

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 ID</u> KDFW	<u>PROCEDURE NAME</u> ILS V RWY 13R (CONVERGING)	<u>ORIGINAL/AMENDMENT</u> ORIG	<u>CITY</u> DALLAS-FORT WORTH	<u>STATE</u> TX		
<u>AIRPORT ELEVATION</u> 606	<u>TDZE</u> 591	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u> NONE	<u>DATED</u>	<u>MAG VAR</u> 4E	<u>EPOCH YEAR</u> 2010
<u>FACILITY</u> I-LWN	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
MORRY/I-LWN 14.00 DME/RADAR	IF	POPPA/I-LWN 9.10 DME/RADAR					135.05	4.90 (I-LWN)	3000
POPPA/I-LWN 9.10 DME/RADAR		HODAX/I-LWN 6.88 DME/RADAR					135.05	2.22 (I-LWN)	2300
HODAX/I-LWN 2.22 DME/RADAR	PFAF	RW13R	MAP				135.05	5.19 (I-LWN)	
RW13R	MAP	HADZZ		TF	FB	0.30	135.05	0.65	
HADZZ		GRTCH		RF	FB	0.30	(1.71 NM RADIUS CW (CFDZW))	1.13	
GRTCH		KYMBR		RF	FB	0.40	(3.33 NM RADIUS CW (CFFDV))	1.57	
KYMBR		HRNTT		RF	FB	0.50	(2.68 NM RADIUS CW (CFBPH))	2.75	
HRNTT		VANJY		RF	FB	1.00	(24.70 NM RADIUS CW (CFFPT))	12.19	
VANJY		SLOTT		TF	FO	1.00	287.05	20.69	3000

MISSED APPROACH

MAP:
ILS: DA

MISSED APPROACH INSTRUCTIONS:
(DO NOT EXCEED 185 KIAS UNTIL HRNTT) CLIMB TO 3000 ON THE RNAV MISSED APPROACH ROUTE TO SLOTT AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)

2. PROFILE STARTS AT MORRY

3. FAC:

135.05

PFAF: HODAX/I-LWN 6.88
DME/RADAR

DIST PFAF TO MAP:

DIST PFAF TO THLD:

4. MIN ALT: MORRY/I-LWN 14.00 DME/RADAR 3000, POPPA/I-LWN 9.10 DME/RADAR 3000, HODAX/I-LWN 6.88 DME/RADAR 2300

5. DIST TO THLD FROM PFAF: 5.19

MM:

IM:

150 HAT:

GS ANT: 1080

6. MIN GS INCPT: 2300

GS ALT AT PFAF :

HODAX/I-LWN 6.88 DME/RADAR 2300

OM:

MM:

IM:

7. GS ANGLE: 3.00

34:1:

20:1:

TCH: 55.0

8. MSA FROM: TTT VOR/DME 090-270 3600, 270-090 2700

EQUIPMENTS REQUIREMENTS NOTES:
RADAR REQUIRED FOR PROCEDURE ENTRY.
DME OR RADAR REQUIRED.

PBN REQUIREMENTS NOTE:
A-RNP - GPS, MIN RNP 0.3.

NOTES:
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 13R ALL CATS VISIBILITY TO 2 1/2 SM.
CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH CONVERGING ILS RWY 18L, CONVERGING ILS RWY 18R, CONVERGING ILS RWY 17C, AND CONVERGING ILS RWY 17R.
CHART NOTE:USE OF FD OR AP REQUIRED.

ADDITIONAL FLIGHT DATA:
HOLD E, RT, 271.00 INBOUND.

