

List of pages in this Trip Kit

Trip Kit Index

Airport Information For KADH

Terminal Charts For KADH

Revision Letter For Cycle 05-2025

Change Notices

Notebook

General Information

Location: ADA OK USA
ICAO/IATA: KADH / ADT
Lat/Long: N34° 48.26', W096° 40.27'
Elevation: 1016 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 3.0° E
Sectional Chart: Dallas Ft Worth

Fuel Types: 100 Octane (LL), Jet A+
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1143 Z
Sunset: 0121 Z

Runway Information

Runway: 13
Length x Width: 2717 ft x 50 ft
Surface Type: asphalt
TDZ-Elev: 1004 ft

Runway: 18
Length x Width: 6203 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1016 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 31
Length x Width: 2717 ft x 50 ft
Surface Type: asphalt
TDZ-Elev: 1004 ft

Runway: 36
Length x Width: 6203 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 995 ft
Lighting: Edge, REIL, Pilot controlled

Displaced Threshold: 100 ft

Communication Information

AWOS: 118.725

AWOS: 118.625 Secondary

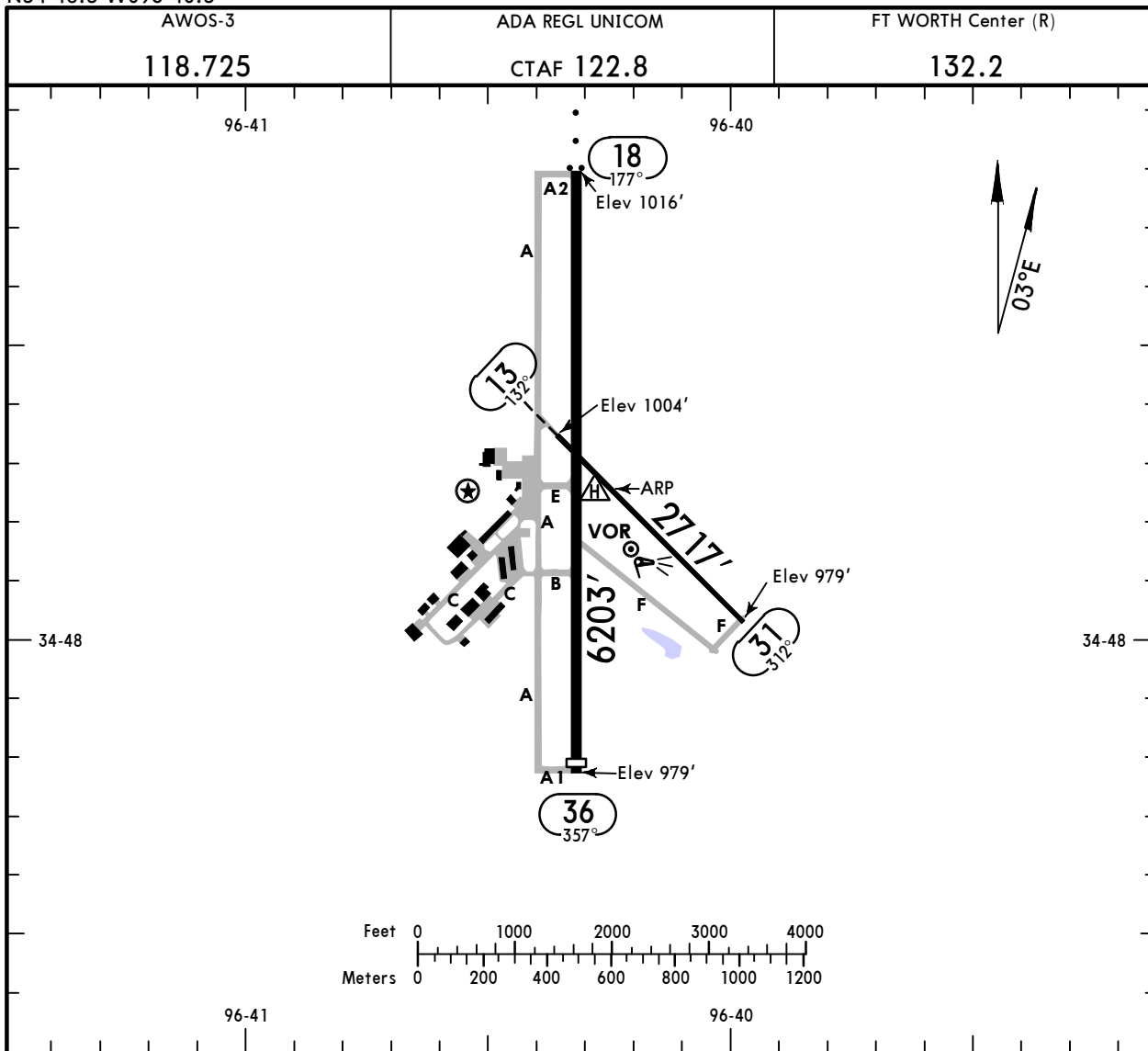
Ada Regl UNICOM: 122.800 CTAF PCL

Ft Worth ACC: 132.200 Remote Communications Air-Ground

KADH/ADT
 Apt Elev **1016'**
 N34 48.3 W096 40.3

JEPPESSEN
 12 NOV 21 **(10-9)**

ADA, OKLA
ADA REGL



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	
13 ① 31					50'
18 36	② MIRL ② ODALS PAPI-L (angle 3.00°) ② MIRL ② REIL ③ PAPI-L (angle 3.00°)	6103'			100'

- ① Moderate to severe cracking and raveling on asphalt portion.
- ② Activate on 122.8.
- ③ Unusable beyond 7° right of centerline.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

FOR FILING AS ALTERNATE

	Rwys 31, 36		Rwy 13			Rwy 18			FOR FILING AS ALTERNATE	
	Adequate Vis Ref	STD	With Mim climb of 270'/NM to 1300'		Other	With Mim climb of 320'/NM to 1300'		Other		
			Adequate Vis Ref	STD		Adequate Vis Ref	STD			
1 & 2 Eng	1/4	1	1/4	1	300 - 1 1/4	1/4	1	300	A	800-2
3 & 4 Eng		1/2		1/2			1/2		1/2	1/2
									C	900-2 1/2
									D	900-2 1/2

OBSTACLE DP: Rwy 18, climb heading 177° to 1600' before proceeding on course.

