

**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 16	<u>ORIGINAL/AMENDMENT</u> 11C	<u>CITY</u> DALLAS	<u>STATE</u> TX		
<u>AIRPORT ELEVATION</u> 645	<u>TDZE</u> 644	<u>SUPERSEDED</u> ILS OR LOC RWY 15	<u>ORIGINAL/AMENDMENT</u> 11B	<u>DATED</u> 04/23/2020	<u>MAG VAR</u> 3E	<u>EPOCH YEAR</u> 2025
<u>FACILITY</u> I-ADS	<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>
BONOO INT/I-ADS 12.00 DME	IF	JERIT INT/I-ADS 5.18 DME					156.78	6.82 (I-ADS)	2000

**MISSED APPROACH**

**MAP:**

ILS: DA  
LOC: 4.08 NM AFTER JERIT INT/I-ADS 5.18 DME OR AT I-ADS 1.10 DME

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 1500 THEN CLIMBING LEFT TURN TO 3000 ON HEADING 107.00 AND TTT VOR/DME R-074 TO TRISS INT/TTT 36.27 DME AND HOLD.

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

CLIMB TO 1500 THEN CLIMBING LEFT TURN TO 3000 ON HEADING 107.00 AND CVE VOR/DME R-074 TO TRISS INT/CVE 29.26 DME AND HOLD W, RT, 074.45 INBOUND.

**PROFILE:**

1. PT      SIDE OF COURSE      OUTBOUND      FT WITHIN      MILES OF      (IAF)
2. PROFILE STARTS AT BONOO
- 3.FAC: 156.78      FAF: JERIT INT/I-ADS 5.18 DME      DIST FAF TO MAP: 4.08      DIST FAF TO THLD: 4.08
4. MIN ALT:    BONOO INT/I-ADS 12.00 DME 2000, JERIT INT/I-ADS 5.18 DME 2000
5. DIST TO THLD FROM OM:      MM:      IM:      150 HAT:      GS ANT: 950
6. MIN GS INCPT: 2000      GS ALT AT PFAF : JERIT INT/I-ADS 5.18 DME 2000      OM:      MM:      IM:
7. GP ANGLE: 3.00      34:1:      20:1:      TCH: 51.6
8. MSA FROM:    TTT VOR/DME 140-260 3600, 260-140 2700

**EQUIPMENT REQUIREMENTS NOTES:**

RADAR REQUIRED FOR PROCEDURE ENTRY.



NOTES:

CHART NOTE: RWY 16 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.  
CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS-16 ALL CATS, S-LOC-16 CATS A, B AND C.  
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).  
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC-16 CAT D VISIBILITY TO 1 1/4.

ADDITIONAL FLIGHT DATA:

CHART: CVE VOR/DME  
CHART IN PROFILE VIEW: I-TBQ DME ANTENNA.  
HOLD W, RT, 074.22 INBOUND.  
CHART FAS OBST: 785 TRMSN TWR (KADS0032) 325951N/0965056W.  
CHART VDP AT 2.18 DME  
DISTANCE VDP TO THLD 1.08 NM.  
CHART CIRCLING ICON.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - CAT D 800-2 1/2, NA WHEN LOCAL WEATHER NOT AVAILABLE.

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 16	894	1	250	894	1	250	894	1	250	894	1	250			
S-LOC 16	1040	1	396	1040	1	396	1040	1	396	1040	1	396			
CIRCLING	1200	1	555	1200	1	555	1280	1 3/4	635	1400	2 1/2	755			

