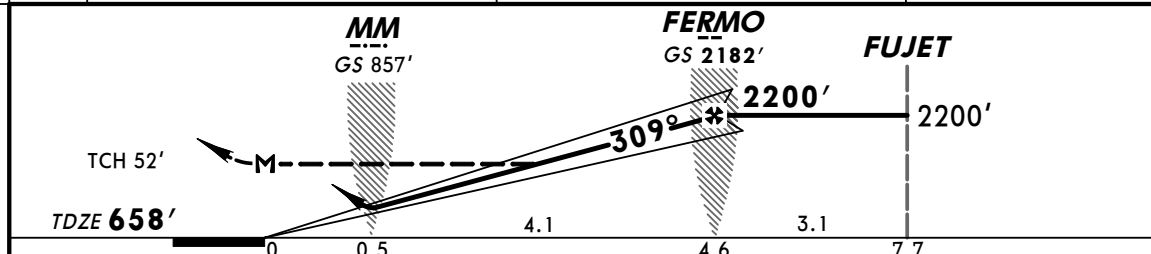
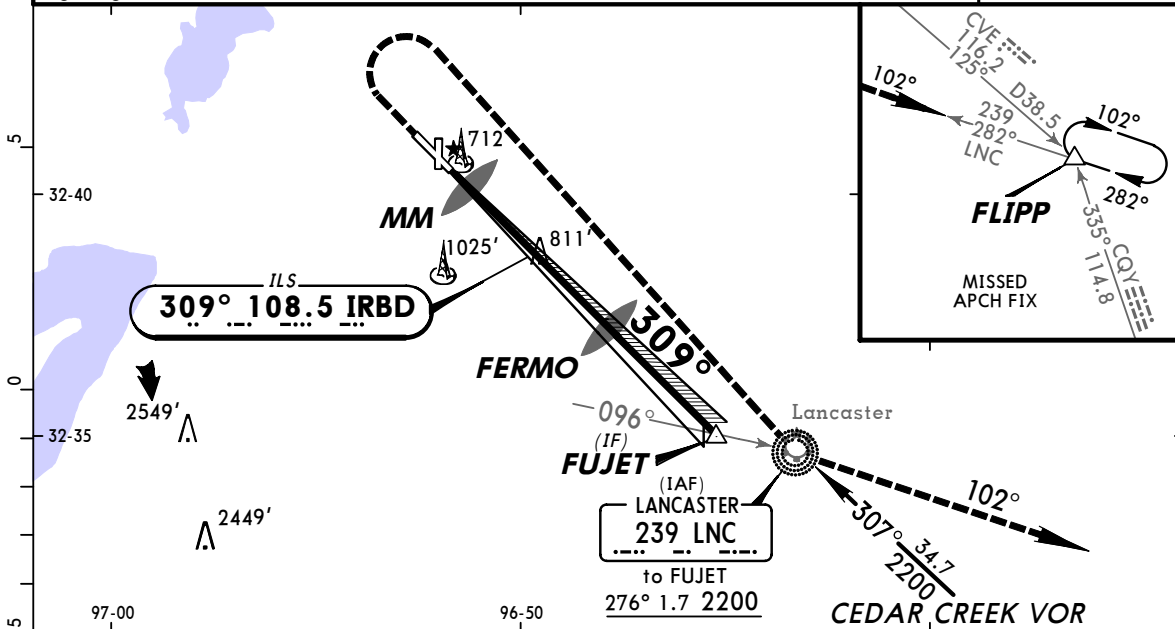


KRBD/RBD
DALLAS EXECUTIVE

JEPPESEN
 8 FEB 08 (51-1) Eff 14 Feb

DALLAS, TEXAS
ILS or LOC Rwy 31

ATIS (ASOS when Twr inop) 126.35		REGIONAL Approach (R) 125.2		*EXECUTIVE Tower CTAF 127.25		*Ground 119.47	
LOC IRBD 108.5	Final Apch Crs 309°	GS FERMO 2182' (1524')	ILS DA(H) (CONDITIONAL) 858' (200')	Apt Elev 660' TDZE 658'		<p>MSA LNC NDB</p>	
MISSED APCH: Climb to 1200', then climbing RIGHT turn to 2400' direct LNC NDB and via 102° bearing from LNC NDB to FLIPP INT and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. ADF required. 2. Use local altimeter setting; if not received, use Dallas Love altimeter setting. 3. VGSI and ILS glidepath not coincident. 4. Pilot controlled lighting 127.25.							



