

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

| | | | | | | |
|----------------------------------------|----------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|--------------------------------------------------|-----------------------------------|-----------------------------|----------------------------------|
| <u>AIRPORT ID</u> KDFW | <u>PROCEDURE NAME</u> ILS Y OR LOC RWY 13R ILS Y RWY 13R (SA CAT I), ILS Y RWY 13R (SA CAT II) | <u>ORIGINAL/AMENDMENT</u> 9C | <u>CITY</u> DALLAS-FORT WORTH | <u>STATE</u> TX | | |
| <u>AIRPORT ELEVATION</u> 606 | <u>TDZE</u> 591 | <u>SUPERSEDED</u> ILS OR LOC RWY 13R ILS RWY 13R (SA CAT I), ILS RWY 13R (SA CAT II) | <u>ORIGINAL/AMENDMENT</u> 9B | <u>DATED</u> 08/15/2019 | <u>MAG VAR</u> 4E | <u>EPOCH YEAR</u> 2010 |
| <u>FACILITY</u> I-LWN | <u>COORDINATES OF FACILITIES</u> | <u>ACTUAL EFFECTIVE DATE</u> | <u>REQUIRED EFFECTIVE DATE</u> ROUTINE | <u>CANCEL/SUSPEND</u> | | |

TERMINAL ROUTES

| <u>FROM</u> | <u>FIX TYPE</u> | <u>TO</u> | <u>FIX TYPE</u> | <u>LEG TYPE</u> | <u>FO/FB</u> | <u>RNP</u> | <u>COURSE</u> | <u>DISTANCE</u> | <u>ALTITUDE</u> |
|-----------------------------|------------------------|----------------------------|------------------------|------------------------|---------------------|-------------------|----------------------|------------------------|------------------------|
| MORRY/I-LWN 14.00 DME/RADAR | IF | POPPA/I-LWN 9.10 DME/RADAR | | | | | 135.05 | 4.90 (I-LWN) | 3000 |
| POPPA/I-LWN 9.10 DME/RADAR | | HODAX/I-LWN 6.88 DME/RADAR | | | | | 135.05 | 2.22 (I-LWN) | 2300 |

MISSED APPROACH

MAP:

ILS: DA
LOC: 5.19 NM AFTER HODAX/I-LWN 6.88 DME/RADAR

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1560 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 230 AND TTT VOR/DME R-275 TO SLOTT INT/TTT 35.62 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 1560 THEN CLIMBING RIGHT TURN TO 3000 DIRECT FUZ VORTAC AND FUZ VORTAC R-275 TO SLOTT INT/FUZ 28.50 DME AND HOLD.

PROFILE:

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- PROFILE STARTS AT MORRY
- FAC: 135.05 FAF: HODAX/I-LWN 6.88 DME/RADAR DIST FAF TO MAP: 5.19 DIST FAF TO THLD: 5.19
- MIN ALT: MORRY/I-LWN 14.00 DME/RADAR 3000, POPPA/I-LWN 9.10 DME/RADAR 3000, HODAX/I-LWN 6.88 DME/RADAR 2300
- DIST TO THLD FROM OM: MM: IM: 150 HAT: 1813 100 HAT: 859 GS ANT: 1080
- MIN GS INCPT: 2300 GS ALT AT PFAF: HODAX/I-LWN 6.88 DME/RADAR 2300 OM: MM: IM:
- GP ANGLE: 3.00 34:1: 20:1: TCH: 55.0
- MSA FROM: TTT VOR/DME 090-270 3600, 270-090 2700



EQUIPMENT REQUIREMENTS NOTES:

RADAR REQUIRED FOR PROCEDURE ENTRY.
DME OR RADAR REQUIRED.

NOTES:

SA CAT I ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 13R: CAT A, B, C, D, RA 149, RVR 1400, HAT 150, DA 741 MSL.
SA CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 13R: CAT A, B, C, D, RA 99, RVR 1200, HAT 100, DA 691 MSL.
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
SA CAT I/II CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL.