CHANGES - REASONS

1. CHANGED ALL REFERENCES FROM RWY 15 TO RWY 16 - RUNWAY RE-NUMBERED DUE TO MAGVAR CHANGE FROM 05E/2000 TO 3E/2025.
2. CHANGED ALL MAGNETIC COURSES 2 DEGREES - AIRPORT MAGVAR CHANGE FROM 5E TO 3E.
3. PREVIOUSLY CHARTED CHANGES FROM P-NOTAM ACTIONS FOR AMENDMENTS 11A AND 11B HAVE BEEN INCORPORATED ON THIS FORM.
4. CHANGED TZDE FROM 643 TO 644 - UPDATED AIRNAV ELEVATION DATA.
5. UPDATED PRIMARY MISSED APPROACH INSTRUCTIONS FROM "CLIMB TO 1500 THEN CLIMBING LEFT TURN TO 3000 VIA HEADING 105.00 AND TTT VOR/DME R-074 TO TRISS INT/TTT 36.27 DME AND HOLD" TO "CLIMB TO 1500 THEN CLIMBING LEFT TURN TO 3000 ON HEADING 107.00 AND TTT VOR/DME R-074 TO TRISS INT/TTT 36.27 DME AND HOLD" - REPLACED VIA WITH ON, ADDED 2 DEGREES TO HEADING, DUE TO MAGVAR CHANGE.
6. UPDATED ALTERNATE MISSED APPROACH INSTRUCTIONS FROM "; OR WHEN DIRECTED BY ATC, CLIMB TO 1500 THEN CLIMBING LEFT TURN TO 3000 VIA HEADING 105.00 AND CVE VOR/DME R-074 TO TRISS INT/CVE 29.26 DME AND HOLD W, RT, 074.45 INBOUND" TO "; OR WHEN DIRECTED BY ATC, CLIMB TO 1500 THEN CLIMBING LEFT TURN TO 3000 ON HEADING 107.00 AND CVE VOR/DME R-074 TO TRISS INT/CVE 29.26 DME AND HOLD W, RT, 074.45 INBOUND" - REPLACED VIA WITH ON, ADDED 2 DEGREES TO HEADING, DUE TO MAGVAR CHANGE.
7. CHANGED CHART NOTE FROM "VGSI AND ILS GLIDEPATH NOT COINCIDENT" TO "VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET})" - FORMAT CHANGE.
8. CHANGED ALS INOP NOTE, REMOVED "MASLR" REPLACED WITH "ALS" - DOCUMENTATION CHANGE.
9. DELETED BACKUP ALTIMETER, INOPERATIVE AND VDP NA NOTES - MOVED TO THE BACK OF THE -9 FOR CONTINGENCY PURPOSES.
10. MINIMUMS: INCREASED S-ILS ALL CATS DA FROM 893 TO 894; REDUCED S-LOC ALL CATS HAA FROM 397 TO 396 - TDZE INCREASED FROM 643 TO 644.
11. ADDED CHART FAS OBSTACLE ID - REQUIRED DOCUMENTATION.
12. UPDATED HELICOPTER VISIBILITY NOTE FROM "HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NA" TO "RWY 16 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED" - NEW FORMAT, POFA RESTRICTION DUE TO NOTIONAL 20:1 PENETRATION NO LONGER IN CRITERIA TO BE REVISITED ON NEXT FULL AMENDMENT PER FPT.
13. CHANGED ALTERNATE MINIMUMS NOTE FROM "ILS: STANDARD, LOC: STANDARD - CAT D 800-2 1/2" TO "ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE, LOC: STANDARD - CAT D 800-2 1/2- NA WHEN LOCAL WEATHER NOT AVAILABLE" - PER P-NOTAM/AMENDMENT 11B AND REQUIREMENT WHEN WX NOT AVAILABLE.
14. MOVED RADAR REQUIRED FROM NOTES TO EQUIPMENT REQUIREMENTS NOTES. - IAW 8260.19I 8-6-8 A(1).
15. ADDED CHART IN PROFILE VIEW: I-TBQ DME ANTENNA. - IAW 8260.19I 8-6-10 R.



**COORDINATED WITH:**

**A4A** ☐ **ALPA** ☒ **AOPA** ☒ **APA** ☐ **HAI** ☐ **NBAA** ☒ **OTHER:** ZFW, DFW ATCT, ADS ATCT, ST. SV. DIR., AMGR.

**FLIGHT CHECKED BY**

PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE  
FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION

**OFFICE**

*Digitally signed by*

**JON DENTON**

**DATE**

Feb 15, 2022

**DEVELOPED BY**

JON DENTON (GORDON LEMON)

*Digitally signed by*

**JON DENTON**

**OFFICE**

AJV-A432

**DATE**

10/22/2021

**APPROVED BY**

LONNIE EVERHART

*Digitally signed by*

**JON DENTON**

Feb 15, 2022

**OFFICE**

AJV-A430

**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 16	<u>AMDT NO.</u> 11C	<u>CITY</u> DALLAS	<u>STATE</u> TX	<u>AIRPORT ELEVATION</u> 645	<u>FACILITY</u> I-ADS
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PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

FROM  
BONOO INT/I-ADS 12.00 DME

TO  
JERIT INT/I-ADS 5.18 DME

<u>RNP</u>	<u>DISTANCE</u> 6.82	<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>
										TOWER (44-1061)	330918.00N/0965323.00W	1031	20	3	1A	500				AT469	2000
										TERRAIN	330609.00N/0965057.00W	667 (667)								AS1000	1700

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: ILS

FROM  
JERIT INT/I-ADS 5.18 DME

TO  
RW16

<u>RNP</u>	<u>DISTANCE</u> 4.08	<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			XP0	894

COMPUTATIONS

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

SEGMENT REMARKS:

XP - DUE TO DISPLACE THLD & LOCATION OF PARALLEL TAXIWAY, TAXIING AIRCRAFT ARE IN POFA AND 20:1 PENETRATIONS. POFA OBSTRUCTIONS REQUIRE MINIMUM 250 HAT ON ILS. THE 20:1 PENETRATIONS LIMIT VIS TO NOT LESS THAN 1 SM.



