

Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: IAP	Date Open: 11/12/2014	Task #: 2014111224490802001	Request #: 20141112244908
Procedure: ILS Z OR LOC Z RWY 13R AMDT 2			Airport ID: KDAL	Airport: DALLAS LOVE FIELD		Reimbursable #: NO
City: DALLAS	ST: TX	GPS #:	Estimated Chart Date: 11/10/2016		FICO #:	
Fac ID: DPX		Fac. Type: ILS			Specialist: HEIDI SNIDER	
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	11/20/2014	10/19/2016	PETER GETZ	QUALITY		
QA:	10/19/2016	10/05/2016	ERIC HILL	9		
Liaison:	10/05/2016	10/05/2016	MARY MCDONALD	CHECKED		
Procedure Comments:			Remark Type: INFORMATION			
<p>SPECIAL PROCEDURE ACTIVE DATA USED FOR KDAL AIRPORT AND RUNWAYS PENDING DATA USED FOR DPX ILS</p> <p>10/19/16: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 03/06/15.</p> <ol style="list-style-type: none"> 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. <p>09/28/16: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 03/06/15.</p> <ol style="list-style-type: none"> 1. UPDATED MAG VAR FROM 6E 1990 TO 3E 2020. 2. UPDATED FINAL APPROACH COURSE AND INTERMEDIATE COURSE FROM 129.62 TO 132.62. 3. UPDATED LINE 3 FAC FROM 129.62 TO 132.62. 4. CHANGED APPROVED BY MANAGER FROM GEORGE GONZALES TO TONY LAWSON. <p>CONTACT: PETE GETZ (MGR) 405.954.4919</p>						

QUALITY
28
CHECKED

DALLAS, TEXAS

AL-106 (FAA)

FIG

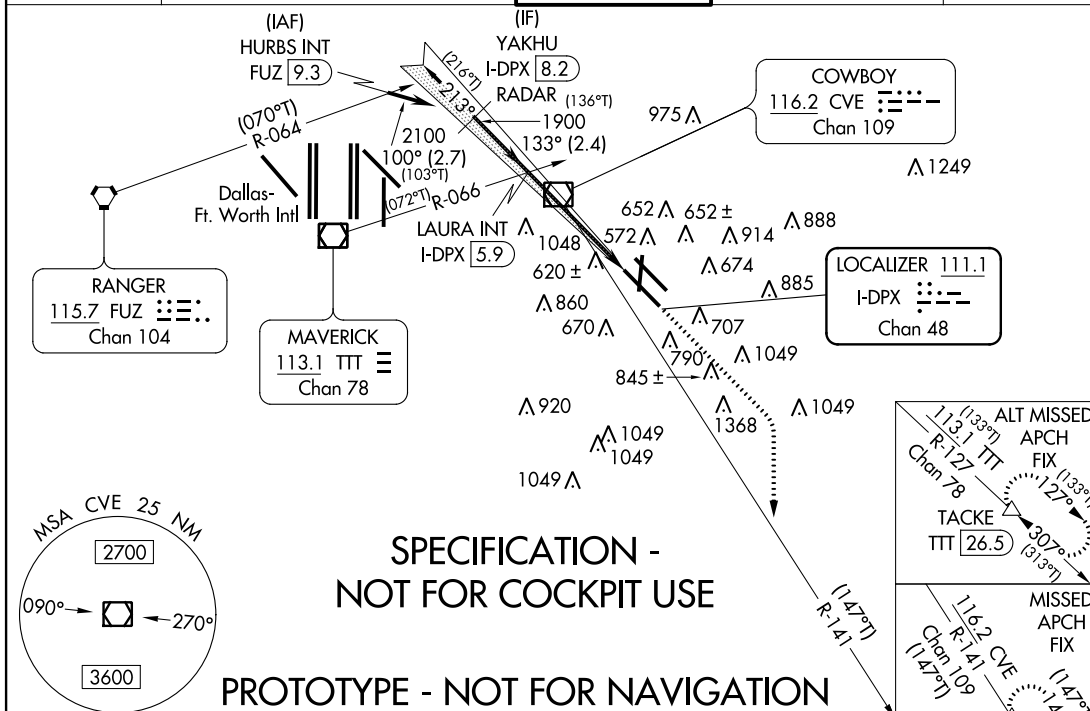
LOC/DME I-DPX 111.1 Chan 48	APP CRS 133°	Rwy Idg TDZE Apt Elev	8310 478 487
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ILS Z OR LOC Z RWY 13R DALLAS LOVE FIELD (DAL)

