

**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> KADS	<u>PROCEDURE NAME</u> ILS OR LOC RWY 34	<u>ORIGINAL/AMENDMENT</u> 3D	<u>CITY</u> DALLAS	<u>STATE</u> TX		
<u>AIRPORT ELEVATION</u> 645	<u>TDZE</u> 645	<u>SUPERSEDED</u> ILS OR LOC RWY 34	<u>ORIGINAL/AMENDMENT</u> 3C	<u>DATED</u> 03/24/2022	<u>MAG VAR</u> 3E	<u>EPOCH YEAR</u> 2025
<u>FACILITY</u> I-TBQ	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<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>
NRTHH INT/RADAR	IF	PORTR INT					336.79	6.10 (I-TBQ)	2000

**MISSED APPROACH**

**MAP:**

ILS: DA  
LOC: 4.05 NM AFTER PORTR INT

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 5000 ON HEADING 067 AND CVE VOR/DME R-046 TO FINGR/CVE 36.40 DME AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):**

CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 5000 ON HEADING 067 AND TTT VOR/DME R-050 TO FINGR/TTT 42.74 DME AND HOLD.

**PROFILE:**

1. PT      SIDE OF COURSE      OUTBOUND      FT WITHIN      MILES OF      (IAF)
2. PROFILE STARTS AT NRTHH
3. FAC: 336.79      FAF: PORTR INT      DIST FAF TO MAP: 4.05      DIST FAF TO THLD: 4.05
4. MIN ALT: NRTHH INT/RADAR 2500, PORTR INT 2000
5. DIST TO THLD FROM OM:      MM:      IM:      150 HAT:      GS ANT: 951
6. MIN GS INCPT: 2000      GS ALT AT PFAF: PORTR INT 2000      OM:      MM:      IM:
7. GS ANGLE: 3.00      34:1:      20:1:      TCH: 54.3
8. MSA FROM: CVE VOR/DME 160-260 3600, 260-160 2700

**EQUIPMENT REQUIREMENTS NOTE:**

DME REQUIRED.  
RADAR REQUIRED FOR PROCEDURE ENTRY.



**NOTES:**

CHART NOTE: RWY 34 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.  
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).

**ADDITIONAL FLIGHT DATA:**

CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD SW, LT, 050.29 INBOUND.  
CHART BYP 17.17 DME AT FINGR.  
HOLD S, LT, 010.99 INBOUND.  
CHART FAS OBST: 975 BUILDING (48-005219) 325541N/0964920W.

**MINIMUMS:**

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

**ALTERNATE:** NA



ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.; LOC: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.

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 34	895	3/4	250	895	3/4	250	895	3/4	250	895	3/4	250			
S-LOC 34	1240	1	595	1240	1	595	1240	1 3/4	595	1240	1 3/4	595			