Gnd speed-Kts	70	90	100	120	140	160		LDIN	1200'	2400'	LNC
GS	3.00°	377	484	538	646	753	861	REIL: VASI:	↑	RT	239
FERMO to MAP 4.6	3:57	3:04	2:46	2:18	1:58	1:43					

STRAIGHT-IN LANDING RWY 31 With Local Altimeter Setting				CIRCLE-TO-LAND With Local Altimeter Setting	
ILS DA(H) 858' (200')		LOC (GS out) MDA(H) 1100' (442')		Max Kts. MDA(H)	
FULL	LDIN out	LDIN out	LDIN out	90	1160' (500') - 1
A			1	120	
B	3/4		1 1/4	140	1160' (500') - 1 1/2
C			1 1/2	165	1340' (680') - 2 1/4
D					

With Dallas Love Altimeter Setting				With Dallas Love Altimeter Setting	
ILS DA(H) 906' (248')		LOC (GS out) MDA(H) 1160' (502')		Max Kts. MDA(H)	
FULL	LDIN out	LDIN out	LDIN out	90	1220' (560') - 1
A			1	120	
B	3/4		1 1/4	140	1220' (560') - 1 1/2
C			1 3/4	165	1400' (740') - 2 1/4
D					

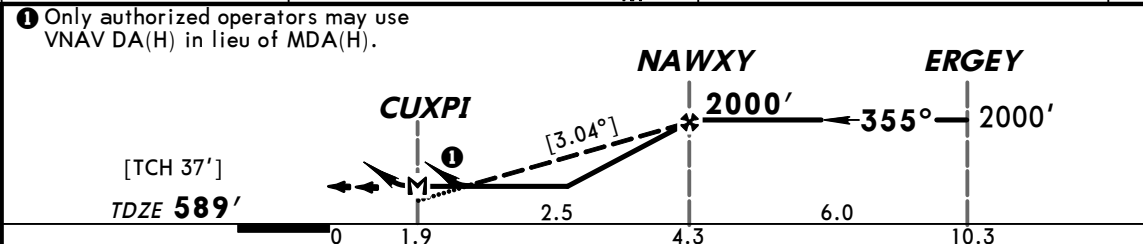
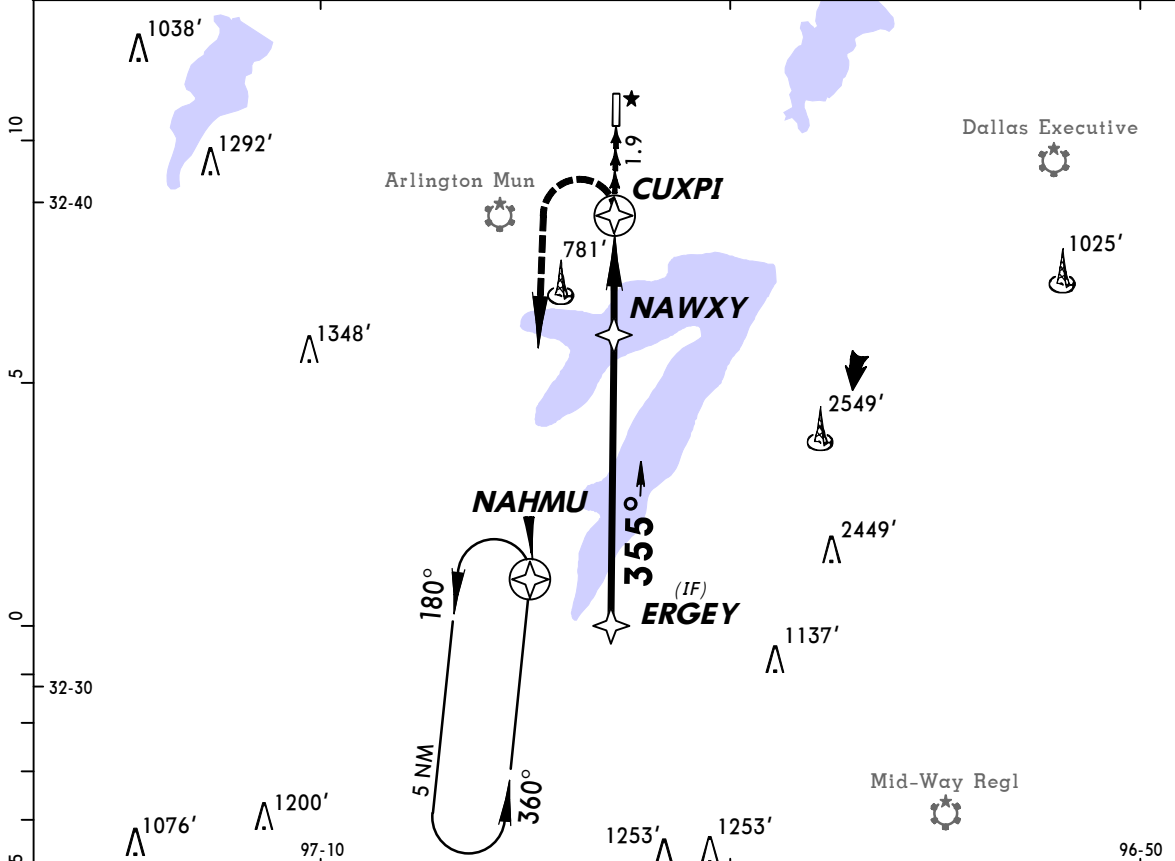
TERPS 8 DZEMM