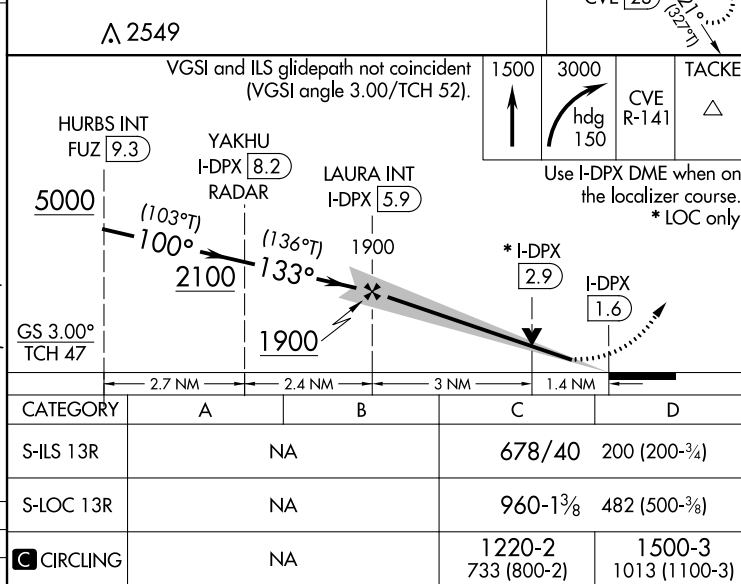
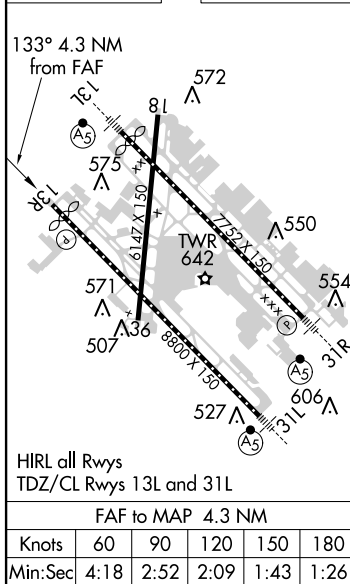
⚠ DME and RADAR required. Use of this procedure requires specific authorization by FAA flight standards. Disregard outer marker indication.
⚠ Cross Hurbs Int at final approach speed and configured for landing.
 Cross Hurbs Int at 5000 unless authorized lower by ATC.
 Simultaneous approach authorized. Circling NA to RWYs 18 and 36.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on heading 150 and CVE VOR/DME R-141 to TACKE/CVE 23 DME and hold.

ATIS 120.15	REGIONAL APP CON NORTH 124.3 282.275 SOUTH 125.2 343.65	LOVE TOWER 123.7 239.3	GND CON 121.75 348.6	CLNC DEL 127.9
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ELEV **487** **D** TDZE **478**



DALLAS, TEXAS

Amdt 2 FIG

44°28'N-73°09'W

DALLAS LOVE FIELD (DAL)

