

Flight Procedures Cover Page	Task Action: Abbreviated Amendment	Task Type: IAP	Estimated Chart Date: 07/14/2022	APWS Task ID: 19B991CC48184CF4A149FEEDEF043DC1	APWS Project ID: B10BFC5F57EC4CA2BF592B75332BCF98
Procedure: ILS Y OR LOC RWY 13R AMDT 9C		Enroute: NO	Specialist: Cappabianco, Anthony		Agreement Number:
Airport ID: KDFW			Airport City: DALLAS-FORT WORTH		State: TX
Facility ID: LWN	Facility Type: ILS	Flight Inspection Remark Type:			

Procedure Comments:  
CONTACT CASIMIR TABAKA 405-954-7931.

Digitally signed by  
**MARK D ADAMS**  
Mar 17, 2022

QUALITY  
25  
CHECKED

QUALITY  
38  
CHECKED

LOC/DME I-LWN <b>109.5</b> Chan <b>32</b>	APP CRS <b>135°</b>	Rwy Idg <b>9300</b> TDZE <b>591</b> Apt Elev <b>607</b>
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**OLD**

# ILS or LOC RWY 13R

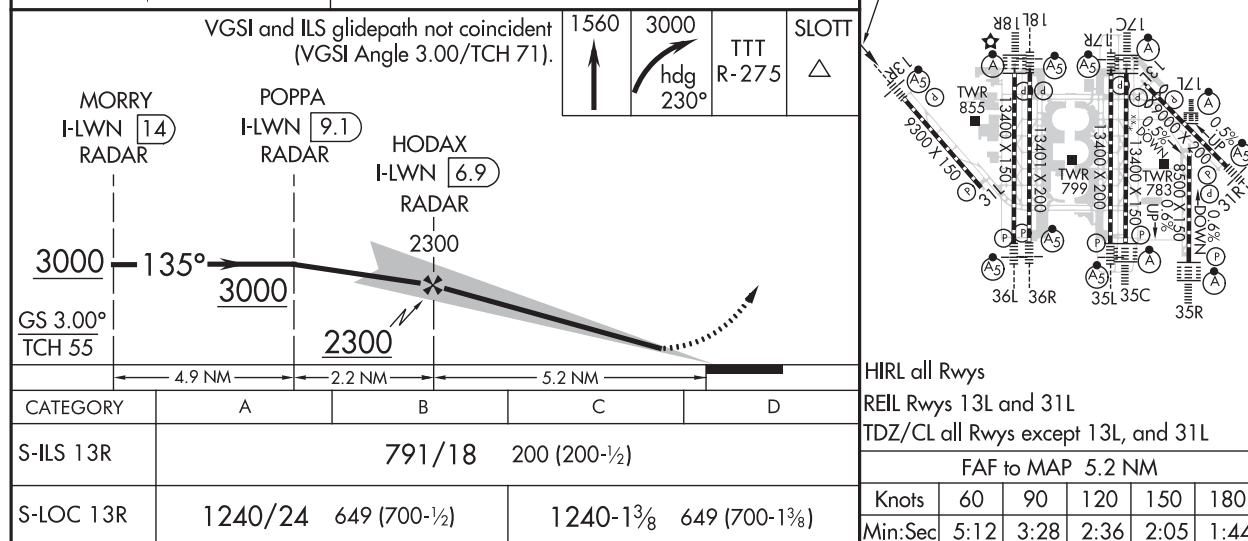
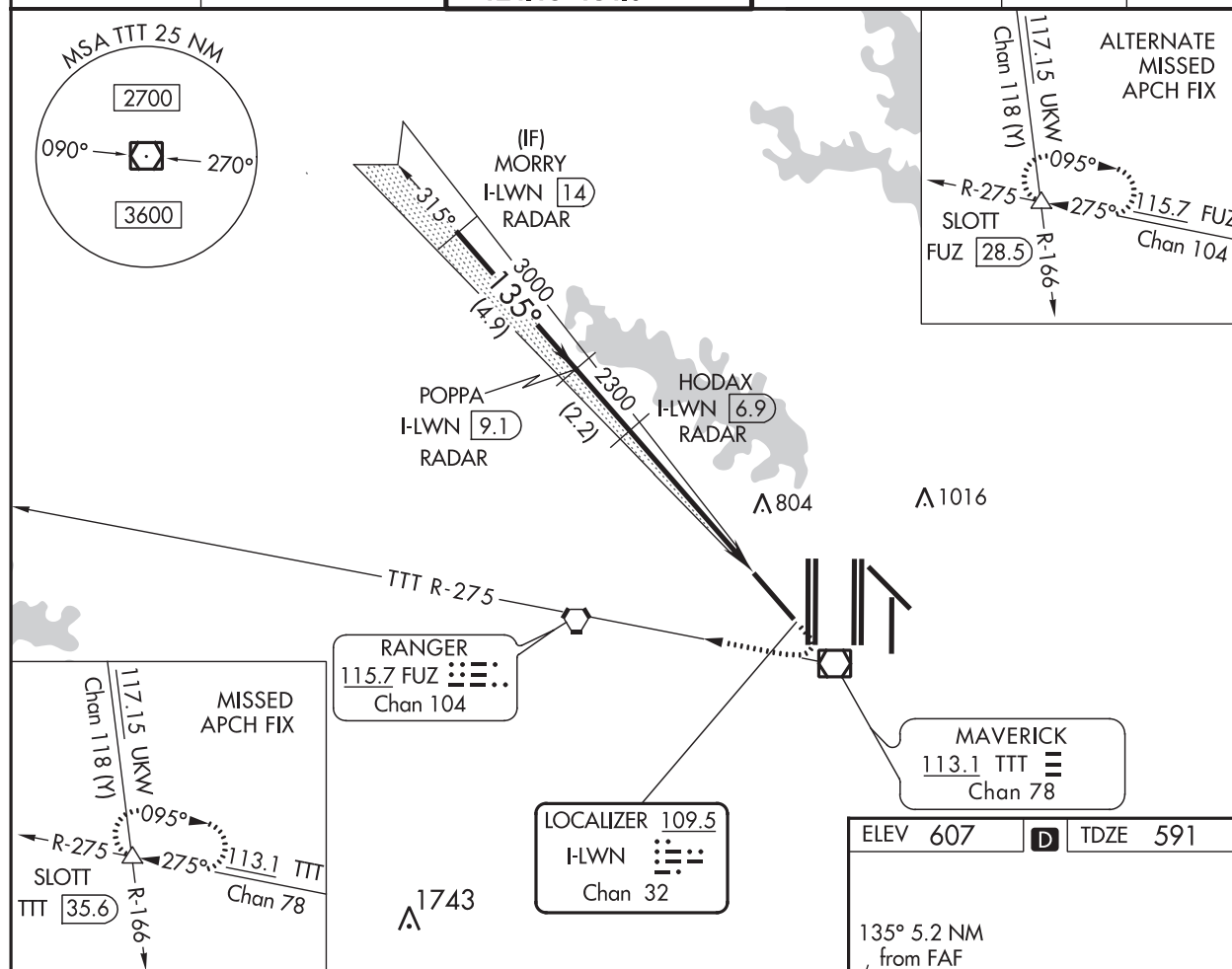
## DALLAS-FORT WORTH INTL (DFW)

RADAR required for procedure entry.  
DME or RADAR required for LOC only.



MISSED APPROACH: Climb to 1560 then climbing right turn to 3000 on heading 230° and TTT VOR/DME R-275 to SLOTT INT/TTT 35.6 DME and hold.

D-ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>133.15 118.1</b>	DFW TOWER <b>126.55 127.5 EAST</b> <b>124.15 134.9 WEST</b>	GND CON <b>121.65 121.8 EAST</b> <b>121.85 WEST</b>	CLNC DEL <b>128.25</b>	CPDLC
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ILS RWY 13R (SA CAT I & II)  
DALLAS-FORT WORTH INTL (DFW)

**MISSED APPROACH:** Climb to 1560 then climbing right turn to 3000 on heading 230° and TTT VOR/DME R-275 to SLOTT INT/TTT 35.6 DME and hold.