For Training Use Only

KGPM
GRAND PRAIRIE MUN

JEPPESEN GRAND PRAIRIE, TEXAS
10 FEB 06 **(12-1)** **Eff 16 Feb** **RNAV (GPS) Rwy 35**

AWOS-3 118.47		REGIONAL Approach (R) 135.97		*GRAND PRAIRIE Tower CTAF 128.55		*Ground 121.15	
RNAV	Final Apch Crs 355°	Minimum Alt NAWXY 2000' (1411')	MDA(H) 1000' (411')	Apt Elev 589' TDZE 589'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center;"> 3600' </div> MSA CUXPI	
MISSED APCH: Climbing LEFT turn to 2300' direct NAHMU and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. Use local altimeter setting; if not received, use Arlington Mun altimeter setting. 3. DME/DME RNP-0.3 not authorized. 4. VGSI and descent angles not coincident. 5. Pilot controlled lighting 128.55.							



Gnd speed-Kts	70	90	100	120	140	160	REIL VASI-L	<div style="display: flex; align-items: center;"> <div style="text-align: center;"> 2300' LT </div> <div style="margin-left: 20px;"> </div> </div>	<div style="display: flex; align-items: center;"> <div style="text-align: center;"> </div> <div style="margin-left: 20px;"> NAHMU </div> </div>
Descent angle	3.07	4.84	5.38	6.45	7.53	8.6			

STRAIGHT-IN LANDING RWY 35				CIRCLE-TO-LAND			
LNAV							
MDA(H) 1000' (411')							