ILS Z OR LOC Z RWY 13R

AUTOMATED AL-106 ILS Z OR LOC Z RWY 13R

SC-2
SEP 30, 2016
COMPILER: LS
REVIEWER:
DBL CHKR:
EFF: FIG

ILS Z OR LOC Z RWY 13R AMDT 2 FLIGHT INSPECTION MAP



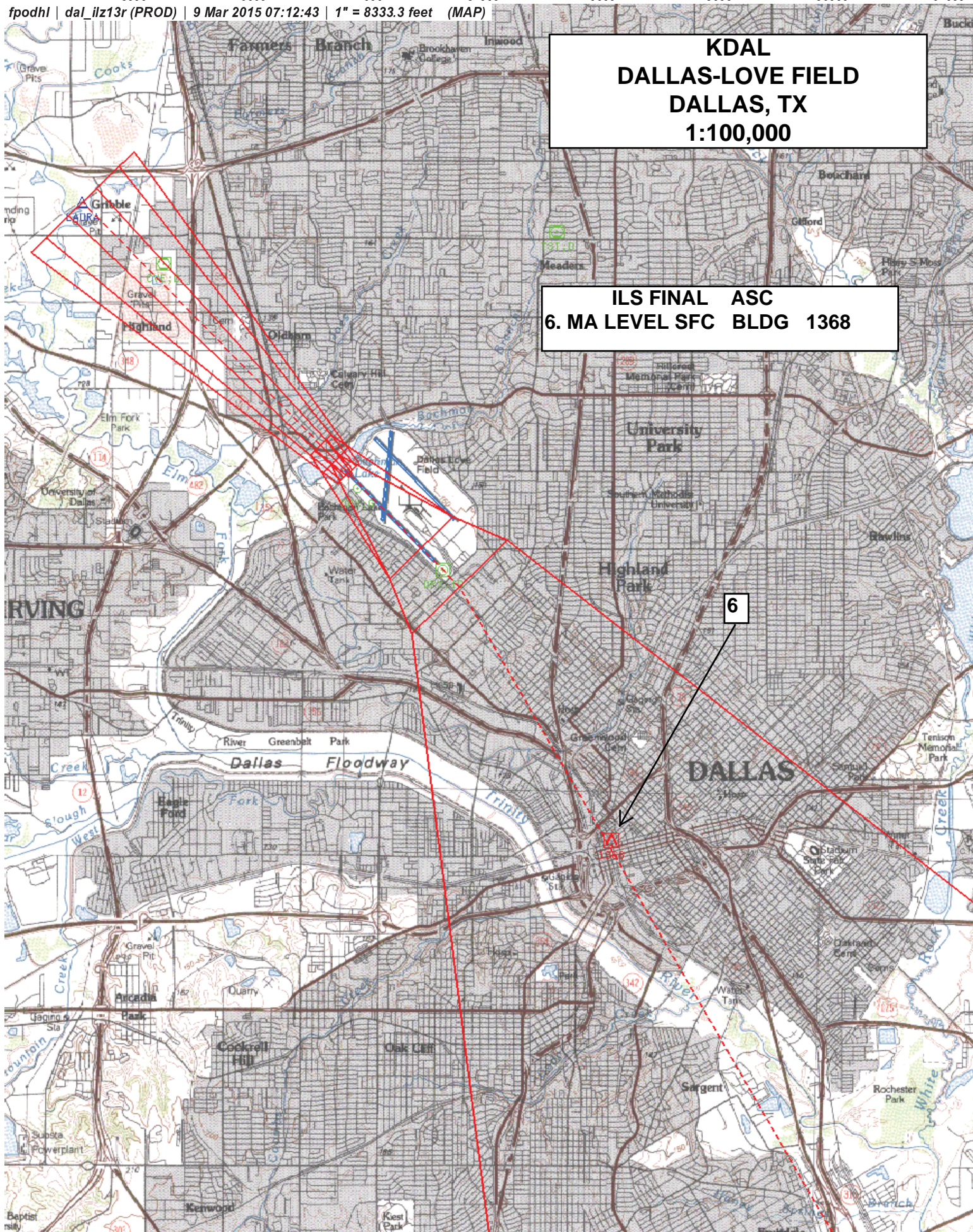
ILS Z OR LOC Z RWY 13R AMDT 2 FLIGHT INSPECTION MAP

NM 1 2 3 4 5 6 7 8 9 10
FT 8000 16000 24000 32000 40000 48000 56000 64000

fpoahl | dal_ilz13r (PROD) | 9 Mar 2015 07:12:43 | 1" = 8333.3 feet (MAP)

