

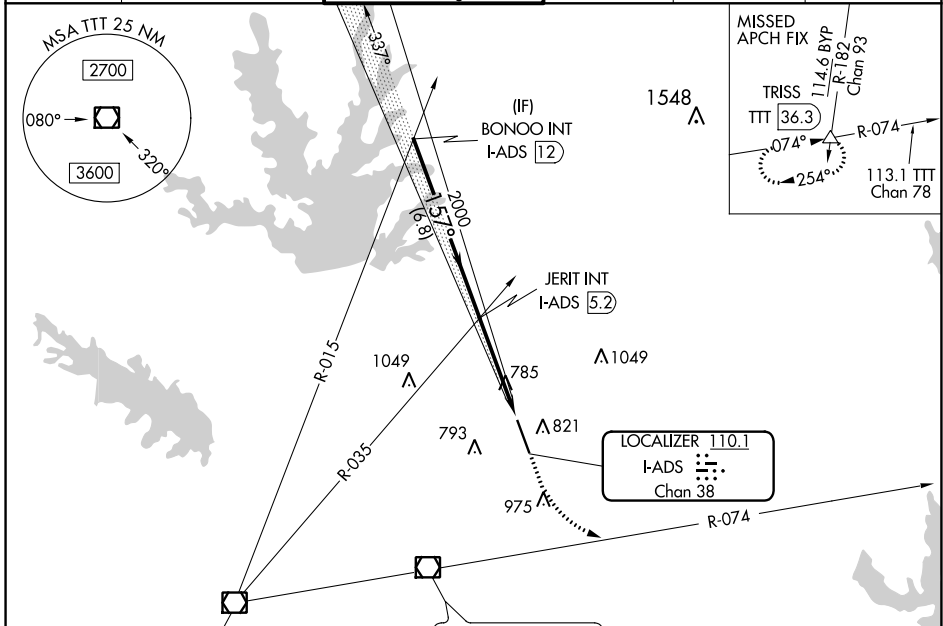
LOC/DME I-ADS <b>110.1</b> Chan <b>38</b>	APP CRS <b>157°</b>	Rwy Idg <b>6224</b> TDZE <b>644</b> Apt Elev <b>645</b>
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# ILS or LOC RWY 16

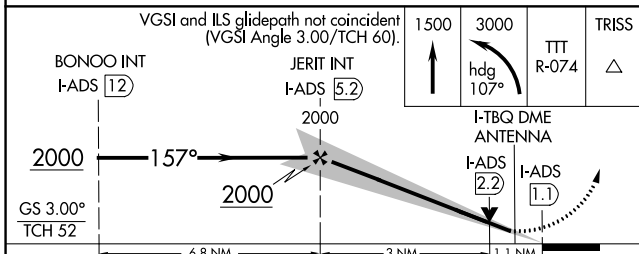
ADDISON (ADS)

RADAR required for procedure entry.		MALSR 	MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 on heading 107° and TTT VOR/DME R-074 to TRISS INT/TTT 36.3 DME and hold.
<p><b>▼</b> Rwy 16 helicopter visibility reduction below 1 SM NA. Inop table does not apply to S-ILS-16 all Cats, S-LOC-16 Cats A, B and C. For inop ALS, increase S-LOC-16 Cat D visibility to 1¼.</p>			

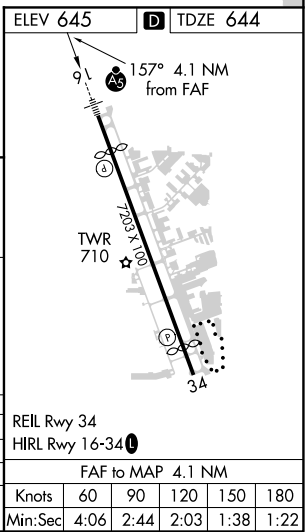
ATIS <b>133.4</b>	REGIONAL APP CON <b>124.3 282.275</b>	ADDISON TOWER* <b>126.0 (CTAF) 0 239.0</b>	GND CON <b>121.6</b>	CLNC DEL <b>119.55</b>	UNICOM <b>122.95</b>
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MAVERICK 113.1 TTT Chan 78	COWBOY 116.2 CVE Chan 109
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VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 60).				
	1500	3000	TTT R-074	TRISS
BONOO INT I-ADS 12	JERIT INT I-ADS 5.2			
2000	2000			
GS 3.00° TCH 52	157°	107°		
	6.8 NM	3 NM	1.1 NM	
CATEGORY	A	B	C	D
S-ILS 16		894-1	250 (300-1)	
S-LOC 16		1040-1	396 (400-1)	
CIRCLING	1200-1	555 (600-1)	1280-1¾ 635 (700-1¾)	1400-2½ 755 (800-2½)



SC-2, 21 APR 2022 to 19 MAY 2022

SC-2, 21 APR 2022 to 19 MAY 2022

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22