

|   |                        |   |                                    |
|---|------------------------|---|------------------------------------|
| LOC/DME I-ADS<br><b>110.1</b><br>Chan <b>38</b> | APP CRS<br><b>155°</b> | Rwy Idg <b>6224</b><br>TDZE <b>643</b><br>Apt Elev <b>645</b> | ILS or LOC RWY 15<br>ADDISON (ADS) |
|---|------------------------|---|------------------------------------|

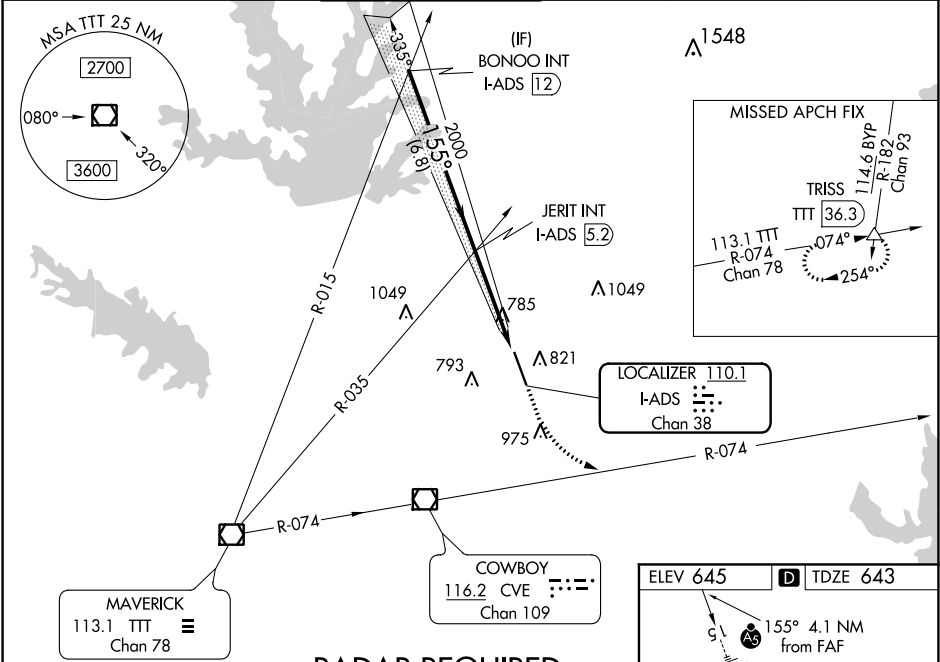
⚠ When local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all DA 39 feet and all MDA 40 feet, increase Circling Cat C visibility ¼ SM. Inoperative table does not apply to S-ILS 15 all Cats, S-LOC 15 Cats A, B & C. For inoperative MALSR, increase S-LOC 15 Cat D visibility to 1¼. Helicopter visibility reduction below 1 SM NA. For inop MALSR when using Dallas-Love Field altimeter setting increase S-LOC Cat C visibility to 1¼ and Cat D visibility to 1½.

MALSR

AS

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via heading 105° and TTT VOR/DME R-074 to TRISS Int/TTT 36.3 DME and hold.

|                      |  |   |                         |                           |                         |
|----------------------|--|---|-------------------------|---------------------------|-------------------------|
| ATIS<br><b>133.4</b> | REGIONAL APP CON<br><b>124.3 282.275</b> | ADDISON TOWER★<br><b>126.0 (CTAF) 0 239.0</b> | GND CON<br><b>121.6</b> | CLNC DEL<br><b>119.55</b> | UNICOM<br><b>122.95</b> |
|----------------------|--|---|-------------------------|---------------------------|-------------------------|



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 60).

BONOOL INT I-ADS 12

JERIT INT I-ADS 5.2

1500

3000

hdg 105°

TTT R-074

TRISS

2000

155°

2000

GS 3.00° TCH 52

6.8 NM

4.1 NM

I-ADS 1.1

| CATEGORY | A      | B           | C                       | D                       |
|----------|--------|-------------|-------------------------|-------------------------|
| S-ILS 15 | 893-1  | 250 (300-1) |                         |                         |
| S-LOC 15 | 1040-1 | 397 (400-1) |                         |                         |
| CIRCLING | 1200-1 | 555 (600-1) | 1280-1¾<br>635 (700-1¾) | 1400-2½<br>755 (800-2½) |

ELEV 645

TDZE 643

155° 4.1 NM from FAF

TWR 710

7203.1 NM

38

REIL Rwy 33

HIRL Rwy 15-33

FAF to MAP 4.1 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |