

**FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE  
TITLE 14 CFR PART 97.33**

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.

<b>AIRPORT ID</b> DAL	<b>PROCEDURE NAME</b> RNAV (GPS) Y RWY 13R	<b>ORIGINAL/AMENDMENT</b> 1	<b>CITY</b> DALLAS	<b>STATE</b> TX
<b>AIRPORT ELEVATION</b> 487	<b>TDZE</b> 479	<b>SUPERSEDED</b> RNAV (GPS) Y RWY 13R	<b>DATED</b> 09/13/2018	<b>MAG VAR</b> 3E
<b>FACILITY</b> RNAV	<b>COORDINATES OF FACILITIES</b>	<b>ACTUAL EFFECTIVE DATE</b>	<b>REQUIRED EFFECTIVE DATE</b> ROUTINE	<b>EPOCH YEAR</b> 2020
				<b>CANCEL/SUSPEND</b>

**TERMINAL ROUTES**

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
WENOP	IF	APAKE		TF	FB	1.00	265.37	4.21	2400
APAKE		ZOKIV		TF	FB	1.00	202.57	2.40	2000
ZOKIV		LARIH		TF	FB	1.00	142.56	1.20	1800
LARIH		CUVOM		TF	FB	1.00	132.59	1.20	1600
CUVOM	FAF	RW13R	MAP	TF	FO	0.30	132.60	3.38	
RW13R	MAP	679 MSL		CA			132.60		
679 MSL		ECOTO		DF	FB	1.00			
ECOTO		DUMPY		TF	FO	1.00	114.20	16.01	3000

**MISSED APPROACH**

**MAP:**

LPV: DA  
LNAV/VNAV: DA  
LNAV: RW13R

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 3000 DIRECT ECOTO AND ON TRACK 114.20 TO DUMPY AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- PROFILE STARTS AT WENOP
- FAC: 132.60 FAF: CUVOM DIST FAF TO MAP: 3.38 DIST FAF TO THLD: 3.38
- MIN ALT: WENOP 3000, APAKE 2400, ZOKIV 2000, LARIH 1800, CUVOM 1600
- DIST TO THLD FROM OM: MM: IM: 150 HAT: 200 HAT: 0.49 GS ANT: IM:
- MIN GP INCPT: 1600 GP ALT AT PFAF: CUVOM 1600 OM: MM: IM:
- GP ANGLE: 3.00 34:1: IS CLEAR 20:1: IS CLEAR TCH: 47.4
- MSA FROM: RW13R 3600

QUALITY  
8  
CHECKED

**PBN REQUIREMENTS NOTE:**

RNP APCH - GPS.

**EQUIPMENT REQUIREMENTS NOTES:**

RADAR REQUIRED FOR PROCEDURE ENTRY.

**NOTES:**

CHART PROFILE NOTE: VGS1 AND RNAV GLIDEPATH NOT COINCIDENT (VGS1 ANGLE {ANGLE}/TCH {FEET}).  
 CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -8°C OR ABOVE 54°C.  
 CHART SPEED ICON IN PLANVIEW AT APAKE: MAX 180 KIAS.

**ADDITIONAL FLIGHT DATA:**

HOLD SE, RT, 298.00 INBOUND.  
 CHART FAS OBST: 1047 TOWER (48-008398) 325216N/0965525W.  
 CHART VDP AT 2.34 NM TO RW13R.  
 WAAS CHANNEL # 97747  
 REFERENCE PATH ID: W13B  
 CHART MANDATORY 3000 AT WENOP.  
 LTP HAE: 118.5 M

**MINIMUMS:**

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

**ALTERNATE:** NA  STANDARD - CAT C 800-2 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
LPV DA	679	4000	200	679	4000	200	679	4000	200	679	4000	200				
LNAV/VNAV DA	831	5500	352	831	5500	352	831	5500	352	831	5500	352				
LNAV MDA	1280	5500	801	1280	1 1/4	801	1280	2 1/2	801	1280	2 1/2	801				
CIRCLING	1280	1	793	1280	1 1/4	793	1280	2 1/2	793	1520	3	1033				