TERPS	A	2 1/4				A				
	B					B				
	C	NA				C	NA			
	D					D				

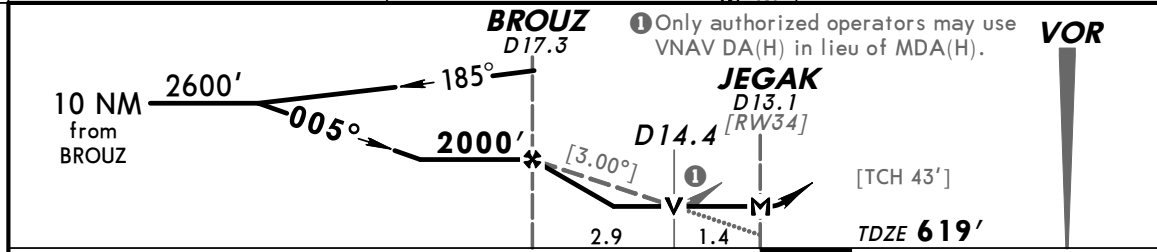
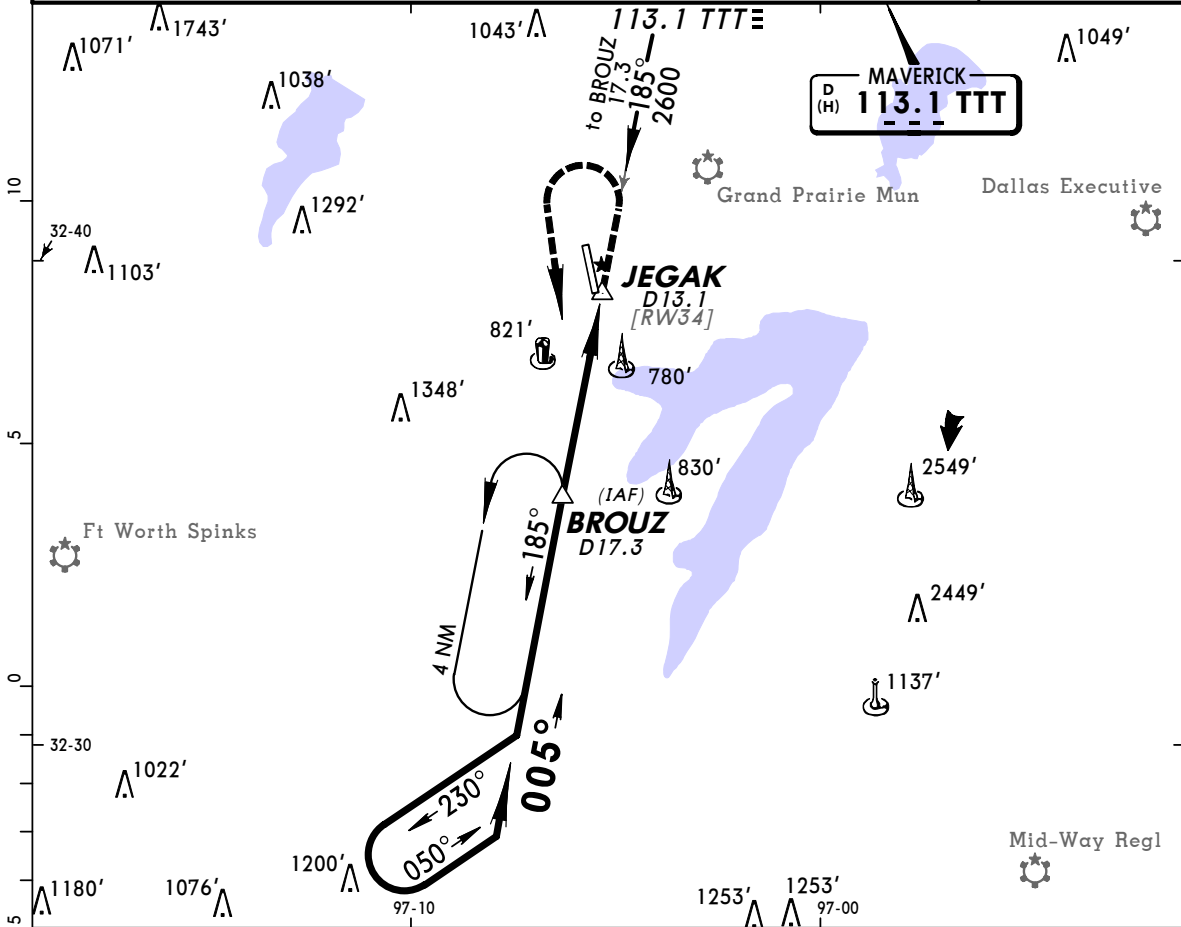
For Training Use Only

KGKY
ARLINGTON MUN

JEPPESEN
11 JAN 08 **(13-1)** **CAT A, B & C**

ARLINGTON, TEXAS
VOR DME Rwy 34

ASOS 127.37		REGIONAL Approach (R) 135.97		*ARLINGTON Tower CTAF 128.62		*Ground 121.87	
VOR TTT 113.1	Final Apch Crs 005°	Minimum Alt BROUZ 2000' (1381')	MDA(H) 1080' (461')	Apt Elev 628' TDZE 619'			
MISSED APCH: Climb to 1600' then climbing LEFT turn to 2600' outbound via TTT VOR R-185 to BROUZ/D17.3 and hold.						Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Grand Prairie Mun altimeter setting.	
						MSA TTT VOR	