MINIMUMS:
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT
ALTERNATE: NA ☐ ILS: CAT A, B, C 800-2 1/2

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 13R	1391	1 3/4	800	1391	1 3/4	800	1391	1 3/4	800		NA				

CHANGES - REASONS



AIRPORT ID
KDFW

PROCEDURE NAME
ILS V RWY 13R
(CONVERGING)

ORIGINAL/AMENDMENT
ORIG

CITY
DALLAS-FORT WORTH

STATE
TX

COORDINATED WITH:

A4A ☒ ALPA ☒ AOPA ☒ APA ☒ HAI ☐ NBAA ☒ OTHER: ZFW, REGIONAL APP CON, DFW TOWER, AMGR

FLIGHT CHECKED BY

OFFICE

DATE

DEVELOPED BY
ANTHONY CAPPABIANCO

Digitally signed by
ANTHONY J CAPPABIANCO

OFFICE
AJV-A411

DATE
02/15/2022

APPROVED BY
CASIMIR TABAKA

Mar 03, 2022 *Digitally signed by*
MARK D ADAMS
Mar 17, 2022

OFFICE
AJV-A410

DATE

TITLE
MANAGER

QUALITY
25
CHECKED

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

AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
KDFW	ILS V RWY 13R (CONVERGING)	ORIG	DALLAS-FORT WORTH	TX	606	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

FROM MORRY/I-LWN 14.00 DME/RADAR TO POPPA/I-LWN 9.10 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u> 4.90	<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>
TOWER (48-001666)	330144.87N/0971804.59W		993	20	3	1A	500				AT1507	3000
TERRAIN	330527.00N/0971221.00W		748 (700)								AS1500	2200

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM POPPA/I-LWN 9.10 DME/RADAR TO HODAX/I-LWN 6.88 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u> 2.22	<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>
TOWER (48-005941)	325911.75N/0970927.20W		915	20	3	1A	500				AT885	2300
TERRAIN	325842.00N/0971127.00W		708 (700)								AS1500	2200

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: ILS

FROM

HODAX/I-LWN 2.22 DME/RADAR

TO

RW13R

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	5.19		DA	800								
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				1391

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
--------------	-----	------	------	-----	------	----	----	-----	---------------	------	---------	------------------------

SEGMENT REMARKS:

MISSED APPROACH : ILS

FROM

RW13R

TO

HADZZ

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
					961							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
--------------	-----	------	------	-----	------	----	----	-----	---------------	------	---------	------------------------

SEGMENT REMARKS:



MISSED APPROACH : ILS

FROMHADZZ

TOGRTCH

RNP	DISTANCE	PAT	MAP	HAT			HMAS961					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				

COMPUTATIONS												
RF SEGMENT	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
HADZZ-GR TCH	3000	185	198.46	2393.6	36.41	1.71	25.12	0				(CFDZW)/1.13 NM

SEGMENT REMARKS:

MISSED APPROACH : ILS

FROMGR TCH

TOKYMBR

RNP	DISTANCE	PAT	MAP	HAT			HMAS961					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				

COMPUTATIONS												
RF SEGMENT	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
GR TCH-KYMBR	3000	185	198.46	2393.6	36.37	3.33	13.57	0				(CFFDV)/1.57 NM

SEGMENT REMARKS:



MISSED APPROACH : ILS

FROM

KYMBR

TO

HRNTT

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
							961					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				

COMPUTATIONS												
RF SEGMENT	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
KYMBR-HRNTT	3000	185	198.46	2393.6	33.56	2.68	16.33	0				(CFBPH)/2.75 NM

SEGMENT REMARKS:

MISSED APPROACH : ILS

FROM

HRNTT

TO

VANJY

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
							961					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				

COMPUTATIONS												
RF SEGMENT	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
HRNTT-VANJY	3000	240	257.47	2393.6	24.9	24.70	2.69	0				(CFFPT)/12.19 NM

SEGMENT REMARKS:



MISSED APPROACH: LEVEL SURFACE

FROM

DA

TO

SLOTT

RNP	DISTANCE	PAT	MAP	HAT			HMAS 961				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
						ASC					3000
AAO	325706.00N/0974518.00W	1441	164	98	4E	1000				AC98	2600
TERRAIN	325700.00N/0974448.00W	1145 (1100)								AS1500	2600

