

**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> DFW	<u>PROCEDURE NAME</u> ILS V RWY 13R (CONVERGING)	<u>ORIGINAL/AMENDMENT</u> 7B	<u>CITY</u> DALLAS-FORT WORTH	<u>STATE</u> TX
<u>AIRPORT ELEVATION</u> 606	<u>TDZE</u> 591	<u>SUPERSEDED</u> ILS RWY 13R (CONVERGING)	<u>ORIGINAL/AMENDMENT</u> 7A	<u>DATED</u> 09/18/2014
<u>FACILITY</u> I-LWN	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 4E
				<u>EPOCH YEAR</u> 2010

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
MORRY/I-LWN 14.00 DME/RADAR	IF	POPPA/I-LWN 9.10 DME/RADAR					135.04 (I-LWN)	4.90	3000
POPPA/I-LWN 9.10 DME/RADAR		HODAX/I-LWN 6.88 DME/RADAR					135.04 (I-LWN)	2.22	2300

MISSED APPROACH

MAP:
ILS: DA

MISSED APPROACH INSTRUCTIONS:

CLIMBING RIGHT TURN TO 3000 ON HEADING 230 AND TTT VOR/DME R-275 TO SLOTT/TTT 35.62 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMBING RIGHT TURN TO 3000 DIRECT FUZ VORTAC ON FUZ VORTAC R-275 TO SLOTT/FUZ 28.50 DME AND HOLD.

PROFILE:

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- PROFILE STARTS AT MORRY/I-LWN 14.00 DME/RADAR
- FAC: 135.04 PFAF: HODAX/I-LWN 6.88 DME/RADAR DIST PFAF TO MAP: DIST PFAF TO THLD:
- 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
- DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 1080
- MIN GS INCPT: 2300 GS ALT AT PFAF: OM: MM: IM:
- GS ANGLE: 3.00 34:1 20:1 TCH: 55.0
- MSA FROM: TTT VOR/DME 090-270 3600, 270-090 2700



EQUIPMENT REQUIREMENTS NOTES:

RADAR REQUIRED FOR PROCEDURE ENTRY.

NOTES:

CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
 CHART NOTE: SIMULTANEOUS CONVERGING APPROACH AUTHORIZED WITH CONVERGING ILS RWY 18L/R AND CONVERGING ILS RWY 17C/R.
 CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 13R ALL CATS VISIBILITY TO 2 3/4.

ADDITIONAL FLIGHT DATA:

CHART RANGER (FUZ) VORTAC.
 CHART LOC RWY 18L
 CHART LOC RWY 18R
 CHART LOC RWY 17C
 CHART LOC RWY 17R
 HOLD E, RT, 274.96 INBOUND.
 CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD E SLOTT/FUZ 28.50 DME, RT, 275.16 INBOUND.
 CHART IN PLANVIEW: SLOTT/FUZ 28.50 DME.

MINIMUMS:

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

ALTERNATE: NA CAT A, B 800-2 1/2, CAT C 900-2 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	1401	2 1/2	810	1401	2 1/2	810	1441	2 1/2	850		NA				

CHANGES - REASONS

1. PROCEDURE NAME CHANGED FROM ILS RWY 13R (CONVERGING) TO ILS V RWY 13R (CONVERGING) - IAW 8260.3E PARA 1-6-2.D.(1).
2. AIRPORT ELEVATION CHANGED FROM 607 TO 606 - NEW AIRNAV DATA.
3. CHANGED INOP ALS NOTE FROM CHART NOTE: FOR INOPERATIVE MALSR, INCREASE S-ILS 13R ALL CATS VISIBILITY TO 2 3/4 TO FOR INOPERATIVE ALS, INCREASE S-ILS 13R ALL CATS VISIBILITY TO 2 3/4 - IAW 8260.19J PARA 8-6-12.O.(3)(D).
4. CHANGED PROFILE NOTE FROM VGSI AND ILS GLIDEPATH NOT COINCIDENT TO VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}) - 8260.19J 8-6-10(M).
5. CHANGED CHART PLANVIEW NOTE FROM "RADAR REQUIRED" TO "EQUIPMENT REQUIREMENTS NOTES: RADAR REQUIRED FOR PROCEDURE ENTRY" - IAW 8260.19J 8-6-9(A).



AIRPORT ID
DFW

PROCEDURE NAME
ILS V RWY 13R
(CONVERGING)

ORIGINAL/AMENDMENT
7B

CITY
DALLAS-FORT WORTH

STATE
TX

COORDINATED WITH:

A4A **ALPA** **AOPA** **APA** **HAI** **NBAA**

OTHER: ZFW, REGIONAL APP CON, DFW ATCT, AMGR, ATA

FLIGHT CHECKED BY

PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION

Digitally signed by

ALLAN WILL
Dec 16, 2024

OFFICE

DATE

DEVELOPED BY

WILLIAM D. MELTON

Digitally signed by

RAYMOND R JOHNSON
Dec 16, 2024

OFFICE

AJV-A423

DATE

05/10/2024

APPROVED BY

ALLAN WILL

Digitally signed by

ALLAN WILL
Dec 16, 2024

OFFICE

AJV-A423

DATE

01/16/2025

TITLE

MANAGER



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

<u>AIRPORT ID</u> DFW	<u>PROCEDURE NAME</u> ILS V RWY 13R (CONVERGING)	<u>AMDT NO.</u> 7B	<u>CITY</u> DALLAS-FORT WORTH	<u>STATE</u> TX	<u>AIRPORT ELEVATION</u> 606	<u>FACILITY</u> I-LWN
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PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

