


Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 07/14/2022	APWS Task ID: E340E0EBEA044A5BBD98D9DD73EC9D64	APWS Project ID: B10BFC5F57EC4CA2BF592B75332BCF98
Procedure: ILS V RWY 13R ORIG		Enroute: NO	Specialist: Cappabianco, Anthony		Agreement Number:
Airport ID: KDFW			Airport City: DALLAS-FORT WORTH		State: TX
Facility ID: LWN	Facility Type: ILS	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments: CONTACT CASIMIR TABAKA 405-954-7931.</p> <div style="text-align: right;">  <p>Digitally signed by MARK D ADAMS Mar 17, 2022</p> </div>					

KDFW
Dallas-Fort Worth Intl
Dallas-Fort Worth, TX
ILS V RWY 13R (CONVERGING), ORIG

Requesting approval for KDFW ILS V RWY 13R (CONVERGING) to have a speed restriction in the missed approach not due to obstacles.

FAAO 8260.58B Table 1-2-2, Note 2 states "approval is required for missed approach restrictions for other than obstacle avoidance." At FPT/ATC request, the KDFW ILS V RWY 13R (CONVERGING) missed approach will match that of the already approved KDFW RNAV (RNP) Z RWY 13R missed approach which utilizes a speed restriction of "DO NOT EXCEED 185 KIAS UNTIL HRNTT."

KDFW
Dallas-Fort Worth Intl
Dallas-Fort Worth, TX
ILS V RWY 13R (CONVERGING), ORIG


Requesting approval for KDFW ILS V RWY 13R (CONVERGING) to utilize an A-RNP missed approach with XTT less than 1.

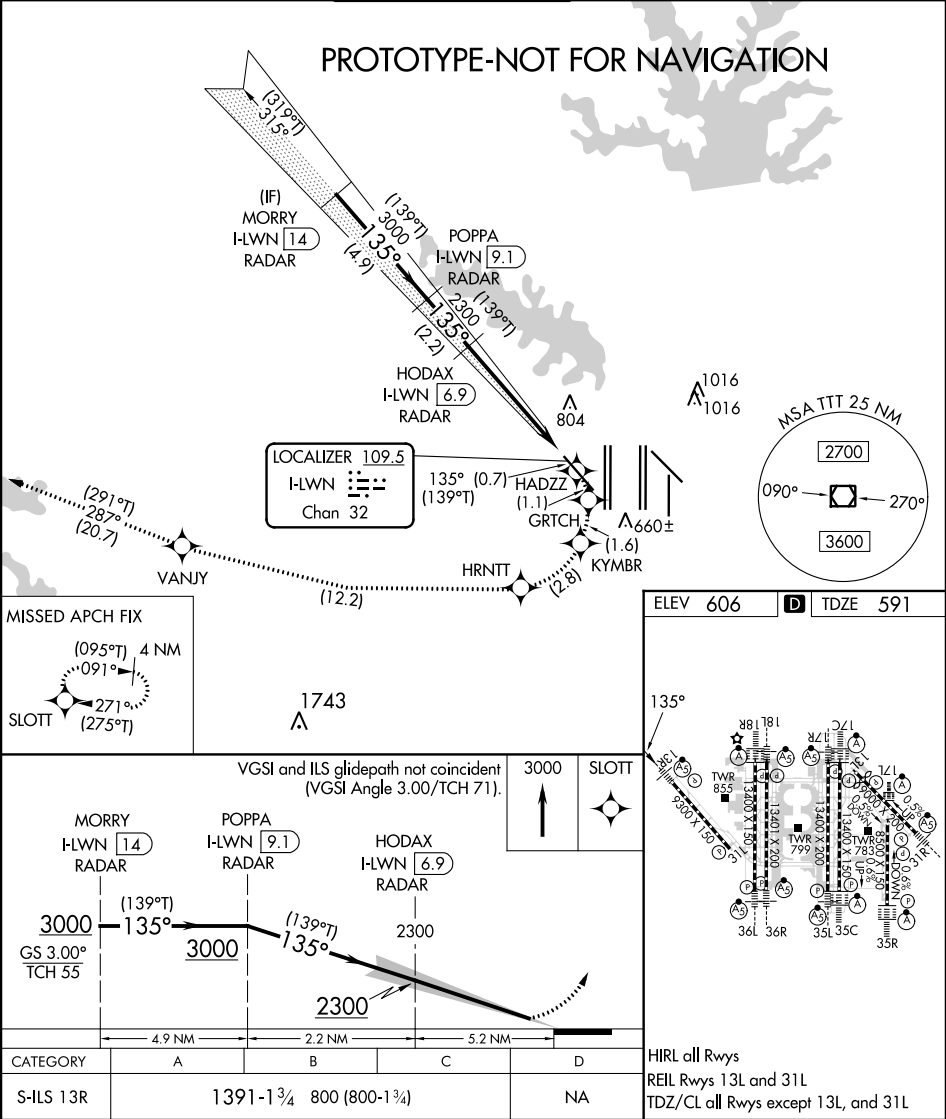
FAAO 8260.58B 4-3-1 states "se of A-RNP missed approach XTT less than one requires Flight Standards approval." At FPT/ATC request, the KDFW ILS V RWY 13R (CONVERGING) missed approach will match that of the already approved KDFW RNAV (RNP) Z RWY 13R missed approach which utilizes an XTT of 0.3 per 8260.58B Table 1-2-1.

