

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</u> DALLAS EXECUTIVE	<u>AIRPORT ID</u> KRBD	<u>PROCEDURE NAME</u> ILS OR LOC RWY 31	<u>ORIGINAL/AMENDMENT</u> 9A	<u>CITY</u> DALLAS	<u>STATE</u> TX	
<u>AIRPORT ELEVATION</u> 661	<u>TDZE</u> 660	<u>SUPERSEDED</u> ILS OR LOC RWY 31	<u>ORIGINAL/AMENDMENT</u> 9	<u>DATED</u> 11/08/2018	<u>MAG VAR</u> 6E	<u>EPOCH YEAR</u> 1990
<u>FACILITY</u> I-RBD	<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>
NIVCI/I-RBD 12.10 DME/RADAR	IF	RINVE/I-RBD 5.95 DME/RADAR					309.09	6.16 (I-RBD)	2200

MISSED APPROACH

MAP:

ILS: DA
LOC: 4.73 NM AFTER RINVE/I-RBD 5.95 DME/RADAR OR AT I-RBD 1.22 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1200 THEN CLIMBING RIGHT TURN TO 2500 ON HEADING 090 AND ON CVE VOR/DME R-125 TO FLIPP/CVE 38.50 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
2. PROFILE STARTS AT NIVCI
3. FAC: 309.09 FAF: RINVE/I-RBD 5.95 DME/RADAR DIST FAF TO MAP: 4.73 DIST FAF TO THLD: 4.73
4. MIN ALT: NIVCI/I-RBD 12.10 DME/RADAR 3000, RINVE/I-RBD 5.95 DME/RADAR 2200
5. DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 783
6. MIN GS INCPT: 2200 GS ALT AT FAF: RINVE/I-RBD 5.95 DME/RADAR 2200 OM: MM: IM:
7. GP ANGLE: 3.00 34:1: 20:1: TCH: 45.0
8. MSA FROM: TTT VOR/DME 090-270 3600, 270-090 2700

EQUIPMENT REQUIREMENTS NOTES:

RADAR REQUIRED FOR PROCEDURE ENTRY.
DME OR RADAR REQUIRED FOR LOC ONLY.



ADDITIONAL FLIGHT DATA:

CHART FAS OBST: 822 POLE 323829.22N/0964932.29W

CHART CIRCLING ICON.

CHART VDP AT 2.43 DME*

DISTANCE VDP TO THLD 1.21 NM

* LOC ONLY

HOLD NW, RT, 125.00 INBOUND

MINIMUMS:

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

ALTERNATE: NA

ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE. NA WHEN TOWER CLOSED.; LOC: STANDARD - CAT D 800-2 1/4, NA WHEN LOCAL WEATHER NOT AVAILABLE. NA WHEN 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 31	860	3/4	200	860	3/4	200	860	3/4	200	860	3/4	200			
S-LOC 31	1080	1	420	1080	1	420	1080	1 1/8	420	1080	1 1/8	420			
CIRCLING	1160	1	499	1220	1	559	1340	2	679	1400	2 1/4	739			

CHANGES - REASONS

1. CHANGED AIRPORT ELEVATION FROM 667 TO 661. - NEW AIRPORT DATA IN AIRNAV.

2. REMOVED CHART NOTE: CIRCLING RWY 13 N/A AT NIGHT. - 20:1 PENETRATION NO LONGER EXISTS.

3. ADDED N/A WHEN LOCAL WEATHER NOT AVAILABLE TO ILS/LOC ALT MINS. - IAW 8260.19H 8-6-11 B.

4. CHANGED CIRCLING HAA'S CAT A FROM 493 TO 499, CAT B FROM 553 TO 559, CAT C FROM 673 TO 679, CAT D FROM 733 TO 739. - NEW AIRPORT DATA LOWER AIRPORT ELEVATION BY 6 FEET.

COORDINATED WITH:**A4A** ☐ **ALPA** ☒ **AOPA** ☒ **APA** ☐ **HAI** ☐ **NBAA** ☒ **OTHER:** ZFW, DFW ATCT, RBD ATCT, AMGR, ST.AV.DIR.**FLIGHT CHECKED BY**

PROCESSED IAW AIRCRAFT OPERATIONS GROUP (AJW-33) MEMO, APRIL 29, 2020, SUBJECT:

FLIGHT INSPECTION REVIEW NOT REQUIRED

DEVELOPED BY

JOHN BORDY (ANDRE TUCKER)

APPROVED BY

MARLON ROBINSON

*Digitally signed by***JOHN BORDY**

Aug 20, 2020

*Digitally signed by***JOHN BORDY**

Aug 20, 2020

OFFICE*Digitally signed by***JOHN BORDY**

Aug 20, 2020

DATE**OFFICE**

AJV-A422

DATE

04/02/2020

OFFICE

AJV-A420

DATE**TITLE**

MANAGER

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

<u>AIRPORT</u> DALLAS EXECUTIVE	<u>AIRPORT ID</u> KRBD	<u>PROCEDURE NAME</u> ILS OR LOC RWY 31	<u>AMDT NO.</u> 9A	<u>CITY</u> DALLAS	<u>STATE</u> TX	<u>AIRPORT ELEVATION</u> 661	<u>FACILITY</u> I-RBD
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PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

<u>FROM</u> NIVCI/I-RBD 12.10 DME/RADAR	<u>TO</u> RINVE/I-RBD 5.95 DME/RADAR
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<u>RNP</u>	<u>DISTANCE</u> 6.16	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<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>
1.TOWER (48-004282)	323115.00N/0964605.00W	988	500	50	5D	1000				AT212	2200
2.TERRAIN	323709.00N/0964754.00W	637 (600)								AS1500	2100

