

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>99703</b><br><b>W31A</b> | APP CRS<br><b>315°</b> | Rwy Idg <b>9300</b><br>TDZE <b>581</b><br>Apt Elev <b>607</b> |
|--|------------------------|---|

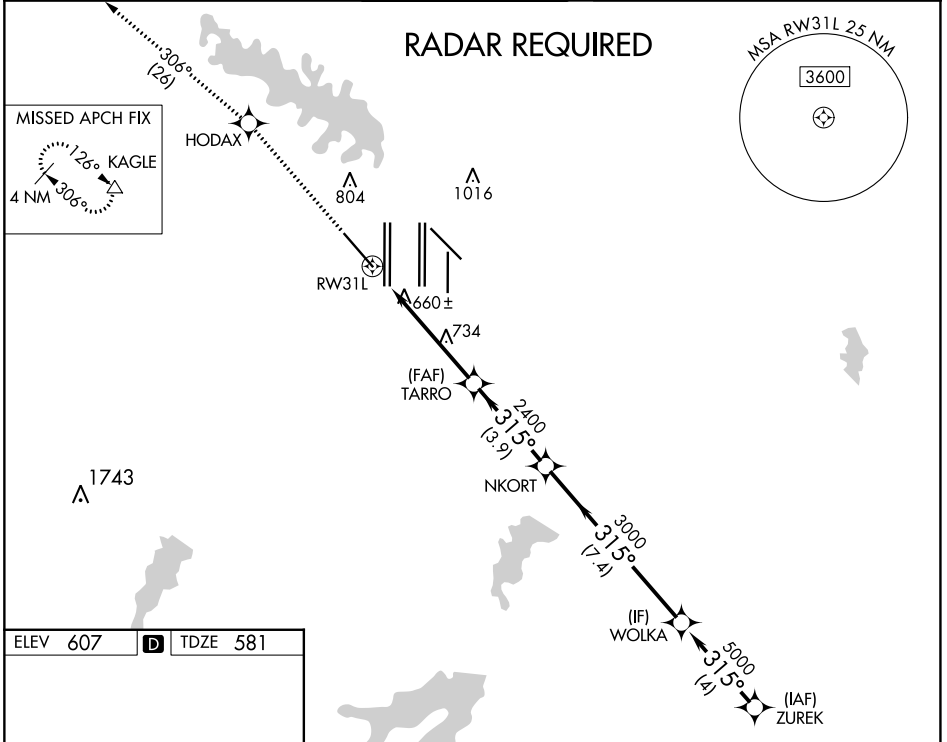
# RNAV (GPS) Y RWY 31L

DALLAS-FORT WORTH INTL (DFW)

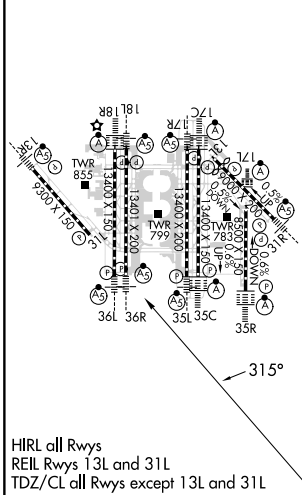
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 31R. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSED APPROACH: Climb to 3000 direct HODAX and on track 306° to KAGLE and hold.

|  |  |   |   |                           |       |
|--|--|---|---|---------------------------|-------|
| D-ATIS<br>ARR <b>123.775</b><br>DEP <b>135.925</b> | REGIONAL APP CON<br><b>118.425 127.075 119.4</b> | DFW TOWER<br><b>126.55 127.5</b> EAST<br><b>124.15 134.9</b> WEST | GND CON<br><b>121.65 121.8</b> EAST<br><b>121.85</b> WEST | CLNC DEL<br><b>128.25</b> | CPDLC |
|--|--|---|---|---------------------------|-------|



|                 |          |                 |
|-----------------|----------|-----------------|
| ELEV <b>607</b> | <b>D</b> | TDZE <b>581</b> |
|-----------------|----------|-----------------|



DALLAS-FORT WORTH, TEXAS  
Amdt 1B 18SEP14

|                  |         |             |             |  |
|------------------|---------|-------------|-------------|--|
| 3000             | HODAX   | tr 306°     | KAGLE       | VGSI and RNAV glidepath not coincident (VGSI Angle 3.13/TCH 72). |
| *LNAV only.      |         | NKORT       |             | WOLKA ZUREK  |
| *1.2 NM to RW31L |         | TARRO       | 315°        | 5000   |
| RW31L            |         | 2400        | 3000        | 5000   |
| 1.2              |         | 4.4 NM      | 3.9 NM      | 7.4 NM   |
| CATEGORY         | A       | B           | C           | D  |
| LPV DA           | 831/40  |             | 250 (300-¾) |  |
| LNAV/VNAV DA     | 907/50  |             | 326 (400-1) |  |
| LNAV MDA         | 1060/55 | 479 (500-1) | 1060-1½     | 479 (500-1½)   |