KDAL
DALLAS-LOVE FIELD
DALLAS, TX
1:100,000

ILS FINAL ASC
6. MA LEVEL SFC BLDG 1368

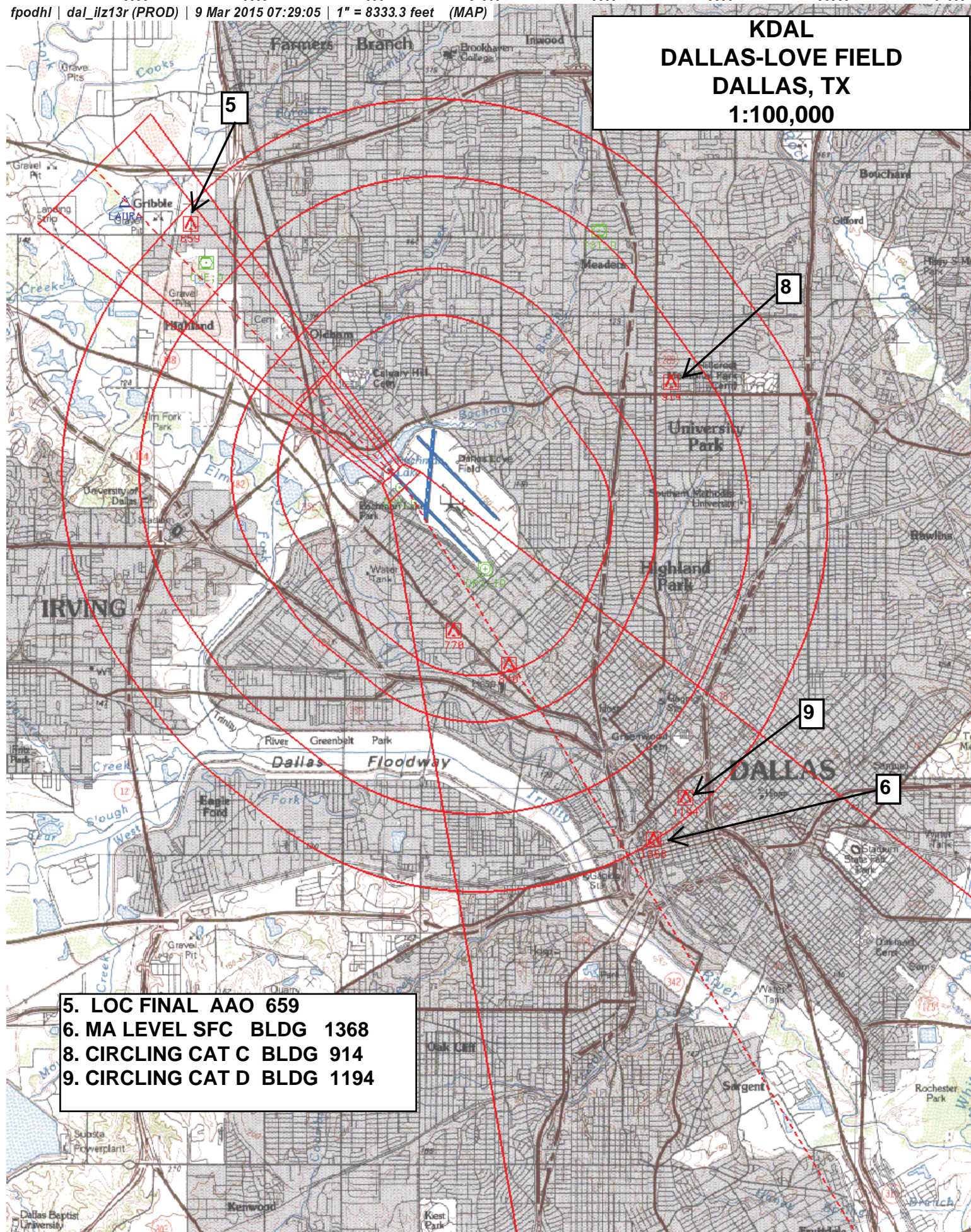


ILS Z OR LOC Z RWY 13R AMDT 2 FLIGHT INSPECTION MAP

NM 1 2 3 4 5 6 7 8 9 10
FT 8000 16000 24000 32000 40000 48000 56000 64000

fpodhl | dal_ilz13r (PROD) | 9 Mar 2015 07:29:05 | 1" = 8333.3 feet (MAP)

