

**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> DAL	<u>PROCEDURE NAME</u> ILS OR LOC RWY 13R	<u>ORIGINAL/AMENDMENT</u> 6D	<u>CITY</u> DALLAS	<u>STATE</u> TX
<u>AIRPORT ELEVATION</u> 487	<u>TDZE</u> 479	<u>SUPERSEDED</u> ILS OR LOC RWY 13R	<u>ORIGINAL/AMENDMENT</u> 6C	<u>DATED</u> 12/26/2024
<u>FACILITY</u> I-DPX	<u>COORDINATES OF FACILITIES</u> 324955.08N/0965027.69W	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 3E
				<u>EPOCH YEAR</u> 2020
				<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>
LIPPI INT/I-DPX 11.63 DME/RADAR	IF	LAURA INT/I-DPX 5.87 DME					132.62 (I-DPX)	5.77	1900

MISSED APPROACH

MAP:

ILS: DA
LOC: I-DPX 1.55 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 150 AND CVE VOR/DME R-141 TO TACKE/CVE 23.03 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 170 AND TTT VOR/DME R-127 TO TACKE/TTT 26.50 DME AND HOLD.

PROFILE:

- PT
- SIDE OF COURSE
- OUTBOUND
- FT WITHIN
- MILES OF (IAF)
- PROFILE STARTS AT LIPPI INT/I-DPX 11.63 DME/RADAR
- FAC: 132.62 FAF: LAURA INT/I-DPX 5.87 DME DIST FAF TO MAP: DIST FAF TO THLD: 4.32
- MIN ALT: LIPPI INT/I-DPX 11.63 DME/RADAR 2500, LAURA INT/I-DPX 5.87 DME 1900
- DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 996
- MIN GS INCPT: 1900 GS ALT AT PFAF: LAURA INT/I-DPX 5.87 DME 1900 OM: MM: IM:
- GS ANGLE: 3.00 34:1 20:1 TCH: 47.4
- MSA FROM: CVE VOR/DME 090-270 3600, 270-090 2700



EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.
RADAR REQUIRED FOR PROCEDURE ENTRY.

NOTES:

CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).

ADDITIONAL FLIGHT DATA:

CHART KDFW IN PLAN AND PROFILE VIEWS.
HOLD SE, RT, 321.25 INBOUND.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD SE TACKE/TTT 26.50 DME, RT, 307.01 INBOUND.
FAS OBST: 676 AAO 325321N/0965439W.
CHART VDP AT 2.90 DME.
DISTANCE VDP TO THLD 1.35 NM.
CHART IN PLANVIEW: TACKE/TTT 26.50 DME.

MINIMUMS:

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

ALTERNATE: NA ILS: STANDARD; LOC: STANDARD - CAT C 800-2 1/4, 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
S-ILS 13R	679	4000	200	679	4000	200	679	4000	200	679	4000	200				
S-LOC 13R	960	5500	481	960	5500	481	960	1 3/8	481	960	1 3/8	481				
CIRCLING	1080	1	593	1140	1	653	1280	2 1/4	793	1520	3	1033				

CHANGES - REASONS

1. TERMINAL ROUTES: CHANGED IF FROM "LIPPI INT/I-DPX 11.63 DME" TO "LIPPI INT/I-DPX 11.63 DME/RADAR" - RADAR REQUIRED FOR PROCEDURE ENTRY.
2. PROFILE LINE 2: CHANGED IF FROM "LIPPI INT/I-DPX 11.63 DME" TO "LIPPI INT/I-DPX 11.63 DME/RADAR" - RADAR REQUIRED FOR PROCEDURE ENTRY.
3. PROFILE LINE 4: CHANGED IF FROM "LIPPI INT/I-DPX 11.63 DME 2500, LAURA INT/I-DPX 5.87 DME 1900" TO "LIPPI INT/I-DPX 11.63 DME/RADAR 2500, LAURA INT/I-DPX 5.87 DME 1900" - RADAR REQUIRED FOR PROCEDURE ENTRY.
4. ADDITIONAL FLIGHT DATA: REMOVED "CHART CIRCLING ICON" - NO LONGER REQUIRED.
5. ADDITIONAL FLIGHT DATA: CHANGED FAS OBST FROM "659 AAO 325346N/0965427W" TO "676 AAO 325321N/0965439W" - NEW CONTROLLING OBSTACLE.
6. ALTERNATE MINS: CHANGED FROM "ILS: STANDARD; LOC: STANDARD - CAT D 1100-3" TO "ILS: STANDARD; LOC: STANDARD - CAT C 800-2 1/4, CAT D 1100-3" - PER 8260.3G UPDATED VIS TABLES.
7. CHANGED CAT C MDA/HAA FROM 1220/733 TO 1280/793 AND VISIBILITY CAT C FROM 2 SM TO 2 1/4 SM - PER 8260.3G UPDATED VIS TABLES.
8. INCORPORATED T-NOTAM FDC 5/3067 - REQUIRED IAW 8260.19K, 8-3-4C(3).