Gnd speed-Kts	70	90	100	120	140	160	REIL	1600'	2600'	TTT	BROUZ
Descent angle [3.00°]	372	478	531	637	743	849	PAPI-L	↑	←	via 113.1 R-185	
MAP at JEGAK											

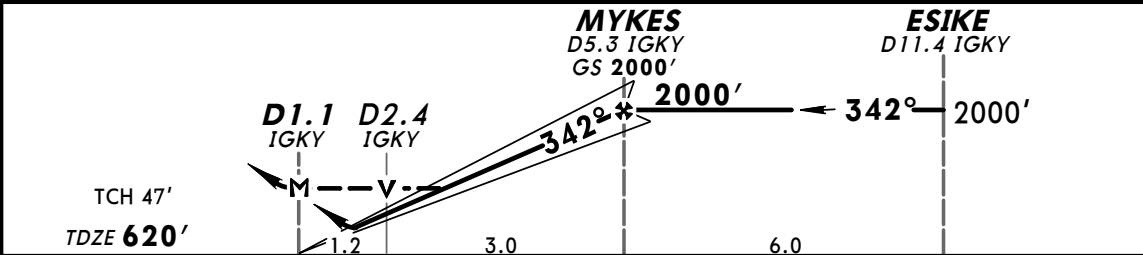
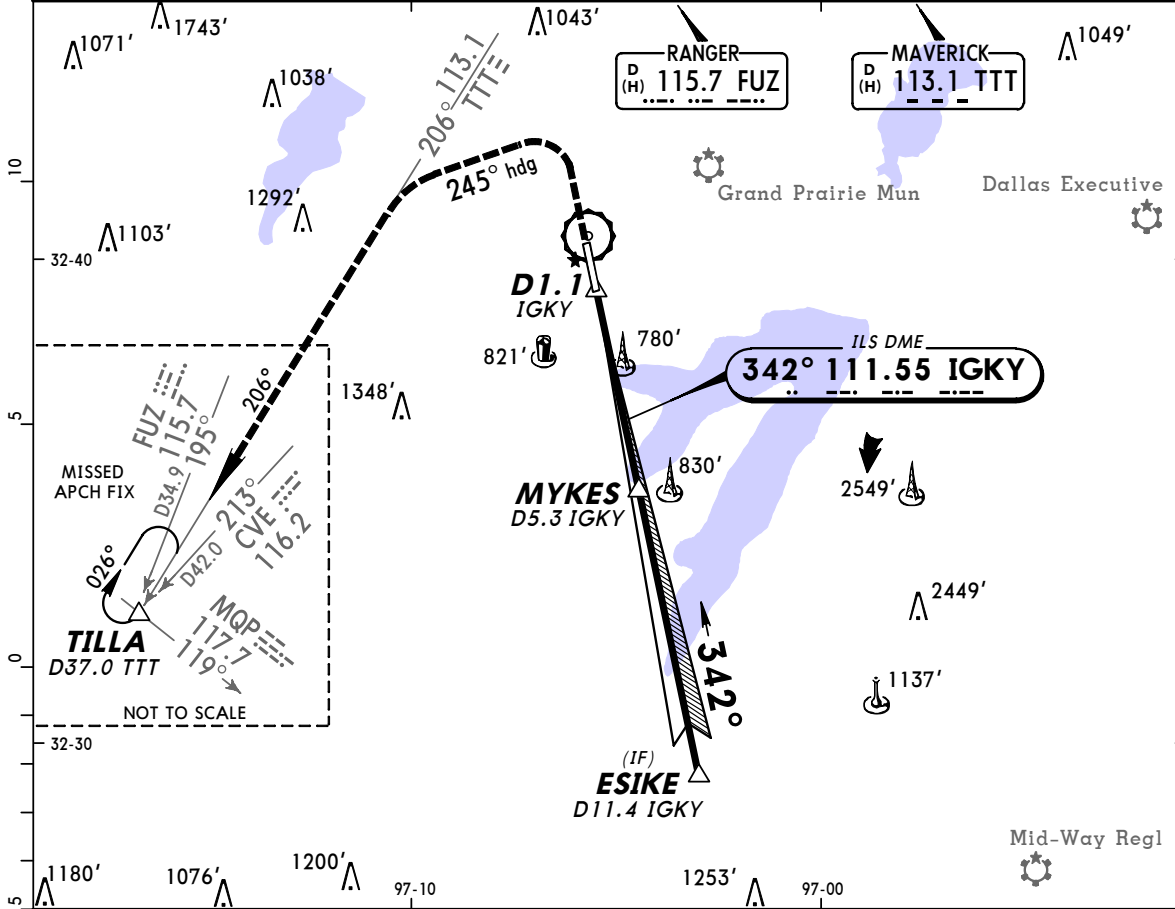
STRAIGHT-IN LANDING RWY 34 MDA(H) 1080' (461')			CIRCLE-TO-LAND		
		Max Kts	MDA(H)		
A	1	90	1080' (452') - 1		
B		120	1100' (472') - 1		
C	1 1/4	140	1100' (472') - 1 1/2		
D	NA	D	NA		