<u>FROM</u> MORRY/I-LWN 14.00 DME/RADAR	<u>TO</u> POPPA/I-LWN 9.10 DME/RADAR
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<u>RNP</u>	<u>DISTANCE</u> 4.90	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
1. TOWER (48-001666)	330144.87N/0971804.59W	993	20	3	1A	500				AT1507	3000
2. TERRAIN	330542.00N/0971206.00W	749 (700)								AS1500	2200

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:

INTERMEDIATE

<u>FROM</u> POPPA/I-LWN 9.10 DME/RADAR	<u>TO</u> HODAX/I-LWN 6.88 DME/RADAR
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<u>RNP</u>	<u>DISTANCE</u> 2.22	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
3. TOWER (48-005941)	325909.00N/0970927.00W	911	500	50	5D	500				AT889	2300
4. TERRAIN	325842.00N/0971121.00W	709 (700)								AS1500	2200

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:



AIRPORT ID
DFW

PROCEDURE NAME
ILS V RWY 13R
(CONVERGING)

AMDT NO.
7B

CITY
DALLAS-FORT WORTH

STATE
TX

AIRPORT ELEVATION
606

FACILITY
I-LWN

FINAL: ILS

FROM
GP INTCP

TO
RW13R

RNP

DISTANCE
5.19

PAT

MAP
DA

HAT
810(AB), 850(C)

HMAS

<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>
CAT A:							ASC			AT560	1401
CAT B:							ASC			AT560	1401
CAT C:							ASC			AT600	1441

COMPUTATIONS

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

SEGMENT REMARKS:

AIR TRAFFIC ADJUSTMENTS REQUESTED BY FTW/FPT FOR RADAR VECTORS TO JOIN SIAP AND PREVENT MISSED APPROACH FROM OVERLAPPING THE CONVERGING ILS RWY 18R AND ALLOW SIMULTANEOUS APPROACHES. CAT D NA.

MISSED APPROACH: ILS

FROM
DA

TO
SLOTT/TTT 35.62 DME

RNP

DISTANCE

PAT

MAP

HAT

HMAS
966

<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				3000
5. AAO	325427.00N/0974303.00W	1447	164	98	4E	1000					2500
6. TERRAIN	325427.00N/0974303.00W	1247 (1200)								AS1500	2700

COMPUTATIONS

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

SEGMENT REMARKS:



AIRPORT ID
DFW

PROCEDURE NAME
ILS V RWY 13R
(CONVERGING)

AMDT NO.
7B

CITY
DALLAS-FORT WORTH

STATE
TX

AIRPORT ELEVATION
606

FACILITY
I-LWN

MISSED APPROACH ALTERNATE: ILS

FROM
DA

TO
SLOTT/FUZ 28.50 DME

RNP

DISTANCE

PAT

MAP

HAT

HMAS
966

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3000
5. AAO	325427.00N/0974303.00W	1447	164	98	4E	1000					2500
6. TERRAIN	325427.00N/0974303.00W	1247 (1200)								AS1500	2700

COMPUTATIONS

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

SEGMENT REMARKS:

MSA

CENTER **RADIUS**
TTT VOR/DME 25

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

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

NO VEGETATION ADDED DUE TO FPT REQUEST.



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STATE
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AIRPORT ELEVATION
606

FACILITY
I-LWN

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZFW ARTCC, REGIONAL APP CON, DFW TOWER

WX SERVICE
ASOS

LOCATION
DFW

HRS OPERATION
24

ALTIMETER SOURCE
DFW

DISTANCE
0

WMSCR
Y

ADJUSTMENTS
0

BACK-UP WX SERVICE

LOCATION

HRS OPERATION

ALTIMETER SOURCE

DISTANCE

WMSCR

ADJUSTMENTS

WX REMARKS:

NO BACKUP ALTIMETER REQUIRED, AIRPORT HAS REDUNDANT WEATHER.

PRIMARY NAVAID
I-LWN

MONITOR POINT
DFW ATCT

HRS OPERATION
24

CAT
1

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

GLIDESLOPE ANGLE
3.00

ELEV RWY THRESHOLD
591.0

TCH
55.0

ELEV GS ANTENNA
587.6

DISTANCE FROM RWY
1080

VGSI ANGLE
3.00

TCH
70.7

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD
ON CENTERLINE

FT FROM THRESHOLD
FT FROM CENTERLINE

DISPLACED THRESHOLD DISTANCE

CRITICAL TEMPERATURES



AIRPORT ID
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7B

CITY
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AIRPORT ELEVATION
606

FACILITY
I-LWN

CRITICAL LOW

CRITICAL HIGH

ACT

APT ISA

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.

NO ADDITIONAL AIRSPACE REQUIRED.

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	139.04
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	139.04
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

PART E: PREPARED BY

NAME

WILLIAM D. MELTON

OFFICE

AJV-A423

DATE

05/10/2024

TITLE

AERONAUTICAL INFORMATION SPECIALIST