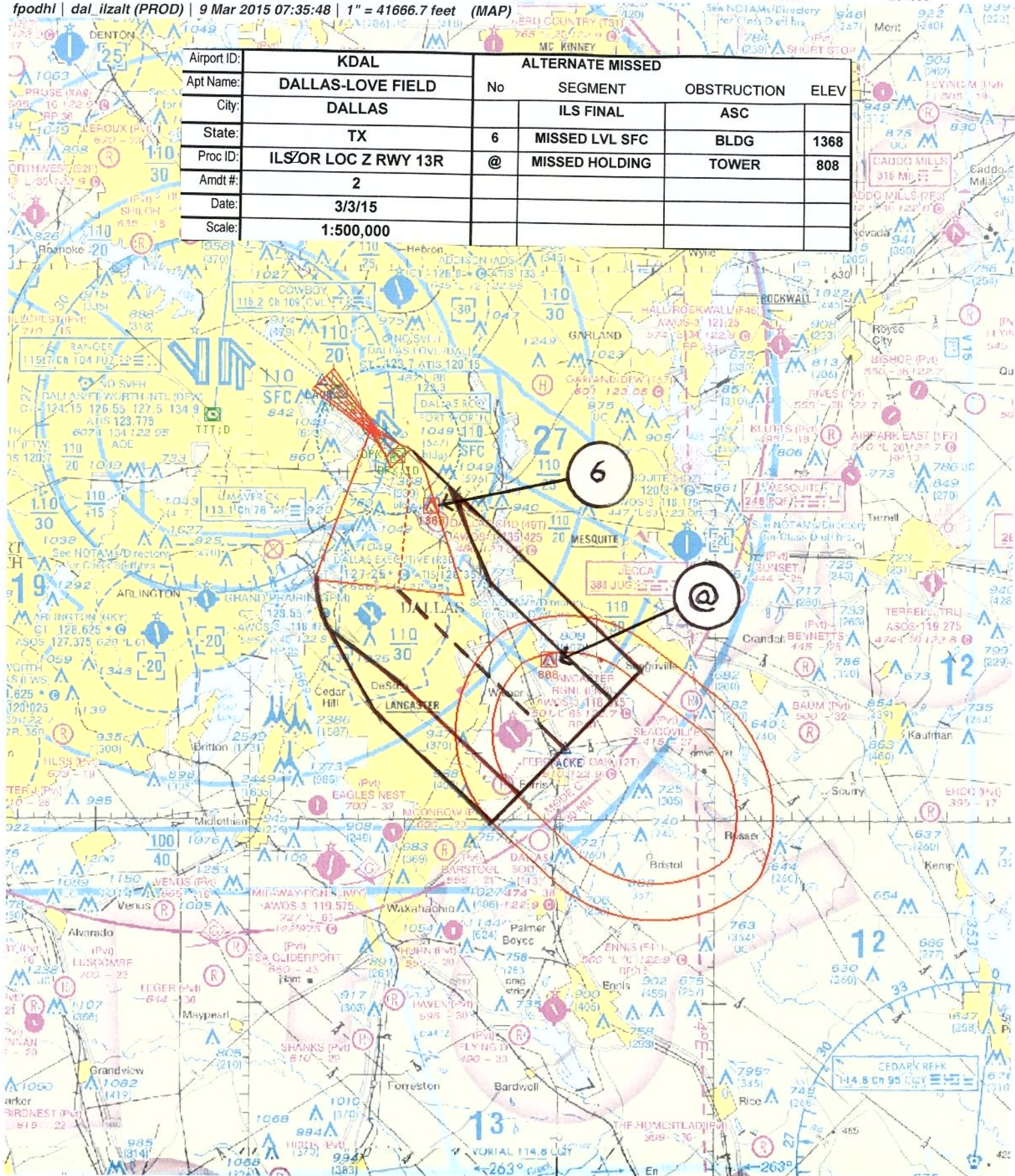
KDAL
DALLAS-LOVE FIELD
DALLAS, TX
1:100,000



- 5. LOC FINAL AAO 659
- 6. MA LEVEL SFC BLDG 1368
- 8. CIRCLING CAT C BLDG 914
- 9. CIRCLING CAT D BLDG 1194

fpodhl | dal_izalt (PROD) | 9 Mar 2015 07:35:48 | 1" = 41666.7 feet (MAP)