LOC/DME I-LWN	APP CRS	Rwy Idg	9300
109.5	135°	TDZE	591
Chan 32		Apt Elev	606

CONVERGING ILS V RWY 13R

DALLAS-FORT WORTH INTL (DFW)

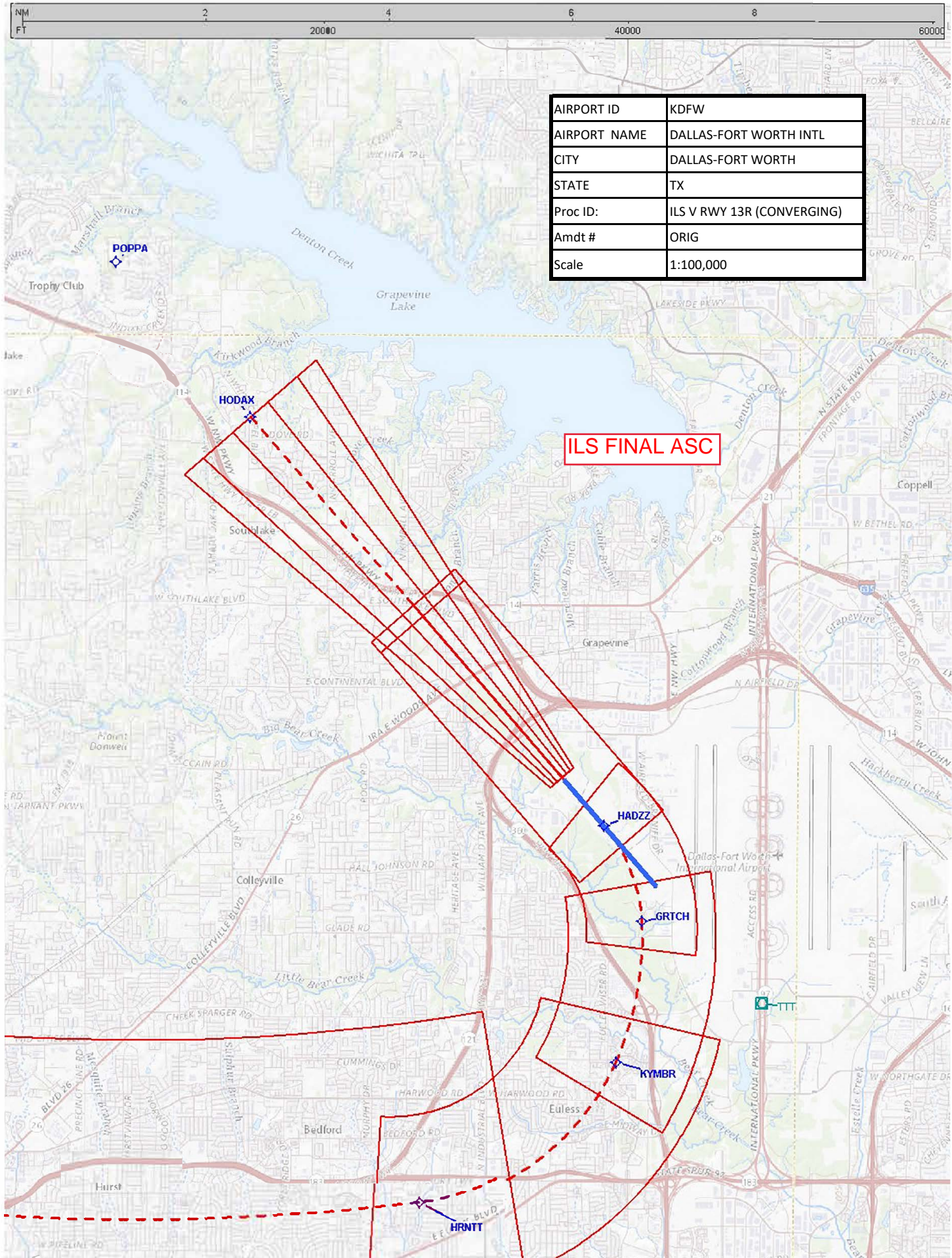
RADAR required for procedure entry. DME or RADAR required. A-RNP - GPS, MIN RNP 0.3.			MALSR 	MISSED APPROACH: (Do not exceed 185K until HRNTT) Climbo 3000 on the RNAV missed approach route to SLOTT and hold.	
For inop ALS, increase S-ILS 13R all Cats visibility to 2 ½ SM. Simultaneous approach authorized with Converging ILS Rwy 18L, Converging ILS Rwy 18R, Converging ILR Rwy 17C, and Converging ILS Rwy 17R. Use of FD or AP required.					
D-ATIS ARR 123.775 DEP 135.925	REGIONAL APP CON 133.15 118.1	DFW TOWER 126.55 127.5 EAST 124.15 134.9 WEST	GND CON 121.65 121.8 EAST 121.85 WEST	CLNC DEL 128.25	CPDLC





