

ILS

**U.S. DEPARTMENT OF TRANSPORTATION --
FEDERAL AVIATION ADMINISTRATION -- FLIGHT STANDARDS SERVICE
SPECIAL INSTRUMENT APPROACH PROCEDURE -- FLIGHT STANDARDS SERVICE**

Bearings, headings, courses, 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 in feet RVR.

When the instrument approach procedure of the above type is conducted at the below named airport, it must be conducted in accordance with a charted instrument approach procedure prodcated on the specifications contained herein and as specified on accompanying FAA 8260-7B (as amended). Minimum altitudes must correspond with those established for en route operation in the particular area or as set forth below. The information on this form is considered public and subject to disclosure under the Freedom of Information Act (FOIA).

SPECIFICATION - NOT FOR COCKPIT USE

TERMINAL ROUTES				MISSED APPROACH
FROM	TO	COURSE AND DISTANCE	ALTITUDE	MAP:
HURBS INT/FUZ 9.30 DME/RADAR (IAF)	YAKHU/I-DPX 8.22 DME/RADAR	099.95 / 2.71 (HDG)	2100	ILS: DA LOC: 4.32 NM AFTER LAURA INT/I-DPX 5.87 DME OR AT I-DPX 1.55
YAKHU/I-DPX 8.22 DME/RADAR (IF)	LAURA INT/I-DPX 5.87 DME	132.62 / 2.36 (I-DPX)	1900	CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 150 AND CVE VOR/DME R-141 TO TACKE/CVE 23.03 DME AND HOLD. ALTERNATE MA (DO NOT CHART): CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 170 AND ON TTT VOR/DME R-127 TO TACKE/TTT 26.50 DME AND HOLD.

1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF)	<div>ADDITIONAL FLIGHT DATA:</div> <div>HOLD SE, RT, 321.25 INBOUND. CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD SE TACKE/TTT 26.50 DME, RT, 307.01 INBOUND. FAS OBST: 659 AAO 325346N/0965427W CHART VDP AT 2.90 DME* DISTANCE VDP TO THLD 1.35 NM. *LOC ONLY.</div> <div>MAG VAR: 3E EPOCH YEAR: 2020</div>
2. PROFILE STARTS AT HURBS INT/FUZ 9.30 DME/RADAR	
3. FAC: <u>132.62</u> FAF: <u>LAURA INT/I-DPX 5.87 DME</u> DIST FAF TO MAP: <u>4.32</u> THLD: <u>4.32</u>	
4. MIN. ALT: <u>HURBS 5000, YAKHU 2100, LAURA 1900</u>	
5. DIST TO THLD FROM OM: _____ MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: <u>996</u>	
6. MIN GS INCPT: <u>1900</u> GS ALT AT: <u>LAURA 1900</u> OM: _____ MM: _____ IM: _____	
7. GS ANGLE: <u>3.00</u> TCH: <u>47.4</u>	
8. MSA FROM: <u>CVE VOR/DME 090-270 3600, 270-090 2700</u>	

MINIMUMS

TAKEOFF: SEE FORM 8260-15A FOR THIS AIRPORT							ALTERNATE: N A			ILS: #			LOC: @		
CATEGORY =====>	A			B			C			D			E		
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
S-ILS 13R		NA			NA		678	4000	200	678	4000	200			
S-LOC 13R		NA			NA		960	1 3/8	482	960	1 3/8	482			
CIRCLING		NA			NA		1220	2	733	1500	3	1013			

NOTES:

CHART NOTE: CIRCLING NA TO RWYS 18 AND 36.
 CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.
 CHART PROFILE NOTE: USE I-DPX DME WHEN ON THE LOCALIZER COURSE.
 CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
 CHART NOTE: DME AND RADAR REQUIRED.
 CHART NOTE: USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS.

CAT C 800-2, CAT D 1100-3
 @ CAT D 1100-3

QUALITY
9
CHECKED

CITY AND STATE DALLAS, TX	ELEVATION: 487 TDZE: 478 AIRPORT NAME: DALLAS LOVE FIELD	FACILITY IDENTIFIER: I-DPX	PROCEDURE NO./AMDT NO./EFFECTIVE DATE: ILS Z OR LOC Z RWY 13R, AMDT 2	SUP: AMDT: 1A DATED: 03/31/2016
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ADDITIONAL FLIGHT DATA/NOTES CONTINUED:
ADDITIONAL FLIGHT DATA, (CONT.):
CHART (YAKHU) AT INTERSECTION OF HURBS DR LEG AND INTERMEDIATE COURSE.
CHART: DALLAS/FORT WORTH INTERNATIONAL
CHART IN PLANVIEW: TACKE/TTT 26.50
CHART: CIRCLING ICON

NOTES, (CONT.):
CHART NOTE: DISREGARD OUTER MARKER INDICATION.
CROSS HURBS INT AT FINAL APPROACH SPEED AND CONFIGURED FOR LANDING.
CROSS HURBS INT AT 5000 UNLESS AUTHORIZED LOWER BY ATC.

