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General Information

Location: Blytheville AR USA
IATA Code: BYH
Lat/Long: N35° 57.9' W089° 56.6'
Elevation: 254 ft

Airport Use: Public
Magnetic Variation: 0.9°W
Sectional Chart: Memphis

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

Sunrise: 1233 Z
Sunset: 2352 Z,

Runway Information

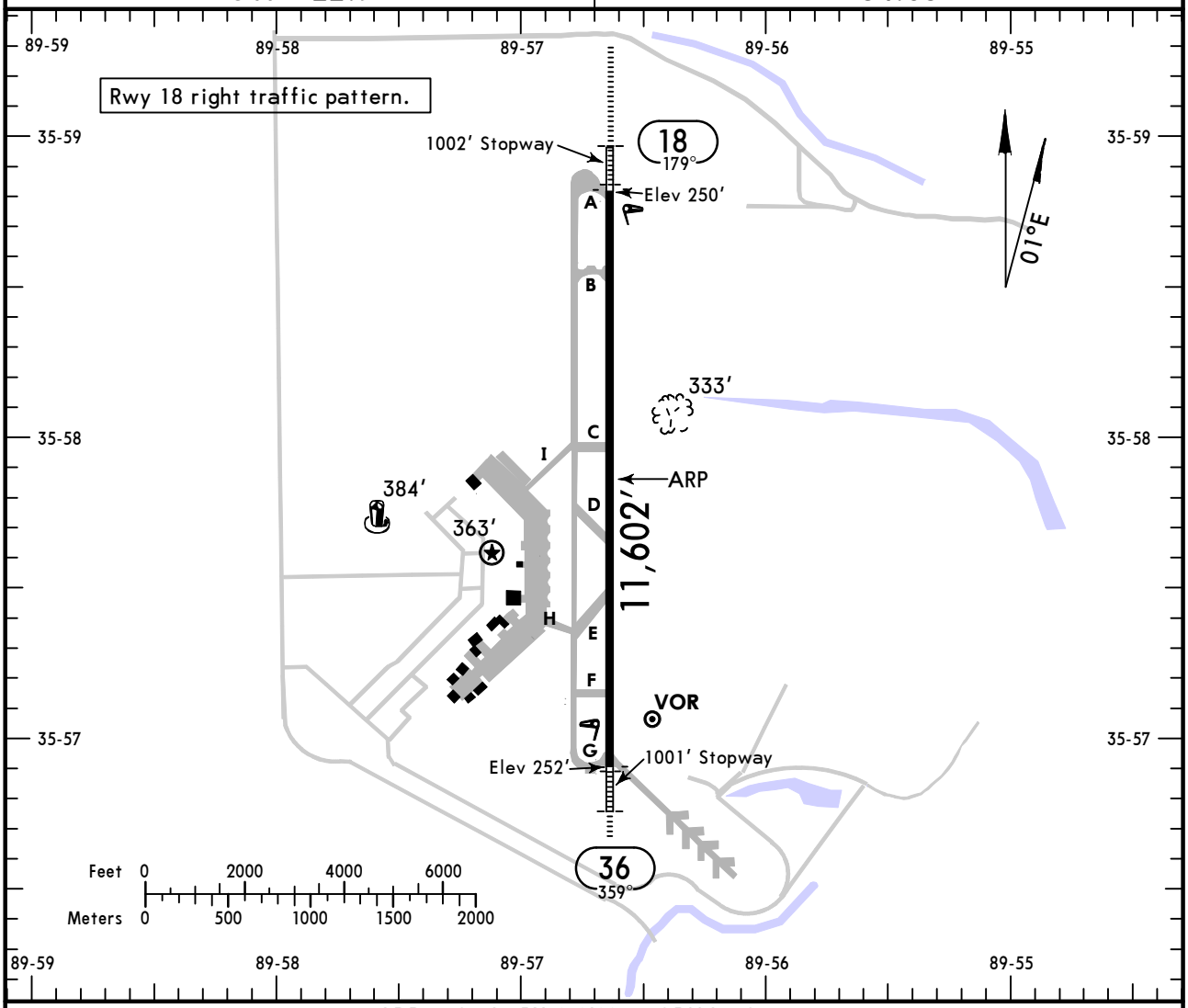
Runway: 18
Length x Width: 11602 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 250 ft
Lighting: Edge, ALS, Pilot controlled
Stopway: 1001 ft

Runway: 36
Length x Width: 11602 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 254 ft
Lighting: Edge, ALS, Pilot controlled
Stopway: 1002 ft

Communication Information

Arkansas Intl Unicom 122.7 CTAF PCL
Memphis Center 134.65 Remote Communications Air-Ground

ARKANSAS INTL UNICOM	MEMPHIS Center
CTAF 122.7	134.65



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
18	❶ HIRL (non-std) ALSF-I VASI-L		10,552′		150′
36	❶ HIRL (non-std) SALS VASI-L				

❶ Activate on 122.7.

	TAKE-OFF All Rwys: Adequate Vis Ref	TAKE-OFF All Rwys: STD	FOR FILING AS ALTERNATE (Authorized Only With Local Altimeter Setting): VOR Rwy 18 / VOR Rwy 36	Other
1 & 2 Eng	¼	1	A, B: 800-2	NA
3 & 4 Eng		½	C, D: 800-2	

AMEND 0

CHANGES: Alternate minimums.

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MEMPHIS Center	ARKANSAS INTL UNICOM
134.65	CTAF 122.7

BRIEFING STRIP ™

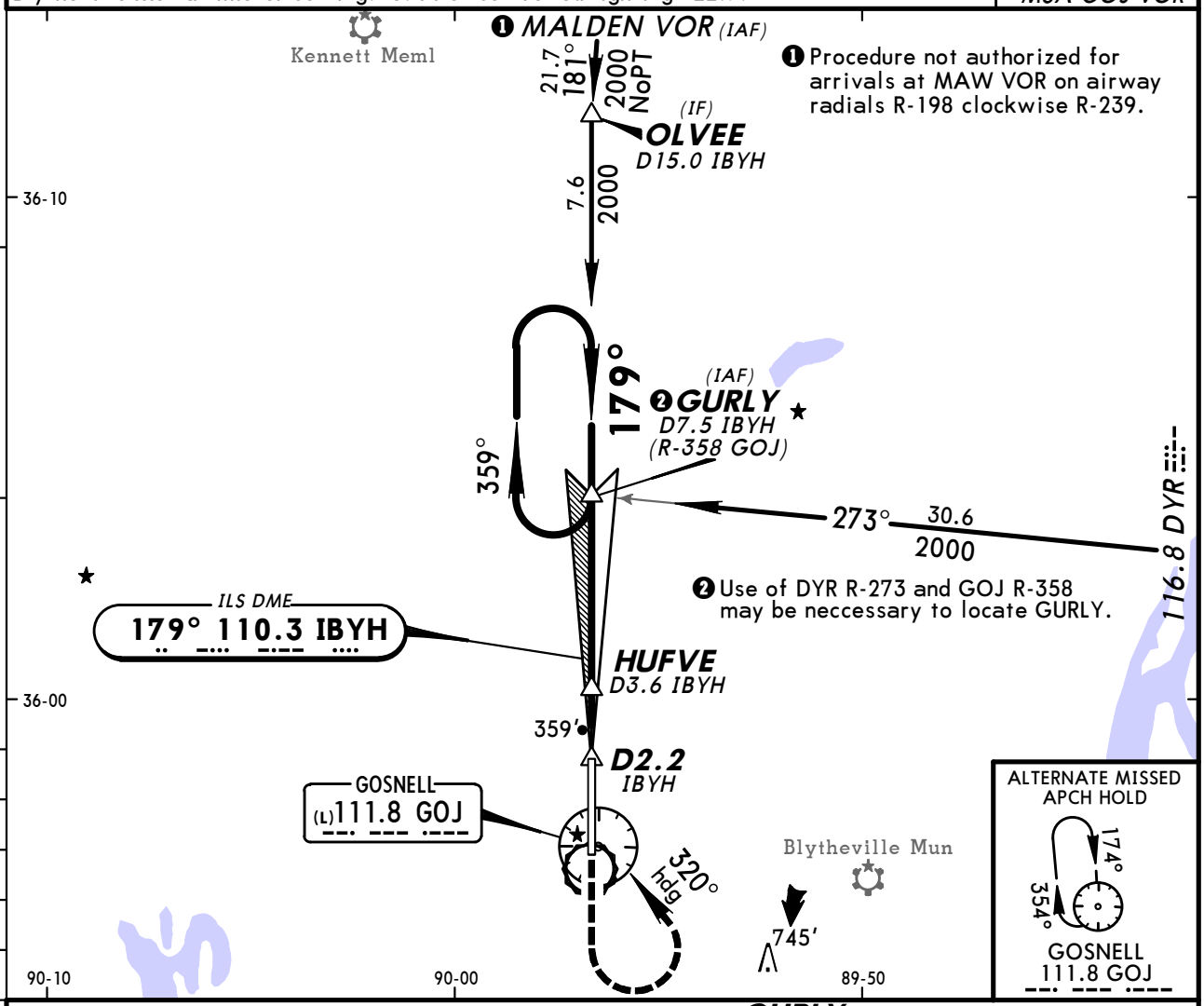
LOC	Final	GS	ILS DA(H)	Apt Elev 254′
IBYH	Apch Crs	GURLY	(CONDITIONAL)	TDZE 250′
110.3	179°	2000′ (1750′)	450′ (200′)	

MISSED APCH: Climb to 2000′ then LEFT turn via heading 320° and IBYH LOC NORTH course to GURLY/D7.5 IBYH and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME required. 2. Obtain local altimeter setting on CTAF; if not received, use Blytheville Mun altimeter setting. 3. Pilot controlled lighting 122.7.