ADDITIONAL FLIGHT DATA:

CHART UKW R-166 AT SLOTT.
CHART RANGER (FUZ) VORTAC.
HOLD E, RT, 274.96 INBOUND.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD E SLOTT INT/FUZ 28.50 DME, RT, 275.16 INBOUND.
FAS OBST: 879 AAO 325654N/0970811W.
CHART IN PLANVIEW: SLOTT INT/FUZ 28.50 DME.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ ILS: STANDARD; LOC: STANDARD

| CATEGORY: | A | | | B | | | C | | | D | | | E | | |
|------------|--------|------|---------|--------|------|---------|--------|-------|---------|--------|-------|---------|--------|-----|---------|
| FINAL TYPE | DA/MDA | VIS | HAT/HAA | DA/MDA | VIS | HAT/HAA | DA/MDA | VIS | HAT/HAA | DA/MDA | VIS | HAT/HAA | DA/MDA | VIS | HAT/HAA |
| S-ILS 13R | 791 | 1800 | 200 | 791 | 1800 | 200 | 791 | 1800 | 200 | 791 | 1800 | 200 | | | |
| S-LOC 13R | 1240 | 2400 | 649 | 1240 | 2400 | 649 | 1240 | 1 3/8 | 649 | 1240 | 1 3/8 | 649 | | | |

CHANGES - REASONS

1. CHANGED PROCEDURE NAME FROM "ILS OR LOC RWY 13R, ILS RWY 13R SA CAT I, ILS RWY 13R SA CAT II" TO "ILS Y OR LOC RWY 13R, ILS Y RWY 13R (SA CAT I), ILS Y RWY 13R (SA CAT II)" - NEW PROCEDURE TO SAME RUNWAY, ILS V RWY 13R (CONVERGING); 8260.19I 8-6-2.C(2); 8260.3E 1-6-2.D.
2. CHANGED MORRY/I-LWN 14.00 DME/RADAR TO POPPA/I-LWN 9.10 DME/RADAR COURSE FROM 135.04 TO 135.05 - CURRENT I-LWN AIRNAV DATA.
3. CHANGED POPPA/I-LWN 9.10 DME/RADAR TO HODAX/I-LWN 6.88 DME/RADAR COURSE FROM 135.04 TO 135.05 - CURRENT I-LWN AIRNAV DATA.
4. CHANGED FAC FROM 135.04 TO 135.05 IN LINE 3 - CURRENT I-LWN AIRNAV DATA.
5. ADDED "DIST TO THLD FROM 100 HAT: 859" TO LINE 5 - 8260.19I 8-6-7.E(2).
6. CHANGED CHART NOTE FROM "DME OR RADAR REQUIRED FOR LOC ONLY" TO "DME OR RADAR REQUIRED" - IF IS DME OR RADAR FIX.
7. REMOVED "SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF HUD TO DH" AND "SA CAT II CHART NOTE: REDUCED LIGHTING: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF AUTOLAND OR HUD TO TOUCHDOWN" AND ADDED "SA CAT I/II CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL" - 8260.19I 8-6-11.M(1), 8260.19I 8-6-11.M(2).



AIRPORT ID
KDFW

PROCEDURE NAME
ILS Y OR LOC RWY 13R
ILS Y RWY 13R (SA CAT I),
ILS Y RWY 13R (SA CAT II)

ORIGINAL/AMENDMENT
9C

CITY
DALLAS-FORT WORTH

STATE
TX

COORDINATED WITH:

A4A ☒ ALPA ☒ AOPA ☒ APA ☒ HAI ☐ NBAA ☒ OTHER: ZFW, REGIONAL APP CON, DFW ATCT, AMGR

FLIGHT CHECKED BY

PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE
FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION *Digitally signed by*