SUBMITTED BY

NAME:

OFFICE

DATE:

FLIGHT CHECKED BY

NAME:

OFFICE

DATE:

DEVELOPED BY

NAME:

PETER GETZ (HEIDI SNIDER)

OFFICE
AJV-5423

DATE:
03/06/2015

RECOMMENDED BY

NAME:

TONY R LAWSONMANAGER

OFFICE
AJV-5420

DATE:

APPROVED BY

NAME:

DATE:

CHANGES:

1. CHANGED DME DISTANCE YAKHU FROM 8.17 TO 8.22, LAURA FROM 5.81 TO 5.87, VDP FROM 2.84 TO 2.90, THLD FROM 1.49 TO 1.55.
2. CHANGED TCH FROM 47.8 TO 47.4.
3. UPDATED PFAF LOCATION.
4. UPDATED RWY 18/36 20:1 PENETRATIONS/FPT NOTIFIED.
5. CHANGED CHART NOTE "NIGHT LANDING RWY 18/36 NA" TO "CIRCLING TO RWY 18/36 NA".
6. ADDED CHART NOTE: DISREGARD OUTER MARKER INDICATION.
7. CHANGED PROCEDURE NAME TO ILS Z OR LOC Z RWY 13R.

I-DPX DME ANTENNA: 324953.15N/0965029.55W

REASONS:

1. DME FACILITY RELOCATED.
2. GLIDESLOPE ANTENNA RELOCATED.
3. TCH CHANGED, FIX MOVED 4.56 FT NORTHWEST.
4. NEW SURVEY DATA.
5. LANDING NOT AUTHORIZED RWY 18/36.
6. FPT MEMO DATED 11/26/2002.
7. ARINC CODING/MULTIPLE ILS RWY 13R PROCEDURES AT LOCATION.

09/28/2016: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 03/06/2015.
1. UPDATED MAG VAR FROM 6E 1990 TO 3E 2020.
2. UPDATED FINAL APPROACH COURSE AND INTERMEDIATE COURSE FROM 129.62 TO 132.62.
(SEE FORM 8260-10)

QUALITY
9
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**SPECIAL INSTRUMENT APPROACH PROCEDURE --
FLIGHT STANDARDS SERVICE - FAR PART 97.29**

Bearings, headings, courses, 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 in feet RVR.

QUALITY
9
CHECKED

CITY AND STATE

DALLAS, TX

ELEVATION: 487

TDZE: 478

AIRPORT NAME:

DALLAS LOVE FIELD

FACILITY
IDENTIFIER:
I-DPXPROCEDURE NO./AMDT NO./EFFECTIVE DATE:
ILS Z OR LOC Z RWY 13R, AMDT 2

SUP:

AMDT: 1A

DATED: 03/31/2016

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH:					
ATA <div><input type="checkbox"/></div>		AAT <div><input type="checkbox"/></div>	ALPA <div><input type="checkbox"/></div>	APA <div><input type="checkbox"/></div>	AOPA <div><input type="checkbox"/></div>
NBAA <div><input type="checkbox"/></div>		OTHER (specify) <div><input type="checkbox"/></div>			
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
APPROVED BY					
NAME:				FIFO	DATE:
CHANGES:					
REASONS:					
REASONS CONT.					
3. UPDATED LINE 3 FAC FROM 129.62 TO 132.62.					
4. CHANGED APPROVED BY MANAGER FROM GEORGE GONZALES TO TONY LAWSON.					
10/19/16: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 03/06/15.					
1. ADDED SIMULTANEOUS NOTE.					
2. REMOVED OR AS DIRECTED BY ATC FROM ALTERNATE MA.					
3. CHANGED CHART PROFILE NOTE VGSI AND ILS GLIDEPATH NOT COINCIDENT TO VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).					
4. CHANGED CHART NOTE CIRCLING TO RWY RWY 18/36 NA TO CIRCLING NA TO RWYS 18 AND 36.					
5. CHANGED DEVELOPED BY FROM DONALD H. LANIER TO PETER GETZ (HEIDI SNIDER).					
6. CHANGED DEVELOPED BY OFFICE FROM AJV-353 TO AJV-5423 AND RECOMMENDED BY OFFICE FROM AJV-353 TO AJV-5420.					