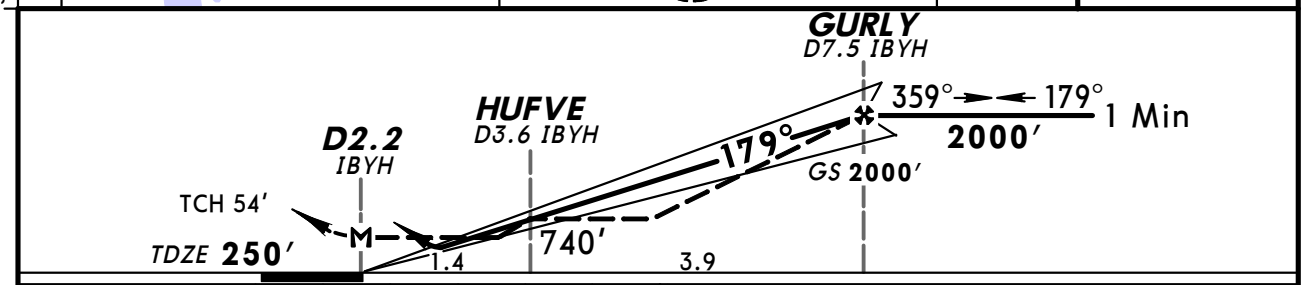
2300′
MSA GOJ VOR



❶ Procedure not authorized for arrivals at MAW VOR on airway radials R-198 clockwise R-239.

❷ Use of DYR R-273 and GOJ R-358 may be neccessary to locate GURLY.

ALTERNATE MISSED APCH HOLD



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D2.2 IBYH						

ALSF-I
VASI

2000′

LT via 320° hdg and IBYH 110.3 NORTH COURSE

TERPS AMEND 1 29 JUL 2010

STRAIGHT-IN LANDING RWY18

	ILS DA(H) 450′ (200′) With Local Altimeter Setting FULL | ALS out	ILS DA(H) 464′ (214′) With Blytheville Mun Altimeter Setting FULL | ALS out	LOC (GS out) MDA(H) 620′ (370′) With Local Altimeter Setting | ALS out	LOC (GS out) MDA(H) 640′ (390′) With Blytheville Mun Altimeter Setting | ALS out
A	¾	¾	1	1
B				
C				
D			1¼	1¼

CIRCLE-TO-LAND
Not Authorized East of Rwy 18-36

Max Kts	With Local Altimeter Setting MDA(H)	With Blytheville Mun Altimeter Setting MDA(H)
90	700′ (446′)-1	720′ (466′)-1
120	720′ (466′)-1	740′ (486′)-1
140	720′ (466′)-1½	740′ (486′)-1½
165	820′ (566′)-2	840′ (586′)-2

CHANGES: Procedure.

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KBYH/BYH
ARKANSAS INTL

JEPPESEN
23 JUL 10 (22-1) Eff 29 Jul

BLYTHEVILLE, ARK
RNAV (GPS) Rwy 18

BRIEFING STRIP ™

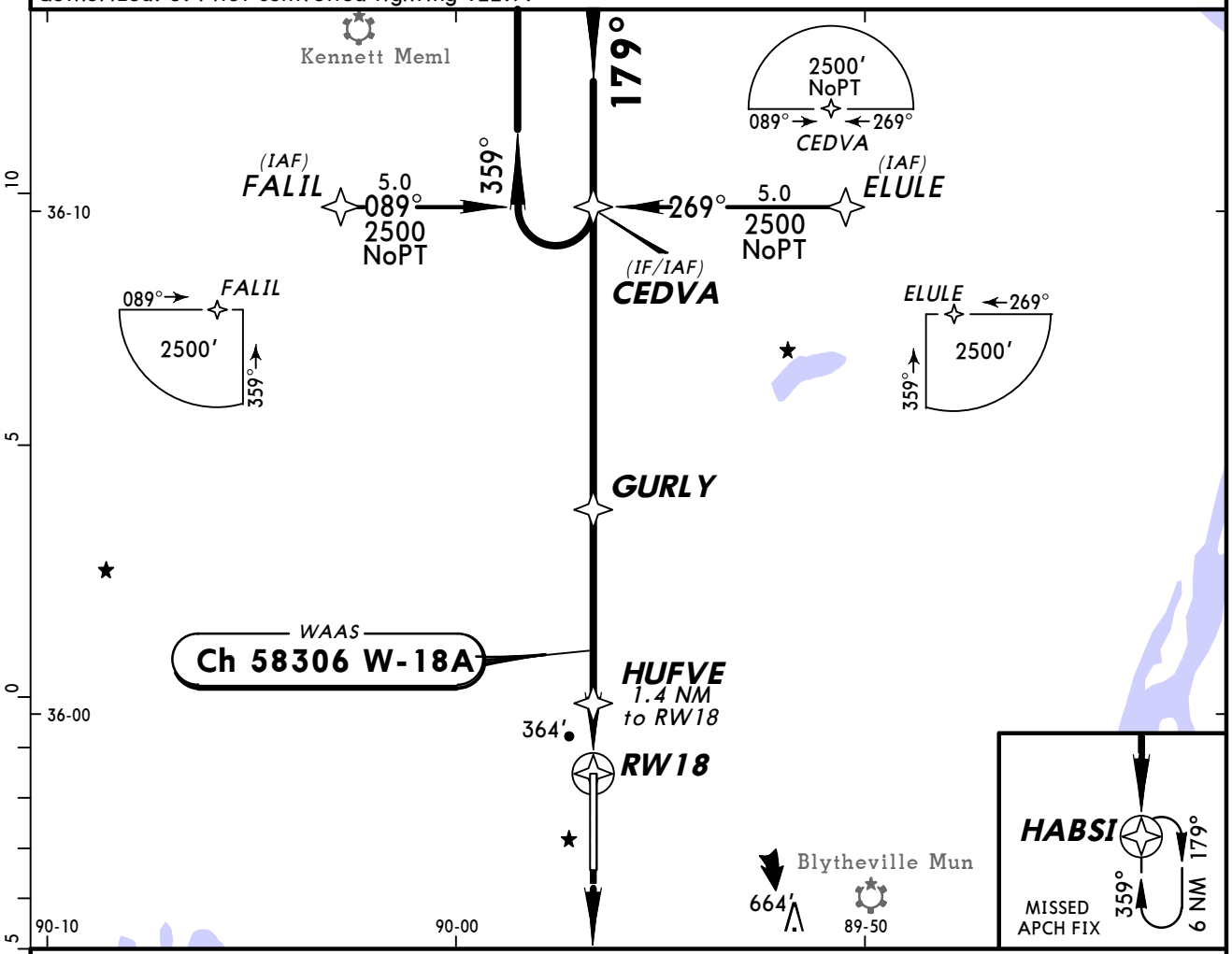
MEMPHIS Center	ARKANSAS INTL UNICOM
134.65	CTAF 122.7

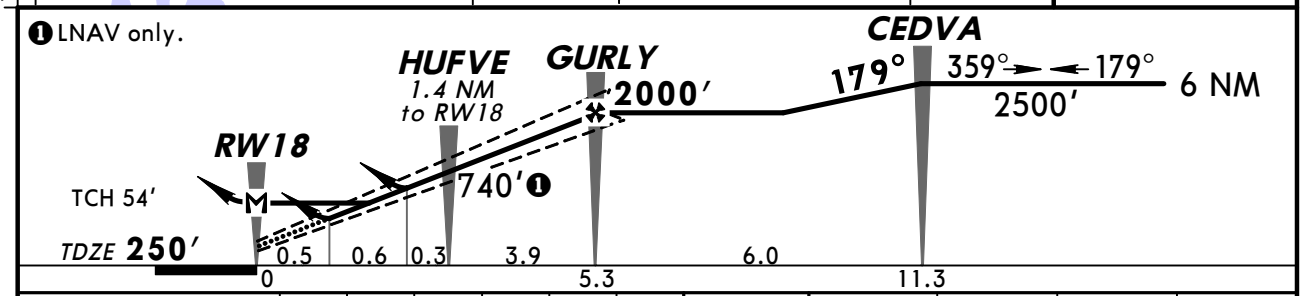
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 254′	TAA
Ch 58306 W-18A	179°	GURLY 2000′ (1750′)	450′ (200′)	TDZE 250′	30 NM IAF