**CHANGES - REASONS**

1. TERMINAL ROUTES: REMOVED FEEDER SEGMENT AND INITIAL SEGMENT - PER FPT/ATC REQUEST.
2. TERMINAL ROUTES: REDESIGN INTERMEDIATE SEGMENT FROM "BINAY TO CAMSO" TO "WENOP TO APAKE TO ZOKIV TO LARIH TO CUVOM", UPDATED ALL COURSE, DISTANCE AND ALTITUDE INFORMATION - PER FPT/ATC REQUEST.
3. TERMINAL ROUTES: CHANGED FINAL SEGMENT MAP FROM DESPE TO RW13R, COURSE FROM 141.50 TO 132.60, DISTANCE FROM 4.20 TO 3.38 - FAF RELOCATED AND ALIGNED TO FAC BASED ON GPA/TCH, PROCEDURE REDESIGN PER FPT/ATC REQUEST.
4. TERMINAL ROUTES: CHANGED CA LEG ALTITUDE FROM 887 MSL TO 679 MSL AND SEGMENT COURSE FROM 141.50 TO 132.60 - BASED ON LPV MINS AND FAC.
5. TERMINAL ROUTES: CHANGED ECOTO TO DUMPY SEGMENT COURSE FROM 111.52 TO 114.20 AND DISTANCE FROM 16.55 TO 16.01 - FAVKU RELOCATED PER PROCEDURE REDESIGN REQUIREMENTS.
6. MAP: ADDED LPV: DA AND LNAV/VNAV: DA - ADDED LPV AND LNAV/VNAV MIN LINES PER FPT/ATC REQUEST.
7. MISSED APPROACH INSTRUCTIONS: CHANGED FROM "CLIMB TO 5000 DIRECT ECOTO AND ON TRACK 111.52 TO DUMPY AND HOLD" TO "CLIMB TO 3000 DIRECT ECOTO AND ON TRACK 114.20 TO DUMPY AND HOLD" - ECOTO RELOCATED PER PROCEDURE REDESIGN REQUIREMENTS AND ALTITUDE LOWERED PER FPT/ATC REQUEST.
8. PROFILE LINE 2: CHANGED FROM "PROFILE STARTS AT BINAY" TO "PROFILE STARTS AT WENOP" - PROCEDURE REDESIGN PER FPT/ATC REQUEST.
9. PROFILE LINE 3: CHANGED FAC FROM 141.50 TO 132.60 AND DIST FAF TO MAP/DIST FAF TO THLD FROM 4.20 TO 3.38 - FAF RELOCATED PER FPT REQUEST AND BASED ON GPA/TCH.
10. PROFILE LINE 4: MIN ALT CHANGED FROM "BINAY 2300, CAMSO 2000" TO "WENOP 3000, APAKE 2400, ZOKIV 2000, LARIH 1800, CUVOM 1600" - PROCEDURE REDESIGN PER FPT/ATC REQUEST.
11. PROFILE LINE 5: ADDED "200 HAT: 0.49" - PER 8260.19K, PARA 8-6-7E(3).
12. PROFILE LINE 6: ADDED MIN GP INCPT: 1600 AND GP ALT AT PFAF: CUVOM 1600 - ADDED LPV AND LNAV/VNAV MINS PER FPT/ATC REQUEST, PER 8260.19K, PARA 8-6-7F(1).
13. PROFILE LINE 7: ADDED GP ANGLE: 3.00 AND TCH: 47.4 - ADDED PRECISION MINS PER ATC REQUEST.
14. EQUIPMENT REQUIREMENTS NOTES: ADDED "RADAR REQUIRED FOR PROCEDURE ENTRY" - THE IF IS THE FIRST POINT OF ENTRY FOR THE PROCEDURE, 8260.19K, PARA 8-6-9A(1).
15. ADDED "CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -8°C OR ABOVE 54°C" - ADDED LNAV/VNAV MINS PER FPT/ATC REQUEST, 8260.19K, PARA 8-6-10R.
16. ADDED "CHART SPEED ICON IN PLANVIEW AT APAKE: MAX 180 KIAS" - SPEED RESTRICTIONS PER FPT/ATC REQUEST, 8260.19K, PARA 4-6-10G.
17. ADDITIONAL FLIGHT DATA: CHANGED CHART FAS OBST FROM "782 TOWER (48-032953) 325442N/0965332W" TO "1047 TOWER (48-008398) 325216N/0965525W" - NEW CONTROLLING OBSTACLE.
18. ADDITIONAL FLIGHT DATA: REMOVED "CHART PLANVIEW NOTE: FINAL APPROACH COURSE OFFSET 8.91 DEGREES" - PROCEDURE REDESIGNED AND FAC ALIGNED TO RWY.
19. ADDITIONAL FLIGHT DATA: CHANGED FROM "CHART VDP AT 0.74 NM TO DESPE" TO "CHART VDP AT 2.34 NM TO RW13R" - FAF RELOCATED BASED ON GPA/TCH.
20. ADDITIONAL FLIGHT DATA: REMOVED "CHART: 782 TOWER 325442N/0965332W" - NO LONGER APPLICABLE.
21. ADDITIONAL FLIGHT DATA: REMOVED "CAMSO TO RW13R: 2.96/53" - ADDED LPV & LNAV/VNAV MINS TO PROCEDURE, PER 8260.19K, PARA 8-6-11O(1).
22. ADDITIONAL FLIGHT DATA: REMOVED "CHART CIRCLING ICON" - NO LONGER REQUIRED.
23. ADDITIONAL FLIGHT DATA: ADDED "WAAS CHANNEL #97747", "REFERENCE PATH ID: W13B" AND "LTP HAE: 118.5 M" - ADDED LPV MINS TO PROCEDURE, PER 8260.19K, PARA 8-6-11J.
24. ADDITIONAL FLIGHT DATA: ADDED "CHART MANDATORY 3000 AT WENOP" - PER FPT/ATC REQUEST.
25. CHANGED ALTERNATE MINS FROM "STANDARD - CAT D 1100-3" TO "STANDARD - CAT C 800-2 1/4, CAT D 1100-3" - PER 8260.3G UPDATED VIS TABLES.
26. ADDED LPV AND LNAV/VNAV MINS - PER FPT/ATC REQUEST.
27. CHANGED LNAV ALL CATS MDA/HAT FROM 920/441 TO 1280/801, CAT B VISIBILITY FROM 5500 TO 1 1/4 SM, CATS C AND D FROM 1/38 SM TO 2 1/2 SM - NEW CONTROLLING OBSTACLE INCREASES MDA/HAT, PER 8260.3G UPDATED VIS TABLES.
28. CHANGED CIRCLING CAT A MDA/HAA FROM 1080/593 TO 1280/793, CAT B MDA/HAA FROM 1140/653 TO 1280/793, CAT C MDA/HAA FROM 1220/733 TO 1280/793 AND CAT B VISIBILITY FROM 1 SM TO 1 1/4 SM, CAT C VISIBILITY FROM 2 SM TO 2 1/2 SM - BASED ON LNAV MINS, CAT C NEW CONTROLLING OBSTACLE, INCORPORATED NOTAM FDC 5/3067, PER UPDATED 8260.3G UPDATED VIS TABLES.
29. ADDED FAS DATA BLOCK INFORMATION PAGE - ADDED LPV MINS TO PROCEDURE.