FINAL: LOC

FROM  
JERIT INT/I-ADS 5.18 DME

TO  
4.08 NM AFTER JERIT INT/I-ADS 5.18 DME OR AT I-ADS 1.10 DME

RNP	DISTANCE 4.08	PAT	MAP 4.08 NM AFTER JERIT INT/I-ADS 5.18 DME OR AT I-ADS 1.10 DME	HAT 396	HMAS
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OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TRMSN TWR (KADS0032)	325950.99N/0965055.96W	785	20	3	1A	250					1040

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  
TRISS INT/TTT 36.27 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS 701
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OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3000
TOWER (48-004991)	325404.00N/0964114.00W	1249	20	3	1A	1000					2300
TERRAIN	330000.00N/0964524.00W	726 (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  
4.08 NM AFTER JERIT INT/I-ADS 5.18 DME OR AT I-ADS 1.10 DME

TO  
TRISS INT/TTT 36.27 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 790					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3000
TOWER (48-004991)	325404.00N/0964114.00W		1249	20	3	1A	1000					2300
TERRAIN	330000.00N/0964524.00W		726 (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 ALTERNATE : ILS

FROM  
DA

TO

RNP	DISTANCE	PAT	MAP	HAT			HMAS 701					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3000
TOWER (48-004991)	325404.00N/0964114.00W		1249	20	3	1A	1000					2300
TERRAIN	330000.00N/0964524.00W		726 (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 ALTERNATE : LOC

FROM

4.08 NM AFTER JERIT INT/I-ADS 5.18 DME OR AT I-ADS 1.10 DME

TO

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
							790					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3000
TOWER (48-004991)	325404.00N/0964114.00W		1249	20	3	1A	1000					2300
TERRAIN	330000.00N/0964524.00W		726 (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											
BUILDING (48-012890)	325629.00N/0964925.00W	1.30	555	850	20	10	1B	300		XP50	1200
CATEGORY B											
BUILDING (48-010498)	325606.38N/0964910.27W	1.83	555	888	20	10	1B	300			1200
CATEGORY C											
BUILDING (48-005219)	325540.81N/0964919.57W	2.87	635	975	20	3	1A	300			1280
CATEGORY D											
TOWER (48-005268)	330044.00N/0964654.00W	3.75	755	1049	500	50	5D	300		AC50	1400

CIRCLING REMARKS:

XP - CAT A TO MAINTAIN PUBLISHED MINIMUMS.



MSA

CENTER

TTT VOR/DME

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
140-260	TOWER (44-8489)	323502.67N/0965748.75W	161	17.5	2549	50	20	2C	1000			3600
260-140	TOWER (44-C293)	331942.42N/0970357.04W	351	27.5	1658	500	50	5D	1000			2700

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:





PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH  
REGIONAL APP CON, ADS TOWER, FTW FSS

<u>WX SERVICE</u> AWOS-3	<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> 39

WX REMARKS:  
RASS PRESSURE PATTERNS THE SAME  
KADS 645, KDAL 487  
RA = 38.98

<u>PRIMARY NAVAID</u> I-ADS	<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> 633.5	<u>TCH</u> 51.6	<u>ELEV GS ANTENNA</u> 629.5	<u>DISTANCE FROM RWY</u> 950	<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	979
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

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.

DUE TO DISPLACED THLD AND LOCATION OF PARALLEL TAXIWAY, AIRCRAFT ARE IN POFA AND 20:1 PENETRATIONS. POFA OBSTRUCTIONS REQUIRE MIN 250' HAT AND NO LIGHT REDUCTION BELOW 1 MILE IS AUTHORIZED.

NOTE: POFA RESTRICTIONS NO LONGER IN CRITERIA - SHOULD BE REMOVED WITH NEXT FULL AMENDMENT AND MINIMA ADJUSTED ACCORDINGLY PER FPT.

FOR CONTINGENCY PURPOSES:

- WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DALLAS LOVE FLD ALTIMETER SETTING AND INCREASE ALL DAS TO 934 FEET; INCREASE ALL MDAS 40 FEET AND S-LOC-16 VISIBILITY CAT C/D 1/8 SM, AND CIRCLING VISIBILITY CAT C 1/4 SM.
- FOR INOPERATIVE ALS WHEN USING DALLAS LOVE FLD ALTIMETER SETTING, INCREASE S-LOC-16 CAT C VISIBILITY TO 1 1/4 SM AND CAT D VISIBILITY TO 1 1/2 SM.
- VDP NA WHEN USING DALLAS LOVE FLD ALTIMETER SETTING.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

<b>AIRPORT ID</b> KADS	<b>PROCEDURE NAME</b> ILS OR LOC RWY 16	<b>AMDT NO.</b> 11C	<b>CITY</b> DALLAS	<b>STATE</b> TX	<b>AIRPORT ELEVATION</b> 645	<b>FACILITY</b> I-ADS
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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	3.19
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.91
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	159.78
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	700
DISTANCE FROM	THLD	TO 1500FT POINT	11.30
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	8.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	159.78
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	700

THRESHOLD  
COORDINATES  
(IF STR-IN)

325831.14N/0965021.88W

ARP COORDINATES

325806.80N/0965011.20W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP

RUNWAY 16 DISTANCE 0.59 NM

FAF  
COORDINATES

330221.33N/0965202.53W

FIX NAME  
COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED  
THLD DISPLACED 979FT, ACTUAL COORDINATES: 325840.23N/0965025.85W.

QUALITY  
20  
CHECKED

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

Electronic Version

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PART E: PREPARED BY

<u>NAME</u> JON DENTON (GORDON LEMON)	<u>OFFICE</u> AJV-A432	<u>DATE</u> 10/22/2021	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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