AIRPORT ID	KDFW
AIRPORT NAME	DALLAS-FORT WORTH INTL
CITY	DALLAS-FORT WORTH
STATE	TX
Proc ID:	ILS V RWY 13R (CONVERGING)
Amdt #	ORIG
Scale	1:100,000

ILS FINAL ASC



AIRPORT ID	KDFW
AIRPORT NAME	DALLAS-FORT WORTH INTL
CITY	DALLAS-FORT WORTH
STATE	TX
Proc ID:	ILS V RWY 13R (CONVERGING)
Amdt #	ORIG
Scale	1:500,000

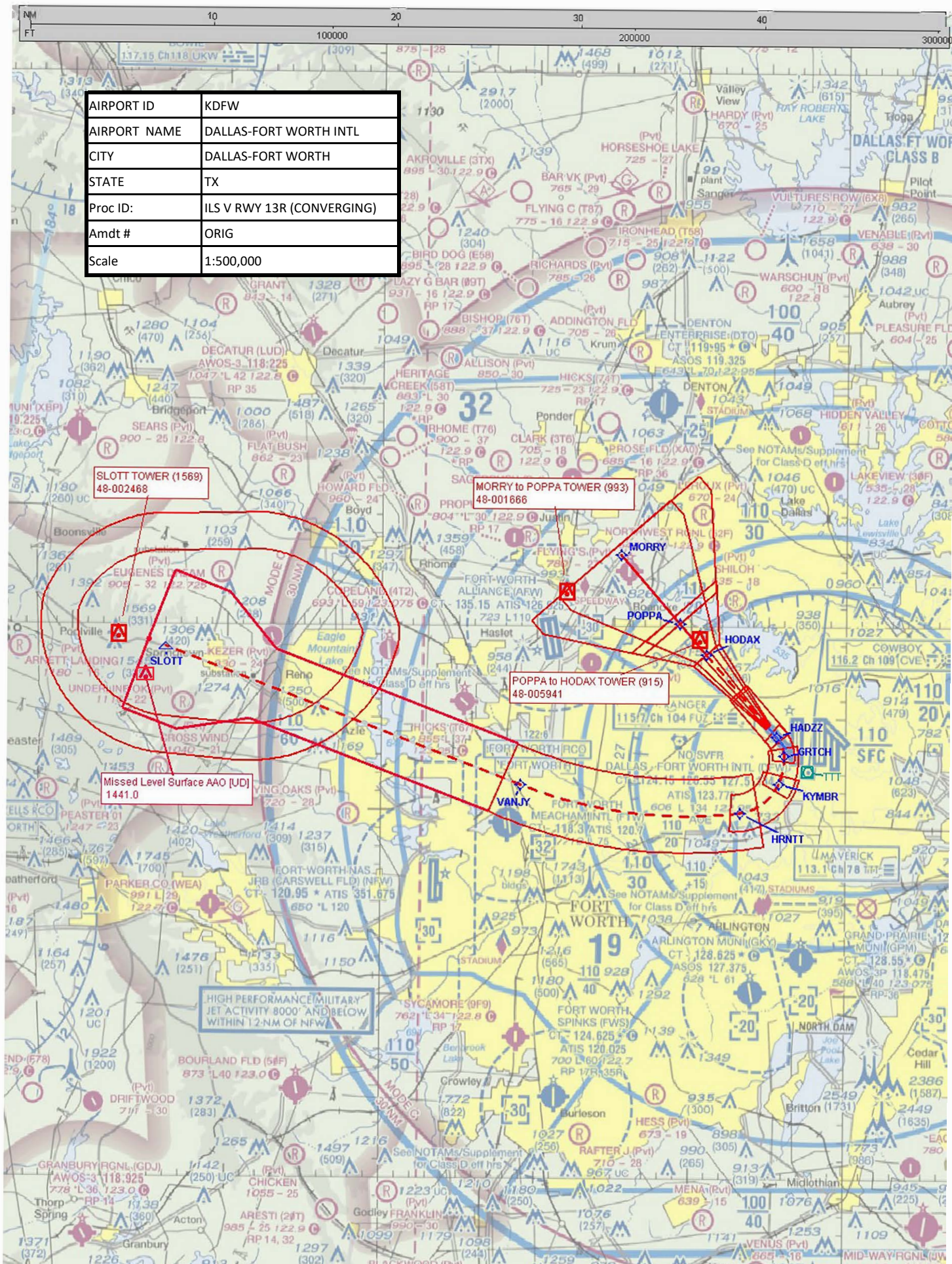
SLOTT TOWER (1569)
48-002468

MORRY to POPPA TOWER (993)
48-001666

POPPA to HODAX TOWER (915)
48-005941

Missed Level Surface AAO [UD]
1441.0

HIGH PERFORMANCE MILITARY
JET ACTIVITY 8000' AND BELOW
WITHIN 12-NM OF NFW



Federal Aviation Administration Categorical Exclusion Declaration

Date: 01/06/22

IFP: Inkman Jr, Thomas (thomas.inkman@faa.gov)

Airport Contact: -

Request ID: KDFW_21929

Single or Multiple Procedure: Multiple

Procedure Name(s): CONVERGING ILS V RWY 13R CONVERGING ILS Z RWY 13R CONVERGING ILS RWY 17C CONVERGING ILS RWY 17R CONVERGING ILS RWY 18L CONVERGING ILS RWY 18R

Procedure Request Description:

The following procedures for Dallas-Fort Worth International Airport, DFW, have proposed amendments described below. The procedures to be amended are:

CONVERGING ILS V RWY 13R
CONVERGING ILS Z RWY 13R
CONVERGING ILS RWY 17C
CONVERGING ILS RWY 17R
CONVERGING ILS RWY 18L
CONVERGING ILS RWY 18R

Procedure Description:

The CONVERGING ILS RWY 13R at DFW is being amended to change the conventional missed approach procedure to an Advanced Required Navigation Performance (A-RNP) missed approach procedure. This is the same A-RNP missed approach procedure that is published on the current RNAV (RNP) Z RWY 13R procedure, which is in use today. The new A-RNP missed approach procedure will follow the exact same ground track, waypoints, and altitudes, so there will be no change in those aspects of the missed approach procedure. The proposed change is to the type of navigation equipment required to fly the missed approach procedure, and the procedure name will change to CONVERGING ILS V RWY 13R. Because there will be a conventional equipment based ILS procedure and an A-RNP equipped ILS procedure, the