

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 09/10/2020	APWS Task ID: ADCEEA534D04BE8A33B6A5D80CE3156	APWS Project ID: 73FBB13F791944C5B8B562A14EF5A140
Procedure: RNAV (RNP) Z RWY 13R AMDT 2		Enroute: NO	Specialist: Garrity, Michael		Agreement Number:
Airport ID: KDFW	Airport Name: DALLAS-FORT WORTH INTL		Airport City: DALLAS-FORT WORTH		State: TX
Facility ID:	Facility Type:	Flight Inspection Remark Type: Hold FC Slot			
<p>Procedure Comments: PENDING DATA USED FOR KDFW AIRPORT AND RUNWAYS</p> <p>8260-1 (1): FAAO 8260.58A, PARA 1-2-5C(3)(B)(2) - THE BANK ANGLE OF THE MISSED APPROACH RF LEG FROM HADZZ TO GR7CH IS 25 DEGREES AND EXCEEDS THE MAXIMUM OF 20 DEGREES ALLOWED BY CRITERIA FOR XTT VALUES OF LESS THAN 1.0.</p> <p>LOA (1): FAAO 8260.58A, PARA 1-2-5C(2), TABLE 1-2-2, NOTE 2 - FLIGHT STANDARDS APPROVAL IS REQUIRED FOR MISSED APPROACH RESTRICTIONS OF OTHER THAN OBSTACLE AVOIDANCE</p> <p>CONTACT: ALLAN WILL, TEAM 2 SUBTEAM-C MANAGER, 405.954.6103, OR MARLON ROBINSON, TEAM 2 MANAGER, 405.954.3636</p> <p>06/11/20: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 04/02/20.</p> <p>1. 8260-3: CHANGED MISSED APPROACH AIRSPEED RESTRICTION TERMINATION FIX FROM SLOTT TO HRNTT.</p> <p>2. FIG: CHANGED MISSED APPROACH AIRSPEED RESTRICTION TERMINATION FIX FROM SLOTT TO HRNTT.</p>					

QUALITY
25
CHECKED

QUALITY
41
CHECKED

1. FLIGHT PROCEDURE IDENTIFICATION:

DALLAS-FORT WORTH, TX
DALLAS-FORT WORTH INTL
RNAV (RNP) Z RWY 13R

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

FAAO Order 8260.58A, paragraph 1-2-5c(3)(b)(2). The bank angle of the missed approach RF leg from HADZZ to GRTCH is 25 degrees and exceeds the maximum of 20 degrees allowed by criteria for XTT values of less than 1.0.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

As currently published, the protected airspace for the KDFW RNAV (RNP) Z RWY 13R missed approach route overlaps the departure trapezoid for KDFW RWY 18L. To remove this overlap and to assist in mitigation of CRO operations, the missed approach path was redesigned to include a 185 KIAS speed restriction and an RF right turn that exceeds the maximum bank angle of 20 degrees.

4. EQUIVALENT LEVEL FOR SAFETY PROVIDED:

- Per DFW 7110.65D, DFW ATCT has established a RWY 13R Arrival/18L Departure Arrival-Departure Window (ADW). The ADW starts 2.8 NM from the RWY 13R threshold and terminates 0.3 NM in side the RWY 13R threshold (see attachment).
- Aircraft departing RWY 18L must commence takeoff roll prior to a RWY 13R arrival aircraft entering the ADW.
- Aircraft are authorized to depart RWY 18L when the arriving aircraft to RWY 13R has passed the ADW (0.3 NM inside the threshold).
- DFW ATCT must issue control instructions to ensure aircraft performing a go-around/missed approach for RWY 13R to remain west of the extended centerline for RWY 18R or immediately coordinate control instructions between controllers to ensure separation.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

- Decreasing the bank angle of the RF turn is not feasible as this would not prevent overlap of the KDFW RWY 18L departure protected airspace.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

DFW ATCT

7: SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
	AJV-A423	MANAGER	<i>Digitally signed by</i> ALLAN WILL Jun 12, 2020

8. AFS ACTIONS:

<input type="checkbox"/> APPROVED	<input type="checkbox"/> DISAPPROVED	<input type="checkbox"/> NOT REQUIRED
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COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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Federal Aviation Administration

Memorandum

Date:

To: Bruce DeCleene, Manager, Flight Technologies and Procedures Division THRU:
Danny E. Hamilton, Manager, Flight Procedure Implementation & Oversight Branch

From: Lonnie Everhart, Manager, Production Strategy and Planning Team, AJV-5310

Subject: Approval Request: DALLAS-FORT WORTH INTL (KDFW), RNAV (RNP) Z RWY
13R

KDFW RNAV (RNP) Z RWY 13R Missed Approach Speed Assignment.

