

WAAS CH 87123 W31B	APP CRS 313°	Rwy Idg 6952 TDZE 487 Apt Elev 487
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RNAV (GPS) Y RWY 31R

DALLAS LOVE FLD (DAL)

RNP APCH-GPS

Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase LNAV visibility Cat C/D to 1½ SM. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH:
Climb to 1000 then climbing right turn to 5000 direct FINGR 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 chart illustrates the RNAV (GPS) Y RWY 31R approach. The final approach segment is a straight line from FINGR to RWY 31R, with a bearing of 313° and a distance of 5.0 NM. Key altitudes along the path include 1249 MSL at FINGR, 975 MSL at the start of the final approach, and 313°/3.1 NM to RWY 31R. A missed approach fix (MISSED APCH FIX) is located 5.0 NM from FINGR. A minimum safe altitude (MSA) for RWY 31R is 3600 MSL within a 25 NM radius. The chart also shows the location of the tower (TWR 642) and the runway (RWY 31R).

ELEV 487	D	TDZE 487
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This diagram shows the layout of the airport, including runways 13L, 31L, 31R, and 13R, taxiways, and the tower location (TWR 642). The diagram also shows the location of the RNAV (GPS) Y RWY 31R approach.

1000	5000	FINGR		
*LNAV only.				
RW31R	*1.4 NM to RW31R	BOKLE 2.6 NM to RW31R	DATLE 2200	
1360*	2200	2500	FACIA	
1.4 NM	1.2 NM	2.6 NM	8.1 NM	
GP 3.00° TCH 55				
CATEGORY	A	B	C	D
LPV DA **		687/24	200 (200-½)	
LNAV/VNAV DA		873/35	386 (400-½)	
LNAV MDA	980/24	493 (500-½)	980/50	493 (500-1)
CIRCLING	1080-1 593 (600-1)	1140-1 653 (700-1)	1220-2 733 (800-2)	1520-3 1033 (1100-3)

DALLAS, TEXAS
Amdt 3B 11AUG22

32°51'N-96°51'W

DALLAS LOVE FLD (DAL)

RNAV (GPS) Y RWY 31R

SC-2, 30 OCT 2025 to 27 NOV 2025

SC-2, 30 OCT 2025 to 27 NOV 2025