conventional only ILS procedure will be renamed CONVERGING ILS Z RWY 13R. The CONVERGING ILS RWY 17C, CONVERGING ILS RWY 17R, CONVERGING ILS RWY 18L, and CONVERGING ILS RWY 18R procedures will require amendments in order to change procedure notes that identify the new "V" and "Z" procedures for RWY 13R. No other changes will be made to these flight procedures. The attachments show the required note change.

Procedure Benefit:

With these procedure amendments, an operational benefit is satisfied for DFW by allowing Airport Operations to reach their goal of increasing efficiency and capacity at the airport and possibly mitigate the Converging Runway Operations (CRO) concerns at the airport.

Procedure Need:

The amendment of these procedures is based on a request from American Airlines with the agreement of the D10 Approach Control at DFW to modify the existing CONVERGING ILS RWY 13R in order to add the A-RNP missed approach procedure. In addition, FAA Flight Standards and AIS Quality Control both concur with the amendment of these procedures.

Declaration of Exclusion:

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1.

Basis for this Determination:

This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.

The applicable Categorical Exclusion is:

5-6.5.i: Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima. For modifications to air traffic procedures at or above 3,000 feet AGL, the Noise Screening Tool (NST) or other FAA-approved environmental screening methodology should be applied. (ATO, AVS)

The above flight procedure has been developed within the accepted parameters.

Concurrence/Reviewed By: **ROBERTO I RAMOS** Digitally signed by ROBERTO I RAMOS
Date: 2022.01.06 10:47:04 -06'00' Date: _____

Title: Robb Ramos, Environmental Protection Specialist
ATO Central Service Center, Operations Support Group, AJV-C25

Approved By: **CHRISTOPHER L SOUTHERLAND** Digitally signed by CHRISTOPHER L SOUTHERLAND
Date: 2022.01.07 09:52:03 -06'00' Date: _____

Title: Christopher L. Southerland, Manager
ATO Central Service Center, Operations Support Group, AJV-C2