

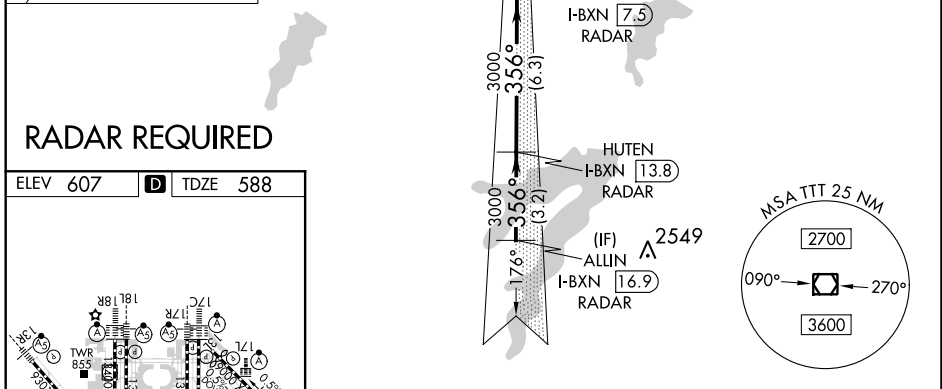
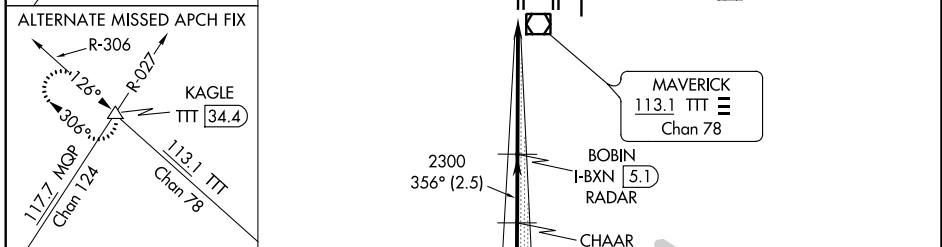
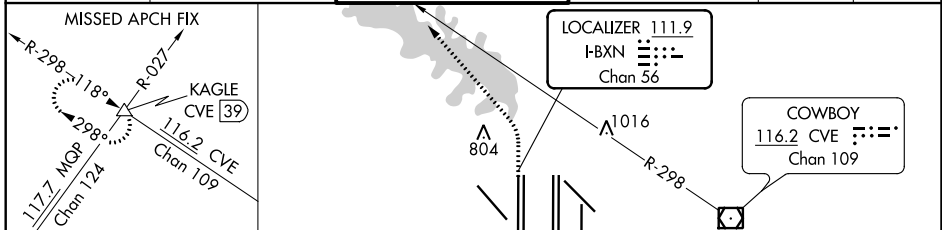
LOC/DME I-BXN <b>111.9</b> Chan <b>56</b>	APP CRS <b>356°</b>	Rwy Idg TDZE Apt Elev <b>13400</b> <b>588</b> <b>607</b>
---	------------------------	---

# CONVERGING ILS RWY 36L

DALLAS-FORT WORTH INTL (DFW)

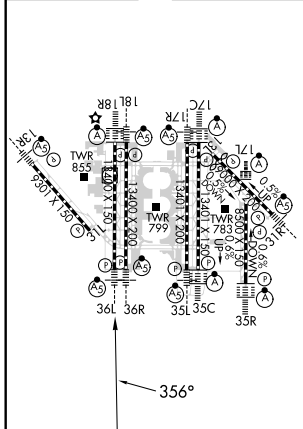
D-ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>118.425</b>	DFW TOWER <b>126.55 127.5</b> EAST <b>124.15 134.9</b> WEST		GND CON <b>121.65 121.8</b> EAST <b>121.85</b> WEST	CLNC DEL <b>128.25</b>	CPDLC
		MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 on heading 315° and CVE VOR/DME R-298 to KAGLE INT/CVE VOR/DME 39 DME and hold.				

MISSED APCH FIX R-298 → 118° R-027 → KAGLE CVE [39] 116.2 CVE Chan 109 117.7 MOP Chan 124 298°	LOCALIZER <b>111.9</b> I-BXN [5.1] Chan <b>56</b>	COWBOY 116.2 CVE [109] Chan 109
--	---	---------------------------------------



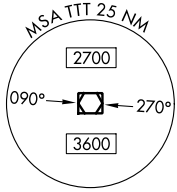
## RADAR REQUIRED

ELEV 607	<b>D</b>	TDZE 588
----------	----------	----------



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

1100	3000	KAGLE	ALLIN
↑	hdg 315°	CVE R-298	I-BXN [16.9] RADAR
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).		BOBIN I-BXN [5.1] RADAR	HUTEN I-BXN [13.8] RADAR
		CHAAR I-BXN [7.5] RADAR	I-BXN [16.9] RADAR
		2300 → 3000 → 3000 → 4000 356°	
		GS 3.00° TCH 55	
		5.2 NM    2.5 NM    6.3 NM    3.2 NM	
CATEGORY	A	B	C
S-ILS 36L	788/18 200 (200-1/2)		



SC-2, 31 JAN 2019 to 28 FEB 2019

SC-2, 31 JAN 2019 to 28 FEB 2019

# CONVERGING ILS RWY 36L