**COORDINATED WITH:**

**A4A**
 **ALPA**
 **AOPA**
 **APA**
 **HAI**
 **NBAA**
**OTHER:** ZFW, LONE STAR APP CON, DAL ATCT, DFW ATCT, AMGR

**FLIGHT CHECKED BY**

MICHAEL S MILLER  
Jan 14, 2026

*Digitally signed by*  
**CASIMIR L TABAKA**

**OFFICE**

AJF

**DATE**

01/13/2026

**DEVELOPED BY**

CASIMIR L. TABAKA (SILVIA YOUNG)

*Digitally signed by*  
**CASIMIR L TABAKA**

Jan 14, 2026

**OFFICE**

AJV-A432

**DATE**

09/12/2025

**APPROVED BY**

CASIMIR L. TABAKA

*Digitally signed by*  
**CASIMIR L TABAKA**

Jan 14, 2026

**OFFICE**

AJV-A432

**DATE**

**TITLE**  
MANAGER



FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KDAL
RUNWAY	RW13R
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	Y
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W13B
LTP/FTP LATITUDE	325101.2840N
LTP/FTP LONGITUDE	0965144.4155W
LTP/FTP ELLIPSOIDAL HEIGHT	+01185
FPAP LATITUDE	324957.4675N
FPAP LONGITUDE	0965030.4615W
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 2B0CA051

ADDITIONAL PATH POINT RECORD INFORMATION

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



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

<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>
DAL	RNAV (GPS) Y RWY 13R	1	DALLAS	TX	487	RNAV

**PART A: OBSTRUCTION DATA SEGMENTS**

**INTERMEDIATE**

**FROM** WENOP **TO** APAKE

**RNP** 1.00      **DISTANCE** 4.21      **PAT**      **MAP**      **HAT**      **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>
BUILDING (48-005219)	325540.81N/0964919.57W	975	20	3	1A	500				AT925	2400
TERRAIN	325915.00N/0965042.00W	675 (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** APAKE **TO** ZOKIV

