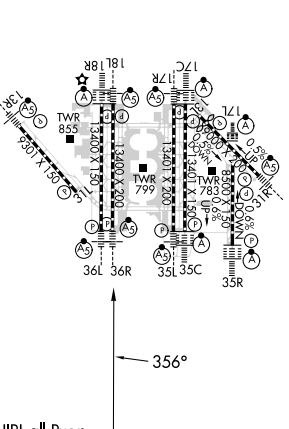
DALLAS-FORT WORTH INTL (DFW)

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
		<p>Simultaneous approach authorized with Converging ILS Rwy 31R. DME or Radar required.</p> <p>MALSR  MISSED APPROACH: Climb to 1100, then climbing left turn to 3000 on heading 320° and CVE VOR/DME R-298 to KAGLE INT/CVE 39 DME and hold.</p>				

## RADAR REQUIRED



ELEV <b>607</b>	<b>D</b>	TDZE <b>581</b>
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1100	3000	CVE R-298	KAGLE	BASIN I-FJN (7.7) RADAR	TUTOO I-FJN (10.1) RADAR	KICKA I-FJN (16.4) RADAR	SLOCO I-FJN (19.5) RADAR
hdg 320°	3000	3000	3000	2300	3000	3000	4000
<p>VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 66).</p>							
5.3 NM		2.4 NM		6.3 NM		3.2 NM	
CATEGORY	A	B	C	D			
S-ILS 36R	781/18		200 (200-½)				

HIRL all Rwy's  
REIL Rwy's 13L and 31L  
TDZ/CL all Rwy's except 13L and 31L

SC-2. 06 DEC 2018 to 03 JAN 2019

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