US DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

ILS - STANDARD
INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29

Bearings, headings, courses, 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 in feet RVR.

TERMINAL ROUTES

FROM	TO	COURSE AND DISTANCE	ALTITUDE
MORRY/I-LWN 14.00 DME/RADAR (IF)	POPPA/I-LWN 9.10 DME/RADAR	135.04 / 4.90 (I-LWN)	3000
POPPA/I-LWN 9.10 DME/RADAR	HODAX/I-LWN 6.88 DME/RADAR	135.04 / 2.22 (I-LWN)	2300

MISSED APPROACH

ILS: DA

CLIMBING RIGHT TURN TO 3000 ON HEADING 230 AND TTT VOR/DME R-275 TO SLOTT/TTT 35.62 DME AND HOLD, OR AS DIRECTED BY ATC.

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

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

1. PT ____ SIDE OF COURSE ____ OUTBOUND ____ FT WITHIN ____ MILES OF ____ (IAF)
2. PROFILE STARTS AT MORRY/I-LWN 14.00 DME/RADAR
3. FAC: 135.04 FAF: ____ DIST FAF TO MAP: ____ THLD: ____
4. MIN. ALT: MORRY 3000, POPPA 3000, HODAX 2300
5. DIST TO THLD FROM OM: - MM: - IM: - 150 HAT: - 100 HAT: - GS ANT: 1080
6. MIN GS INCPT: 2300 GS ALT AT: HODAX 2300 OM: - MM: - IM: -
7. GS ANGLE: 3.00 TCH: 55.0
8. MSA FROM: TTT VOR/DME 090-270 3600, 270-090 2700

MAG VAR: 4E EPOCH YEAR: 2010

MINIMUMS

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT ALTERNATE: N A ILS: STANDARD #

CATEGORY =====>	A			B			C			D			E		
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
S-ILS 13R	1401	2 1/2	810	1401	2 1/2	810	1441	2 1/2	850		NA				

NOTES:
CHART PLANVIEW NOTE: RADAR REQUIRED.
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT.
CHART NOTE: SIMULTANEOUS CONVERGING APPROACH AUTHORIZED WITH CONVERGING ILS RWY 18L/R AND CONVERGING ILS RWY 17C/R.
CHART NOTE: FOR INOPERATIVE MALSR, INCREASE S-ILS 13R ALL CATS VISIBILITY TO 2 3/4.

CAT A, B, C 900-2 1/2

CITY AND STATE	ELEVATION: 607 THRE: 591	FACILITY IDENTIFIER:	PROCEDURE NO./AMDT NO./EFFECTIVE DATE:	SUP:
DALLAS-FORT WORTH, TX	AIRPORT NAME: DALLAS/FORT WORTH INTL	I-LWN	CONVERGING ILS RWY 13R, AMDT 7 2 MAY 2013	AMDT: 6B DATED 03/10/2011