TERPS

For Training Use Only

KGKY **JEPPESEN** **ARLINGTON, TEXAS**
ARLINGTON MUN 22 FEB 08 **(11-1)** **CAT A, B & C** **ILS or LOC DME Rwy 34**

ASOS 127.37		REGIONAL Approach (R) 135.97		*ARLINGTON Tower CTAF 128.62		*Ground 121.87	
LOC IGKY 111.55	Final Apch Crs 342°	GS MYKES 2000' (1380')	ILS DA(H) 820' (200')	Apt Elev 628' TDZE 620'			
MISSED APCH: Climb to 1100' then climbing LEFT turn to 3000' via heading 245° and TTT VOR R-206 to TILLA INT/D37.0 and hold.							MSA TTT VOR
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. Use local altimeter setting; if not received, use Grand Prairie Mun altimeter setting.							



Gnd speed-Kts	70	90	100	120	140	160	REIL	1100'	3000'	245°	TTT
GS	3.00°	377	484	538	646	861	PAPI-L	↑	LT	via hdg and	R-206
MAP at D1.1 IGKY											

STRAIGHT-IN LANDING RWY 34				CIRCLE-TO-LAND			
ILS DA(H) 820' (200')		LOC (GS out) MDA(H) 1040' (420')		Max Kts		MDA(H)	
A				90	1080' (452') - 1		
B	3/4			120	1080' (452') - 1 1/2		
C				140	1080' (452') - 1 1/2		
D	NA			D	NA		

TERPS

CHANGES: Lighting, minimums.