Airport ID:	KDAL	ALTERNATE MISSED			
Apt Name:	DALLAS-LOVE FIELD	No	SEGMENT	OBSTRUCTION	ELEV
City:	DALLAS		ILS FINAL	ASC	
State:	TX	6	MISSED LVL SFC	BLDG	1368
Proc ID:	ILS OR LOC Z RWY 13R	@	MISSED HOLDING	TOWER	808
Amdt #:	2				
Date:	3/3/15				
Scale:	1:500,000				



Genomic map of the NM-FT region on chromosome 1. The map shows a scale from 0 to 64,000 FT (kilobases). A black bar indicates the region from approximately 10,000 to 58,000 FT. Above the bar, positions 1 through 10 are marked. Below the bar, the scale is marked in increments of 8,000 FT: 8000, 16000, 24000, 32000, 40000, 48000, 56000, and 64000.

**KDAL
DALLAS-LOVE FIELD
DALLAS, TX
1:100,000**

**ILS FINAL ASC
6. ALT MA LEVEL SFC BLDG 1368**

6

ILS FINAL ASC
6. ALT MA LEVEL SFC BLDG 1368

6

TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **DALLAS**

STATE: **TX**

AIRPORT NAME: **DALLAS LOVE FIELD**

ID: **KDAL**

PROCEDURE: **ILS Z OR LOC Z RWY 13R**

AMDT: **2**

DOCKET#: **NOT REQUIRED**

(96-AXX-X/Required/Not Required)

ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100 DG.

- | | | | |
|---|----------------------------------|--------------------------------|---------------|
| 1. Distance from | <u>THLD</u> | to 1000' point | <u>3.07</u> |
| <small>(Enter THLD, FAF, ARP, FACILITY, as appropriate)</small> | | | |
| 2. Width of | <u>FINAL</u> | segment at 1000' point | <u>0.88</u> |
| <small>(Enter appropriate segment, final, intermediate, etc.)</small> | | | |
| 3. True Course of | <u>FINAL</u> | segment containing 1000' point | <u>135.62</u> |
| 4. High Terrain in | <u>FINAL</u> | segment containing 1000' point | <u>470</u> |
| 5. Distance from | <u>THLD</u> | to 1500' point | <u>9.29</u> |
| <small>(If 1500' point in PT maneuvering area or holding pattern note in remarks)</small> | | | |
| 6. Width of | <u>INTERMEDIATE</u> | segment at 1500' point | <u>7.05</u> |
| 7. True Course of | <u>INTERMEDIATE</u> | segment containing 1500' point | <u>135.62</u> |
| 8. High Terrain in | <u>INTERMEDIATE</u> | segment containing 1500' point | <u>604</u> |
| 9. Threshold Coordinates (if straight-in) ... | <u>#325101.28N / 0965144.42W</u> | | |
| 10. ARP Coordinates | <u>325049.60N / 0965106.38W</u> | | |
| 11. Runway Approach End and distance furthest from ARP | RWY | <u>31L</u> | |
| | Distance | <u>0.89</u> | NM |
| 12. FAF Coordinates | <u>325406.93N / 0965519.83W</u> | | |

REMARKS: Approach/Drawing attached.

DISPLACED THLD.

1. FLIGHT PROCEDURE IDENTIFICATION:

DALLAS LOVE FIELD (KDAL)
DALLAS, TX
ILS OR LOC Z RWY 13R, AMDT 1 (SPECIAL)

INFORMATION ONLY

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

TERPS VOLUME 1 PARAGRAPH 233d.
MAXIMUM DESCENT GRADIENT: 500FT/NM.
MINIMUM ALTITUDE AT HURBS INT (IAF) IS 5000; MINIMUM ALTITUDE AT YAKHU IS 2100.
DESCENT GRADIENT (5000 - 2100) / 2.71 = 1070.11FT/NM.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

