


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

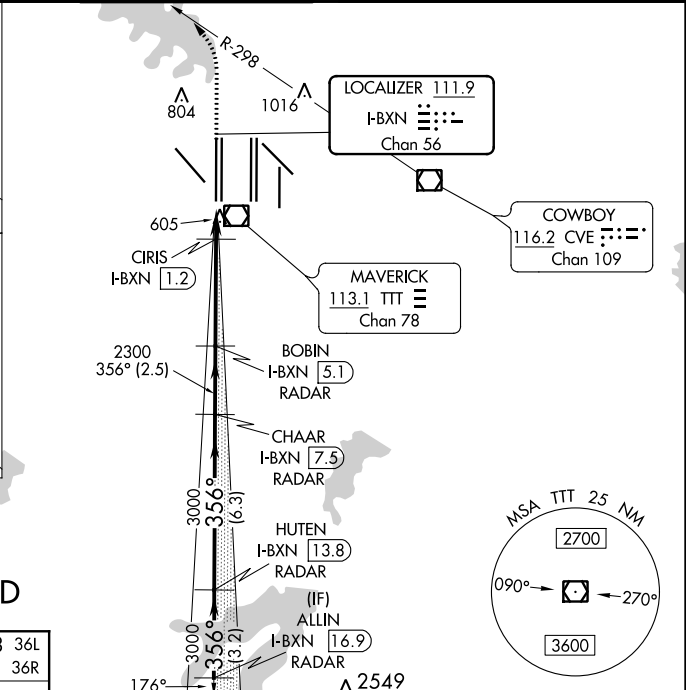
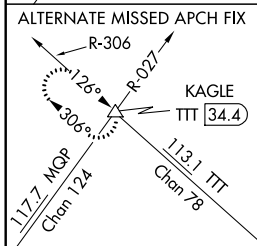
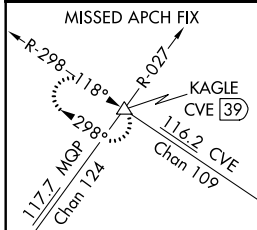
DALLAS-FORT WORTH INTL (DFW)

▽ 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 MALSRL


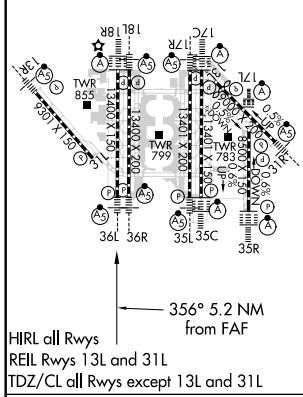
MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 on heading 315° and CVE VOR/DME R-298 to KAGLE INT/ CVE VOR/DME 39 DME and hold.

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

ELEV 607	D	TDZE 588 36L	TDZE 581 36R
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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	3000	3000
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).							
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)						

SC-2, 16 JUL 2020 to 13 AUG 2020

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