OFFICE

DATE

DEVELOPED BY

ANTHONY CAPPABIANCO

Digitally signed by

ANTHONY J CAPPABIANCO

MARK D ADAMS

Mar 17, 2022

OFFICE

AJV-A411

DATE

02/22/2022

APPROVED BY

CASIMIR TABAKA

Mar 04, 2022

Digitally signed by

MARK D ADAMS

Mar 17, 2022

OFFICE

AJV-A410

DATE

TITLE
MANAGER



FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

| | | | | | | |
|---------------------------|---------------------------------------------------------------------------------------------------------|-----------------------|----------------------------------|--------------------|---------------------------------|--------------------------|
| <u>AIRPORT ID</u> KDFW | <u>PROCEDURE NAME</u> ILS Y OR LOC RWY 13R ILS Y RWY 13R (SA CAT I), ILS Y RWY 13R (SA CAT II) | <u>AMDT NO.</u> 9C | <u>CITY</u> DALLAS-FORT WORTH | <u>STATE</u> TX | <u>AIRPORT ELEVATION</u> 606 | <u>FACILITY</u> I-LWN |
|---------------------------|---------------------------------------------------------------------------------------------------------|-----------------------|----------------------------------|--------------------|---------------------------------|--------------------------|

PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

FROM
MORRY/I-LWN 14.00 DME/RADAR

TO
POPPA/I-LWN 9.10 DME/RADAR

| <u>RNP</u> | <u>DISTANCE</u> 4.90 | <u>PAT</u> | <u>MAP</u> | <u>HAT</u> | | | <u>HMAS</u> | | | | | |
|---------------------|-------------------------|------------|-----------------|-------------|-------------|-----------|-------------|------------|-----------|-------------|--------------------|----------------|
| <u>OBSTRUCTION</u> | <u>COORDINATES</u> | | <u>ELEV MSL</u> | <u>HORZ</u> | <u>VERT</u> | <u>AC</u> | <u>ROC</u> | <u>OCS</u> | <u>CG</u> | <u>CGTA</u> | <u>ADJUSTMENTS</u> | <u>MIN ALT</u> |
| 1.TOWER (48-001666) | 330144.87N/0971804.59W | | 993 | 20 | 3 | 1A | 500 | | | | AT1507 | 3000 |
| 2.TERRAIN | 330542.00N/0971206.00W | | 749 (700) | | | | | | | | AS1500 | 2200 |

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM
POPPA/I-LWN 9.10 DME/RADAR

TO
HODAX/I-LWN 6.88 DME/RADAR

| <u>RNP</u> | <u>DISTANCE</u> 2.22 | <u>PAT</u> | <u>MAP</u> | <u>HAT</u> | | | <u>HMAS</u> | | | | | |
|---------------------|-------------------------|------------|-----------------|-------------|-------------|-----------|-------------|------------|-----------|-------------|--------------------|----------------|
| <u>OBSTRUCTION</u> | <u>COORDINATES</u> | | <u>ELEV MSL</u> | <u>HORZ</u> | <u>VERT</u> | <u>AC</u> | <u>ROC</u> | <u>OCS</u> | <u>CG</u> | <u>CGTA</u> | <u>ADJUSTMENTS</u> | <u>MIN ALT</u> |
| 3.TOWER (48-005941) | 325909.00N/0970927.00W | | 911 | 500 | 50 | 5D | 500 | | | | AT889 | 2300 |
| 4.TERRAIN | 325842.00N/0971121.00W | | 709 (700) | | | | | | | | AS1500 | 2200 |

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: ILS

FROM

HODAX/I-LWN 6.88 DME/RADAR

TO

RW13R

| RNP | DISTANCE | PAT | MAP | HAT | HMAS | | | | | | | |
|-------------|-------------|-----|----------|------|------|----|-----|-----|----|------|-------------|---------|
| | 5.19 | | DA | 200 | | | | | | | | |
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| | | | | | | | | ASC | | | | 791 |

| COMPUTATIONS | ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|--------------|-----|------|------|-----|------|----|----|-----|---------------|------|---------|------------------------|
|--------------|-----|------|------|-----|------|----|----|-----|---------------|------|---------|------------------------|

SEGMENT REMARKS:

