

**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</u> DALLAS LOVE FIELD	<u>AIRPORT ID</u> KDAL	<u>PROCEDURE NAME</u> ILS OR LOC RWY 31R ILS RWY 31R SA CAT I, ILS RWY 31R SA CAT II	<u>ORIGINAL/AMENDMENT</u> 7	<u>CITY</u> DALLAS	<u>STATE</u> TX	
<u>AIRPORT ELEVATION</u> 487	<u>TDZE</u> 487	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u> 6A	<u>DATED</u> 07/21/2016	<u>MAG VAR</u> 3E	<u>EPOCH YEAR</u> 2020
<u>FACILITY</u> I-OVW	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> 09/13/2018	<u>CANCEL/SUSPEND</u>		

**TERMINAL ROUTES**

<u><b>FROM</b></u>	<u><b>FIX TYPE</b></u>	<u><b>TO</b></u>	<u><b>FIX TYPE</b></u>	<u><b>LEG TYPE</b></u>	<u><b>FO/FB</b></u>	<u><b>RNP</b></u>	<u><b>COURSE</b></u>	<u><b>DISTANCE</b></u>	<u><b>ALTITUDE</b></u>
FACIA/I-OVW 13.14 DME/RADAR	IF	DATLE/I-OVW 5.02 DME/RADAR					312.64	8.12 (I-OVW)	2200

**MISSED APPROACH**

**MAP:**

ILS: DA  
LOC: 5.21 NM AFTER DATLE/I-OVW 5.02 DME/RADAR OR AT I-OVW 1.90 DME

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 5000 ON HEADING 330.00 AND CVE VOR/DME R-046.00 TO FINGR INT/CVE 36.40 DME AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):**

CLIMB TO 900 THEN CLIMBING RIGHT TURN TO 5000 ON TTT VOR/DME R-050.29 TO FINGR/TTT 42.74 DME AND HOLD (DME REQUIRED).

**PROFILE:**

1. PT      **SIDE OF COURSE**                      **OUTBOUND**                      **FT WITHIN**                      **MILES OF (IAF)**
2. PROFILE STARTS AT FACIA
3. **FAC:** 312.64      **FAF:** DATLE/I-OVW 5.02 DME/RADAR      **DIST FAF TO MAP:** 5.21      **DIST FAF TO THLD:** 5.21
4. **MIN ALT:** FACIA/I-OVW 13.14 DME/RADAR 2500, DATLE/I-OVW 5.02 DME/RADAR 2200, BOKLE/I-OVW 2.41 DME 1360\*
5. **DIST TO THLD FROM OM:**      **MM:**      **IM:**      **100 HAT:** 861      **150 HAT:** 1815      **GS ANT:** 1072
6. **MIN GS INCPT:** 2200      **GS ALT AT FAF :** DATLE/I-OVW 5.02 DME/RADAR 2200      **OM:**      **MM:**      **IM:**
7. **GP ANGLE:** 3.00      **34:1:**      **20:1:**      **TCH:** 54.9
8. **MSA FROM:** CVE VOR/DME 090-270 3600, 270-090 2700

**EQUIPMENT REQUIREMENTS NOTES:**

DME OR RADAR REQUIRED FOR LOC ONLY.  
RADAR REQUIRED FOR PROCEDURE ENTRY.

**NOTES:**

SA CAT I ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 31R: CAT A, B, C, D RA 151, RVR 1400, HAT 150, DA 637 MSL.



SA CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 31R: CAT A, B, C, D RA 98, RVR 1200, HAT 100, DA 587 MSL.  
CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.  
SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC OR LOA APPROVAL AND USE OF HUD TO DH.  
SA CAT II CHART NOTE: REDUCED LIGHTING: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF AUTOLAND OR HUD TO TOUCHDOWN.  
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).  
CHART NOTE: \*\*RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA.

ADDITIONAL FLIGHT DATA:

CHART CIRCLING ICON.  
CHART VDP AT 1.32 DME\*  
DISTANCE VDP TO THLD 1.51 NM  
\* LOC ONLY  
CHART FAS OBST: 769 BUILDING 324852N/0964805W.  
CHART 1057 BUILDING 324820N/0964734W.  
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD SW FINGR /TTT 42.74 DME, LT, 050.29 INBOUND.  
HOLD S, LT, 010.99 INBOUND

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD; LOC: CAT A, B 900-2, CAT C 900-2 1/2, CAT D 1100-3

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 31R**	687	2400	200	687	2400	200	687	2400	200	687	2400	200			
S-LOC 31R	1360	2400	873	1360	2400	873	1360	2	873	1360	2	873			
CIRCLING	1360	1 1/4	873	1360	1 1/4	873	1360	2 1/2	873	1520	3	1033			
BOKLE FIX MINIMUMS (DME REQUIRED)															
S-LOC 31R	1020	2400	533	1020	2400	533	1020	5500	533	1020	5500	533			
CIRCLING	1020	1	533	1140	1	653	1220	2	733	1520	3	1033			