**RNP** 1.00      **DISTANCE** 2.40      **PAT**      **MAP**      **HAT**      **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>
TOWER (48-003899)	325638.53N/0965624.48W	914	50	20	2C	500				AT586	2000
TERRAIN	325545.00N/0965812.00W	554 (600)								AS1000	1600

**COMPUTATIONS**

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

**SEGMENT REMARKS:**



**AIRPORT ID**  
DAL

**PROCEDURE NAME**  
RNAV (GPS) Y RWY 13R

**AMDT NO.**  
1

**CITY**  
DALLAS

**STATE**  
TX

**AIRPORT ELEVATION**  
487

**FACILITY**  
RNAV

**INTERMEDIATE: STEPDOWN**

**FROM**  
ZOKIV **TO**  
LARIH

**RNP** **DISTANCE** **PAT** **MAP** **HAT** **HMAS**  
1.00 1.20

<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 (48-032953)	325441.73N/0965332.03W	782	500	50	5D	500				AT518	1800
TERRAIN	325506.00N/0965833.00W	534 (500)								AS1000	1500

**COMPUTATIONS**

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

**SEGMENT REMARKS:**

**INTERMEDIATE: STEPDOWN**

**FROM**  
LARIH **TO**  
CUVOM

**RNP** **DISTANCE** **PAT** **MAP** **HAT** **HMAS**  
1.00 1.20

<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 (48-032953)	325441.73N/0965332.03W	782	500	50	5D	500				AT318	1600
TERRAIN	325430.00N/0965342.00W	505 (500)								AS1000	1500

**COMPUTATIONS**

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

**SEGMENT REMARKS:**



**AIRPORT ID**  
DAL

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RNAV (GPS) Y RWY 13R

**AMDT NO.**  
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**STATE**  
TX

**AIRPORT ELEVATION**  
487

**FACILITY**  
RNAV

**FINAL: LPV**

**FROM** CUVOM **TO** RW13R

**RNP** 0.30 **DISTANCE** 3.38 **PAT** **MAP** DA **HAT** 200 **HMAS**

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				679

**COMPUTATIONS**

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

**SEGMENT REMARKS:**

**FINAL: LNAV/VNAV**

**FROM** CUVOM **TO** RW13R

**RNP** 0.30 **DISTANCE** 3.38 **PAT** **MAP** DA **HAT** 352 **HMAS**

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (48-014766)	325113.15N/0965252.40W	620	250	50	4D	161				AC50	831

**COMPUTATIONS**

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

**SEGMENT REMARKS:**

**FINAL: LNAV**

**FROM** CUVOM **TO** RW13R

**RNP** 0.30 **DISTANCE** 3.38 **PAT** **MAP** RW13R **HAT** 801 **HMAS**

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (48-008398)	325215.51N/0965524.76W	1047	20	3	1A	250				SA-24	1280

**COMPUTATIONS**

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

**SEGMENT REMARKS:**



**AIRPORT ID**  
DAL

**PROCEDURE NAME**  
RNAV (GPS) Y RWY 13R

**AMDT NO.**  
1

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DALLAS

**STATE**  
TX

**AIRPORT ELEVATION**  
487

**FACILITY**  
RNAV

**MISSED APPROACH: LPV**

**FROM** DA **TO** DUMPY

**RNP** 0.30 **DISTANCE** **PAT** **MAP** **HAT** **HMAS** 513

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3000
BUILDING (48-004928)	324648.00N/0964814.00W	1368	50	3	2A	1000					2400
TERRAIN	324824.00N/0964515.00W	561 (600)								AS1500	2100

**COMPUTATIONS**

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

**SEGMENT REMARKS:**

**MISSED APPROACH: LNAV/VNAV**

**FROM** DA **TO** DUMPY

**RNP** 0.30 **DISTANCE** **PAT** **MAP** **HAT** **HMAS** 670

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3000
BUILDING (48-004928)	324648.00N/0964814.00W	1368	50	3	2A	1000					2400
TERRAIN	324824.00N/0964515.00W	561 (600)								AS1500	2100

**COMPUTATIONS**

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

**SEGMENT REMARKS:**



**MISSED APPROACH: LNAV**

**FROM** RW13R **TO** DUMPY

**RNP**  
0.30-1.00

**DISTANCE**

**PAT**

**MAP**

**HAT**

**HMAS**  
1180

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3000
BUILDING (48-004928)	324648.00N/0964814.00W	1368	50	3	2A	1000					2400
TERRAIN	324824.00N/0964515.00W	561 (600)								AS1500	2100