Currently, FAAO 8260.58A, PARA 1-2-5c(2), Table 1-2-2, Note 2 requires a Letter of Approval for speed assignments on a RNP Missed Approach Segment for other than obstacles avoidance.

KDFW RNAV (RNP) Z RWY 13R Missed Approach Segment has been redesigned to assist in mitigation of CRO operations. The speed assignment of 185 knots at the MAP is necessary to permit a turn radius and bank angle necessary to avoid KDFW RNAV (RNP) Z RWY 13R missed approach route width protected airspace from over lapping with the departure trapezoid of KDFW RWY 18L.

Therefore, the Fort Worth District is requesting a Letter of Approval to utilize the KDFW RNAV (RNP) Z RWY 13R Missed Approach Segment with an assigned airspeed.

OLD

DALLAS-FORT WORTH, TEXAS


AL-6039 (FAA)

19059

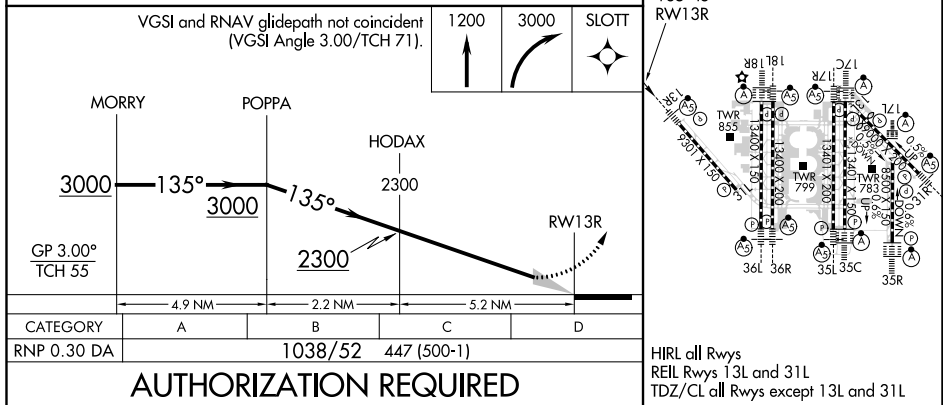
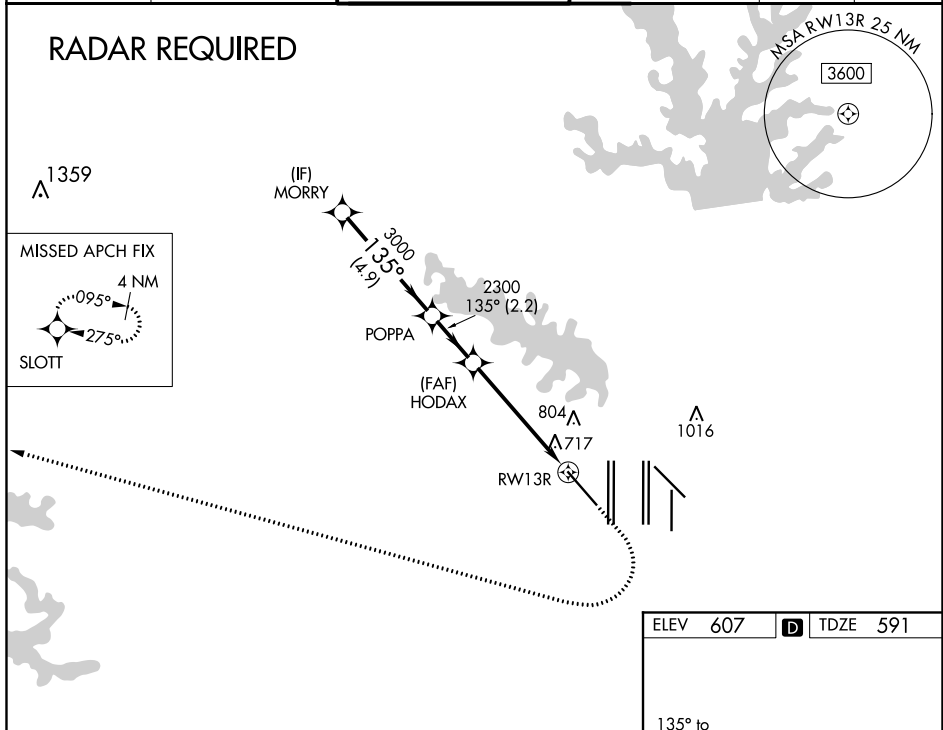
RNAV (RNP) Z RWY 13R

DALLAS-FORT WORTH INTL (DFW)