FINAL: LOC

FROM

HODAX/I-LWN 6.88 DME/RADAR

TO

5.19 NM AFTER HODAX/6.88 DME/RADAR

| RNP | DISTANCE | PAT | MAP | HAT | HMAS | | | | | | | |
|-------------|------------------------|-----|------------------------------------|------|------|----|-----|-----|----|------|-------------|---------|
| | 5.19 | | 5.19 NM AFTER HODAX/6.88 DME/RADAR | 649 | | | | | | | | |
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| 5.AAO | 325654.25N/0970811.44W | | 879 | 50 | 20 | 2C | 250 | | | | DG111 | 1240 |

| COMPUTATIONS | ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|--------------|-----|------|------|-----|------|----|----|-----|---------------|------|---------|------------------------|
|--------------|-----|------|------|-----|------|----|----|-----|---------------|------|---------|------------------------|

SEGMENT REMARKS:



FINAL: ILS SA CAT I

FROM

HODAX/I-LWN 6.88 DME/RADAR

TO

RW13R

| RNP | DISTANCE | PAT | MAP | HAT | | | HMAS | | | | | |
|-------------|-------------|-----|----------|------|------|----|------|-----|----|------|-------------|---------|
| | 5.19 | | DA | | 150 | | | | | | | |
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| | | | | | | | | ASC | | | | 741 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS SA CAT II

FROM

HODAX/I-LWN 6.88 DME/RADAR

TO

RW13R

| RNP | DISTANCE | PAT | MAP | HAT | | | HMAS | | | | | |
|-------------|-------------|-----|----------|------|------|----|------|-----|----|------|-------------|---------|
| | 5.19 | | DA | | 100 | | | | | | | |
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| | | | | | | | | ASC | | | | 691 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH : ILS SA CAT I

FROM
DA

TO
SLOTT INT/FUZ 28.50 DME

| RNP | DISTANCE | PAT | MAP | HAT | | | HMAS | | | | | |
|-------------|------------------------|-----|-------------|------|------|----|------|-----|----|------|-------------|---------|
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| | | | | | | | | ASC | | | | 3000 |
| 6.AAO | 325427.00N/0974303.00W | | 1447 | | | | 1000 | | | | | 2500 |
| 7.TERRAIN | 325427.00N/0974303.00W | | 1247 (1200) | | | | | | | | AS1500 | 2700 |

| COMPUTATIONS | ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|--------------|-----|------|------|-----|------|----|----|-----|---------------|------|---------|------------------------|
|--------------|-----|------|------|-----|------|----|----|-----|---------------|------|---------|------------------------|

SEGMENT REMARKS:

MISSED APPROACH ALTERNATE : ILS SA CAT I

FROM
DA

TO
SLOTT INT/FUZ 28.50 DME

| RNP | DISTANCE | PAT | MAP | HAT | | | HMAS | | | | | |
|-------------|------------------------|-----|-------------|------|------|----|------|-----|----|------|-------------|---------|
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| | | | | | | | | ASC | | | | 3000 |
| 6.AAO | 325427.00N/0974303.00W | | 1447 | 164 | 98 | 4E | 1000 | | | | | 2500 |
| 7.TERRAIN | 325427.00N/0974303.00W | | 1247 (1200) | | | | | | | | AS1500 | 2700 |

| COMPUTATIONS | ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|--------------|-----|------|------|-----|------|----|----|-----|---------------|------|---------|------------------------|
|--------------|-----|------|------|-----|------|----|----|-----|---------------|------|---------|------------------------|

SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☐ CAT A

☐ CAT B

☐ CAT C

☐ CAT D

☐ CAT E

☒ NOT AUTHORIZED



MSA

CENTER

TTT VOR/DME

RADIUS

25

| SECTOR | OBSTRUCTION | COORDINATES | BEARING | DISTANCE | ELEV MSL | HORZ | VERT | AC | ROC | OCS | ADJUSTMENTS | MIN ALT |
|---------|-----------------|------------------------|---------|----------|----------|------|------|----|------|-----|-------------|---------|
| 090-270 | TWR (48-008489) | 323502.67N/0965748.75W | 161 | 17.5 | 2549 | 50 | 20 | 2C | 1000 | | | 3600 |
| 270-090 | TWR (48-012293) | 331942.42N/0970357.04W | 351 | 27.5 | 1658 | 500 | 50 | 5D | 1000 | | | 2700 |

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

NO IAF ESTABLISHED PER ATC REQUEST, INITIAL SEGMENT PER MVA. RADAR REQUIRED.

