

<b>RNAV - STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.33</b>						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.														
<b>TERMINAL ROUTES</b>											<b>MISSED APPROACH</b>									
FROM		TO			COURSE AND DISTANCE			ALTITUDE		LPV: DA LNAV/VNAV: DA LNAV: RW13R  CLIMB TO 3000 DIRECT ENAVE AND ON TRACK 151.15 TO TACKE AND HOLD.  ADDITIONAL FLIGHT DATA: HOLD SE, RT, 331.22 INBOUND. CHART FAS OBST: 666 T-L TWR 325440N/0965441W CHART CIRCLING ICON. DISTANCE TO THLD FROM 200 HAT: 0.48 NM. CHART VDP AT 1.41 NM TO RW13R* *LNAV ONLY. WAAS CHANNEL # 82436 REFERENCE PATH ID: W13A LTP HAE: 118.5 M										
LIPPI (IF)		LAURA (TF) (FB) (RNP 1.00)			132.52 / 5.77			1900												
LAURA (FAF)		RW13R (MAP) (TF) (FO) (RNP 0.30)			132.59 / 4.32															
RW13R (MAP)		678 MSL			132.59															
678 MSL		ENAVE (DF) (FB) (RNP 1.00)																		
ENAVE		TACKE (TF) (FO) (RNP 1.00)			151.15 / 14.13			3000												
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. PROFILE STARTS AT LIPPI 3. FAC: 132.59 FAF: LAURA DIST FAF TO MAP: 4.32 THLD: 4.32 4. MIN. ALT: LIPPI 2500, LAURA 1900 5. DIST TO THLD FROM OM: _____ MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: _____ 6. MIN GS INCPT: 1900 GS ALT AT: LAURA 1900 OM: _____ MM: _____ IM: _____ 7. GS ANGLE: 3.00 TCH: 47.4 34:1 IS CLEAR 8. MSA FROM: RW13R 3600																	MAG VAR: 3E		EPOCH YEAR: 2020	
<b>MINIMUMS</b>																				
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT								ALTERNATE: N A		STANDARD @										
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					
LPV DA	678	4000	200	678	4000	200	678	4000	200	678	4000	200								
LNAV/VNAV DA	833	6000	355	833	6000	355	833	6000	355	833	6000	355								
LNAV MDA	980	5500	502	980	5500	502	980	1 3/8	502	980	1 3/8	502								
CIRCLING	1080	1	593	1140	1	653	1220	2	733	1500	3	1013								
NOTES: CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -5C (23F) OR ABOVE 54C (130F). @ CAT D 1100-3 CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED. CHART NOTE: RADAR REQUIRED. CHART NOTE: DME/DME RNP-0.3 NA. (CONTINUED ON PAGE 2)																				
CITY AND STATE		ELEVATION: 487 TDZE: 478			FACILITY IDENTIFIER: RNAV		PROCEDURE NO./AMDT NO./EFFECTIVE DATE:					SUP:								
DALLAS, TX		AIRPORT NAME:			DALLAS LOVE FIELD		RNAV (GPS) Z RWY 13R, AMDT 2, 11/10/2016					AMDT: 1B								
												DATED 03/31/2016								



