

WAAS CH <b>40401</b> <b>W35A</b>	APP CRS <b>356°</b>	Rwy Ldg TDZE <b>575</b> Apt Elev <b>607</b>	<b>RNAV (GPS) RWY 35R</b> DALLAS-FORT WORTH INTL (DFW)
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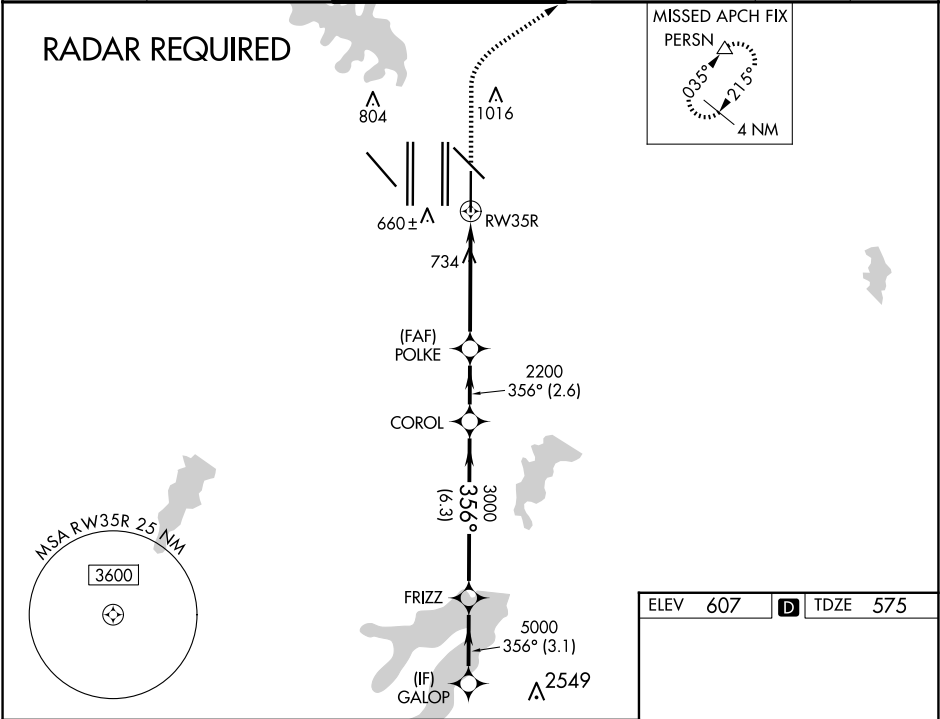
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). For inop ALSF, increase LNAV/VNAV all Cats visibility to RVR 6000, increase LNAV Cat C/D visibility to 1½ mile. Simultaneous approach authorized with Rwy 35 L/C and 36L/R. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH:

Climb to 1040 then climbing right turn to 3000 direct PERSN and hold.

D-ATIS ARR <b>123.775</b> DEP <b>135.925</b>	LONE STAR APP CON <b>119.4</b>	DFW TOWER <b>126.55 127.5 EAST</b> <b>124.15 134.9 WEST</b>	GND CON <b>121.65 121.8 EAST</b> <b>121.85 WEST</b>	CLNC DEL <b>128.25</b>	CPDLC
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VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 73).		1040	3000	PERSN
GALOP		FRIZZ	COROL	POLKE
5000		5000	3000	2200
GP 3.00° TCH 58				
3.1 NM		6.3 NM	2.6 NM	3.7 NM
CATEGORY	A	B	C	D
LPV DA	775/18		200 (200-½)	
LNAV/VNAV DA	917/30		342 (400-⅝)	
LNAV MDA	1040/24	465 (500-½)	1040/50	465 (500-1)