CHANGES - REASONS

1. UPDATED DISTANCE FROM FIX FACIA TO FIX DATLE FROM 8.10 NM TO 8.12 NM - PFAF MOVED NORTHWEST 110 FT.
2. UPDATED MA LOC FROM: 5.23 MILES AFTER DATLE/I-OVW 5.04 DME/RADAR OR AT I-OVW 0.19 DME FIX TO 5.21 NM AFTER DATLE/I-OVW 5.02 DME/RADAR OR AT I-OVW 1.90 DME - PFAF MOVED NORTHWEST 110 FT.
3. UPDATED VDP DME DISTANCE/VDP TO THLD NM DISTANCE FROM 1.70 DME/1.89 NM TO 1.32 DME/1.51 NM - NEW AND OR UPDATED DATA.
4. UPDATED DIST FROM FAF TO MAP/THLD FROM 5.23 TO 5.21 - PFAF MOVED NORTHWEST 110 FT.
5. UPDATED PROCEDURE TCH FROM 49.2 TO 54.9 - NEW AND OR UPDATED DATABASE.
6. ADDED SA CAT II ILS MINIMUMS AND ASSOCIATED DATA FOR CATS A THROUGH D - PER FPT CHECKLIST REQUIREMENTS.
7. UPDATED BOKLE FIX MINIMUM MDA/HAT FROM 1140/653 ALL CATS TO 1020/533 ALL CATS AND VISIBILITY FROM 1 3/8 SM CATS C/D TO RVR 5500 CATS C/D; UPDATED BOKLE FIX MINIMUM CIRCLING MDA/HAA FROM 1140/653 CATS A/B TO 1020/533 CAT A AND 1140/653 CAT B - REMOVED 121 FT ADDED TO MAINTAIN PREVIOUS FIX MINIMUMS SINCE FPT AUTHORIZED LOWER MINIMUMS.
8. DELETED CHART NOTE: CIRCLING NA TO RWY 18 AND 36 - RWY 18/36 PERMANENTLY CLOSED.
9. MOVED DME AND RADAR NOTES TO EQUIPMENT REQUIREMENT NOTES SECTION - FOR 19H FORMS FORMAT.
10. REMOVED ILS: # CAT A, B 900-2, CAT C 900-2 1/2, CAT D 1100-3 FROM 8260-3 - PER 8260.3C PARA 3-4-1.
11. ADDED (DME REQUIRED) TO ALTERNATE MISSED APPROACH - DME REQUIRED MISSING.

PDF EDIT: 06/21/2018

1. REMOVED DUPLICATED CHART IN PLANVIEWNOTE: FINGR/TTT 42.74 DME FROM ADDITIONAL FLIGHT DATA.
2. UPDATED GLIDE SLOPE ANTENNA ELEV FROM 479.5 TO 485.7.



**AIRPORT**

DALLAS LOVE FIELD

**AIRPORT ID**

KDAL

**PROCEDURE NAME**

ILS OR LOC RWY 31R  
ILS RWY 31R SA CAT I,  
ILS RWY 31R SA CAT II

**ORIGINAL/AMENDMENT**

7

**CITY**

DALLAS

**STATE**

TX

**COORDINATED WITH:**

**A4A** ☐

**ALPA** ☒

**AOPA** ☒

**APA** ☒

**HAI** ☐

**NBAA** ☒

**OTHER:** ZFW, REGIONAL APP CON, DAL TOWER, AMGR, ATA

**FLIGHT CHECKED BY**

PENDING

*Digitally signed by*

**ADOLFO D URRUTIA**

Jul 16, 2018

**OFFICE**

FICO

**DATE**

**DEVELOPED BY**

SYLVAN DRAKES

*Digitally signed by*

**SYLVAN DRAKES**

May 16, 2018

*Digitally signed by*

**ADOLFO D URRUTIA**

Jul 16, 2018

**OFFICE**

AJV-5433

**DATE**

05/15/2018

**APPROVED BY**

PATRICK MULQUEEN

**OFFICE**

AJV-5430

**DATE**

**TITLE**

MANAGER



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

<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
DALLAS LOVE FIELD	KDAL	ILS OR LOC RWY 31R ILS RWY 31R SA CAT I, ILS RWY 31R SA CAT II	7	DALLAS	TX	487	I-OVW

PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

FROM

FACIA/I-OVW 13.14 DME/RADAR

TO

DATLE/I-OVW 5.02 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
	8.12				

<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 (48-000369)	324642.00N/0964529.00W	1049	250	50	4D	500				AT651	2200
2.TERRAIN	324536.00N/0964100.00W	532 (500)								AS1500	2000