**CHANGES - REASONS**

1. TERMINAL ROUTES: CHANGED NAME OF INTERMEDIATE FIX FROM "ADDIS" TO "NRTHH" - CHANGE MADE AT ATC REQUEST.
2. TERMINAL ROUTES: REMOVED DME REFERENCE FROM IF AND FAF AND ADDED "RADAR" TO IF - ATC REQUEST.
3. MISSED APPROACH: UPDATED MAP FROM "LOC: 4.06 NM AFTER PORTR INT/I-ADS 3.85 DME" TO "LOC: 4.05 NM AFTER PORTR INT". - BASED ON CORRECTED FIX MAKE-UP FOR PORTR.
4. UPDATED MISSED APPROACH INSTRUCTIONS FROM "CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 5000 ON HEADING 067 AND CVE VOR/DME R-046 TO FINGR INT/CVE 36.40 DME AND HOLD." TO "CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 5000 ON HEADING 067 AND CVE VOR/DME R-046 TO FINGR/CVE 36.40 DME AND HOLD." - FINGR NO LONGER MEETS INTERSECTION CRITERIA.
5. UPDATED ALTERNATE MISSED APPROACH INSTRUCTIONS FROM "CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 5000 ON HEADING 067 AND TTT VOR/DME R-050 TO FINGR INT /TTT 42.74 DME AND HOLD." TO "CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 5000 ON HEADING 067 AND TTT VOR/DME R-050 TO FINGR/TTT 42.74 DME AND HOLD." - FINGR NO LONGER MEETS INTERSECTION CRITERIA.
6. PROFILE LINE 2: CHANGED FROM "PROFILE STARTS AT ADDIS" TO "PROFILE STARTS AT NRTHH" - NAME OF FIX CHANGED AT ATC REQUEST.
7. PROFILE LINE 3: DIST FAF TO MAP/FAF TO THLD FROM "4.06" TO "4.05" - BASED ON CORRECTED FIX MAKE UP FOR PORTR.
8. PROFILE LINE 3: REMOVED PORTR INT DME REFERENCE - ATC REQUEST.
9. PROFILE LINE 4: CHANGED FROM "ADDIS INT/I-TBQ 9.96 DME 2500, PORTR INT/I-ADS 3.85 DME 2000" TO "NRTHH INT/RADAR 2500, PORTR INT 2000" - NAME OF INTERMEDIATE FIX CHANGED AND ATC REQUEST.
10. PROFILE LINE 6: CHANGED GS ALT AT PFAF: FROM "PORTR INT/I-ADS 3.85 DME 2000" TO "PORTR INT" - INCORRECT DME FACILITY, CORRECT FACILITY, I-TBQ, WILL NOT BE SHOWN AT ATC REQUEST.
11. NOTES: ADDED CHART NOTE "DME REQUIRED" - DME IS REQUIRED FOR MISSED APPROACH SEGMENTS IAW 8260.19I, 8-6-8.A.(2)(A).
12. ADDITIONAL FLIGHT DATA: ADDED "CHART BYP 17.17 DME AT FINGR." - NEEDED FOR AIRCRAFT IN HOLDING PATTERN INBOUND BYP; DME FROM CVE DOES NOT MEET DIVERGENCE CRITERIA.
13. LANDING MINIMA: CHANGED S-ILS 34 ALL CATS VISIBILITY FROM "1" TO "3/4", AND S-LOC 34 CAT C VISIBILITY FROM "1 1/2" TO "1 3/4" - IAW 8260.3E TABLE 3-3-1.
14. ADDED "NA WHEN CONTROL TOWER CLOSED" TO BOTH ILS AND LOC ALTERNATE MINIMUMS - I-TBQ MONITORED AT ADS ATCT, ATCT NOT FULL-TIME.



AIRPORT ID  
KADS

PROCEDURE NAME  
ILS OR LOC RWY 34

ORIGINAL/AMENDMENT  
3D

CITY  
DALLAS

STATE  
TX

**COORDINATED WITH:**

**A4A** ☐ **ALPA** ☒ **AOPA** ☒ **APA** ☐ **HAI** ☐ **NBAA** ☒

**OTHER:** ZFW, DFW ATCT, ADS ATCT, ST. SV. DIR., AMGR.

**FLIGHT CHECKED BY**  
JEFFREY A FINDLEY

*Digitally signed by*  
**JASON KRETSCHMER**  
Jul 25, 2023

**OFFICE**  
FPO

**DATE**  
07/24/2023

**DEVELOPED BY**  
JASON KRETSCHMER (DANIEL R. JOHNSON)

*Digitally signed by*  
**JASON KRETSCHMER**

**OFFICE**  
AJV-A423

**DATE**  
02/16/2023

**APPROVED BY**  
JASON KRETSCHMER

*Digitally signed by*  
**JASON KRETSCHMER**  
Apr 17, 2023

**OFFICE**  
AJV-A420

**DATE**

**TITLE**  
MANAGER

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

<u>AIRPORT ID</u> KADS	<u>PROCEDURE NAME</u> ILS OR LOC RWY 34	<u>AMDT NO.</u> 3D	<u>CITY</u> DALLAS	<u>STATE</u> TX	<u>AIRPORT ELEVATION</u> 645	<u>FACILITY</u> I-TBQ
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PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

FROM  
NRTHH INT/RADAR

TO  
PORTR INT

<u>RNP</u>	<u>DISTANCE</u> 6.10	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							
<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>
BLDG (44-2127)	324653.00N/0964807.00W		1282	50	3	2A	500				AT218	2000
TERRAIN	325209.00N/0964645.00W		634 (600)								AS1000	1600

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: ILS

FROM  
PORTR INT

TO  
RW34

<u>RNP</u>	<u>DISTANCE</u> 4.05	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 250	<u>HMAS</u>							
<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>
								ASC				895

COMPUTATIONS

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

SEGMENT REMARKS:



FINAL: LOC

FROM  
PORTR INT

TO  
4.05 NM AFTER PORTR INT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>						
	4.06		4.05 NM AFTER PORTR INT	595							
<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	250					1240

COMPUTATIONS

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

SEGMENT REMARKS:

MISSED APPROACH : ILS

FROM  
DA

TO  
FINGR/CVE 36.40 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
							702				
<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>
							ASC				5000
TOWER (48-005493)	330923.00N/0964249.00W	1548	500	50	5D	1000					2600
TERRAIN	330515.00N/0964557.00W	770 (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  
4.05 NM AFTER PORTR INT

