

## KNOW BEFORE YOU GO

This information is subject to change. Not for navigation or legal pre-flight action.



[View the FAA's From the Flight Deck video](#) to see actual KADS airport runway approach and taxiway footage combined with diagrams and visual graphics to clearly identify hot spots and other safety-sensitive items.

**Addison Airport (KADS)** is a single runway, multi-use airport located just 10 miles northeast of Dallas-Fort Worth International Airport, and 6 miles north of Dallas Love Field Airport. It provides a convenient alternative for corporate and business aviation. It is also home to numerous flight schools, and on any given day, the airport provides services to aircraft ranging from Cessna 150's to corporate jets on their single runway.

The **airspace** at KADS is **Class D** with a ceiling up to but not including 3,000' MSL. KADS underlies Dallas-FT Worth Class B airspace. (Refer to Sectional Chart)

KADS Tower Operates 0600L to 2200L - Daily

Administrative Office Open 0700L to 1530L – M through F

Business Phone 972-628-2401



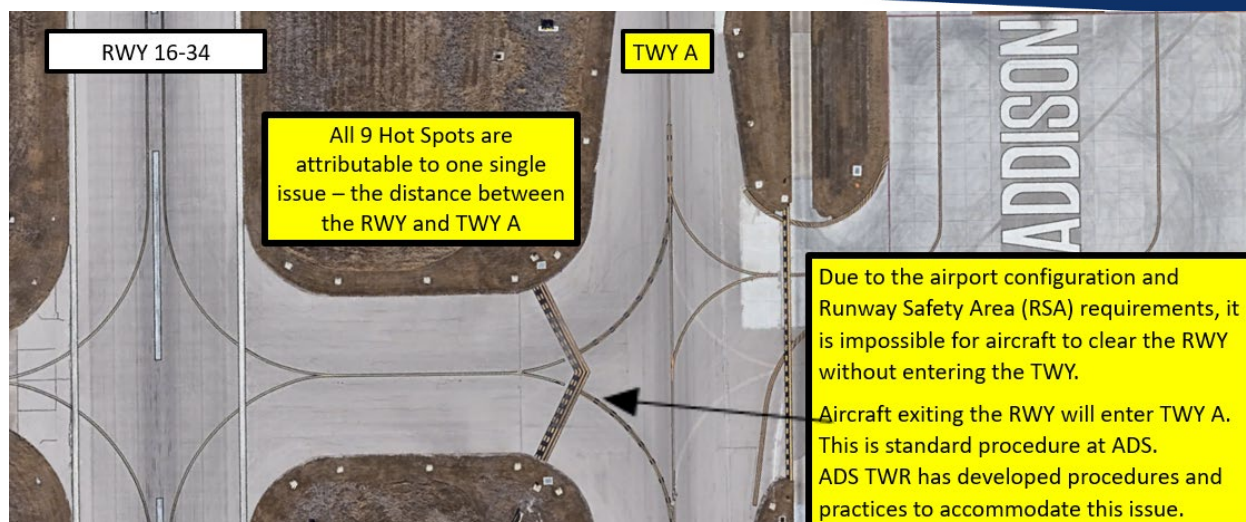
- ✓ Full length parallel TWY A runs east of the single RWY at KADS.
- ✓ Presently, most businesses and FBOs are located on the east side of the airport. (Future airport plans include facilities on the west side.)
- ✓ Arriving at KADS is somewhat complicated due to airspace requirements and adjacent airports.
- ✓ All 9 hot spots are all attributable to one single issue – the distance between the RWY and TWY A.
  - Due to the airport configuration and Runway Safety Area (RSA) requirements, it is impossible for aircraft to clear the RWY without entering the TWY.
  - Aircraft exiting the RWY will enter TWY A. This is standard procedure at KADS.
  - KADS TWR has developed procedures and practices to accommodate this issue.
  - Extra attention to Ground Control instructions is warranted.
- ✓ If ever in doubt, ask the TWR.