MISSED APCH: Climb to 2500′ direct HABSI and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Obtain local altimeter setting on CTAF; if not received, use Blytheville Mun altimeter setting. 2. Baro-VNAV not authorized when using Blytheville Mun altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 122.7.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW18						

ALSF-I VASI 2500′ HABSI

STRAIGHT-IN LANDING RWY 18

	LPV	LNAV/VNAV	LNAV
	1 DA(H) 450′(200′)	2 DA(H) 665′(415′)	3 MDA(H) 620′(370′)
	ALS out	ALS out	ALS out
A	¾	1½	1
B			
C			
D			1¼

CIRCLE-TO-LAND
Not Authorized East of Rwy 18-36

Max Kts	With Local Altimeter Setting MDA(H)	With Blytheville Mun Altimeter Setting MDA(H)
90	700′(446′)-1	720′(466′)-1
120	720′(466′)-1	740′(486′)-1
140	720′(466′)-1½	740′(486′)-1½
165	820′(566′)-2	840′(586′)-2

1 DA(H) 464′ (214′) with Blytheville Mun altimeter setting.
2 DA(H) 679′ (429′) with Blytheville Mun altimeter setting.
3 MDA(H) 640′ (390′) with Blytheville Mun altimeter setting.

TERPS AMEND 2 29 JUL 2010

CHANGES: Procedure.

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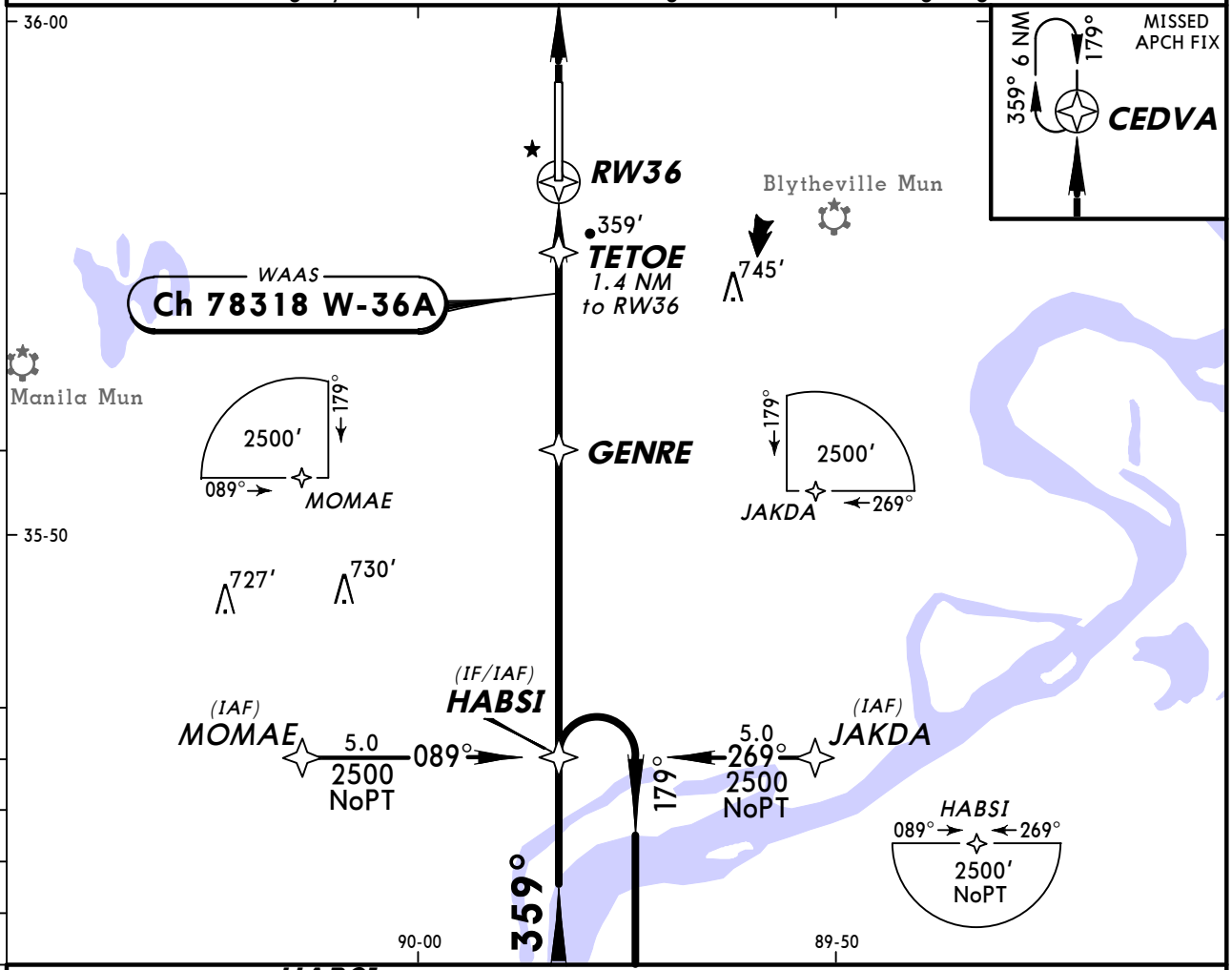
BRIEFING STRIP ™

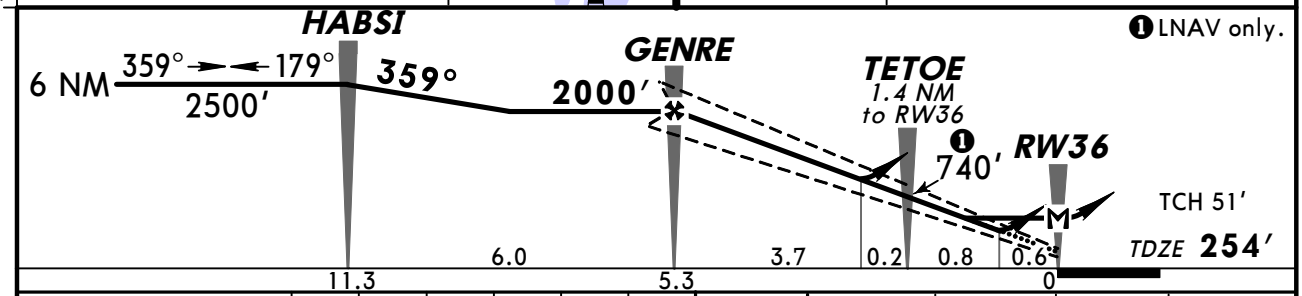
MEMPHIS Center 134.65				ARKANSAS INTL UNICOM CTAF 122.7	
WAAS Ch 78318 W-36A	Final Apch Crs 359°	Minimum Alt GENRE 2000′ (1746′)	LPV DA(H) (CONDITIONAL) 504′ (250′)	Apt Elev 254′ TDZE 254′	TAA 30 NM IAF

MISSED APCH: Climb to 2500′ direct CEDVA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Obtain local altimeter setting on CTAF; if not received, use Blytheville Mun altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. DME/DME RNP-0.30 not authorized. 4. Visibility reduction by helicopters not authorized. 5. Baro-VNAV not authorized when using Blytheville Mun altimeter setting. 6. Pilot controlled lighting 122.7.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW36						

SALS VASI 2500′ CEDVA

STRAIGHT-IN LANDING RWY 36

	LPV	LNAV/VNAV	LNAV
	1 DA(H) 504′ (250′)	2 DA(H) 822′ (568′)	3 MDA(H) 620′ (366′)
	ALS out	ALS out	ALS out
A	1	2	1
B			
C			
D			1¼

CIRCLE-TO-LAND
Not Authorized East of Rwy 18-36

Max Kts	With Local Altimeter Setting MDA(H)	With Blytheville Mun Altimeter Setting MDA(H)
90	700′ (446′)-1	720′ (466′)-1
120	720′ (466′)-1	740′ (486′)-1
140	720′ (466′)-1½	740′ (486′)-1½
165	820′ (566′)-2	840′ (586′)-2

1 DA(H) 518′ (264′) with Blytheville Mun altimeter setting.
2 DA(H) 836′ (582′) with Blytheville Mun altimeter setting.
3 MDA(H) 640′ (386′) with Blytheville Mun altimeter setting.

