

WAAS CH 99407 W18B	APP CRS 176°	Rwy Ldg 13400 TDZE 606 Apt Elev 606
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RNAV (GPS) RWY 18R
DALLAS-FORT WORTH INTL (DFW)

RADAR required for procedure entry. RNP APCH.

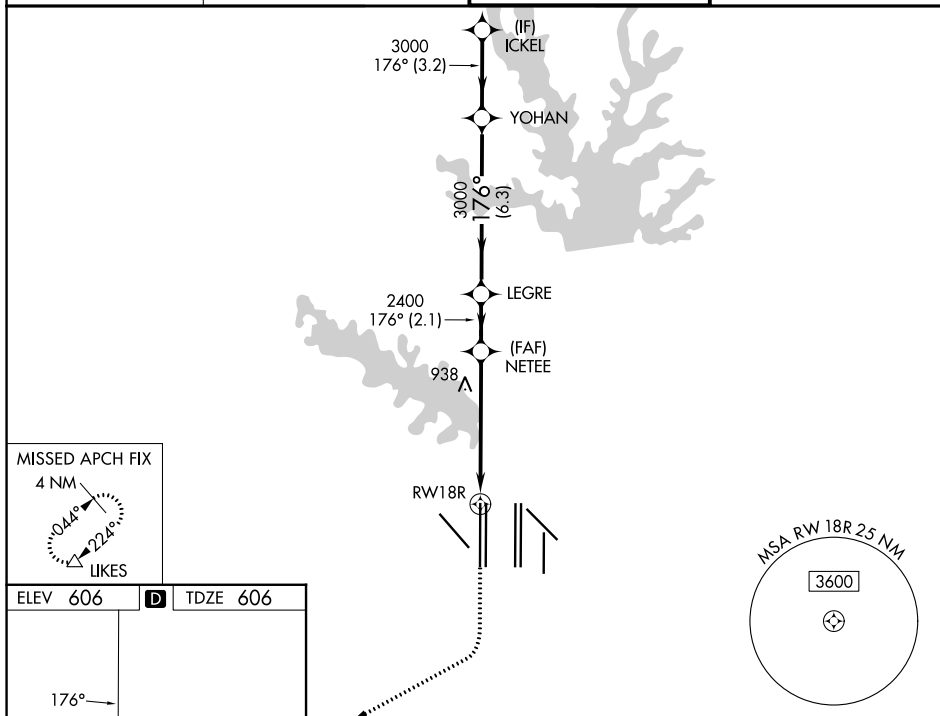
T Simultaneous approach authorized with Rwy 17L/C/R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000 and LNAV Cats C and D visibility to 1 $\frac{3}{4}$ SM.

ALSF-2

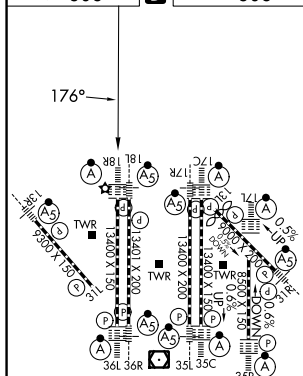


MISSED APPROACH:
Climb to 1100 then
climbing right turn to
3000 direct **LIKES**
and hold.

D-ATIS 123.775	LONE STAR APP CON 118.425	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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ELEV 606	D	TDZE 606
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HIRL all Rwy's
REIL Rwy's 13L and 31L
TDZL/RCLS all Rwy's except 13L and 31L

Diagram illustrating the glidepath profile for RW18R at ICKEL. The diagram shows the vertical alignment (VA) and the glidepath (GP) for the runway.

- Vertical Axis:** Altitude in feet (1100, 3000).
- Horizontal Axis:** Distance in nautical miles (NM) from the start of the glidepath to various points.
- Key Points:**
 - NETEE:** 2400 ft, 1.7 NM from start.
 - LEGRE:** 3000 ft, 5.5 NM from start.
 - YOHAN:** 3000 ft, 8.6 NM from start.
 - ICKEL:** 4000 ft, 12.1 NM from start.
- Glidepath Angle:** 176°.
- Annotations:**
 - *LNAV only.
 - *1.7 NM to RW18R.
 - RW18R.
 - VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74.).
 - GP 3.00° TCH 59'

CATEGORY	A	B	C	D
LPV DA		806/18	200 (200-½)	
LNAV/VNAV DA		1012/40	406 (500-¾)	
LNAV MDA	1220/24	614 (700-½)	1220-1⅜	614 (700-1⅜)