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, and 31L

SA CATEGORY I & II ILS SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

SC-2, 27 JAN 2022 to 24 FEB 2022

SC-2, 27 JAN 2022 to 24 FEB 2022

## Federal Aviation Administration Categorical Exclusion Declaration

**Date:** 01/06/22

**IFP:** Inkman Jr, Thomas (thomas.inkman@faa.gov)

**Airport Contact:** -

**Request ID:** KDFW\_21929

**Single or Multiple Procedure:** Multiple

**Procedure Name(s):** CONVERGING ILS V RWY 13R CONVERGING ILS Z RWY 13R CONVERGING ILS RWY 17C CONVERGING ILS RWY 17R CONVERGING ILS RWY 18L CONVERGING ILS RWY 18R

**Procedure Request Description:**

The following procedures for Dallas-Fort Worth International Airport, DFW, have proposed amendments described below. The procedures to be amended are:

CONVERGING ILS V RWY 13R  
CONVERGING ILS Z RWY 13R  
CONVERGING ILS RWY 17C  
CONVERGING ILS RWY 17R  
CONVERGING ILS RWY 18L  
CONVERGING ILS RWY 18R

**Procedure Description:**

The CONVERGING ILS RWY 13R at DFW is being amended to change the conventional missed approach procedure to an Advanced Required Navigation Performance (A-RNP) missed approach procedure. This is the same A-RNP missed approach procedure that is published on the current RNAV (RNP) Z RWY 13R procedure, which is in use today. The new A-RNP missed approach procedure will follow the exact same ground track, waypoints, and altitudes, so there will be no change in those aspects of the missed approach procedure. The proposed change is to the type of navigation equipment required to fly the missed approach procedure, and the procedure name will change to CONVERGING ILS V RWY 13R. Because there will be a conventional equipment based ILS procedure and an A-RNP equipped ILS procedure, the conventional only ILS procedure will be renamed CONVERGING ILS Z RWY 13R. The CONVERGING ILS RWY 17C, CONVERGING ILS RWY 17R, CONVERGING ILS RWY 18L, and CONVERGING ILS RWY 18R procedures will require amendments in order to change procedure notes that identify the new "V" and "Z" procedures for RWY 13R. No other changes will be made to these flight procedures. The attachments show the required note change.

**Procedure Benefit:**

With these procedure amendments, an operational benefit is satisfied for DFW by allowing Airport Operations to reach their goal of increasing efficiency and capacity at the airport and possibly mitigate the Converging Runway Operations (CRO) concerns at the airport.

**Procedure Need:**

The amendment of these procedures is based on a request from American Airlines with the agreement of the D10 Approach Control at DFW to modify the existing CONVERGING ILS RWY 13R in order to add the A-RNP missed approach procedure. In addition, FAA Flight Standards and AIS Quality Control both concur with the amendment of these procedures.

**Declaration of Exclusion:**

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1.

**Basis for this Determination:**

This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.

**The applicable Categorical Exclusion is:**

**5-6.5.i:** Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima. For modifications to air traffic procedures at or above 3,000 feet AGL, the Noise Screening Tool (NST) or other FAA-approved environmental screening methodology should be applied. (ATO, AVS)

**The above flight procedure has been developed within the accepted parameters.**

Concurrence/Reviewed By: **ROBERTO I RAMOS** Digitally signed by ROBERTO I RAMOS  
Date: 2022.01.06 10:47:04 -06'00' Date: \_\_\_\_\_

Title: Robb Ramos, Environmental Protection Specialist  
ATO Central Service Center, Operations Support Group, AJV-C25

Approved By: **CHRISTOPHER L SOUTHERLAND** Digitally signed by CHRISTOPHER L SOUTHERLAND  
Date: 2022.01.07 09:52:03 -06'00' Date: \_\_\_\_\_

Title: Christopher L. Southerland, Manager  
ATO Central Service Center, Operations Support Group, AJV-C2