TO  
FINGR/CVE 36.40 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 990					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				5000
TOWER (48-005493)	330923.00N/0964249.00W		1548	500	50	5D	1000					2600
TERRAIN	330515.00N/0964557.00W		770 (800)								AS1500	2300

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

MISSED APPROACH ALTERNATE : ILS

FROM  
DA

TO  
FINGR/TTT 42.74 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 702					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				5000
TOWER (48-005493)	330923.00N/0964249.00W		1548	500	50	5D	1000					2600
TERRAIN	330515.00N/0964551.00W		770 (800)								AS1500	2300

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



MISSED APPROACH ALTERNATE : LOC

FROM  
4.05 NM AFTER PORTR INT

TO  
FINGR/TTT 42.74 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 990					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				5000
TOWER (48-005493)	330923.00N/0964249.00W		1548	500	50	5D	1000					2600
TERRAIN	330515.00N/0964551.00W		770 (800)								AS1500	2300

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

CIRCLING

☐ ALL CATS

☐ CAT A

☐ CAT B

☐ CAT C

☐ CAT D

☐ CAT E

☒ NOT AUTHORIZED

MSA

CENTER  
CVE VOR/DME

RADIUS  
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
160-260	TOWER (44-8489)	323502.67N/0965748.75W	189	18.6	2549	50	20	2C	1000			3600
260-160	TOWER (44-C293)	331942.00N/0970357.00W	342	27.5	1658	250	50	4D	1000			2700

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH  
ADS TOWER, REGIONAL APP CON, FTW FSS

<u>WX SERVICE</u> AWOS-3PT	<u>LOCATION</u> KADS	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KADS	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KDAL	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KDAL	<u>DISTANCE</u> 7.33	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 40

WX REMARKS:  
RASS PRESSURE PATTERNS THE SAME  
KADS 645, KDAL 487  
RA = 39.1

<u>PRIMARY NAVAID</u> I-TBQ	<u>MONITOR POINT</u> ADS ATCT	<u>HRS OPERATION</u> * ADS ATCT OPEN * ADS ATCT CLOSED	<u>CAT</u> 1 3
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW16 - MALSR (PCL), HIRL (PCL), PAPI-4R	PIR-G	
RW34 - HIRL (PCL), REIL, PAPI-4L	PIR-G	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 639	<u>TCH</u> 54.3	<u>ELEV GS ANTENNA</u> 645.2	<u>DISTANCE FROM RWY</u> 951	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 60.0
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	772
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>
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CRITICAL TEMPERATURE REMARKS:





"VISUAL PORTION OF FINAL" PENETRATIONS

Final Type	S-LOC 34		
20:1			
IS CLEAR			
Final Type	S-LOC 34		
34:1			
769 BLDG (48-009341) 325702.00N/0964933.00W (6.65)		796 (44-9341) 325702.00N/0964933.00W (5.65)	

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.

FOR CONTINGENCY PURPOSES: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DALLAS-LOVE FLD ALTIMETER SETTING AND INCREASE S-ILS 34 DA TO 935 FEET AND ALL VISIBILITIES 1/8 SM. INCREASE ALL MDAS 40 FEET.

VDP NOT ESTABLISHED - FINAL FACILITY DME NOT UTILIZED AT DIRECTION OF FPT.



<b>AIRPORT ID</b> KADS	<b>PROCEDURE NAME</b> ILS OR LOC RWY 34	<b>AMDT NO.</b> 3D	<b>CITY</b> DALLAS	<b>STATE</b> TX	<b>AIRPORT ELEVATION</b> 645	<b>FACILITY</b> I-TBQ
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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	2.85
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.84
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	339.79
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	600
DISTANCE FROM	THLD	TO 1500FT POINT	9.35
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	7.09
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	339.79
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	600

THRESHOLD  
COORDINATES  
(IF STR-IN)

325740.53N/0964959.75W

ARP COORDINATES

325806.80N/0965011.20W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP

RUNWAY 16 DISTANCE 0.59 NM

FAF  
COORDINATES

325351.76N/0964819.94W

FIX NAME  
COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED  
THLD DISPLACED 772FT, ACTUAL COORDINATES: 325733.36N/0964956.62W.

QUALITY  
34  
CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

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PART E: PREPARED BY

<u>NAME</u> ALLAN WILL (DANIEL R. JOHNSON)	<u>OFFICE</u> AJV-A423	<u>DATE</u> 02/16/2023	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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