

WAAS CH 82436 W13A	APP CRS 133°	Rwyt Idg 8310 TDZE 479 Apt Elev 487
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RNAV (GPS) Z RWY 13R

DALLAS LOVE FLD (DAL)

RNP APCH.

Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.

MISSED APPROACH:

Climb to 3000 direct

ENAVE and on track

151° to TACKE and hold.

D-ATIS 120.15	LONE STAR APP CON NORTH 124.3 282.275 SOUTH 125.2 343.65	LOVE TOWER 123.7 239.3	GND CON 121.75 348.6	CLNC DEL 127.9	CPDLC
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The diagram illustrates the RNP APCH procedure for RWY 13R. It begins at the LIPPI fix (1900 ft, 133°) and proceeds to the LAURA fix (1900 ft, 133°). From LAURA, the path continues to RWY13R (1900 ft, 133°) and then to the ENAVE fix (1900 ft, 133°). The final segment is a missed approach climb to 3000 ft, followed by a turn to TACKE (151°) and a hold. The diagram also shows various other fixes and altitudes, such as 1048, 860, 790, 920, 1049, 1049, 1368, 975, 652, 914, 893, 1249, and 1249. A missed approach fix diagram shows a climb to 3000 ft, followed by a turn to TACKE (151°) and a hold. The diagram also shows various other fixes and altitudes, such as 1048, 860, 790, 920, 1049, 1049, 1368, 975, 652, 914, 893, 1249, and 1249.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 52).								
LIPPI								
2500								
GP 3.00°								
TCH 47								
5.8 NM								
1900								
2.9 NM								
1.4 NM								
CATEGORY	A	B	C	D				
LPV DA	679/40		200 (200-¾)					
LNAV/VNAV DA	834/60		355 (400-1¼)					
LNAV MDA	980/55	501 (500-1)	980-1¾	501 (500-1¾)				
CIRCLING	1080-1 593 (600-1)	1140-1 653 (700-1)	1220-2 733 (800-2)	1520-3 1033 (1100-3)				

The diagram shows the final segment of the RNP APCH procedure, from the ENAVE fix to RWY13R. It includes the missed approach fix, the final approach fix, and the final approach segment. The diagram also shows the missed approach fix, the final approach fix, and the final approach segment. The diagram also shows the missed approach fix, the final approach fix, and the final approach segment.

DALLAS, TEXAS

Amtd 2A 13SEP18

32°51'N-96°51'W

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