APP CRS	Rwy Idg	9301
135°	TDZE	591
	Apt Elev	607

▽ For uncompensated Baro-VNAV systems, procedure NA below -4°C (25°F) or above 54°C (130°F). For inop MALSR, increase RNP 0.30 all Cats visibility to 1½ mile. GPS Required.	MALSR 	MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct SLOTT and hold.
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D-ATIS ARR 123.775 DEP 135.925	REGIONAL APP CON 118.1 133.15	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
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DALLAS-FORT WORTH, TEXAS

Amdt 1A 18SEP14

32°54'N-97°02'W

DALLAS-FORT WORTH INTL (DFW)



RNAV (RNP) Z RWY 13R

SC-2, 26 MAR 2020 to 23 APR 2020

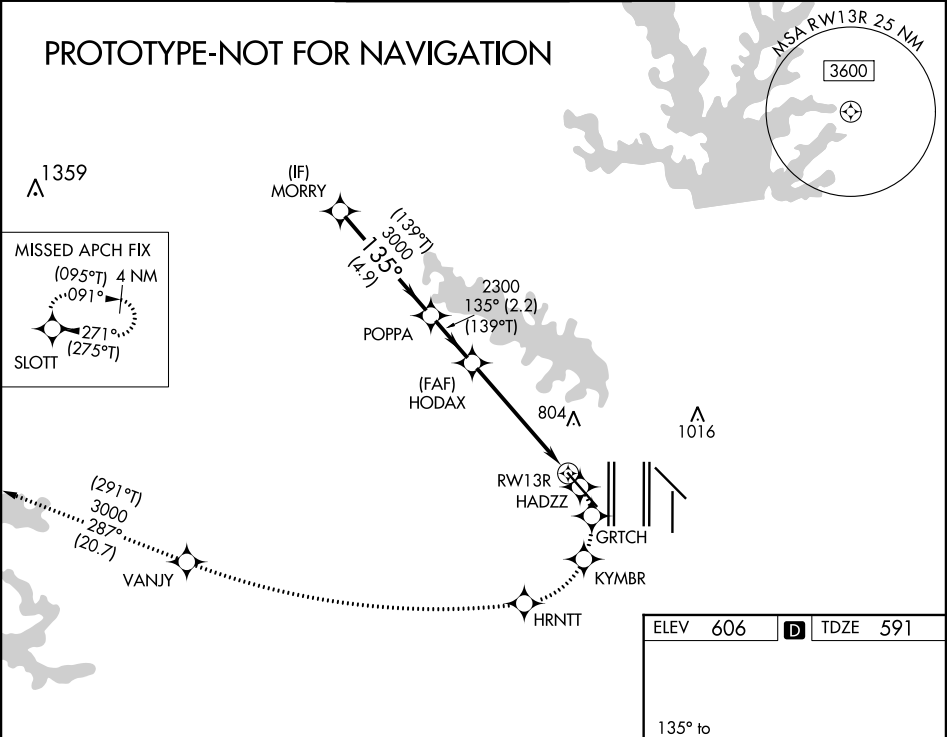
SC-2, 26 MAR 2020 to 23 APR 2020

APP CRS	Rwy Idg	9301
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	Apt Elev	606