CIRCLING NOT ESTABLISHED PER FPT REQUEST.



| | | | | | | |
|---------------------------|---------------------------------------------------------------------------------------------------------|-----------------------|----------------------------------|--------------------|---------------------------------|--------------------------|
| <u>AIRPORT ID</u> KDFW | <u>PROCEDURE NAME</u> ILS Y OR LOC RWY 13R ILS Y RWY 13R (SA CAT I), ILS Y RWY 13R (SA CAT II) | <u>AMDT NO.</u> 9C | <u>CITY</u> DALLAS-FORT WORTH | <u>STATE</u> TX | <u>AIRPORT ELEVATION</u> 606 | <u>FACILITY</u> I-LWN |
|---------------------------|---------------------------------------------------------------------------------------------------------|-----------------------|----------------------------------|--------------------|---------------------------------|--------------------------|

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
ZFW ARTCC, REGIONAL APP CON, DFW TOWER

| | | | | | | |
|---------------------------|-------------------------|----------------------------|---------------------------------|----------------------|-----------------------|-------------------------|
| <u>WX SERVICE</u> ASOS | <u>LOCATION</u> KDFW | <u>HRS OPERATION</u> 24 | <u>ALTIMETER SOURCE</u> KDFW | <u>DISTANCE</u> 0 | <u>SERVICE-A</u> Y | <u>ADJUSTMENTS</u> 0 |
| <u>BACK-UP WX SERVICE</u> | <u>LOCATION</u> | <u>HRS OPERATION</u> | <u>ALTIMETER SOURCE</u> | <u>DISTANCE</u> | <u>SERVICE-A</u> | <u>ADJUSTMENTS</u> |

WX REMARKS:
CONTINGENCY BACKUP ALSTG SOURCE NOT ESTABLISHED PER DFW FPO. REDUNDENT SYSTEMS AVAILABLE.

| | | | |
|--------------------------------|----------------------------------|----------------------------|-----------------|
| <u>PRIMARY NAVAID</u> I-LWN | <u>MONITOR POINT</u> DFW ATCT | <u>HRS OPERATION</u> 24 | <u>CAT</u> 1 |
|--------------------------------|----------------------------------|----------------------------|-----------------|

| | | |
|--------------------------------------------|------------------------|------------------------------|
| <u>APPROACH AND RUNWAY LIGHTING SYSTEM</u> | <u>RUNWAY MARKINGS</u> | <u>RUNWAY VISUAL RANGE</u> |
| RW13L - HIRL, REIL, C/LINE, PAPI-4L | NPI-G | APPROACH, MIDPOINT, ROLL OUT |
| RW31L - HIRL, REIL, C/LINE, PAPI-4L | NPI-G | APPROACH, ROLL OUT |
| RW13R - TDZ, MALSR, HIRL, C/LINE, PAPI-4L | PIR-G | APPROACH, ROLL OUT |
| RW17C - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4L | PIR-G | APPROACH, MIDPOINT, ROLL OUT |
| RW17L - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4L | PIR-G | APPROACH, MIDPOINT, ROLL OUT |
| RW17R - TDZ, MALSR, HIRL, C/LINE, PAPI-4L | PIR-G | APPROACH, MIDPOINT, ROLL OUT |
| RW18L - TDZ, MALSR, HIRL, C/LINE, PAPI-4L | PIR-G | APPROACH, MIDPOINT, ROLL OUT |
| RW18R - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4L | PIR-G | APPROACH, MIDPOINT, ROLL OUT |
| RW31R - TDZ, MALSR, HIRL, C/LINE, PAPI-4L | PIR-G | APPROACH, MIDPOINT, ROLL OUT |
| RW35C - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4L | PIR-G | APPROACH, MIDPOINT, ROLL OUT |
| RW35L - TDZ, MALSR, HIRL, C/LINE, PAPI-4L | PIR-G | APPROACH, MIDPOINT, ROLL OUT |
| RW35R - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4R | PIR-G | APPROACH, MIDPOINT, ROLL OUT |
| RW36L - TDZ, MALSR, HIRL, C/LINE, PAPI-4L | PIR-G | APPROACH, MIDPOINT, ROLL OUT |
| RW36R - TDZ, MALSR, HIRL, C/LINE, PAPI-4L | PIR-G | APPROACH, MIDPOINT, ROLL OUT |