(For TAKEOFF OBSTACLE NOTES see 10-9A1)

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KADH/ADT


JEPPESSEN
 4 SEP 20 **10-9A1** **Eff 10 Sep**
ADA, OKLA
ADA REGL

ODP TAKEOFF OBSTACLE NOTES

- RWY 13:
 Pole, post beginning 122' from DER, 72' right of centerline, up to 4' AGL/982' MSL. Bush 315' from DER, 43' right of centerline, 988' MSL. Tower 5476' from DER, 872' left of centerline, 120' AGL/1117' MSL. Tower 5596' from DER, 1865' left of centerline, 180' AGL/1156' MSL.

- RWY 18:
 Trees beginning 32' from DER, 99' right of centerline, up to 1021' MSL. Tree 82' from DER, 272' left of centerline, 999' MSL. Trees beginning 150' from DER, 393' left of centerline, up to 1024' MSL. Trees beginning 196' from DER, 103' right of centerline, up to 1031' MSL. Tree 367' from DER, 368' left of centerline, 1028' MSL. Trees beginning 524' from DER, 373' left of centerline, up to 1040' MSL. Tree 973' from DER, 675' left of centerline, 1041' MSL. Antenna on pole, tank, tower beginning 1017' from DER, 449' left of centerline, up to 1053' MSL. Trees beginning 1530' from DER, 308' right of centerline, up to 1037' MSL. Tower 2672' from DER, 675' right of centerline, 106' AGL/1092' MSL. Tower, pole beginning 1 NM from DER, 1280' right of centerline, up to 165' AGL/1165' MSL.

- RWY 31:
 Pole, windsock beginning 15' from DER, 264' left of centerline, up to 25' AGL/1022' MSL. Pole, obstruction lighting on anemometer beginning 1088' from DER, 548' right of centerline, up to 36' AGL/1042' MSL. Trees beginning 2565' from DER, 988' right of centerline, up to 1083' MSL.

- RWY 36:
 Tower, antenna beginning 55' from DER, 423' left of centerline, up to 11' AGL/1026' MSL. Trees beginning 75' from DER, 71' left of centerline, up to 1061' MSL. Tree 132' from DER, 278' right of centerline, 1020' MSL. Trees beginning 329' from DER, 267' left of centerline, up to 1065' MSL. Tree 345' from DER, 267' right of centerline, 1028' MSL. Tree 551' from DER, 261' right of centerline, 1030' MSL. Tree 927' from DER, 281' right of centerline, 1040' MSL. Tree 1011' from DER, 675' right of centerline, 1050' MSL.