MINIMUM ALTITUDE AT HURBS INT (IAF) IS 5000 IN ORDER TO VERTICALLY SEPARATE KDAL ARRIVALS FROM KDFW ARRIVALS. BASED UPON TRAFFIC COMPLEXITY AT KDFW, ATC MAY ASSIGN A LOWER ALTITUDE AT HURBS WHICH WILL BE NOTED ON THE PROCEDURE.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

DESCENT GRADIENTS FOR AIRCRAFT EXECUTING THIS PROCEDURE ARE WELL WITHIN AIR CARRIER LIMITS TO ALLOW STABILIZATION FOR AIRCRAFT CONTROL MANEUVERING. TOTAL DESCENT GRADIENT FROM HURBS TO GLIDESLOPE INTERCEPT IS 611.44FT/NM $((5000 - 1900) / (2.71 + 2.36) = 611.44)$. BASED UPON TRAFFIC VOLUME AT KDFW, ATC MAY ASSIGN A LOWER ALTITUDE AT HURBS INT. SINCE THE APPROACH CLEARANCE WILL BE ISSUED PRIOR TO HURBS INT, THE AIRCREW WILL NOT HAVE TO RELY ON ATC FOR DESCENT INSTRUCTION. SOUTHWEST AIRLINES AIRCREWS (HIGHLY QUALIFIED TO JUNIOR OFFICERS) HAVE FLOWN THIS PROCEDURE IN ACTUAL AND SIMULATED CONDITIONS WITH NO PROBLEMS THAT WOULD PREVENT ARRIVING AT THE GLIDESLOPE INTERCEPT ALTITUDE PRIOR TO THE GLIDESLOPE INTERCEPT POINT. SPECIFIC NOTES ON THE PROCEDURE WILL REQUIRE AIRCRAFT TO BE IN THE FINAL APPROACH CONFIGURATION AND AT TARGET SPEEDS PRIOR TO CROSSING HURBS INT. PROCEDURE HAS BEEN SATISFACTORILY FLIGHT INSPECTED WITH NO PROBLEMS OR CONCERNS NOTED.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

RELOCATION OF THE GLIDESLOPE FACILITY IS NOT FEASIBLE DUE TO AIRPORT CONFIGURATION AT KDAL. RAISING THE GLIDESLOPE ANGLE ABOVE 3.00° IS NOT FEASIBLE DUE TO AIRCRAFT CONTROL RESPONSES BASED UPON AIRCRAFT TYPES TYPICAL TO KDAL AND TRAFFIC FLOWS INTO KDFW.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AJV-353 PLG

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
12/17/2012	AJV-35	<u>R</u> MANAGER, TERMINAL PRODUCTS GROUP	GEORGE E. DAVIS

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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Gary L. Powell

Signed By: Gary L. Powell
Wed Aug 27 2014 08:38:32 GMT-0400 (Eastern Daylight Time)

SIGN HERE

1. FLIGHT PROCEDURE IDENTIFICATION:

DALLAS LOVE FIELD (KDAL)
DALLAS, TX
ILS OR LOC Z RWY 13R, AMDT 1 (SPECIAL)

INFORMATION ONLY

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

TERPS 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. DR LENGTH: 2.71NM.

DR COURSE SHOULD INTERCEPT EXTENDED INTERMEDIATE COURSE NO CLOSER THAN 1.36NM FROM THE IF. DR COURSE INTERCEPTS EXTENDED INTERMEDIATE COURSE AT THE IF (YAKHU).

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

DUE TO THE PROXIMITY OF KDFW AND OTHER METROPLEX AIRPORTS, ROUTING INTO KDAL IS LABORIOUS AND LENGTHY. A SIMILAR PROCEDURE, THE "LOVE WEST VISUAL RWY 13R" CHARTED VISUAL FLIGHT PROCEDURE (CVFP) ORIGINATING AT HURBS INT IS CURRENT IN PLACE AND HAS PROVEN SUCCESSFUL IN ACCOMMODATING KDAL ARRIVALS FROM THE SOUTHWEST. THE ILS PROCEDURE WILL PROVIDE A NEARLY IDENTICAL MEANS OF RECOVERY WHEN THE CVFP IS NOT AVAILABLE AND IS PREFERRED IN LIEU OF CIRCUITOUS LOW-LEVEL VECTORING IN A CONGESTED TERMINAL ENVIRONMENT, REDUCING PILOT/CONTROLLER WORKLOAD.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