TERPS AMEND 2 29 JUL 2010

CHANGES: Procedure.

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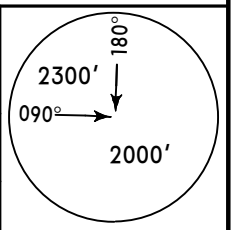
BRIEFING STRIP™

MEMPHIS Center 134.65			ARKANSAS INTL UNICOM CTAF 122.7	
VOR GOJ 111.8	Final Apch Crs 174°	No FAF	MDA(H) (CONDITIONAL) 920′ (670′)	Apt Elev 254′ TDZE 250′

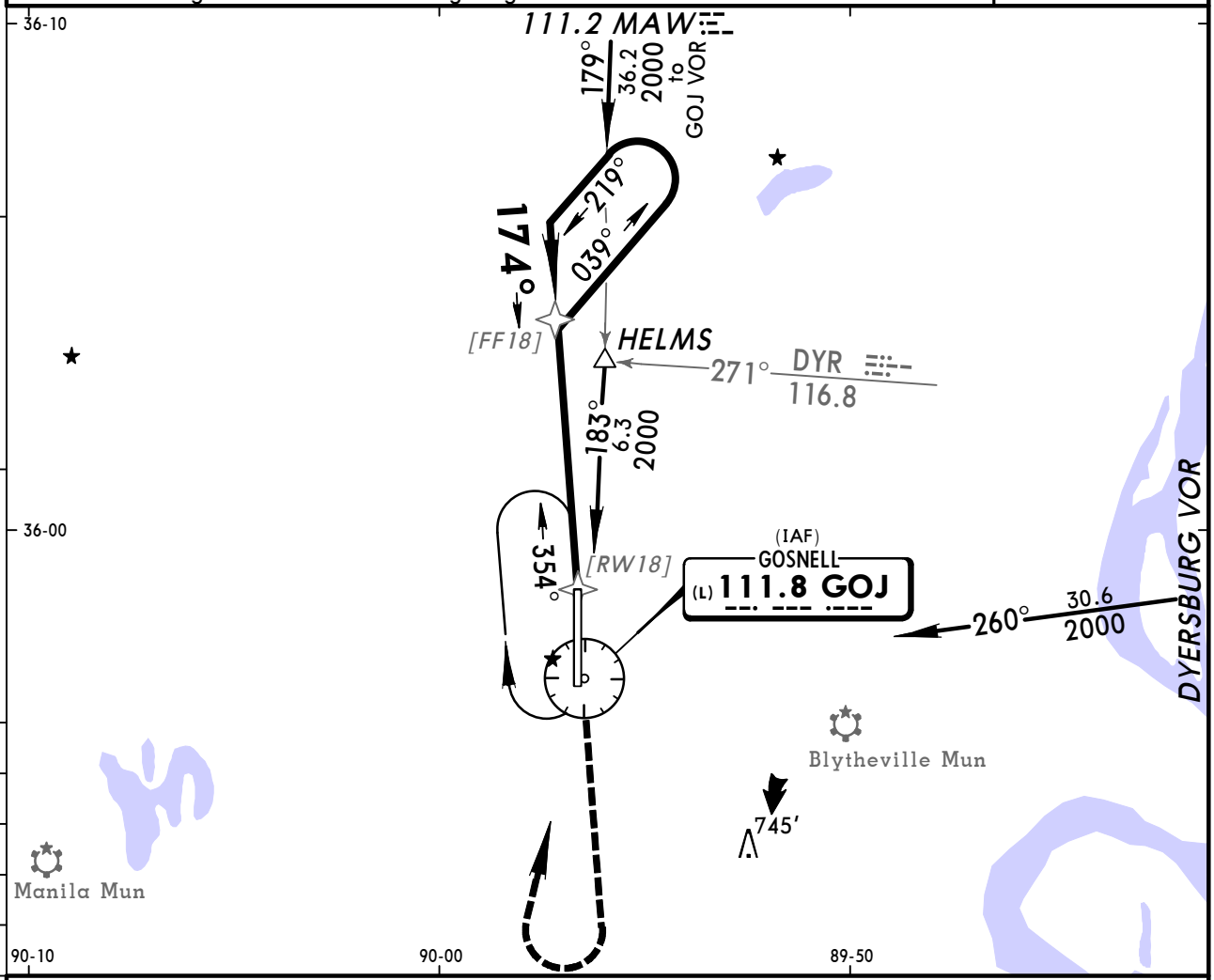
MISSED APCH: Climb to 2000′ then RIGHT turn direct GOJ VOR and hold.

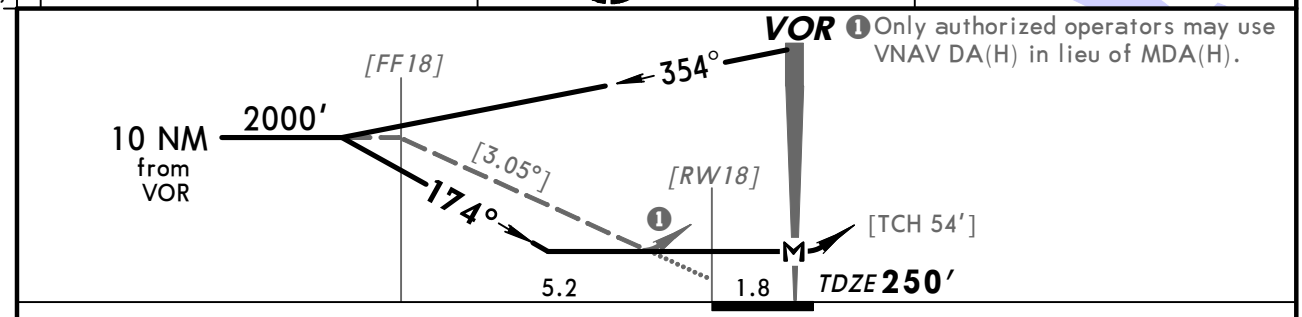
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Obtain local altimeter setting on CTAF; if not received, use Blytheville Mun altimeter setting. 2. Pilot controlled lighting 122.7.



MSA GOJ VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at VOR						

ALSF-I VASI 2000′ RT GOJ 111.8

STRAIGHT-IN LANDING RWY 18					CIRCLE-TO-LAND Not Authorized East of Rwy 18-36		
	MDA(H) 920′ (670′) With Local Altimeter Setting		MDA(H) 940′ (690′) With Blytheville Mun Altimeter Setting			With Local Altimeter Setting	With Blytheville Mun Altimeter Setting
		ALS out		ALS out	Max Kts	MDA(H)	MDA(H)
A	1/2	1	1/2	1	90	920′ (666′)-1	940′ (686′)-1
B					120		
C	1 1/4	1 3/4	1 1/2	2	140	920′ (666′)-1 3/4	940′ (686′)-2
D	1 1/2	2	1 3/4	2 1/4	165	920′ (666′)-2	940′ (686′)-2 1/4

AMEND 1 TERPS

CHANGES: Center frequency, descent angle.

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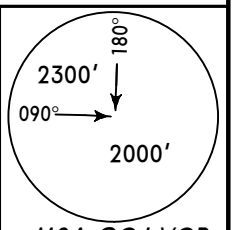
MEMPHIS Center 134.65	ARKANSAS INTL UNICOM CTAF 122.7