ALL AFFECTED PROCEDURES REVIEWED?  <input type="checkbox"/> YES <input type="checkbox"/> NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE  <div style="text-align: center;"><b>11/10/2016</b></div>							
COORDINATED WITH: <table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">ATA <input checked="" type="checkbox"/></td> <td style="text-align: center;">AAT <input type="checkbox"/></td> <td style="text-align: center;">ALPA <input checked="" type="checkbox"/></td> <td style="text-align: center;">APA <input checked="" type="checkbox"/></td> <td style="text-align: center;">AOPA <input checked="" type="checkbox"/></td> <td style="text-align: center;">NBAA <input checked="" type="checkbox"/></td> <td style="text-align: center;">OTHER (specify) <input checked="" type="checkbox"/> <b>ZFW, REGIONAL APP CON, DAL ATCT, DFW ATCT, AMGR</b></td> </tr> </table>			ATA <input checked="" type="checkbox"/>	AAT <input type="checkbox"/>	ALPA <input checked="" type="checkbox"/>	APA <input checked="" type="checkbox"/>	AOPA <input checked="" type="checkbox"/>	NBAA <input checked="" type="checkbox"/>	OTHER (specify) <input checked="" type="checkbox"/> <b>ZFW, REGIONAL APP CON, DAL ATCT, DFW ATCT, AMGR</b>
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FLIGHT CHECKED BY									
NAME:  <div style="text-align: center;"><b>PENDING</b></div>	FIFO	DATE:							
DEVELOPED BY									
NAME:  <div style="text-align: center;"><b>DONALD H. LANIER</b></div>	<i>Digitally signed by</i> <div style="text-align: center;"><b>PETER GETZ</b></div>	FIFO <div style="text-align: center;"><b>AJV-353</b></div>							
APPROVED BY      Oct 05, 2016									
NAME:  <div style="text-align: center;"><b>TONY R LAWSON</b></div>	<i>Digitally signed by</i> <div style="text-align: center;"><b>PETER GETZ</b></div> <div style="text-align: center;"><b>MANAGER</b></div>	FIFO <div style="text-align: center;"><b>AJV-353</b></div>							
CHANGES:      Oct 05, 2016  <ol style="list-style-type: none"> <li>1. MOVED PFAF LAURA 4.56 FT NORTHWEST.</li> <li>2. CHANGED LNAV/VNAV DA/HAT/RVR FROM 831/353/5900 TO 833/355/6000 ALL CATS.</li> <li>3. CHANGED LNAV/VNAV NA BELOW TEMPERATURE FROM -4C (25F) TO -5C (23F) ON UNCOMPENSATED BARO-VNAV SYSTEMS CHART NOTE.</li> <li>4. CHANGED FAS DATA: LTP FROM 325101.2775N/0965144.4090W TO 325101.2845N/0965144.4160W, FPAP FROM 324957.4640N/0965030.4510W TO 324957.4720N/0965030.4575W, THRESHOLD CROSSING HEIGHT (TCH) FROM 00047.8 TO 00047.4, CRC REMAINDER FROM ED855574 TO 6C5BE95B, LTP AND FPAP ORTHOMETRIC HEIGHTS FROM +01451 TO +01452.</li> </ol>									
REASONS:  <ol style="list-style-type: none"> <li>1. RECALCULATED PER 8260.54A FORMULA 2-16B/ILS DATA CHANGED/TCH CHANGED FROM 47.8 TO 47.4.</li> <li>2. CRITERIA.</li> <li>3. NEW ACT -5C USING CLIMATE DATA FROM 2010-2014.</li> <li>4. AIRNAV DATA.</li> </ol> <p>9/28/2016: THIS IS AN UPDATED COPY OF THE ORIGINAL FORM DEVELOPED ON 3/03/2015</p> <ol style="list-style-type: none"> <li>1. CHANGED EFFECTIVE DATE FROM ROUTINE TO 11-10-16 (HARD DATE)</li> <li>2. CHANGED APPROVED BY MANAGER FROM GEORGE GONZALES TO TONY LAWSON.</li> <li>3. UPDATED MAG VAR FROM 6E 1990 TO 3E 2020.</li> <li>4. UPDATED INTERMEDIATE, FINAL AND MISSED APPROACH COURSE FROM 129.59 TO 132.59.</li> <li>5. UPDATED LINE 3 FAC FROM 129.59 TO 132.59</li> <li>6. UPDATED MISSED APPROACH TRACK FROM ENAVE TO TACKE FROM 148.15 TO 151.15.</li> <li>7. UPDATED MISSED APPROACH HOLDING COURSE INBOUND FROM 328.22 TO 331.22.</li> </ol>									



US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION  
**RNAV - STANDARD**  
**INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.33**