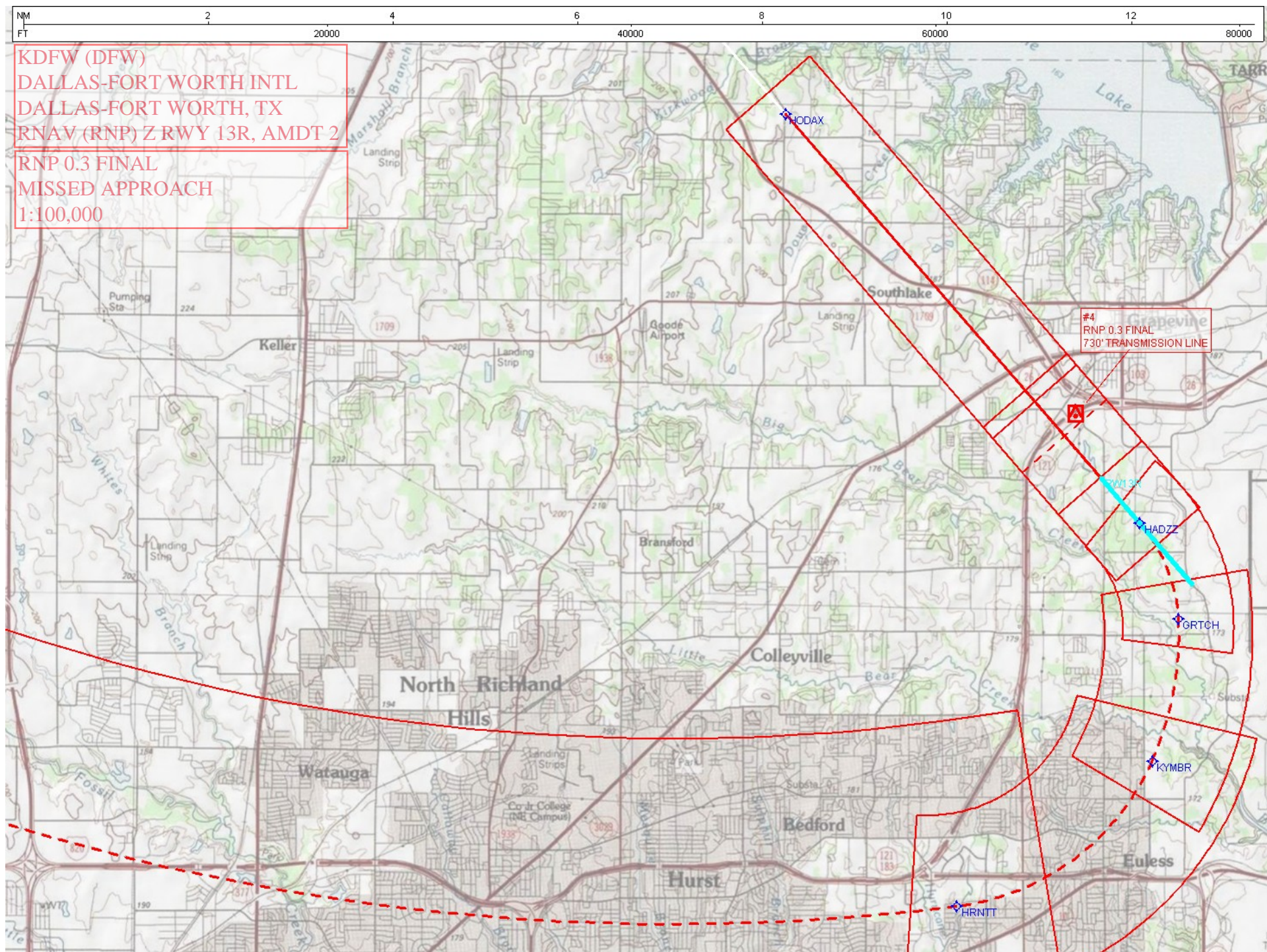
RNAV (RNP) Z RWY 13R
DALLAS-FORT WORTH INTL (DFW)

RNP AR APCH. RF required.		<div>MALSR</div> <div></div>	MISSED APPROACH: (Do not exceed 185 KIAS until HRNTT) Climb to 3000 on the RNAV missed approach route to SLOTT and hold.
<div></div> <div>For uncompensated Baro-VNAV systems, procedure NA below -6°C or above 54°C. Missed approach requires RNP less than 1.0.</div>			

D-ATIS	REGIONAL APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775	118.1 133.15	126.55 127.5 EAST	121.65 121.8 EAST	128.25	
DEP 135.925		124.15 134.9 WEST	121.85 WEST		



		3000		HADZZ	GRTCH	KYMBR	HRNTT	VANJY	SLOTT	RW13R	
		↑		✧	✧	✧	✧	✧	✧		



Federal Aviation Administration Categorical Exclusion Declaration

Date: 03/16/20

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

Airport Contact: -

Request ID: KDFW_20312

Single or Multiple Procedure: Single

Procedure Name(s): RNAV (RNP) Z RWY 13R

Procedure Request Description:

Dallas-Fort Worth International Airport located in Fort Worth, Texas has requested amendments to Instrument Flight Procedures (IFP) for clarity and safety to flight missed approach procedures. Air Traffic Control (ATC) has agreed. Airport controllers have identified that this amendment will add Category II minimums to allow aircraft to descend lower, down to 100 ft, when landing in inclement weather. The change to the 13R missed approach will help to eliminate flight track protected surfaces from overlapping protected departure surfaces for RWY 18L/36R during Converging Runway Operations (CRO) at DFW. By changing this missed approach, controller workload during CRO will be reduced, thus producing safer CRO scenarios. This will meet new TERPS criteria.

The FAA does not anticipate any changes to flight paths or altitudes on the approach. This amendment is for landing only, and therefore Aircraft will be over airport property at this time and no changes will be made over noise sensitive areas.

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 are:

5-6.5.j: Implementation of procedures to respond to emergency air or ground safety needs, accidents, or natural events with no reasonably foreseeable long-term adverse impacts. (ATO)

5-6.5.k: Publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. (ATO, AVS)

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

Concurrence/Reviewed By: _____ Date: _____

Title: Jennifer Sheetz, NISC Contractor, Environmental Specialist, ATO Central Service Center, AJV-C2

Approved By: For: _____ Date: _____

Title: Steve Szukala, Manager (A), Operations Support Group, ATO Central Service Center, AJV-C2