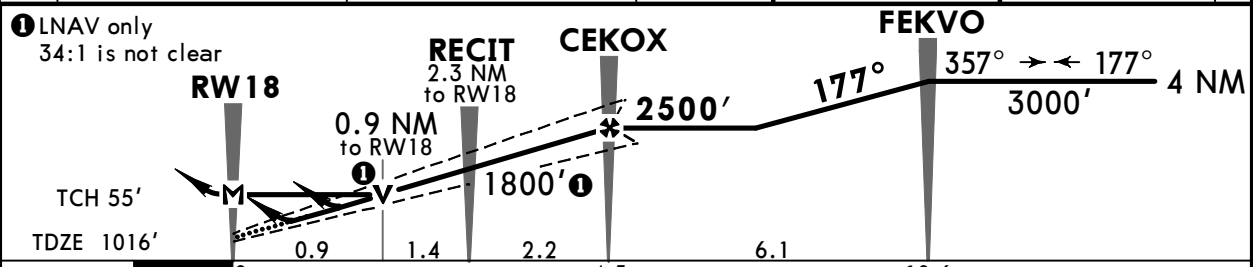
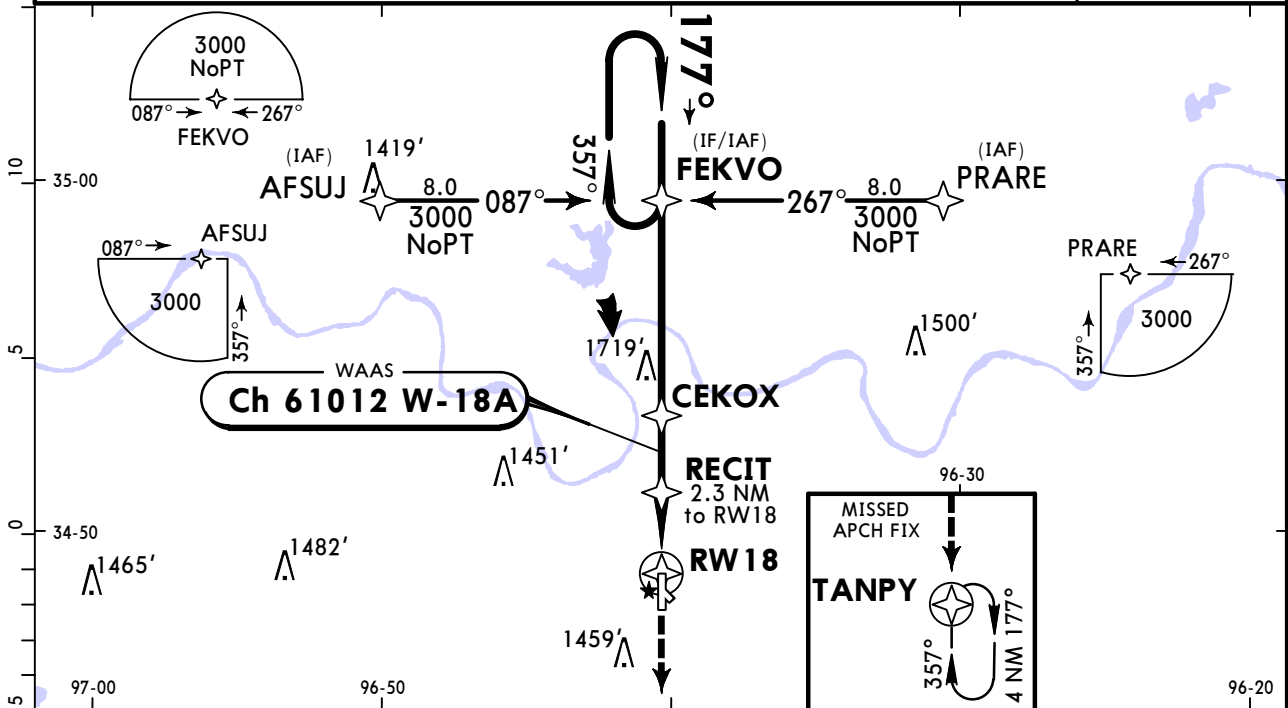
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KADH/ADT
ADA REGL

JEPPESSEN
21 AUG 20 (12-1)

ADA, OKLA
RNAV (GPS) Rwy 18

AWOS-3 118.725		FT WORTH Center (R) 132.2		ADA MUN UNICOM CTAF 122.8	
WAAS Ch 61012 W-18A	Final Apch Crs 177°	CEKOX 2500' (1484')	LPV DA(H) (CONDITIONAL) 1266' (250')	Apt Elev 1016'	TDZE 1016'
MISSED APCH: Climb to 3000' direct TANPY and hold.					TAA 30 NM IAF
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. Circling Rwy 31 not authorized at night. 2. Use local altimeter setting; if not received, use Seminole altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 54°C (130°F). 4. Baro-VNAV and VDP not authorized when using Seminole altimeter setting. 5. DME/DME RNP-0.30 not authorized. 6. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 31'). 7. Rwy 18 helicopter visibility reduction below 3/4 SM not authorized. 8. Pilot controlled lighting 122.8.					



