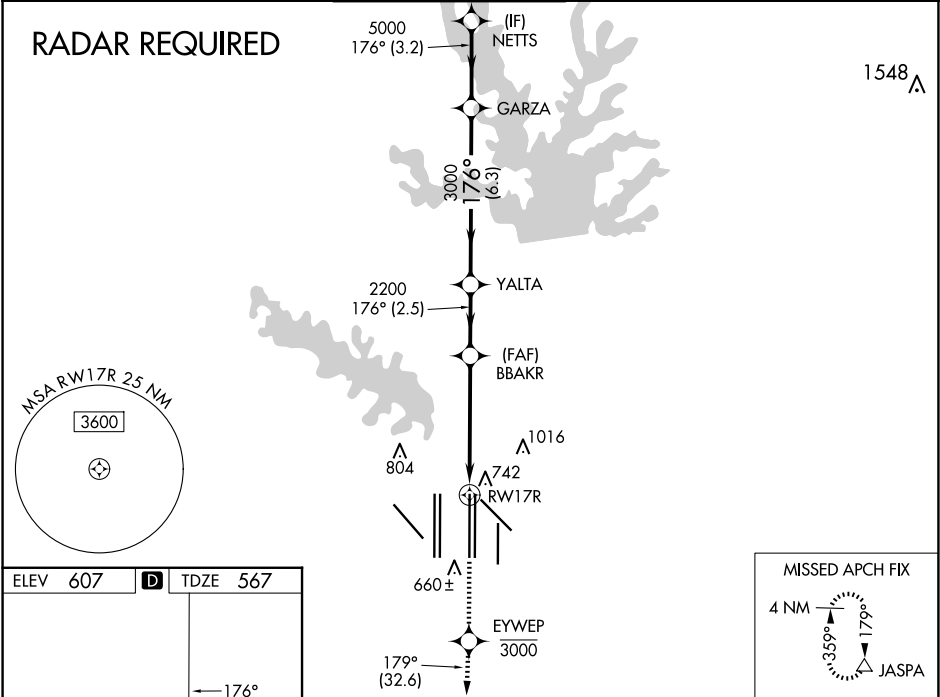


WAAS CH <b>53505</b> <b>W17A</b>	APP CRS <b>176°</b>	Rwy Ldg <b>13400</b> TDZE <b>567</b> Apt Elev <b>607</b>	RNAV (GPS) RWY 17R
			DALLAS-FORT WORTH INTL (DFW)

▼ 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.			MALSR 	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>	LONE STAR 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



3000	EYWEP	4000	JASPA	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 68).
*LNAV only.				
				NETTS
				GARZA
				YALTA
				BBAKR
				2200
				3000
				5000
				6000
				GP 3.00° TCH 54
				1.2 3.8 NM 2.5 NM 6.3 NM 3.2 NM
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)	