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT  
REMARKS:

FINAL: ILS

FROM

DATLE/I-OVW 5.02 DME/RADAR

TO

DA

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
	5.23		DA	200	

<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>
							ASC				687

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT  
REMARKS:



<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
DALLAS LOVE FIELD	KDAL	ILS OR LOC RWY 31R ILS RWY 31R SA CAT I, ILS RWY 31R SA CAT II	7	DALLAS	TX	487	I-OVW

FINAL: ILS SA CAT I

FROM

DATLE/I-OVW 5.02 DME/RADAR

TO

RW31R

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
	5.23		DA	150								
<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>
								ASC				637

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

DATLE/I-OVW 5.02 DME/RADAR

TO

RW31R

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
	5.23		DA	100								
<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>
								ASC				587

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT

REMARKS:



<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
DALLAS LOVE FIELD	KDAL	ILS OR LOC RWY 31R ILS RWY 31R SA CAT I, ILS RWY 31R SA CAT II	7	DALLAS	TX	487	I-OVW

FINAL: LOC

FROM

DATLE/I-OVW 5.02 DME/RADAR

TO

BOKLE/I-OVW 2.41 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							
	2.61			873								
<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.BUILDING (48-100493)	324820.21N/0964733.53W	1057	20	3	1A	250				DG53	1360	

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT  
REMARKS:

FINAL: LOC STEPDOWN

FROM

BOKLE/I-OVW 2.41 DME

TO

5.21 NM AFTER DATLE/I-OVW 5.02 DME/RADAR OR AT I-OVW 1.90 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							
	2.60		5.21 NM AFTER DATLE/I-OVW 5.02 DME/RADAR OR AT I-OVW 1.90 DME	533								
<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>	
4.BUILDING (48-115796)	324851.88N/0964804.73W	769	20	3	1A	250					1020	

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT  
REMARKS:



<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
DALLAS LOVE FIELD	KDAL	ILS OR LOC RWY 31R ILS RWY 31R SA CAT I, ILS RWY 31R SA CAT II	7	DALLAS	TX	487	I-OVW

MISSED APPROACH : ILS

FROM

DA

TO

FINGR INT/CVE 36.40 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
								522			
<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>
							ASC				5000
5.TOWER (48-009753)	331633.16N/0962207.53W	1260	500	50	5D	1000					2300
6.TERRAIN	330139.00N/0964636.00W	762 (800)								AS1500	2300

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

FINGR INT/CVE 36.40 DME

<u>RNP</u>	<u>DISTANCE</u>	<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>
							ASC				5000
5.TOWER (48-009753)	331633.16N/0962207.53W	1260	500	50	5D	1000					2300
6.TERRAIN	330139.00N/0964636.00W	762 (800)								AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT

REMARKS:



<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
DALLAS LOVE FIELD	KDAL	ILS OR LOC RWY 31R ILS RWY 31R SA CAT I, ILS RWY 31R SA CAT II	7	DALLAS	TX	487	I-OVW

MISSED APPROACH : ILS SA CAT II

FROM

DA

TO

FINGR INT/CVE 36.40 DME

<u>RNP</u>	<u>DISTANCE</u>	<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>
							ASC				5000
5.TOWER (48-009753)	331633.16N/0962207.53W	1260	500	50	5D	1000					2300
6.TERRAIN	330139.00N/0964636.00W	762 (800)								AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT

REMARKS:

MISSED APPROACH : LOC

FROM

5.21 NM AFTER DATLE/I-OVW 5.02 DME/RADAR OR AT I-OVW 1.90 DME

TO

FINGR INT/CVE 36.40 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
							890				
<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>
							ASC				5000
5.TOWER (48-009753)	331633.16N/0962207.53W	1260	500	50	5D	1000					2300
6.TERRAIN	330139.00N/0964636.00W	762 (800)								AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT

REMARKS:





<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
DALLAS LOVE FIELD	KDAL	ILS OR LOC RWY 31R ILS RWY 31R SA CAT I, ILS RWY 31R SA CAT II	7	DALLAS	TX	487	I-OVW

**MISSSED APPROACH ALTERNATE : ILS**

**FROM**  
DA

**TO**  
FINGR INT/TTT 42.74 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
								522				
<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>
								ASC				5000
5.TOWER (48-009753)	331633.16N/0962207.53W		1260	500	50	5D	1000					2300
6.TERRAIN	330139.00N/0964636.00W		762 (800)								AS1500	2300

**COMPUTATIONS**

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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**SEGMENT**  
**REMARKS:**

**MISSSED APPROACH ALTERNATE : ILS SA CAT I**

**FROM**  
DA

**TO**  
FINGR INT/TTT 42.74 DME

<u>RNP</u>	<u>DISTANCE</u>	<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>
								ASC				5000
5.TOWER (48-009753)	331633.16N/0962207.53W		1260	500	50	5D	1000					2300
6.TERRAIN	330139.00N/0964636.00W		762 (800)								AS1500	2300

