

WAAS CH 40401 W35A	APP CRS 356°	Rwy Ldg 8500 TDZE 575 Apt Elev 607
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RNAV (GPS) RWY 35R
DALLAS-FORT WORTH INTL (DFW)

T 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 123.775	LONE STAR APP CON 119.4	DFW TOWER 126.55 127.5 (E) 124.15 134.9 (W)	GND CON 121.65 121.8 (E) 121.85 (W)
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RADAR REQUIRED

MISSED APCH FIX

PERSN

504

039

4 NM

MSA RW35R 25 NM

3600

ELEV 607	D	TDZE 575
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VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 73).

GALOP

FRIZZ

COROL

POLKE

1040

3000

PERSN

5000.

 $56^\circ \rightarrow$

5000

356°

PC

*1.2 N

* LNAV only.

$$\frac{\text{GP } 3.00^\circ}{\text{TCH } 58}$$

← 3.1 N

3 NM →

— 2.6 NM

A number line with arrows at both ends. There are two tick marks labeled 1 and 3. The tick mark at 1 has a closed circle, and the tick mark at 3 has an open circle. The region between 1 and 3 is shaded with a gray background.

CATEGORY		A	B	C	D
LPV	DA	775/18		200 (200-½)	
LNAV/ VNAV	DA	917/30		342 (400-½)	
LNAV	MDA	1040/24	465 (500-½)	1040/50	465 (500-1)