| | | | | | | |
|---------------------------------|----------------------------------|--------------------|---------------------------------|----------------------------------|---------------------------|--------------------|
| <u>GLIDESLOPE ANGLE</u> 3.00 | <u>ELEV RWY THRESHOLD</u> 591 | <u>TCH</u> 55.0 | <u>ELEV GS ANTENNA</u> 587.6 | <u>DISTANCE FROM RWY</u> 1080 | <u>VGSI ANGLE</u> 3.00 | <u>TCH</u> 70.7 |
|---------------------------------|----------------------------------|--------------------|---------------------------------|----------------------------------|---------------------------|--------------------|

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

QUALITY
25
CHECKED

Page 6 of 9

FINAL APPROACH COURSE AIMING

| | | | |
|------------------|-------------------------------------|--------------------|------------------------------|
| RUNWAY THRESHOLD | <input checked="" type="checkbox"/> | FT FROM THRESHOLD | DISPLACED THRESHOLD DISTANCE |
| ON CENTERLINE | <input checked="" type="checkbox"/> | FT FROM CENTERLINE | |

CRITICAL TEMPERATURES

| | | | |
|--------------|---------------|-----|---------|
| CRITICAL LOW | CRITICAL HIGH | ACT | APT ISA |
|--------------|---------------|-----|---------|

CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or
5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - DME NOT REQUIRED FOR LOC.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.



PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

| | | | |
|-----------------|-------|---------------------------------|--------|
| DISTANCE FROM | THLD | TO 1000FT POINT | 3.31 |
| WIDTH OF | FINAL | SEGMENT AT 1000FT POINT | 0.94 |
| TRUE COURSE OF | FINAL | SEGMENT CONTAINING 1000FT POINT | 139.05 |
| HIGH TERRAIN IN | FINAL | SEGMENT CONTAINING 1000FT POINT | 700 |
| DISTANCE FROM | THLD | TO 1500FT POINT | 4.99 |
| WIDTH OF | FINAL | SEGMENT AT 1500FT POINT | 1.30 |
| TRUE COURSE OF | FINAL | SEGMENT CONTAINING 1500FT POINT | 139.05 |
| HIGH TERRAIN IN | FINAL | SEGMENT CONTAINING 1500FT POINT | 700 |

THRESHOLD
COORDINATES
(IF STR-IN) 325434.47N/0970459.28W

ARP COORDINATES 325350.04N/0970215.70W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP RUNWAY 13R DISTANCE 2.41 NM

FAF
COORDINATES 325830.21N/0970902.13W

FIX NAME
COORDINATES

REMARKS



| | | | | | | |
|----------------------------------|----------------------------------------------------------------------------------------------------------------|------------------------------|-----------------------------------------|---------------------------|----------------------------------------|---------------------------------|
| <u>AIRPORT ID</u> KDFW | <u>PROCEDURE NAME</u> ILS Y OR LOC RWY 13R ILS Y RWY 13R (SA CAT I), ILS Y RWY 13R (SA CAT II) | <u>AMDT NO.</u> 9C | <u>CITY</u> DALLAS-FORT WORTH | <u>STATE</u> TX | <u>AIRPORT ELEVATION</u> 606 | <u>FACILITY</u> I-LWN |
|----------------------------------|----------------------------------------------------------------------------------------------------------------|------------------------------|-----------------------------------------|---------------------------|----------------------------------------|---------------------------------|

PART E: PREPARED BY

| | | | |
|-------------------------------------------|----------------------------------|----------------------------------|------------------------------------------------------------|
| <u>NAME</u> ANTHONY CAPPABIANCO | <u>OFFICE</u> AJV-A411 | <u>DATE</u> 02/22/2022 | <u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST |
|-------------------------------------------|----------------------------------|----------------------------------|------------------------------------------------------------|