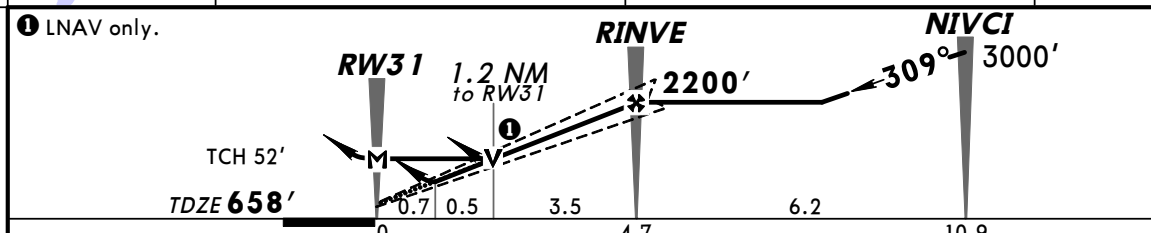
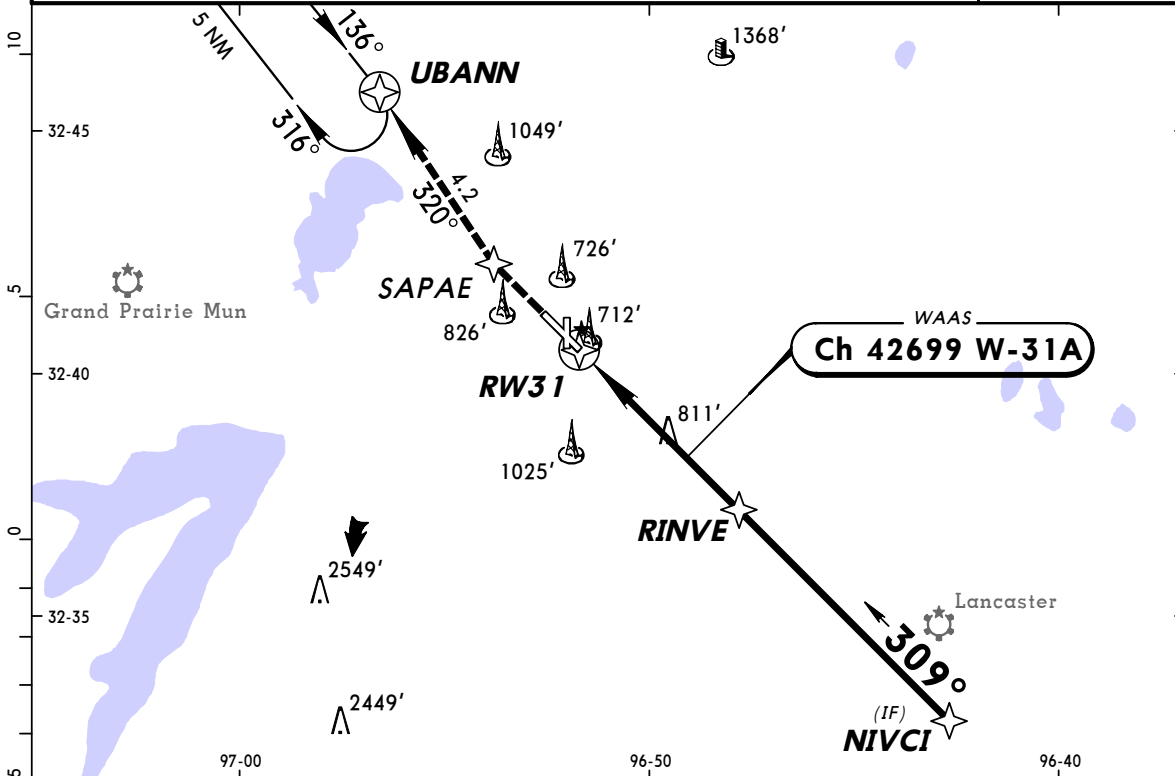
For Training Use Only

**KRBD/RBD
DALLAS EXECUTIVE**

JEPPESEN
1 JUN 07 **(52-2)**

**DALLAS, TEXAS
RNAV (GPS) Rwy 31**

ATIS (ASOS when Twr inop) 126.35		REGIONAL Approach (R) 125.2		*EXECUTIVE Tower CTAF 127.25		*Ground 119.47	
WAAS Ch 42699 W-31A		Final Apch Crs 309°		Minimum Alt RINVE 2200' (1542')		LPV DA(H) (CONDITIONAL) 908' (250')	
				Apt Elev 660'		TDZE 658'	
MISSED APCH: Climb to 2500' direct SAPAE and via 320° track to UBANN and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. Use local altimeter setting; if not received, use Dallas Love altimeter setting. 3. DME/DME RNP-0.3 not authorized. 4. Baro-VNAV not authorized below -16°C (4°F). 5. Baro-VNAV and VDP not authorized when using Dallas Love altimeter setting. 6. VGSI and RNAV glidepath not coincident. 7. Pilot controlled lighting 127.25.						3600' MSA RW31	



Gnd speed-Kts	70	90	100	120	140	160	LDIN REIL: VASI:	2500'	D	SAPAE
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW31										

	STRAIGHT-IN LANDING RWY 31			CIRCLE-TO-LAND	
	1 LPV DA(H) 908' (250') With Local Altimeter Setting	2 LNAV/VNAV DA(H) 1073' (415') With Local Altimeter Setting	3 LNAV MDA(H) 1080' (422') With Local Altimeter Setting	With Local Altimeter Setting	With Dallas Love Altimeter Setting
	LDIN out	LDIN out	LDIN out	Max Kts	MDA(H)
A				90	
B			1	120	1160' (500') - 1½
C	1	1½		140	1220' (560') - 1½
D			1¼	165	1340' (680') - 2¼
					1400' (740') - 2¼

1 DA(H) 968' (310') when using Dallas Love altimeter setting.
2 DA(H) 1133' (475') when using Dallas Love altimeter setting.
3 MDA(H) 1140' (482') when using Dallas Love altimeter setting.

For Training Use Only