**COMPUTATIONS**

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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**SEGMENT**  
**REMARKS:**



<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
DALLAS LOVE FIELD	KDAL	ILS OR LOC RWY 31R ILS RWY 31R SA CAT I, ILS RWY 31R SA CAT II	7	DALLAS	TX	487	I-OVW

MISSED APPROACH ALTERNATE : ILS SA CAT II

FROM

DA

TO

FINGR INT/TTT 42.74 DME

<u>RNP</u>	<u>DISTANCE</u>	<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>
							ASC				5000
5.TOWER (48-009753)	331633.16N/0962207.53W	1260	500	50	5D	1000					2300
6.TERRAIN	330139.00N/0964636.00W	762 (800)								AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT

REMARKS:

MISSED APPROACH ALTERNATE : LOC

FROM

5.21 NM AFTER DATLE/I-OVW 5.02 DME/RADAR OR AT I-OVW 1.90 DME

TO

FINGR INT/TTT 42.74 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
							890				
<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>
							ASC				5000
5.TOWER (48-009753)	331633.16N/0962207.53W	1260	500	50	5D	1000					2300
6.TERRAIN	330139.00N/0964636.00W	762 (800)								AS1500	2300

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

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>RADIUS</u>	<u>HAA</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
CATEGORY A											
7.BUILDING (48-028166)	324911.62N/0965035.00W	1.30	873/533	700	20	3	1A	300		SI/SI	1360/1020
CATEGORY B											
8.BLDG (48-031532)	324846.81N/0965010.69W	1.82	873/653	790	500	50	5D	300		SI/AC50	1360/1140
CATEGORY C											
9.BLDG (48-001322)	325159.00N/0964800.00W	2.86	873/733	914	50	20	2C	300		SI	1360/1220
CATEGORY D											
10.BLDG (48-005563)	324716.78N/0964748.08W	3.74	1033/1033	1203	50	3	2A	300			1520/1520

CIRCLING REMARKS:

MSA

<u>CENTER</u>	<u>RADIUS</u>
CVE VOR/DME	25

<u>SECTOR</u>	<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>BEARING</u>	<u>DISTANCE</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
090-270	TWR (48-008489)	323502.67N/0965748.75W	183	18.6	2549	50	20	2C	1000			3600
270-090	TWR (48-012293)	331942.42N/0970357.04W	337	27.5	1658	500	50	5D	1000			2700

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

WAIVER SUBMITTED TO AFS FOR ILS W SURFACE PENETRATION (OBST KDALT000417, 1057 MSL); THIS OBST IS NOT A FACTOR FOR THE CORRESPONDING RNAV LPV SURFACE (ASC) DUE TO EARTH CURVATURE. AFS HAS VERBALLY AGREED THUS FAR TO NEGATE THE BUILDING AS AN ACTUAL PENETRATION AS FUTURE ILS CRITERIA (TOOLS) WILL UTILIZE EARTH CURVATURE FORMULA (8260.58).

AVERAGE VEGETATION ASSUMED TO BE 100 FEET PER FPT.

ALTERNATE MISSED HOLDING AT FINGR IS A DME FIX ONLY AS NO FACILITY WORKS WITH TTT VOR/DME FOR 45 DEGREE DIVERGENCE ANGLE.

**PART B: SUPPLEMENTAL DATA**

COMMUNICATIONS WITH

DAL TOWER, REGIONAL APP CON, ZFW ARTCC





<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
DALLAS LOVE FIELD	KDAL	ILS OR LOC RWY 31R ILS RWY 31R SA CAT I, ILS RWY 31R SA CAT II	7	DALLAS	TX	487	I-OVW

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	3.01
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.87
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	312.64
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	516
DISTANCE FROM	THLD	TO 1500FT POINT	4.81
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.26
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	312.64
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	516

THRESHOLD  
COORDINATES  
(IF STR-IN)325031.36N/0965020.95W

ARP COORDINATES325045.40N/0965103.16W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP

RUNWAY 31L DISTANCE 0.89 NM

FAF  
COORDINATES324647.48N/0964601.88W

FIX NAME  
COORDINATES

REMARKS  
APPROACH/DRAWING ATTACHED.



<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
DALLAS LOVE FIELD	KDAL	ILS OR LOC RWY 31R ILS RWY 31R SA CAT I, ILS RWY 31R SA CAT II	7	DALLAS	TX	487	I-OVW

PART E: PREPARED BY

<u>NAME</u>		<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
SYLVAN DRAKES	<i>Digitally signed by</i> <b>SYLVAN DRAKES</b> May 16, 2018	AJV-5433	05/15/2018	AERONAUTICAL INFORMATION SPECIALIST