**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

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
BUILDING (48-028166)	324911.62N/0965035.00W	1.30	793	700	20	3	1A	300		SI	1280
CATEGORY B											
BUILDING (48-031532)	324846.81N/0965010.69W	1.82	793	790	500	50	5D	300		SI	1280
CATEGORY C											
BLDG (2022-ASW-3979-OE)	324921.23N/0964729.65W	2.86	793	970	50	20	2C	300			1280
CATEGORY D											
BUILDING (48-005563)	324716.78N/0964748.08W	3.74	1033	1203	50	3	2A	300			1520

**CIRCLING REMARKS:**

CAT C: A HOTEL IS CURRENTLY BEING BUILT (STUDY 2022-ASW-3979-ASW AMONG MANY OTHER STUDIES). THE PROPONENT FILED A 7460 PART-1 IN OCTOBER 2023 STATING THAT CONSTRUCTION HAS STARTED, BUT THEY HAVE NOT YET FILED A 7460 PART-2 STATING THAT THE BUILDING HAS REACHED ITS GREATEST HEIGHT. ONCE COMPLETE IT WILL BE 970' AMSL AND THE HIGHEST BUILDING IN THE AREA. THERE IS A VALID 2C SURVEY ATTACHED TO THE STUDY, SO ONCE A 7460 PART-2 IS RECEIVED THE BUILDING WILL BE ADDED TO THE OAS WITH A 2C. THE OTHER BUILDINGS IN THE AREA ARE IN THE OAS AS CONSTRUCTED OBSTACLES.



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**AIRPORT ELEVATION**  
487

**FACILITY**  
RNAV

**MSA**

**CENTER** RW13R      **RADIUS** 25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (48-008489)	323502.67N/0965748.75W	195	16.7	2549	50	20	2C	1000			3600

**MSA REMARKS:**

**NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:**

**PART B: SUPPLEMENTAL DATA**

**COMMUNICATIONS WITH**

DAL TOWER, ZFW ARTCC, D10 APP CON

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
ASOS	DAL	24	DAL		Y	0

<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>

**WX REMARKS:**

BACKUP ALTIMETER SOURCE NOT UTILIZED. KDAL HAS REDUNDANT WEATHER SOURCING.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW13L - MALSR, TDZ, HIRL, C/LINE, PAPI-4R	PIR-G	APPROACH, ROLL OUT
RW13R - C/LINE, HIRL, PAPI-4R	PIR-G	APPROACH, MIDPOINT
RW31L - MALSR, TDZ, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT
RW31R - MALSR, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, ROLL OUT

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
3.00	476.4	47.4			3.00	52.2

**FINAL APPROACH COURSE AIMING**

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	489
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>
-8C	+54C	-8C	+14.04C

**CRITICAL TEMPERATURE REMARKS:**



**AIRPORT ID**  
DAL

**PROCEDURE NAME**  
RNAV (GPS) Y RWY 13R

**AMDT NO.**  
1

**CITY**  
DALLAS

**STATE**  
TX

**AIRPORT ELEVATION**  
487

**FACILITY**  
RNAV

AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2020-2024).  
CRITICAL LOW TEMPERATURE BASED ON ACT.  
DESCENT RATE (FPM): STANDARD TEMP 961 HIGH TEMP 1268.

**"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:**

PRECIPITOUS TERRAIN EVALUATION COMPLETED.  
100FT VEGETATION USED PER FPT.

APPROVAL LETTER FOR APPLICATION OF MANDATORY ALTITUDES - 3000 AT IF WENOP.  
RNAV (GPS) RWY 13R GPA/TCH 3.00/47.4 USED PER FPT/ATC TO MIRROR ILS OR LOC RWY 13R.  
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

**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	
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	3.07
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	1.84
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	135.60
DISTANCE FROM	THLD	TO 1500FT POINT	500
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	10.79
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	4.00
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	268.37
			700

**THRESHOLD COORDINATES (IF STR-IN)** 325101.28N/0965144.42W  
**ARP COORDINATES** 325045.40N/0965103.16W  
**RUNWAY APCH END AND DIST FURTHEST FROM ARP** RUNWAY 31L DISTANCE 0.81 NM  
**FAF COORDINATES** 325326.47N/0965432.83W  
**FIX NAME COORDINATES**

**REMARKS**

THLD DISPLACED 489FT, ACTUAL COORDINATES: 325104.74N/0965148.42W

**PART E: PREPARED BY**

**NAME**  
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**OFFICE**  
AJV-A432

**DATE**  
09/12/2025

**TITLE**  
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