

WAAS CH <b>53505</b> <b>W17A</b>	APP CRS <b>176°</b>	Rwy Idg <b>13401</b> TDZE <b>567</b> Apt Elev <b>607</b>
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# RNAV (GPS) RWY 17R

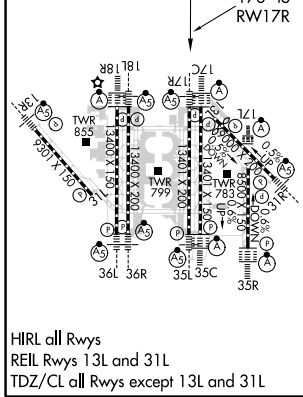
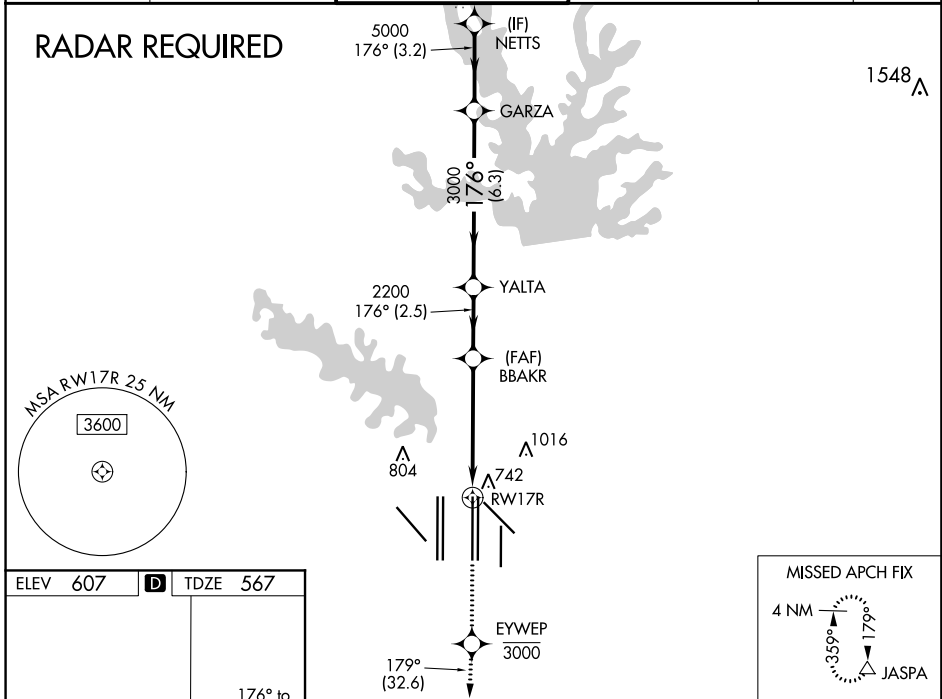
DALLAS-FORT WORTH INTL (DFW)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 17L and Rwys 18L/R. DME/DME RNP-0.3 NA. For inop MALSR increase LNAV/VNAV all Cats visibility to 1½ mile. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.



MISSED APPROACH: Climb to at or below 3000 direct EYWEP then climb to 4000 on track 179° to JASPA and hold.

D-ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>127.075</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
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ELEV <b>607</b>	<b>D</b>	TDZE <b>567</b>	MISSED APCH FIX 4 NM 359° 179° JASPA	
3000	EYWEP	4000	JASPA	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 68).
*LNAV only.				
CATEGORY	A	B	C	D
LPV DA		767/18	200 (200-½)	
LNAV/VNAV DA		1066/60	499 (500-1¼)	
LNAV MDA	1000/24	433 (400-½)	1000/40	433 (400-¾)

SC-2, 06 DEC 2018 to 03 JAN 2019

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