## Cautions

### Hot Spots

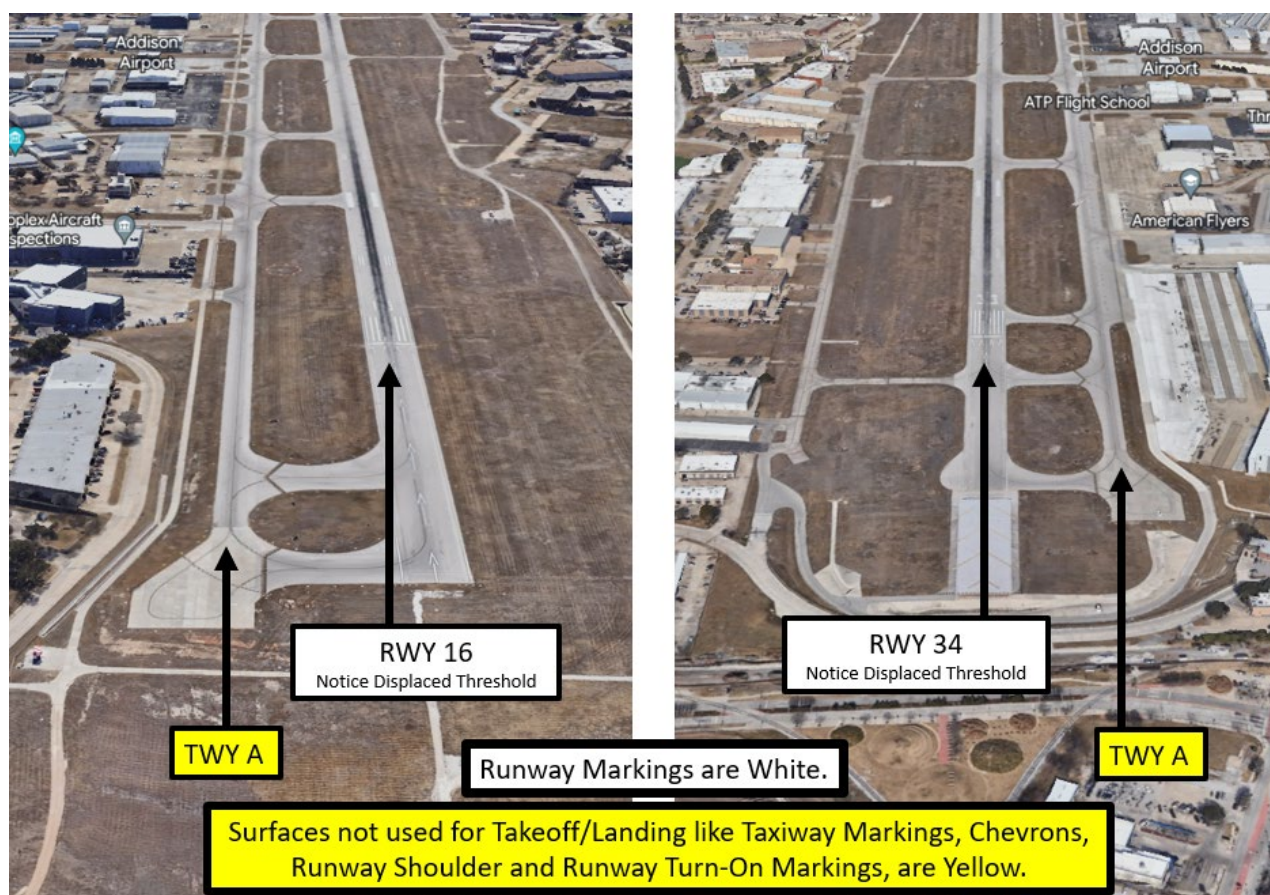
- HS 1** TWY A and RWY 16–34. Holding Position Markings have been moved back to the edge of TWY A.
- HS 2** TWY J and RWY 16–34. Holding Position Markings have been moved back to the edge of TWY A.
- HS 3** TWY H and RWY 16–34. Holding Position Markings have been moved back to the edge of TWY A.
- HS 4** TWY G and RWY 16–34. Holding Position Markings have been moved back to the edge of TWY A.
- HS 5** TWY F and RWY 16–34. Holding Position Markings have been moved back to the edge of TWY A.
- HS 6** TWY E and RWY 16–34. Holding Position Markings have been moved back to the edge of TWY A.
- HS 7** TWY D and RWY 16–34. Holding Position Markings have been moved back to the edge of TWY A.
- HS 8** TWY C and RWY 16–34. Holding Position Markings have been moved back to the edge of TWY A.
- HS 9** TWY A and RWY End 34. Holding Position Markings have been moved back to the edge of TWY A prior to turn off parallel TWY.