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

MSA

CENTER

TTT VOR/DME

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
090-270	TOWER (48-008489)	323502.67N/0965748.75W	161	17.5	2549	50	20	2C	1000			3600
270-090	TOWER (48-012293)	331942.42N/0970357.04W	351	27.5	1658	500	50	5D	1000			2700

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



<u>AIRPORT ID</u> KDFW	<u>PROCEDURE NAME</u> ILS V RWY 13R (CONVERGING)	<u>AMDT NO.</u> ORIG	<u>CITY</u> DALLAS-FORT WORTH	<u>STATE</u> TX	<u>AIRPORT ELEVATION</u> 606	<u>FACILITY</u> RNAV
---------------------------	--	-------------------------	----------------------------------	--------------------	---------------------------------	-------------------------

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
ZFW ARTCC, REGIONAL APP CON, DFW TOWER

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KDFW	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KDFW	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>

WX REMARKS:
NO BACKUP ALTIMETER SOURCE DUE TO REDUNDANCY AT FACILITY.

<u>PRIMARY NAVAID</u> I-LWN	<u>MONITOR POINT</u> DFW ATCT	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
--------------------------------	----------------------------------	----------------------------	-----------------

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW13L - HIRL, REIL, C/LINE, PAPI-4L	NPI-G	APPROACH, MIDPOINT, ROLL OUT
RW31L - HIRL, REIL, C/LINE, PAPI-4L	NPI-G	APPROACH, ROLL OUT
RW13R - TDZ, MALSR, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW17C - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW17L - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW17R - TDZ, MALSR, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW18L - TDZ, MALSR, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW18R - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW31R - TDZ, MALSR, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW35C - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW35L - TDZ, MALSR, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW35R - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW36L - TDZ, MALSR, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW36R - TDZ, MALSR, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 591	<u>TCH</u> 55.0	<u>ELEV GS ANTENNA</u> 587.6	<u>DISTANCE FROM RWY</u> 1080	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 70.7
---------------------------------	----------------------------------	--------------------	---------------------------------	----------------------------------	---------------------------	--------------------

QUALITY
25
CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

Page 6 of 9

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
---------------------	----------------------	------------	----------------

CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or
5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - NO NON-PRECISION MINIMUMS.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

LOA (1): FAAO 8260.58A, PARA 1-2-5C(2), TABLE 1-2-2, NOTE 2 - FLIGHT STANDARDS APPROVAL IS REQUIRED FOR MISSED APPROACH RESTRICTIONS OF OTHER THAN OBSTACLE AVOIDANCE.

LOA (2): FAAO 8260.58B, PARA 4-3-1 - FLIGHT STANDARDS APPROVAL IS REQUIRED FOR AN A-RNP MISSED APPROACH XTT LESS THAN 1.



<div>AIRPORT ID</div> <div>KDFW</div>	<div>PROCEDURE NAME</div> <div>ILS V RWY 13R (CONVERGING)</div>	<div>AMDT NO.</div> <div>ORIG</div>	<div>CITY</div> <div>DALLAS-FORT WORTH</div>	<div>STATE</div> <div>TX</div>	<div>AIRPORT ELEVATION</div> <div>606</div>	<div>FACILITY</div> <div>RNAV</div>
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	3.31			
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.94			
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	139.05			
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	700			
DISTANCE FROM	THLD	TO 1500FT POINT	4.99			
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.30			
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	139.05			
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	700			
THRESHOLD COORDINATES (IF STR-IN)	325434.47N/0970459.28W					
ARP COORDINATES	325350.04N/0970215.70W					
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 13R DISTANCE 2.41 NM					
FAF COORDINATES	325830.21N/0970902.13W					
FIX NAME COORDINATES						
REMARKS						

QUALITY
25
CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

Page 8 of 9

PART E: PREPARED BY

<u>NAME</u> ANTHONY CAPPABIANCO	<u>OFFICE</u> AJV-A411	<u>DATE</u> 02/15/2022	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
------------------------------------	---------------------------	---------------------------	---