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> GP INTCP	<u>TO</u> DA
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<u>RNP</u>	<u>DISTANCE</u> 4.73	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 200	<u>HMAS</u>
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<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				860

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: LOC

FROM
RINVE/I-RBD 5.95 DME/RADAR

TO
4.73 NM AFTER RINVE/I-RBD 5.95 DME/RADAR OR AT I-RBD 1.22 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS
	4.73		4.73 NM AFTER RINVE/I-RBD 5.95 DME/RADAR OR AT I-RBD 1.22 DME	420	

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
3.POLE (48-059840)	323829.22N/0964932.29W	822	20	3	1A	250					1080

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 : ILS

FROM
DA

TO
FLIPP/CVE 38.50 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS
					690

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				2500
4.BUILDING (48-004928)	324648.00N/0964814.00W	1368	50	3	1A	1000					2400
5.TERRAIN	323906.00N/0965306.00W	716 (700)								AS1500	2200

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 : LOC

FROM

4.73 NM AFTER RINVE/I-RBD 5.95 DME/RADAR OR AT I-RBD 1.22 DME

TO

FLIPP/CVE 38.50 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 830					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				2500
4.BUILDING (48-004928)	324648.00N/0964814.00W		1368	50	3	1A	1000					2400
5.TERRAIN	323906.00N/0965306.00W		716 (700)								AS1500	2200

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											
6.POLE (48-030048)	323919.20N/0965230.13W	1.30	499	848	20	3	1A	300			1160
CATEGORY B											
7.TANK (48-001394)	324033.00N/0965429.00W	1.83	559	906	50	20	2C	300			1220
CATEGORY C											
8.ANTENNA (48-058014)	323817.76N/0965154.08W	2.87	679	1026	20	10	1B	300			1340
CATEGORY D											
9.TOWER (48-002893)	324428.40N/0965343.00W	3.75	739	1049	500	50	5D	300		AC50	1400

CIRCLING REMARKS:



MSA

CENTER

TTT VOR/DME

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
090-270	TWR (48-008489)	323502.67N/0965748.75W	161	17.5	2549	50	20	2C	1000			3600
270-090	TWR (48-012293)	331942.42N/0970357.04W	351	27.5	1658	500	50	5D	1000			2700

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

ALTERNATE MISSED APPROACH NOT FEASIBLE. CURRENT MISSED APPROACH IS ONLY OPTION ACCEPTABLE TO AIR TRAFFIC DUE TO HIGH TRAFFIC VOLUME AND COMPLEXITY.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
DFW APP CON, RBD TOWER

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KRBD	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KRBD	<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> 10.02	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 48

WX REMARKS:
RASS (PRESURE PATTERNS ARE THE SAME)
KRBD: 661
KDAL: 487
RA=47.1

<u>PRIMARY NAVAID</u> I-RBD	<u>MONITOR POINT</u> RBD ATC	<u>HRS OPERATION</u> *TWR OPEN **TWR 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>
RW13 - MIRL (PCL), REIL, PAPI-4L (PCL)	NPI-G	
RW17 - MIRL (PCL), REIL, PAPI-4R (PCL)	NPI-G	
RW35 - MIRL (PCL), REIL	NPI-G	
RW31 - MIRL (PCL), REIL, PAPI-4R	PIR-G	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 649.7	<u>TCH</u> 45.0	<u>ELEV GS ANTENNA</u> 656.3	<u>DISTANCE FROM RWY</u> 783	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 45.0
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	500
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



<u>AIRPORT</u> DALLAS EXECUTIVE	<u>AIRPORT ID</u> KRBD	<u>PROCEDURE NAME</u> ILS OR LOC RWY 31	<u>AMDT NO.</u> 9A	<u>CITY</u> DALLAS	<u>STATE</u> TX	<u>AIRPORT ELEVATION</u> 661	<u>FACILITY</u> I-RBD
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HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

BACKUP ALTIMETER NOTES: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED USE DALLAS LOVE FIELD ALTIMETER SETTING AND INCREASE DA TO 908 FEET AND ALL MDA 60 FEET, INCREASE S-LOC 31 CAT C/D AND CIRCLING CAT D VISIBILITY 1/4 SM. VDP NA WHEN USING DALLAS LOVE FIELD ALTIMETER SETTING.

*/** SEE AFD FOR HOURS OF OPERATION.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

QUALITY
30
CHECKED

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<u>AIRPORT</u> DALLAS EXECUTIVE	<u>AIRPORT ID</u> KRB	<u>PROCEDURE NAME</u> ILS OR LOC RWY 31	<u>AMDT NO.</u> 9A	<u>CITY</u> DALLAS	<u>STATE</u> TX	<u>AIRPORT ELEVATION</u> 661	<u>FACILITY</u> I-RBD
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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	3.16
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.90
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	315.09
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	700
DISTANCE FROM	THLD	TO 1500FT POINT	4.73
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.24
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	315.09
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	700

THRESHOLD
COORDINATES
(IF STR-IN)

324032.66N/0965145.99W

ARP COORDINATES

324052.70N/0965207.60W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 13 DISTANCE 0.91 NM

FAF
COORDINATES

323711.34N/0964748.92W

FIX NAME
COORDINATES

REMARKS

APPROACH/DRAWING ATTACHED.
THLD DISPLACED 500FT, ACTUAL COORDINATES: 324029.16N/0965141.87W.

QUALITY
30
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PART E: PREPARED BY

<u>NAME</u> JOHN BORDY (ANDRE TUCKER)	<u>OFFICE</u> AJV-A422	<u>DATE</u> 04/02/2020	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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