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**NOTES, (CONT.):**

**CHART PROFILE NOTE: VGSi AND RNAV GLIDEPATH NOT COINCIDENT (VGSi ANGLE {ANGLE}/TCH {FEET}).**

**CHART NOTE: CIRCLING TO RWY 18/36 NA.**

**CHART NOTE: LNAV PROCEDURE NA DURING SIMULTANEOUS OPERATIONS.**

**CHART NOTE: USE OF FD OR AP PROVIDING RNAV TRACK GUIDANCE REQUIRED DURING SIMULTANEOUS OPERATIONS.**

QUALITY  
9  
CHECKED

CITY AND STATE

DALLAS, TX

**ELEVATION: 487**

**TDZE: 478**

AIRPORT NAME:

DALLAS LOVE FIELD

FACILITY  
IDENTIFIER:  
**RNAV**

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:  
**RNAV (GPS) Z RWY 13R, AMDT 2, 11/10/2016**

SUP:

AMDT: **1B**

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:					

**RNAV STANDARD INSTRUMENT APPROACH PROCEDURE  
FLIGHT STANDARDS SERVICE - FAR PART 97.33**

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.

**FAS DATA BLOCK INFORMATION****DATA FIELD****DATA**

OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KDAL
RUNWAY	RW13R
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	Z
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W13A
LTP/FTP LATITUDE	325101.2845N
LTP/FTP LONGITUDE	0965144.4160W
LTP/FTP ELLIPSOIDAL HEIGHT	+01185
FPAP LATITUDE	324957.4720N
FPAP LONGITUDE	0965030.4575W
THRESHOLD CROSSING HEIGHT (TCH)	00047.4
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0216
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	35.0

**CRC REMAINDER**

6C5BE95B

**ADDITIONAL PATH POINT RECORD INFORMATION**

ICAO CODE	K4
LTP ORTHOMETRIC HEIGHT	+01452
FPAP ORTHOMETRIC HEIGHT	+01452

QUALITY  
9  
CHECKED

CITY AND STATE  DALLAS, TX	ELEVATION: 487      TDZE: 478 AIRPORT NAME:  DALLAS LOVE FIELD	FACILITY IDENTIFIER:  RNAV	PROCEDURE NO./AMDT NO./EFFECTIVE DATE:  RNAV (GPS) Z RWY 13R, AMDT 2, 11/10/2016	SUP:
				AMDT: 1B
				DATED: 03/31/2016

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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:					

STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD		
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## PART - A OBSTRUCTION DATA

[illegible]

