

LOC/DME I-FJN 110.55 Chan 42 (Y)	APP CRS 356°	Rwy 36R Idg 13401 TDZE 581 Apt Elev 607	Rwy 36L Idg 13400 TDZE 588 Apt Elev 607
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ILS or LOC RWY 36R

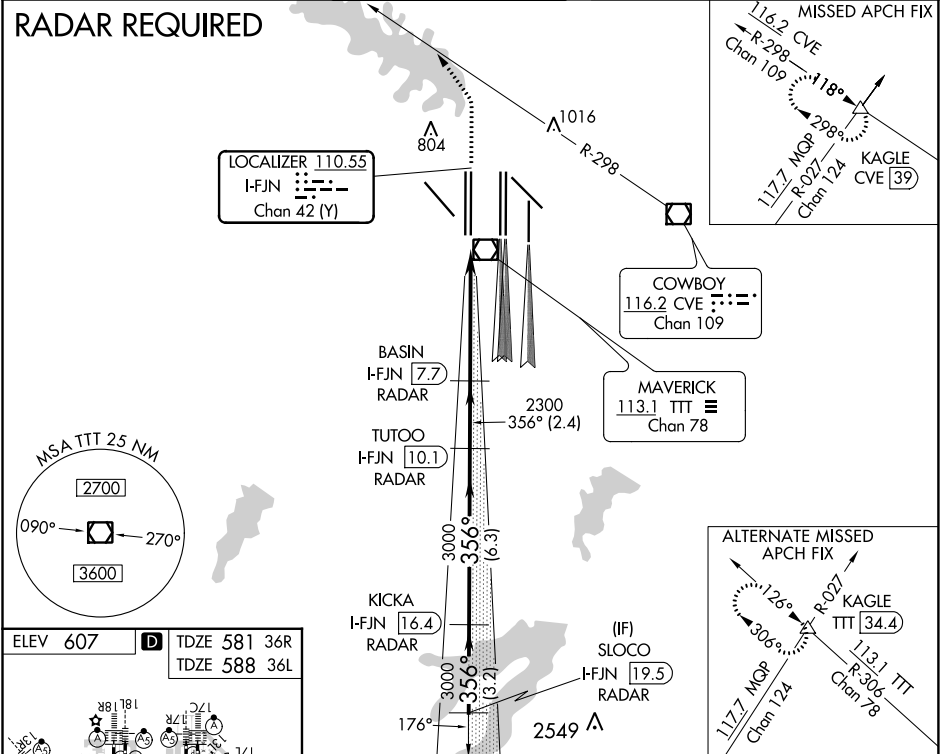
DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized with Rwy 35L/C/R.
Inop table does not apply to Sidestep 36L Cats A and B.
DME or RADAR required.

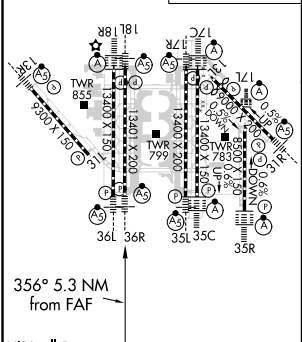
Rwys 36R/L
MALSR

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.

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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ELEV 607	D	TDZE 581 36R 588 36L
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HIRL all Rwys REIL Rwys 13L and 31L TDZ/CL all Rwys except 13L and 31L FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

1100 ↑ hdg 320°	3000 ↑ hdg 320°	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	4000 GS 3.00° TCH 50
*LOC only								
*I-FJN [3.5] I-FJN [2.4]								
VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 66).								
1.1 NM 4.2 NM 2.4 NM 6.3 NM 3.2 NM								
CATEGORY	A		B		C		D	
S-ILS 36R	781/18 200 (200-½)							
S-LOC 36R	1000/24		419 (400-½)		1000/40		419 (400-¾)	
SIDESTEP 36L	1080/50		492 (500-1)		1080-1½ 492 (500-1½)			