(See Illustration on the Next Page)



### Wrong Surface Landing

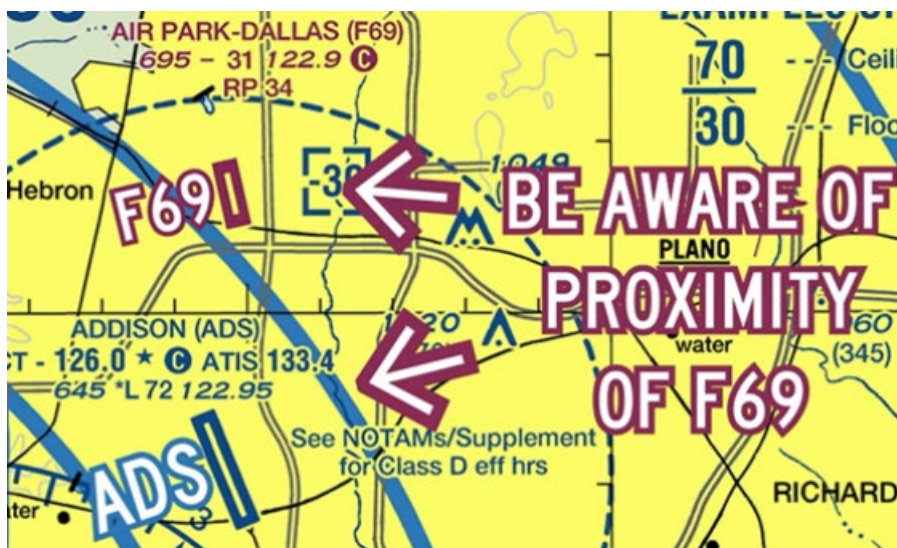
- ✓ Note that parallel, full length TWYs like TWY A can be mistaken as the RWY. Remember that RWYs have “white” markings. TWY markings are yellow,





## Wrong Airport Landing

- ✓ Pilots arriving from the north sometimes mistake F69 for KADS and land/attempt to land. F69 is an uncontrolled airport located 3.3nm north and within the KADS Class D airspace.
- ✓ Both airports have single RWY 16/34 configurations though the RWY is smaller at F69. Pilots should review **NOTAMS** for the Letter to Airmen **LTA-ADS-1** "Air Park-Dallas Airport (F69) Proximity to Addison Airport (KADS)" for facility issued information.
- ✓ [View the From the Flight Deck-Wrong Airport Landings](#) video for more information and mitigation strategies.



## Additional Cautions

- ✓ Numerous 200' buildings within 1 mile east and south of airport.
- ✓ Transmission towers and water tanks west of Airport.
- ✓ Dallas Love Field Airport (KDAL) RWY 13L/13R arrivals overfly KADS at 3,000'.
- ✓ After dark, the airport is difficult to identify at night due its location in the middle of an industrial park and surrounded by residential areas. Ambient lighting, from major roads and highways also make locating the airport difficult.
- ✓ Do not hesitate to let ATC know that you are having difficulty finding the airport.
- ✓ Noise sensitive areas surround airport. Pilots req to use NBAA std noise procedures.

## FROM THE KADS TOWER CONTROLLERS

The following is local airport specific information that your TWR Controllers want to pass along.

## Ground

- ✓ If you need to conduct a high-speed taxi or run up, contact Ground Control (GC) for designated locations.
- ✓ RWY 16/34 has run-up areas, inquire with GC if you are unfamiliar.

- ✓ When in a north flow configuration, aircraft parked on the west side of the airport are typically assigned RWY 34 @ C (intersection). Advise if you need full length on RWY 34.
- ✓ If you would like flight following, make your request with GC prior to taxi.

### Take-off/Departure

- ✓ Advise GC if you want or do not want an intersection departure.
- ✓ If planning to fly a local scenic tour, advise GC/TWR of intention to do so. GC/TWR will issue a squawk code and instructions if it is through KDAL airspace.
- ✓ KADS utilizes **“Line Up and Wait”** (LUAW) to instruct a pilot to taxi onto the departure RWY and hold position until cleared for takeoff. It **is not authorization for takeoff**. For mitigation strategies, view the [From the Flight Deck-Line Up and Wait video](#).

### Arrival/Landing

- ✓ When landing RWY 16/34 expect to exit and taxi past the hold lines and onto TWY A.
- ✓ Landing RWY 16/34 maintain assigned altitude until instructed otherwise.

### Special Traffic (Military / Commercial / Helicopter, etc.)

- ✓ Advise TWR of landing/ departing locations.
- ✓ If requesting pattern work expect to be restricted west of RWY 16/34.
- ✓ If transitioning the airspace, TWR may restrict you east or west of RWY 16/34 or advise your crossover dependent on traffic.

### Additional Information

- ✓ RWY 16 has Engineered Material Arresting System (EMAS).
- ✓ RWY 16/34 has displaced thresholds.

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