Gnd speed-Kts	70	90	100	120	140	160	ODALS 3000'	PAPI ↑	D → TANPY
Glide Path Angle	3.00°	372	478	531	637	849			
LPV, LNAV/VNAV: MAP at DA									
LNAV: MAP at RW18									

TERPS						STRAIGHT-IN LANDING RWY 18 With Local Altimeter Setting		CIRCLE-TO-LAND With Local Altimeter Setting	
	LPV DA(H) 1266'(250')	LNAV/VNAV DA(H) 1320'(304')	LNAV MDA(H) 1400'(384')	ODALS out	ODALS out	ODALS out	ODALS out	Max Kts	MDA(H)
A								90	1520'(504') -1
B	3/4	7/8	1	3/4	1			120	1640'(624') -1
C								140	1820'(804') -2 1/4
D								165	1820'(804') -2 1/2
TERPS						STRAIGHT-IN LANDING RWY 18 With Seminole Altimeter Setting		CIRCLE-TO-LAND With Seminole Altimeter Setting	
	LPV DA(H) 1332'(316')	LNAV/VNAV DA(H) 1386'(370')	LNAV MDA(H) 1480'(464')	ODALS out	ODALS out	ODALS out	ODALS out	Max Kts	MDA(H)
A								90	1600'(584') -1
B	7/8	1	1 1/8	3/4	1			120	1720'(704') -1
C								140	1900'(884') -2 3/4
D								165	1900'(884') -3

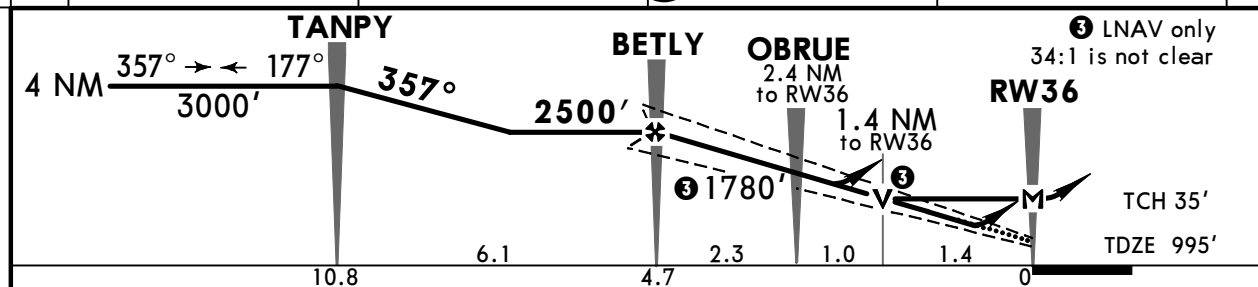
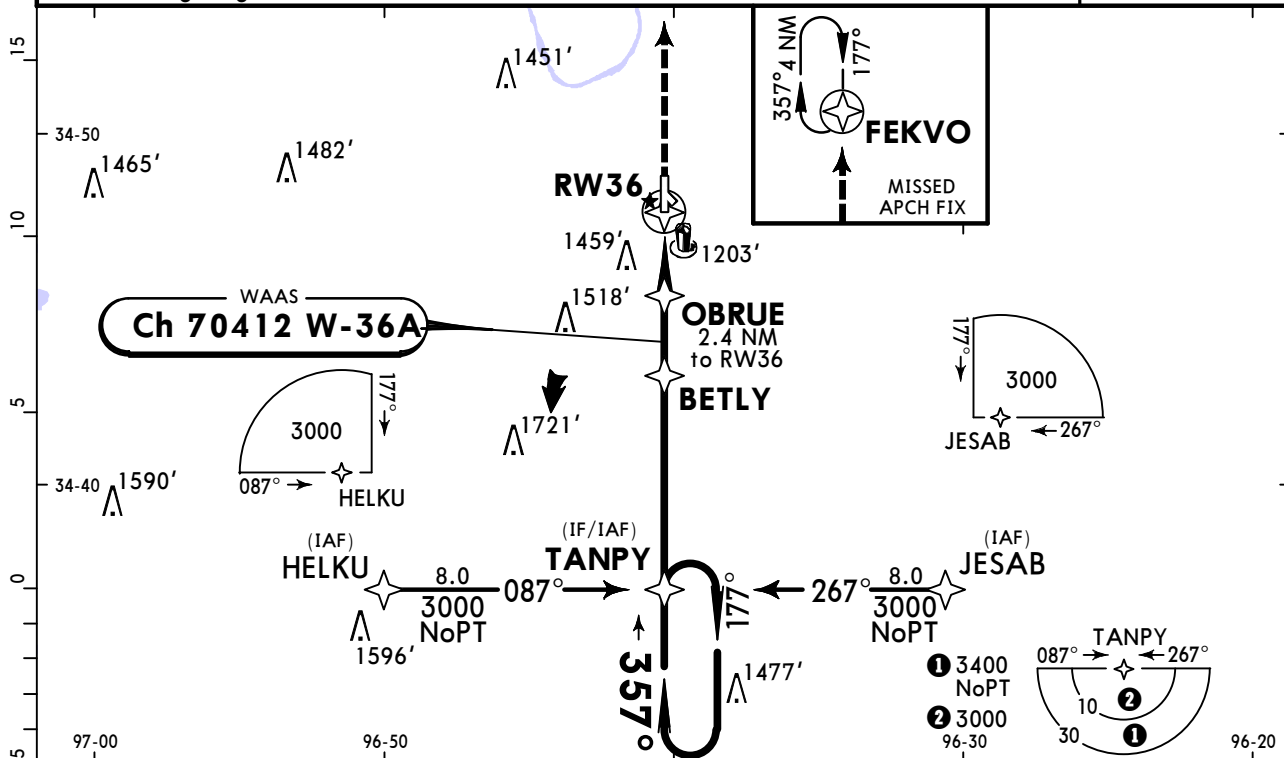
TERPS AMEND 1 17 AUG 2017