DME IS REQUIRED AND RADAR MONITORING WILL BE PROVIDED THROUGHOUT ALL SEGMENTS OF THIS PROCEDURE. NORMALLY, AIRCREWS WILL BE ASSIGNED THE "GLEN ROSE ARRIVAL" WHICH TERMINATES AT HURBS INT. ATC WILL NOTIFY AIRCREWS TO EXPECT THIS PROCEDURE WELL IN ADVANCE OF CROSSING RANGER (FUZ) VORTAC. SOUTHWEST AIRLINES AIRCREWS (HIGHLY QUALIFIED TO JUNIOR OFFICERS) HAVE FLOWN THIS PROCEDURE IN ACTUAL AND SIMULATED CONDITIONS WITH NO PROBLEMS THAT WOULD PREVENT ARRIVING AT THE GLIDESLOPE INTERCEPT ALTITUDE PRIOR TO THE GLIDESLOPE INTERCEPT POINT. SINCE AIRCREWS HAVE REPEATEDLY DEMONSTRATED SUCCESSFUL ARRIVAL AT THE GLIDESLOPE INTERCEPT ALTITUDE, THE 2 FOR 1 EXTENSION REQUIREMENT STATED ABOVE IS NOT REQUIRED. SPECIFIC NOTES ON THE PROCEDURE WILL REQUIRE AIRCRAFT TO BE IN THE FINAL APPROACH CONFIGURATION AND AT TARGET SPEEDS PRIOR TO CROSSING HURBS INT. PROCEDURE HAS BEEN SATISFACTORILY FLIGHT INSPECTED WITH NO PROBLEMS OR CONCERNS NOTED.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

RELOCATION OF THE GLIDESLOPE FACILITY IS NOT FEASIBLE DUE TO AIRPORT CONFIGURATIONS AT KDAL. RAISING THE GLIDESLOPE ANGLE ABOVE 3.00° IS NOT DESIRABLE DUE TO AIRCRAFT CONTROL RESPONSES BASED UPON AIRCRAFT TYPES TYPICAL TO KDAL AND TRAFFIC FLOWS INTO KDFW.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AJV-353 

7. SUBMITTED BY:

DATE OFFICE IDENTIFICATION TITLE

12/17/2012 AJV-35

 MANAGER, TERMINAL PRODUCTS GROUP

SIGNATURE

GEORGE E. DAVIS 

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

FLIGHT PROCEDURE STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY
CONTROL NO.

DATE

ROUTING SYMBOL

SIGNATURE

Gary L. Powell

Signed By: Gary L. Powell
Wed Aug 27 2014 08:38:39 GMT-0400 (Eastern Daylight Time)

SIGN HERE



Federal Aviation Administration

Memorandum

Date: **APR 29 2013**

To: FILE

From: Larry Strout, Manager, Central Products Team, AJV-353

Subject: ACTION: Documentation of a Categorical Exclusion Under Order 1050.1

- A. Proposed Action: Established a standard instrument approach procedure (IAP) titled ILS OR LOC Z RWY 13R, Dallas Love Field (KDAL), Dallas, TX.
- B. This action qualifies for consideration as a categorically excluded action as it falls under the following specific categorical exclusion provision: Publishing of Instrument Procedures conducted over noise sensitive areas; modifications to currently approved instrument procedures conducted below 3,000 feet AGL that do not increase minimum altitudes and landing minima.
- C. Other supporting information:
 - ASO-220 Memorandum dated April 5, 1989
 - AFS-1 Memorandum dated September 21, 1994
 - AVN-100 Memorandum dated July 23, 1996
- D. Review and analysis by the FAA does not indicate that any extraordinary circumstances listed in Order 1050.1 or other reasons exist that would cause undersigned to believe that the proposed action might have the potential for causing significant environmental impacts upon its implementation. The proposed action does not individually or cumulatively have a significant effect on the human environment and, therefore, is determined to be categorically excluded from further environmental documentation according to Order 1050.1.

Date: 4/29/2013