

**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.

AIRPORT ID DAL	PROCEDURE NAME ILS OR LOC RWY 31L	ORIGINAL/AMENDMENT 23A	CITY DALLAS	STATE TX
AIRPORT ELEVATION 487	TDZE 477	SUPERSEDED ILS OR LOC RWY 31L	ORIGINAL/AMENDMENT 23	DATED 12/29/2022
FACILITY I-LVF	COORDINATES OF FACILITIES	ACTUAL EFFECTIVE DATE	REQUIRED EFFECTIVE DATE ROUTINE	MAG VAR 3E
				EPOCH YEAR 2020
				CANCEL/SUSPEND

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
MYLES/I-LVF 14.85 DME/RADAR	IF	JAKID/I-LVF 4.93 DME/RADAR					312.63 (I-LVF)	9.92	2200

MISSED APPROACH

MAP:
ILS: DA
LOC: I-LVF 0.18 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 4000 DIRECT CVE VOR/DME AND ON CVE R-016 TO TADDI/CVE 32.54 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 TO FINGR/TTT 42.74 DME AND HOLD.

PROFILE:

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- PROFILE STARTS AT MYLES/I-LVF 14.85 DME/RADAR
- FAC:** 312.63 **FAF:** JAKID/I-LVF 4.93 DME/RADAR **DIST FAF TO MAP:** **DIST FAF TO THLD:** 5.10
- MIN ALT:** MYLES/I-LVF 14.85 DME/RADAR 2500, JAKID/I-LVF 4.93 DME/RADAR 2200, ENTRA/I-LVF 2.85 DME 1520
- DIST TO THLD FROM OM:** **MM:** **IM:** **150 HAT:** **GS ANT:** 1019
- MIN GS INCPT:** 2200 **GS ALT AT PFAF:** JAKID/I-LVF 4.93 DME/RADAR 2200 **OM:** **MM:** **IM:**
- GS ANGLE:** 3.08 **34:1:** **20:1:** **TCH:** 54.9
- MSA FROM:** CVE VOR/DME 090-270 3600, 270-090 2700



EQUIPMENT REQUIREMENTS NOTES:

RADAR REQUIRED FOR PROCEDURE ENTRY.
DME REQUIRED.

NOTES:

CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.

ADDITIONAL FLIGHT DATA:

CHART IN PROFILE VIEW: I-LVF DME ANTENNA
HOLD S, RT, 016.41 INBOUND.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD SW FINGR/TTT 42.74 DME, LT, 050.29 INBOUND.
CHART FAS OBST: 1037 BUILDING (48-025223) 324722N/0964800W.
CHART VDP AT 2.28 DME.
DISTANCE VDP TO THLD 2.46 NM.
CHART IN PLANVIEW: FINGR/TTT 42.74 DME.

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
S-ILS 31L	677	1800	200	677	1800	200	677	1800	200	677	1800	200			
S-LOC 31L	1340	2400	863	1340	4000	863	1340	2	863	1340	2	863			
CIRCLING	1340	1 1/4	853	1340	1 1/4	853	1340	2 1/2	853	1520	3	1033			

CHANGES - REASONS

1. PROFILE LINE 7: CHANGED TCH FROM 54.8 TO 54.9 - CORRECTED ROUNDING FROM 54.856.
2. ADDITIONAL FLIGHT INFO: REMOVED "CHART CIRCLING ICON" - NO LONGER REQUIRED.
3. INCORPORATED T-NOTAM FDC 5/3067 - REQUIRED IAW 8260.19K, 8-3-4C(3).



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ORIGINAL/AMENDMENT
23A

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TX

COORDINATED WITH:

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

OTHER: ZFW, REGIONAL APP CON, DAL ATCT, AMGR

FLIGHT CHECKED BY

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

OFFICE

DATE

Digitally signed by
CASIMIR L TABAKA

DEVELOPED BY

CASIMIR L. TABAKA (SILVIA YOUNG)

Digitally signed by
CASIMIR L TABAKA
Mar 04, 2026

Mar 04, 2026

OFFICE

AJV-A432

DATE

09/24/2025

APPROVED BY

CASIMIR L. TABAKA

Digitally signed by
CASIMIR L TABAKA
Mar 04, 2026

OFFICE

AJV-A432

DATE

04/09/2026

TITLE

MANAGER



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

<u>AIRPORT ID</u> DAL	<u>PROCEDURE NAME</u> ILS OR LOC RWY 31L	<u>AMDT NO.</u> 23A	<u>CITY</u> DALLAS	<u>STATE</u> TX	<u>AIRPORT ELEVATION</u> 487	<u>FACILITY</u> I-LVF
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PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