KADH/ADT
ADA REGL

JEPPESSEN
21 AUG 20 (12-2)

ADA, OKLA
RNAV (GPS) Rwy 36

AWOS-3 118.725		FT WORTH Center (R) 132.2		ADA MUN UNICOM CTAF 122.8	
BRIEFING STRIP™	WAAS Ch 70412 W-36A	Final Apch Crs 357°	BETLY 2500' (1505')	LPV DA(H) (CONDITIONAL) 1245' (250')	Apt Elev 1016' TDZE 995'
	MISSED APCH: Climb to 3000' direct FEKVO and hold.				
	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'
1. Circling Rwy 31 not authorized at night. 2. Use local altimeter setting; if not received, use Seminole altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 54°C (130°F). 4. Baro-VNAV and VDP not authorized when using Seminole altimeter setting. 5. DME/DME RNP-0.30 not authorized. 6. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 43'). 7. Rwy 36 helicopter visibility reduction below 3/4 SM not authorized. 8. Pilot controlled lighting 122.8.					TAA 30 NM IAF



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	3000'	D → FEKVO
Glide Path Angle 3.00°	372	478	531	637	743	849			
LPV, LNAV/VNAV: MAP at DA									
LNAV: MAP at RW36									

TERPS		STRAIGHT-IN LANDING RWY 36 With Local Altimeter Setting			CIRCLE-TO-LAND With Local Altimeter Setting	
		LPV DA(H) 1245' (250')	LNAV/VNAV DA(H) 1534' (539')	LNAV MDA(H) 1460' (465')	Max Kts	MDA(H)
A				1	90	1520' (504') -1
B	7/8		1 1/8		120	1640' (624') -1
C				1 3/8	140	1820' (804') -2 1/4
D					165	1820' (804') -2 1/2
		With Seminole Altimeter Setting			With Seminole Altimeter Setting	
		LPV DA(H) 1311' (316')	LNAV/VNAV DA(H) 1600' (605')	LNAV MDA(H) 1540' (545')	Max Kts	MDA(H)
A				1	90	1600' (584') -1
B	1 1/8		2 1/2		120	1720' (704') -1
C				1 5/8	140	1900' (884') -2 3/4
D					165	1900' (884') -3

TERPS AMEND 1 17 AUG 2017

Chart changes since cycle 04-2025

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ADA, OK	(ADA REGL - KADH)			

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KADH

Type: Terminal

Effectivity: Permanent

Begin Date: 20240516

End Date: No end date

(Series) AWOS-3 changed to AWOS-3PT.

Chart Change Notices for Country USA

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.