PART B - SUPPLEMENTAL DATA										PART C - REMARKS: <b>THRESHOLD DISPLACED 490.</b>  <b>PRECIPITOUS TERRAIN EVALUATION COMPLETED.</b>  <b>CRITICAL TEMPERATURES:</b> <b>CRITICAL LOW :-5C (+23F)</b> <b>CRITICAL HIGH :+54C (+130F)</b> <b>ACT :-5C</b> <b>APT ISA :+14.04C</b>  <b>CRITICAL TEMPERATURE REMARKS</b> <b>AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2010-2014).</b> <b>CRITICAL LOW TEMPERATURE BASED ON ACT.</b> <b>DESCENT RATE (FPM): STANDARD TEMP 960 HIGH TEMP 1121.</b>  <b>SEE ATTACHED AIRSPACE LETTER.</b>  <b>SIAP DEVELOPED TO MIRROR EXISTING ILS RWY 13R.</b>  <b>TAA AND IAFS NOT ESTABLISHED AT REQUEST OF REGIONAL APPROACH.</b>  <b>INITIAL AS ESTABLISHED BY THE CURRENT REGIONAL ASR MINIMUM VECTORING ALTITUDE CHART.</b>  <b>GLIDESLOPE AND TCH BASED ON I-DPX.</b>  <b>LPV SLOPE: 34:1</b> <b>LNAV/VNAV SLOPE: 22.30:1</b>  <b>BACKUP ALTIMETER NOT ESTABLISHED, AIRPORT HAS REDUNDANT WEATHER SOURCE.</b>  <b>VGSI DATA RWY 13R: 3.00/52.2</b>  <b>ORDER 8260.3B, VOLUME 1, CHAPTER 2. NEW CIRCLING CRITERIA APPLIED</b> <b>CAT A: 1.30</b> <b>CAT B: 1.82</b> <b>CAT C: 2.86</b> <b>CAT D: 3.74</b>  <b>FPT IS AWARE OF 20:1 TO RWY 18/36. RWY 18/36 CLOSED. NIGHT LANDING RWY 18/36 NA.</b>  <b>ORDER 8260.3, VOLUME 1, VISUAL PORTION OF FINAL PENETRATIONS: RWY18 20:1</b> <b>505 TREE (KDAL0070) 325137.79N/0965111.96W (1.62)</b> <b>559 TREE (KDAL0073) 325148.42N/0965106.78W (0.04)</b>  <b>ORDER 8260.3, VOLUME 1, VISUAL PORTION OF FINAL PENETRATIONS: RWY36 20:1</b> <b>513 TREE (KDAL0075) 325023.14N/0965121.01W (2.72)</b> <b>530 TREE (KDAL0077) 325020.59N/0965120.94W (6.93)</b>																													
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE				3. ALTIMETER SETTING																															
<b>DAL TOWER</b> <b>REGIONAL APP CON</b>						N W S		OTHER: <b>ASOS</b>												SOURCE: <b>KDAL</b>																			
						F A A														DISTANCE:																			
						A / C														HOURS REMOTE OPERATION:																			
SATISFACTORY ON:																				LOCATION: <b>KDAL</b>										ADJUSTMENT: <b>0</b>									
4. MONITOR STATUS		PRIMARY NAVAID:																																					
		MONITOR POINT:																																					
		HRS OPTN:		CAT 1																																			
				CAT 3																																			
5. APPROACH & RUNWAY LIGHTING				<b>ALS</b>																																			
				<b>(S) SALS</b>																																			
		<b>X</b>		<b>MALSR 13L, 31L, 31R</b>																																			
		<b>X</b>		<b>HIRL 13L, 13R, 18, 31L, 31R, 36</b>																																			
				<b>MIRL</b>																																			
				<b>REIL</b>																																			
		<b>X</b>		<b>TDZ 13L, 31L</b>																																			
		<b>X</b>		<b>C/L 13L, 13R, 31L, 31R</b>																																			
<b>X</b>		<b>OTHER (SPECIFY)</b> <b>PAPI-4R 13R PAPI-4L 31R</b>																																					
6. RUNWAY MARKINGS		BASIC																																					
		ALL WEATHER <b>PIR-G 13L, 13R, 31L, 31R</b>																																					
		INSTRUMENT <b>NPI-G 18, 36</b>																																					
7. RUNWAY VISUAL RANGE		APPROACH <b>13L, 13R, 31L, 31R</b>																																					
		MIDFIELD																																					
		ROLL OUT																																					
8. GLIDE PATH		GP ANGLE: <b>3.00</b>										ELEV RWY THRESHOLD: <b>476.3</b>																											
		DISTANCE FROM RWY:										ELEV GP ANTENNA:																											
												THRESHOLD CROSSING HEIGHT: <b>47.4</b>																											
9. FINAL APPROACH COURSE AIMING				<b>X</b>		RUNWAY THRESHOLD     FT. FROM THRESHOLD																																	
				<b>X</b>		ON CENTERLINE     FT. FROM CENTERLINE																																	
10. WAIVERS: <b>NONE</b>																																							
PART D - PREPARED BY: <b>DONALD H. LANIER</b>										DATE: <b>03/03/2015</b>																													
TITLE: <b>AERONAUTICAL INFORMATION SPECIALIST</b>										OFFICE: <b>AJV-353</b>																													