BRIEFING STRIP™

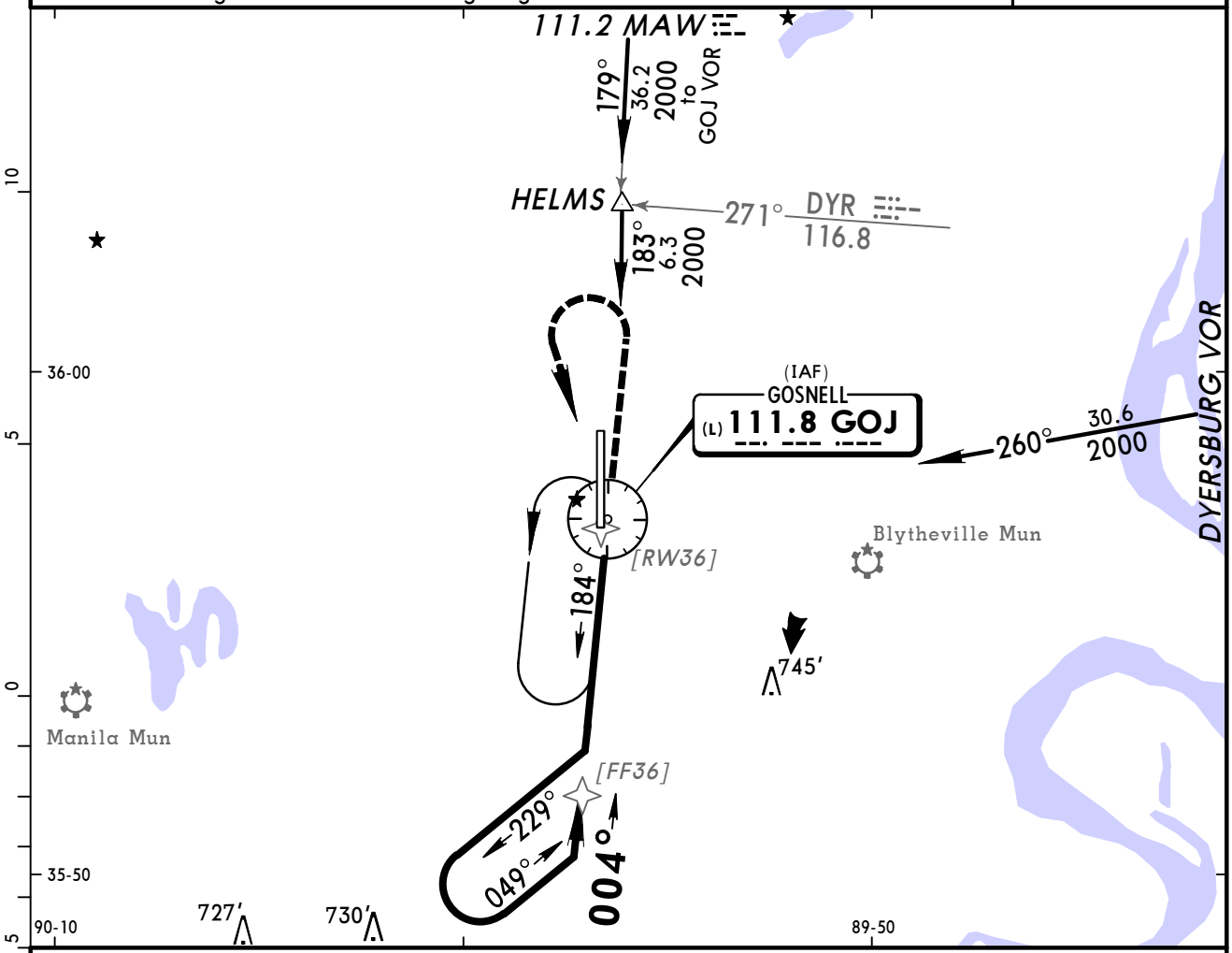
VOR GOJ 111.8	Final Apch Crs 004°	No FAF	MDA(H) 900′ (646′)	Apt Elev 254′ TDZE 254′

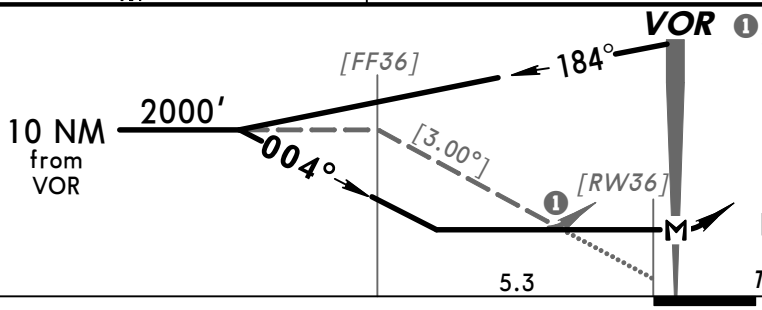
MISSED APCH: Climb to 2000′ then LEFT turn direct GOJ VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Obtain local altimeter setting on CTAF; if not received, use Blytheville Mun altimeter setting. 2. Pilot controlled lighting 122.7.



MSA GOJ VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at VOR						

SALS VASI | 2000′ | LT | GOJ 111.8

STRAIGHT-IN LANDING RWY 36			CIRCLE-TO-LAND	
MDA(H) 900′(646′)			Not Authorized East of Rwy 18-36	
		ALS out	Max Kts	MDA(H)
A	3/4	1	90	900′(646′)-1
B			120	
C	1 3/4		140	900′(646′)-1 3/4
D	2		165	900′(646′)-2

AMEND 1 TERPS

CHANGES: Center frequency.

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General Information

Location: Camden AR USA
IATA Code: CDH
Lat/Long: N33° 37.4' W092° 45.8'
Elevation: 130 ft

Airport Use: Public
Magnetic Variation: 1.3°E
Sectional Chart: Memphis

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

Sunrise: 1242 Z
Sunset: 0006 Z,

Runway Information

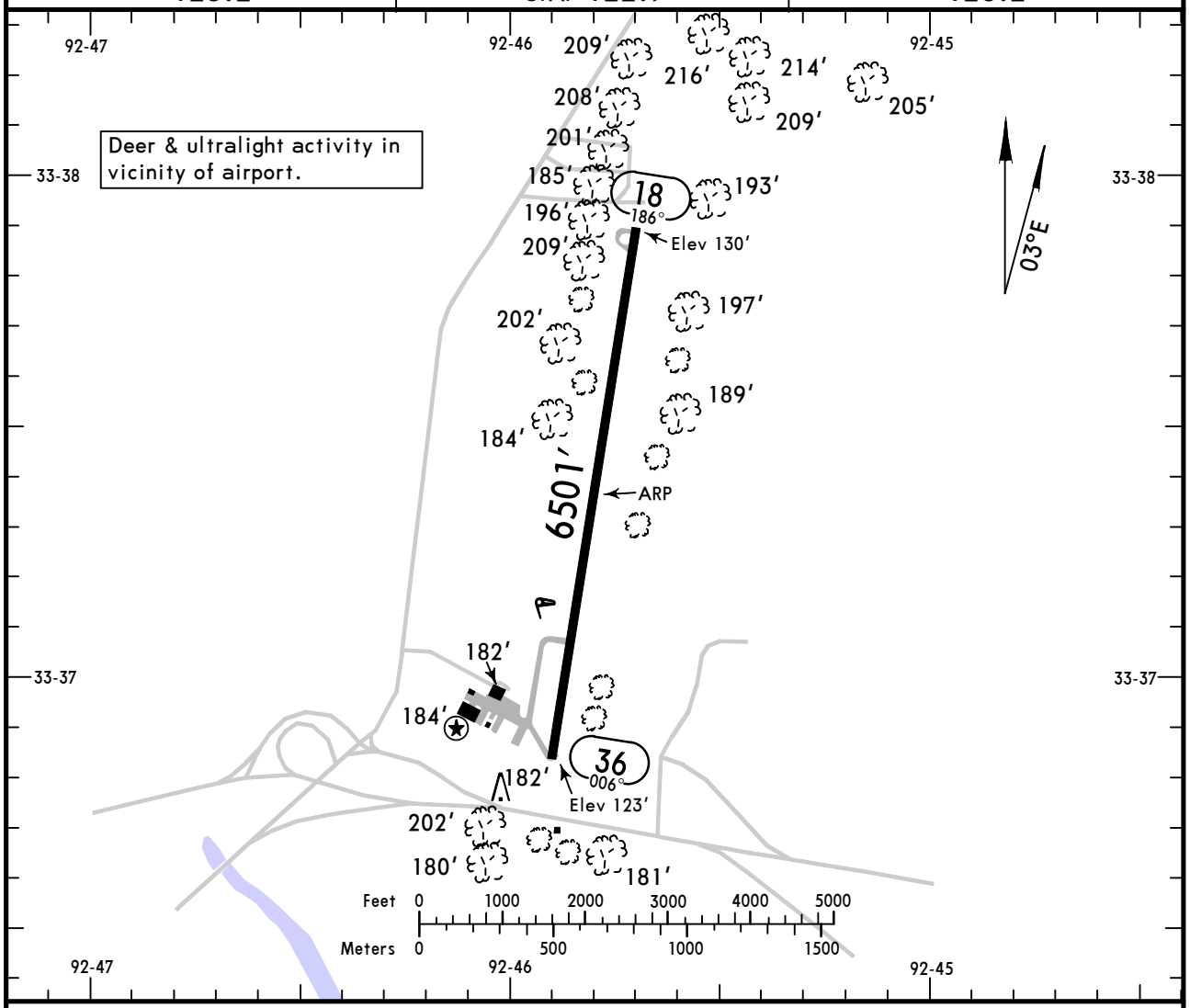
Runway: 01
Length x Width: 6502 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 124 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 19
Length x Width: 6502 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 130 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

AWOS 125.2
Harrell Unicom 122.7 CTAF PCL
FT Worth Center 128.2

AWOS-3	HARRELL UNICOM	FT WORTH Center (R)
125.2	CTAF 122.7	128.2



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
18 36	❶MIRL ❶REIL ❶PAPI-L				100′

❶ Activate on 122.7.