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD		
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PART - A OBSTRUCTION DATA

[illegible]

PART B - SUPPLEMENTAL DATA											
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE			3. ALTIMETER SETTING				
DAL TOWER REGIONAL APP CON						N W S	OTHER: ASOS		SOURCE:KDAL		
									DISTANCE:		
									HOURS REMOTE OPERATION:		
SATISFACTORY ON:						A / C					
X	V H F	X	U H F		H F	LOCATION: KDAL			ADJUSTMENT: 0		
4. MONITOR STATUS		PRIMARY NAVAID: I-DPX									
		MONITOR POINT: DAL TOWER									
		HRS OPTN:		CAT 1		24					
				CAT 3							
5. APPROACH & RUNWAY LIGHTING				ALS							
				(S) SALS							
		X		MALSR 13L, 31L, 31R							
		X		HIRL 13L, 13R, 18, 31L, 31R, 36							
				MIRL							
				REIL							
		X		TDZ 13L, 31L							
		X		C/L 13L, 13R, 31L, 31R							
		X		OTHER (SPECIFY) PAPI-4R 13R PAPI-4L 31R							
6. RUNWAY MARKINGS		BASIC									
		ALL WEATHER		PIR-G 13L, 13R, 31L, 31R							
		INSTRUMENT		NPI-G 18, 36							
7. RUNWAY VISUAL RANGE		APPROACH		13L, 13R, 31L, 31R							
		MIDFIELD									
		ROLL OUT									
8. GLIDE PATH		GP ANGLE: 3.00				ELEV RWY THRESHOLD: 476.3					
		DISTANCE FROM RWY: 996				ELEV GP ANTENNA: 471.5					
						THRESHOLD CROSSING HEIGHT: 47.4					
9. FINAL APPROACH COURSE AIMING			X		RUNWAY THRESHOLD					FT. FROM THRESHOLD	
			X		ON CENTERLINE					FT. FROM CENTERLINE	
10. WAIVERS: 2 ORDER 8260.3B, VOLUME 1, PARAGRAPH 233A; DEAD RECKONING COURSE INTERCEPTS THE EXTENDED INTERMEDIATE COURSE LESS THAN THE REQUIRED 1NM FROM THE IF FOR EACH 2 MILES OF DR FLOWN. ORDER 8260.3B, VOLUME 1, PARAGRAPH 233D; DR INITIAL SEGMENT FROM HURBS INT TO YAKHU EXCEEDS MAXIMUM DESCENT GRADIENT OF 500FT/NM.											
PART D - PREPARED BY: PETER GETZ (HEIDI SNIDER)						DATE: 03/06/2015					
TITLE: AERONAUTICAL INFORMATION SPECIALIST						OFFICE: AJV-5423					

PART C - REMARKS:

THRESHOLD DISPLACED 490'.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

SEE ATTACHED AIRSPACE LETTER.

BACKUP ALTIMETER NOT ESTABLISHED, AIRPORT HAS REDUNDANT WEATHER SOURCE.

VGSI DATA: 3.00/52.2.

FPT IS AWARE OF 20:1 TO RWY 18/36. RWY 18/36 CLOSED. CIRCLING TO RWY 18/36 NA.

ORDER 8260.3, VOLUME 1, VISUAL PORTION OF FINAL PENETRATIONS:
RWY 18 20:1
492 TREE (KDALT000732) 325134.96N/0965109.94W (1.92)
508 TREE (KDALT000745) 325137.91N/0965111.96W (3.91)
539 TREE (KDALT000772) 325144.04N/0965105.84W (0.58)
544 TREE (KDALT000778) 325145.41N/0965109.70W (1.28)
492 TREE (KDALT000802) 325148.42N/0965106.83W (0.96)

ORDER 8260.3, VOLUME 1, VISUAL PORTION OF FINAL PENETRATIONS:
RWY 36 20:1
499 GRD (KDALT000479) 325026.05N/0965119.20W (3.89)
522 TREE (KDALT001081) 325023.12N/0965121.13W (11.37)
539 TREE (KDALT001099) 325020.61N/0965120.93W (5.83)

ORDER 8260.3B, VOLUME 1, CHAPTER 2. NEW CIRCLING CRITERIA APPLIED
CAT C: 2.86
CAT D: 3.74

DISREGARDED OUTER MARKER INDICATIONS DUE TO SIGNAL CONFUSION WITH THE OUTER MARKER TO RWY 13L (FPT MEMO DATED 11/26/2002).

DR SEGMENT HURBS TO YAKHU NOT ALIGNED WITH FINAL BUT LEFT ON PROFILE VIEW AS ON ORIGINAL PROCEDURE PER COORDINATION.

-9 PDF EDITS:
1. REMOVED NA FROM PART A LINE 2.
2. REMOVED ALL CAT A/B MINIMUMS DATA.

XP51=TO MAINTAIN CURRENT PUBLISHED MINIMUMS.

MISSED APPROACH OBSTACLES CONT.
ALTERNATE:
ASC 3000
6. BLDG (48-004928) 324648.00N/0964814.00W 1368 (2A) 1000 2400
10. TERRAIN 324012.00N/0965433.00W 758 (800) AS1500 2300

QUALITY

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