AIRPORT ID
DAL

PROCEDURE NAME
ILS OR LOC RWY 13R

ORIGINAL/AMENDMENT
6D

CITY
DALLAS

STATE
TX

COORDINATED WITH:

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

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

FLIGHT CHECKED BY

OFFICE

DATE

DEVELOPED BY

CASIMIR L. TABAKA (SILVIA YOUNG)

OFFICE

AJV-A432

DATE

09/24/2025

APPROVED BY

CASIMIR L. TABAKA

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 13R	<u>AMDT NO.</u> 6D	<u>CITY</u> DALLAS	<u>STATE</u> TX	<u>AIRPORT ELEVATION</u> 487	<u>FACILITY</u> I-DPX
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PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

FROM LIPPI INT/I-DPX 11.63 DME/RADAR	TO LAURA INT/I-DPX 5.87 DME
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<u>RNP</u>	<u>DISTANCE</u> 5.77	<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 (48-003940)	325628.78N/0965931.40W	1016	20	10	1B	500				AT384	1900
TERRAIN	325603.00N/0970233.00W	620 (600)								AS1000	1600

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

FROM LAURA INT/I-DPX 5.87 DME	TO RW13R
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<u>RNP</u>	<u>DISTANCE</u> 4.32	<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				679

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
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6D

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DALLAS

STATE
TX

AIRPORT ELEVATION
487

FACILITY
I-DPX

MISSED APPROACH: LOC

FROM
I-DPX 1.55 DME

TO
TACKE/CVE 23.03 DME

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**
710

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	323836.00N/0964930.00W	659 (700)								AS1500	2200

COMPUTATIONS

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

SEGMENT REMARKS:

MISSED APPROACH ALTERNATE: ILS

FROM
DA

TO
TACKE/TTT 26.50 DME

RNP **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	323939.00N/0965351.00W	751 (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-DPX 1.55 DME

TO
TACKE/TTT 26.50 DME

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**
710

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	323939.00N/0965351.00W	751 (800)								AS1500	2300

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	593	700	20	3	1A	300		XP80	1080
CATEGORY B											
BUILDING (48-031532)	324846.81N/0965010.69W	1.82	653	790	500	50	5D	300		AC50	1140
CATEGORY C											
TOWER (48-012367)	325157.10N/0964750.40W	2.86	793	887	500	50	5D	300		AC50 XP43	1280
CATEGORY D											
BUILDING (48-005563)	324716.78N/0964748.08W	3.74	1033	1203	50	3	2A	300			1520

CIRCLING REMARKS:

XP80 FOR CAT A TO MAINTAIN CURRENTLY PUBLISHED MINIMUMS. 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.



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FACILITY
I-DPX

MSA

CENTER **RADIUS**
CVE VOR/DME 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	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

REGIONAL APP CON, DAL TOWER

WX SERVICE ASOS	LOCATION DAL	HRS OPERATION 24	ALTIMETER SOURCE DAL	DISTANCE	WMSCR Y	ADJUSTMENTS 0
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BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
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WX REMARKS:

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

PRIMARY NAVAID I-DPX	MONITOR POINT DAL ATCT	HRS OPERATION 24	CAT 1
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APPROACH AND RUNWAY LIGHTING SYSTEM	RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW13L - MALSR, HIRL, TDZ, C/LINE, PAPI-4R	PIR-G	APPROACH, ROLL OUT
RW13R - C/LINE, HIRL, PAPI-4R	PIR-G	APPROACH, MIDPOINT
RW31L - MALSR, HIRL, TDZ, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT
RW31R - MALSR, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, ROLL OUT

GLIDESLOPE ANGLE 3.00	ELEV RWY THRESHOLD 476.4	TCH 47.4	ELEV GS ANTENNA 471.5	DISTANCE FROM RWY 996	VGSI ANGLE 3.00	TCH 52.2
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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

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
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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.

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.

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	3.07
WIDTH OF FINAL		SEGMENT AT 1000FT POINT	0.88
TRUE COURSE OF FINAL		SEGMENT CONTAINING 1000FT POINT	135.62
HIGH TERRAIN IN FINAL		SEGMENT CONTAINING 1000FT POINT	500
DISTANCE FROM THLD		TO 1500FT POINT	9.29
WIDTH OF INTERMEDIATE		SEGMENT AT 1500FT POINT	7.05
TRUE COURSE OF INTERMEDIATE		SEGMENT CONTAINING 1500FT POINT	135.62
HIGH TERRAIN IN INTERMEDIATE		SEGMENT CONTAINING 1500FT POINT	600

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	325406.93N/0965519.83W
FIX NAME COORDINATES	IF LIPPI 325814.32N/0970007.70W

REMARKS

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

PART E: PREPARED BY

NAME
CASIMIR L. TABAKA (SILVIA YOUNG)

OFFICE
AJV-A432

DATE
09/24/2025

TITLE
AERONAUTICAL INFORMATION SPECIALIST



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