	TAKE-OFF All Rwys Adequate Vis Ref	TAKE-OFF All Rwys STD	FOR FILING AS ALTERNATE
1 & 2 Eng	1/4	1	A B C D NA
3 & 4 Eng		1/2	

CHANGES: NDB decommissioned.

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AWOS-3	FT WORTH Center (R)	HARRELL UNICOM
125.2	128.2	CTAF 122.7

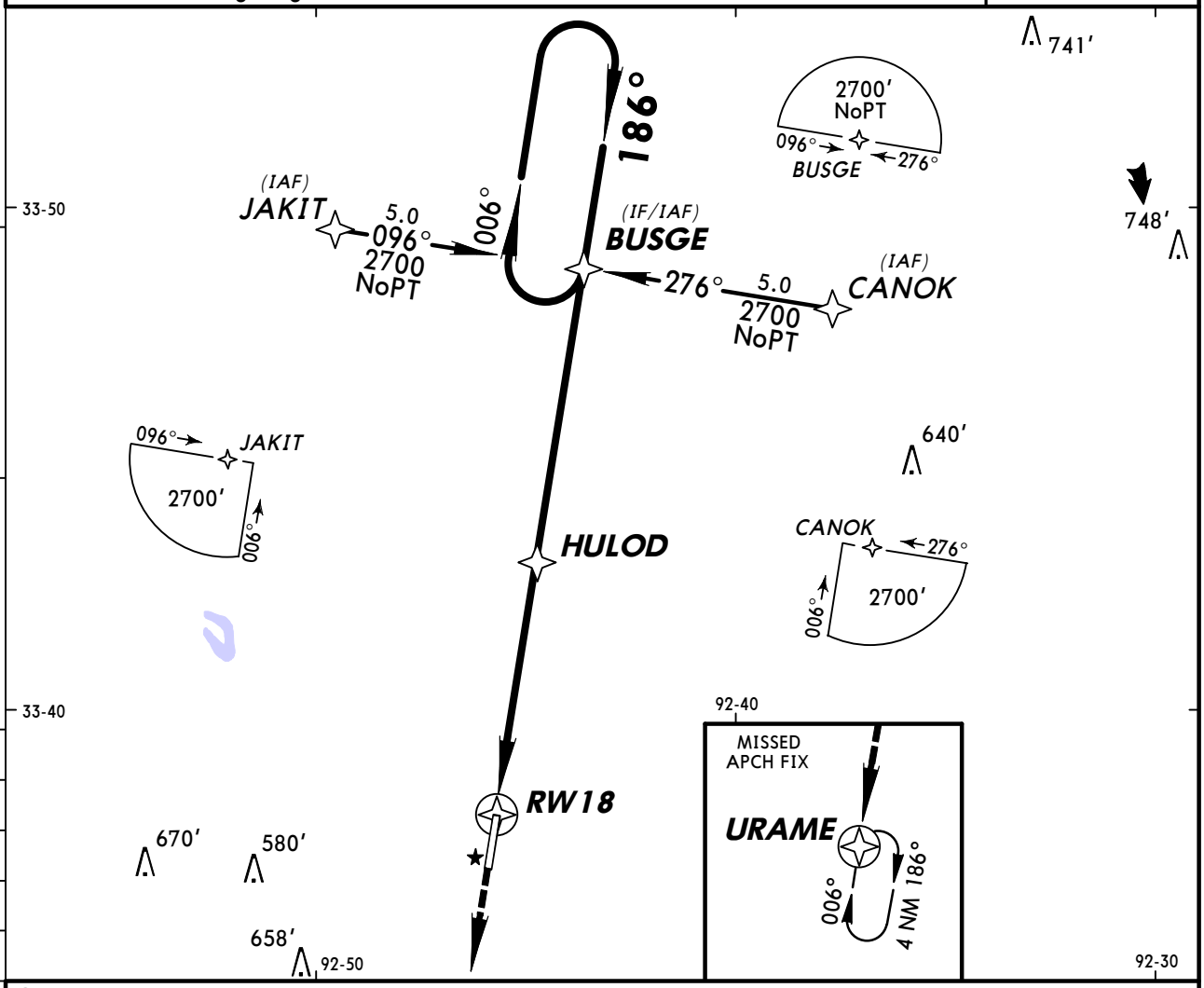
BRIEFING STRIP™

RNAV	Final Apch Crs	Minimum Alt HULOD	LNAV MDA(H)	Apt Elev 130′ TDZE 130′	TAA 30 NM IAF
	186°	1800′ (1670′)	580′ (450′)		

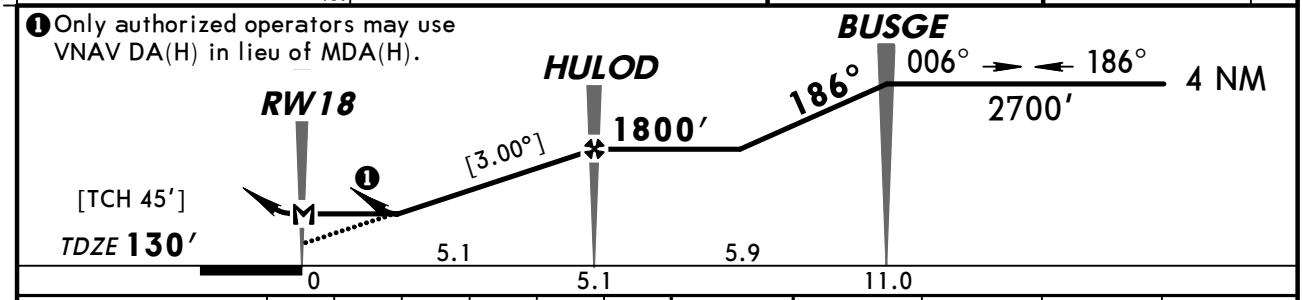
MISSED APCH: Climb to 2700′ direct URAME and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use El Dorado altimeter setting. 2. GPS or RNP-0.3 required.
3. DME/DME RNP-0.3 not authorized. 4. VGSI and descent angles not coincident.
5. Pilot controlled lighting 122.7.



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RW18						

REIL
PAPI-L
2700′
URAME

STRAIGHT-IN LANDING RWY 18 LNAV MDA(H) 580′ (450′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	620′ (490′) -1
B		120	
C	1¼	140	620′ (490′) -1½
D	1½	165	680′ (550′) -2

AMEND 0 TERPS

CHANGES: AWOS-3 added.

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AWOS-3	FT WORTH Center (R)	HARRELL UNICOM
125.2	128.2	CTAF 122.7