<u>FROM</u> MYLES/I-LVF 14.85 DME/RADAR	<u>TO</u> JAKID/I-LVF 4.93 DME/RADAR
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<u>RNP</u>	<u>DISTANCE</u> 9.92	<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
TOWER (48-000369)	324642.00N/0964529.00W	1049	250	50	4D	500				AT651	2200
TERRAIN	324048.00N/0964309.00W	531 (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

<u>FROM</u> JAKID/I-LVF 4.93 DME/RADAR	<u>TO</u> RW31L
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<u>RNP</u>	<u>DISTANCE</u> 5.10	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 200	<u>HMAS</u>
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OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				677

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:



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I-LVF

MISSED APPROACH: ILS

FROM
DA

TO
TADDI/CVE 32.54 DME

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**
507

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				4000
TOWER (48-005493)	330923.63N/0964247.92W	1542	250	50	4D	1000					1600
TERRAIN	332436.00N/0964233.00W	823 (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
I-LVF 0.18 DME

TO
TADDI/CVE 32.54 DME

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**
1090

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				4000
TOWER (48-005493)	330923.63N/0964247.92W	1542	250	50	4D	1000					1600
TERRAIN	332436.00N/0964233.00W	823 (800)								AS1500	2300

COMPUTATIONS

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

SEGMENT REMARKS:



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MISSED APPROACH ALTERNATE: ILS

FROM
DA

TO
FINGR/TTT 42.74 DME

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**
507

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				5000
TOWER (48-009753)	331633.16N/0962207.53W	1280	250	50	4D	1000					2300
TERRAIN	330524.00N/0964600.00W	784 (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
I-LVF 0.18 DME

TO
FINGR/TTT 42.74 DME

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**
1090

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				5000
TOWER (48-009753)	331633.16N/0962207.53W	1280	250	50	4D	1000					2300
TERRAIN	330524.00N/0964600.00W	784 (800)								AS1500	2300

COMPUTATIONS

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

SEGMENT REMARKS:



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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											
BUILDING (48-028166)	324911.62N/0965035.00W	1.30	853	700	20	3	1A	300		SI	1340
CATEGORY B											
BUILDING (48-031532)	324846.81N/0965010.69W	1.82	853	790	500	50	5D	300		SI/AC50	1340
CATEGORY C											
TOWER (48-012367)	325157.10N/0964750.40W	2.86	853	887	500	50	5D	300		SI/AC50 XP43	1340
CATEGORY D											
BUILDING (48-005563)	324716.78N/0964748.08W	3.74	1033	1203	50	3	2A	300			1520

CIRCLING REMARKS:

XP43 FOR 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.

MSA

CENTER RADIUS
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	TOWER (48-008489)	323502.67N/0965748.75W	183	18.6	2549	50	20	2C	1000			3600
270-090	TOWER (48-012293)	331941.70N/0970358.10W	337	27.5	1661	50	20	2C	1000			2700

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

DAL TOWER, REGIONAL APP CON, ZFW ARTCC

<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 NOT ESTABLISHED, AIRPORT HAS REDUNDANT WEATHER SOURCING.



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FACILITY
I-LVF

PRIMARY NAVAID
I-LVF

MONITOR POINT
DAL ATCT

HRS OPERATION
24

CAT
1

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

GLIDESLOPE ANGLE
3.08

ELEV RWY THRESHOLD
476.4

TCH
54.9

ELEV GS ANTENNA
471.8

DISTANCE FROM RWY
1019

VGSI ANGLE
3.08

TCH
55.1

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD
ON CENTERLINE

FT FROM THRESHOLD
FT FROM CENTERLINE

DISPLACED THRESHOLD DISTANCE

CRITICAL TEMPERATURES

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:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

100FT VEGETATION USED PER FPT.

3.08 DEGREE GPA USED FOR OBSTACLE CLEARANCE; DOES NOT EXCEED THE MAXIMUM CAT D GPA OF 3.50 AS PRESCRIBED IN 8260.3G, TABLE 2-6-1.

BUILDING (2022-ASW-3979-OE) - 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. ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



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FACILITY
I-LVF

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	2.96
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.86
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	315.63
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	500
DISTANCE FROM	THLD	TO 1500FT POINT	4.70
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.23
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	315.63
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	500

THRESHOLD COORDINATES (IF STR-IN)	325002.50N/0965036.30W
ARP COORDINATES	325045.40N/0965103.16W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 31L DISTANCE 0.81 NM
FAF COORDINATES	324623.10N/0964622.32W
FIX NAME COORDINATES	

REMARKS

PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
CASIMIR L. TABAKA (SILVIA YOUNG)	AJV-A432	09/24/2025	AERONAUTICAL INFORMATION SPECIALIST

