

**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SUPERSEDED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> 7 SEPTEMBER 2023	<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.



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