BRIEFING STRIP™

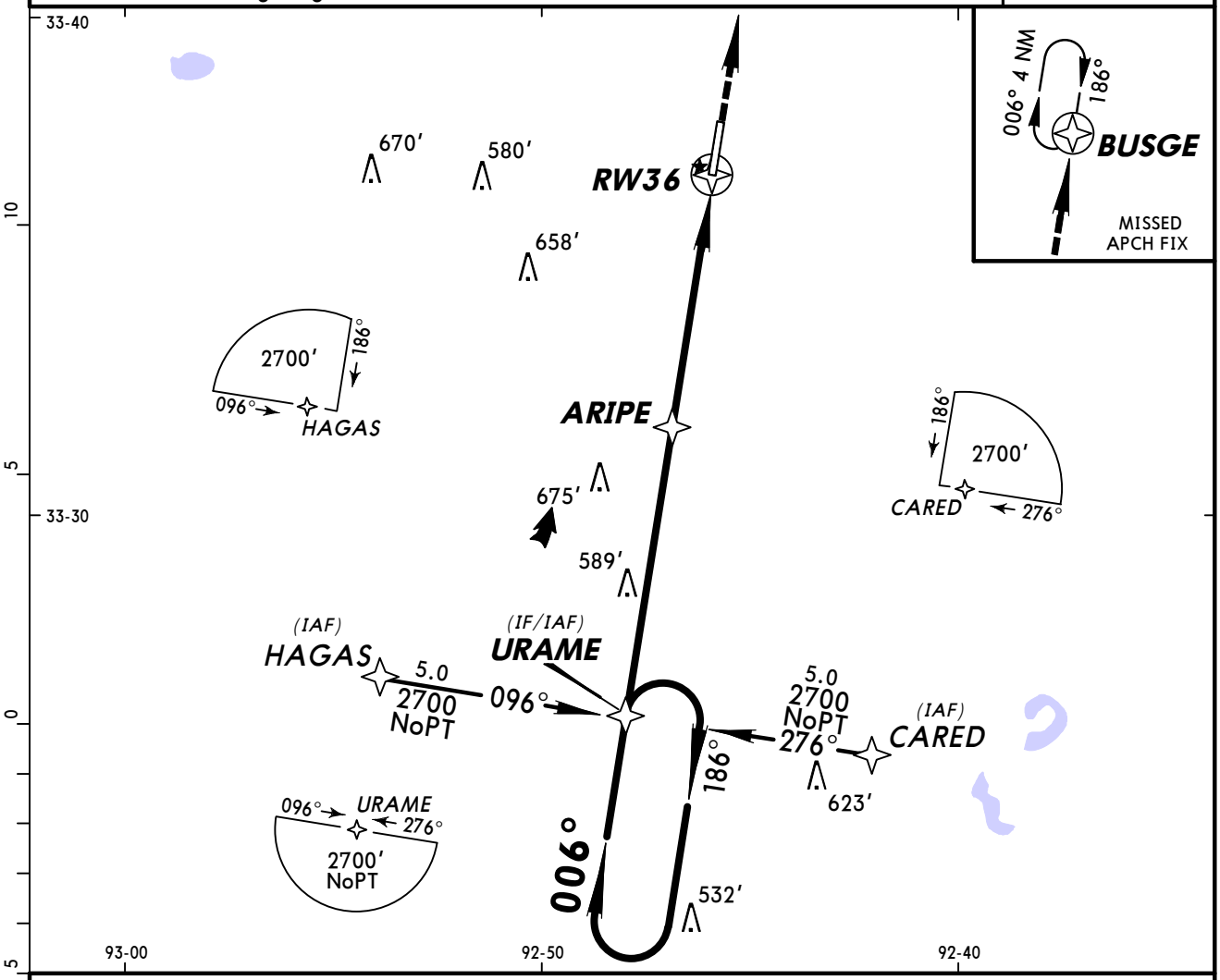
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 130′
	006°	ARIPE 1800′ (1676′)	580′ (456′)	TDZE 124′

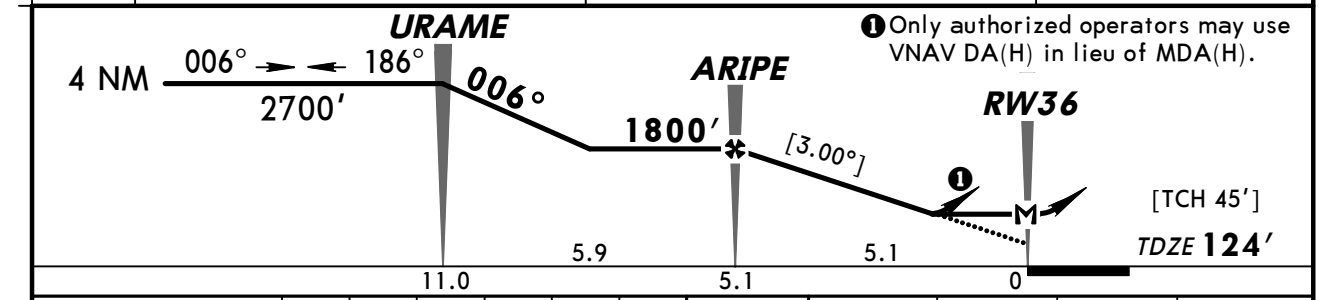
MISSED APCH: Climb to 2700′ direct BUSGE and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use El Dorado altimeter setting. 2. GPS or RNP-0.3 required.
3. DME/DME RNP-0.3 not authorized. 4. VGSI and descent angles not coincident.
5. Pilot controlled lighting 122.7.





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RW36						

REIL
PAPI-L
2700′
BUSGE

STRAIGHT-IN LANDING RWY 36 LNAV MDA(H) 580′ (456′)		CIRCLE-TO-LAND	
		Max Kts	MDA(H)
A	1	90	620′ (490′)-1
B		120	
C	1¼	140	620′ (490′)-1½
D	1½	165	680′ (550′)-2

AMEND 0 TERPS

CHANGES: AWOS-3 added.

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AWOS-3	FT WORTH Center (R)	HARRELL UNICOM
125.2	128.2	CTAF 122.7

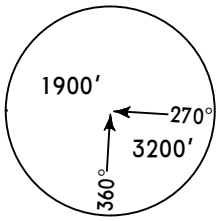
BRIEFING STRIP™

VOR ELD	Final Apch Crs	Minimum Alt FANAN	MDA(H)	Apt Elev 130′
115.5	350°	1900′ (1776′)	880′ (756′)	TDZE 124′

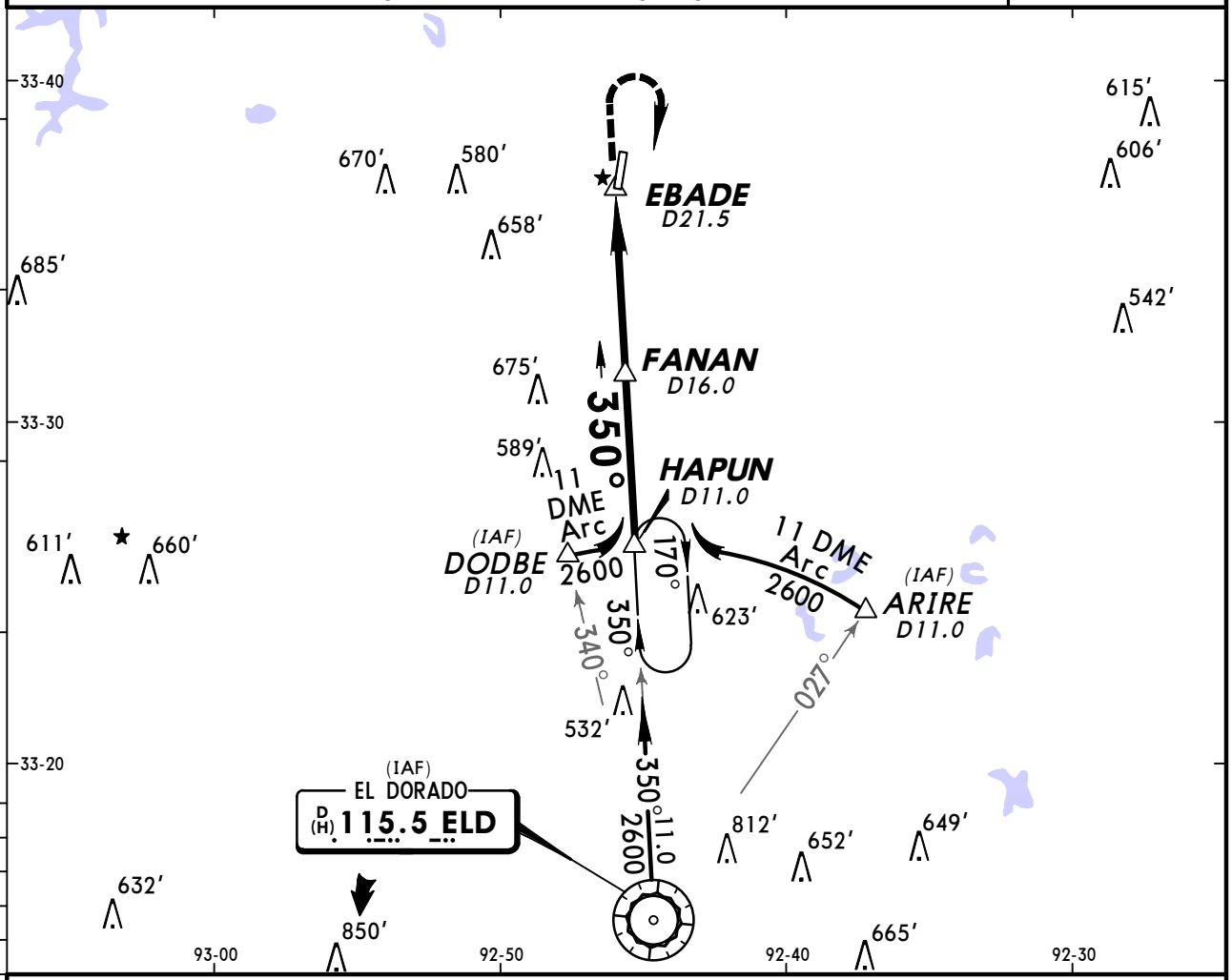
MISSED APCH: Climb to 1500′, then climbing RIGHT turn to 2600′ inbound via ELD VOR R-350 to HAPUN D11.0 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

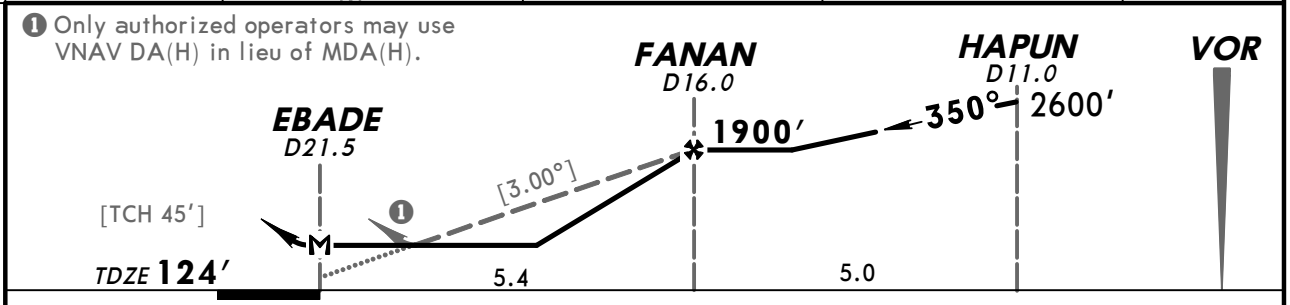
1. Use El Dorado altimeter setting. 2. Pilot controlled lighting 122.7.



