

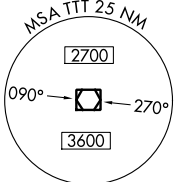
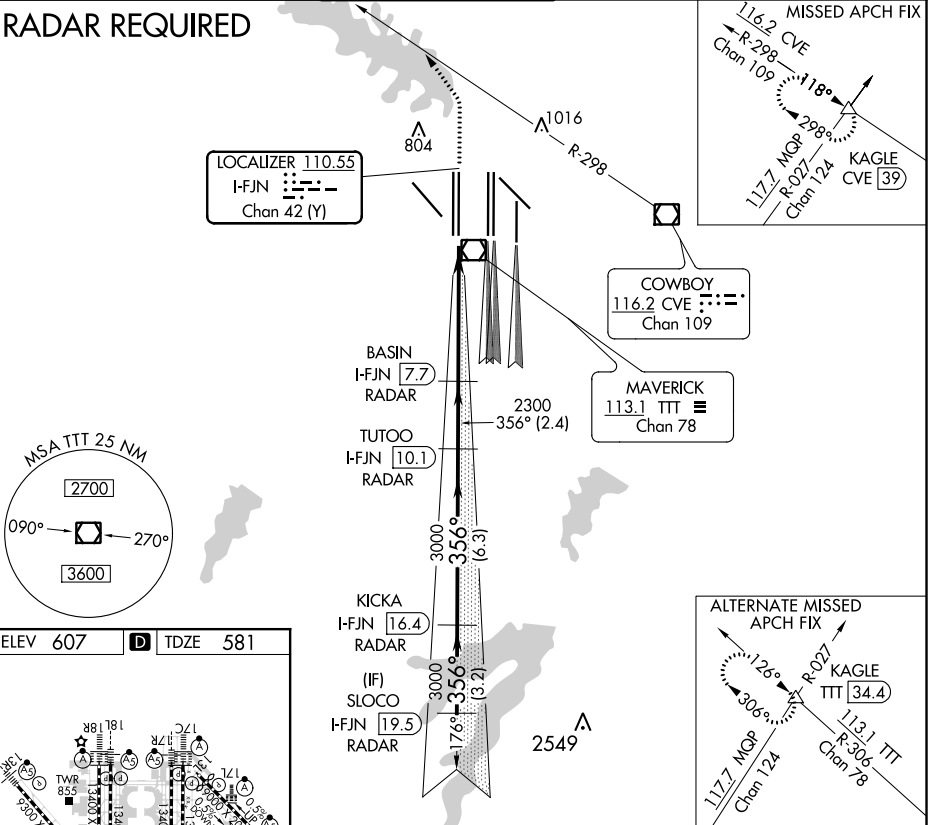
| | | | |
|--|------------------------|-----------------------------|--|
| LOC/DME I-FJN 110.55 Chan 42 (Y) | APP CRS 356° | Rwy Idg TDZE Apt Elev | 13401 581 607 |
|--|------------------------|-----------------------------|--|

CONVERGING ILS RWY 36R

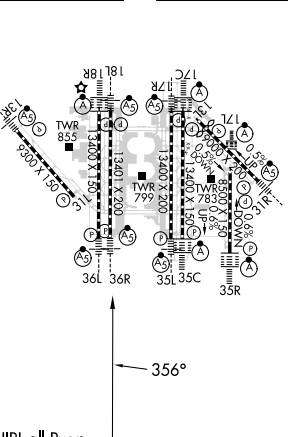
DALLAS-FORT WORTH INTL (DFW)

| | | | | | | |
|--|------------------------------------|---|--|---|---------------------------|-------|
| 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 |
| | | <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 607 | D | TDZE 581 |
|-----------------|----------|-----------------|



| | | | | | | | |
|-----------|--------|---|-------------|-----------------|------------------|------------------|------------------|
| 1100 | 3000 | CVE R-298 | KAGLE | BASIN I-FJN 7.7 | TUTOO I-FJN 10.1 | KICKA I-FJN 16.4 | SLOCO I-FJN 19.5 |
| hdg 320° | | | | | | | |
| ↑ | | | | | | | |
| 356° | | | | | | | |
| 2300 | | | | | | | |
| 3000 | | | | | | | |
| 3000 | | | | | | | |
| 4000 | | | | | | | |
| GS 3.00° | | | | | | | |
| TCH 50 | | | | | | | |
| 2300 | | VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 66). | | | | | |
| 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
REIL Rwy 13L and 31L
TDZ/CL all Rwy except 13L and 31L