MSA ELD VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at EBADE						

REIL	1500′	2600′	ELD	
PAPI-L	↑	↱ RT	via 115.5 R-350	HAPUN

STRAIGHT-IN LANDING RWY 36		CIRCLE-TO-LAND	
MDA(H) 880′ (756′)		Max Kts	MDA(H)
A	1	90	880′ (750′)-1
B	1¼	120	880′ (750′)-1¼
C	2¼	140	880′ (750′)-2¼
D	2½	165	880′ (750′)-2½

TERPS AMEND 9

CHANGES: CDH NDB decommissioned.

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General Information

Location: El Dorado AR USA
IATA Code: ELD
Lat/Long: N33° 13.3' W092° 48.8'
Elevation: 277 ft

Airport Use: Public
Magnetic Variation: 1.3°E
Sectional Chart: Memphis

Fuel Types: 100 Octane (LL), Jet A
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1000 ft AGL

Sunrise: 1242 Z
Sunset: 0006 Z,

Runway Information

Runway: 04
Length x Width: 6601 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 260 ft
Lighting: Edge, Pilot controlled

Runway: 13
Length x Width: 5100 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 277 ft
Lighting: Edge, Pilot controlled

Runway: 17
Length x Width: 3733 ft x 75 ft
Surface Type: concrete
TDZ-Elev: 275 ft

Runway: 22
Length x Width: 6601 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 259 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 31
Length x Width: 5100 ft x 100 ft

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Surface Type: asphalt
TDZ-Elev: 243 ft
Lighting: Edge, Pilot controlled

Runway: 35
Length x Width: 3733 ft x 75 ft
Surface Type: concrete
TDZ-Elev: 258 ft

Communication Information

ASOS 118.325
South Arkansas Regl AT Go Unicom 123.0 CTAF PCL
Jonesboro Flight Service Station 122.65 RCO
FT Worth Center 128.2

KELD/ELD

Apt Elev **277′**
N33 13.3 W092 48.8

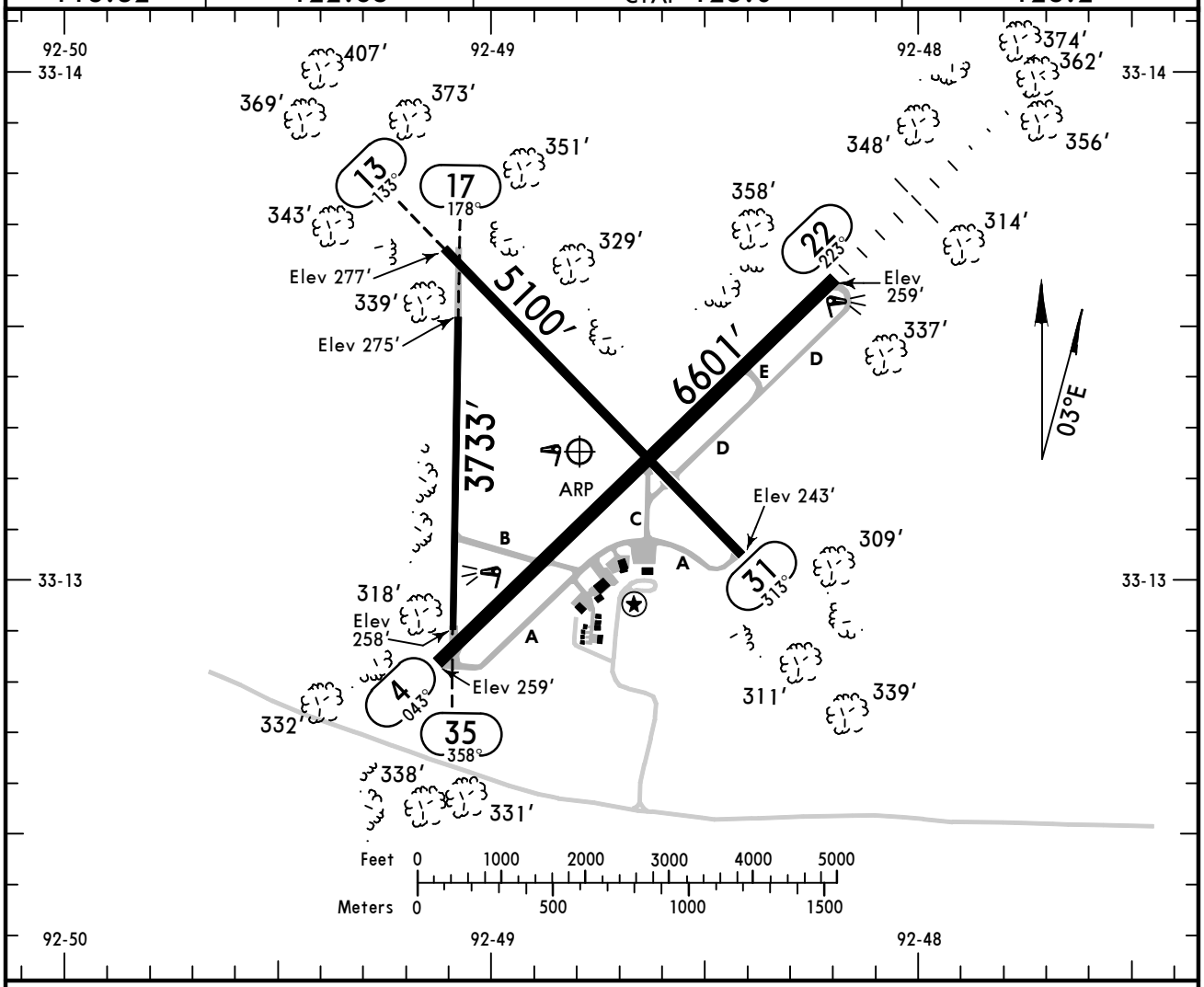
JEPPESEN

14 OCT 11
Eff 20 Oct

(11-1)

EL DORADO, ARK
SOUTH ARKANSAS REGL at GOODWIN

ASOS	JONESBORO Radio	SOUTH ARKANSAS REGL at GOODWIN UNICOM	FT WORTH Center (R)
118.32	122.65	CTAF 123.0	128.2



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
4	❶HIRL PAPI-L (angle 3.0°) grooved				150′
22	❶HIRL ❷MALSR PAPI-L (angle 3.0°) grooved		5524′		
13 / 31	❷MIRL				100′
17 / 35					75′

❶ Increase intensity on 123.0.
❷ Activate on 123.0.

TAKE-OFF			FOR FILING AS ALTERNATE		
	All Rwys		RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 22 VOR DME Rwy 4	Authorized Only When Class E Airspace Effective VOR Rwy 22	Other
	Adequate Vis Ref	STD			
1 & 2 Eng	1/4	1	A B C D 800-2	800-2	NA
3 & 4 Eng		1/2			

AMEND 2

CHANGES: Take-off minimums.

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KELD/ELD
SOUTH ARKANSAS REGL
at GOODWIN

JEPPESEN

14 OCT 11
Eff 20 Oct
(11-1)

EL DORADO, ARK
ILS or LOC Rwy 22

BRIEFING STRIP ™

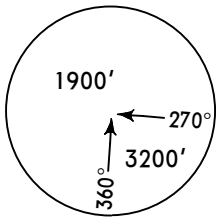
ASOS	FT WORTH Center (R)	JONESBORO Radio	SOUTH ARKANSAS REGL at GOODWIN UNICOM
118.32	128.2	122.65	CTAF 123.0

LOC	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 277′
IELD 111.1	223°	LADOS 1988′ (1729′)	459′ (200′)	TDZE 259′

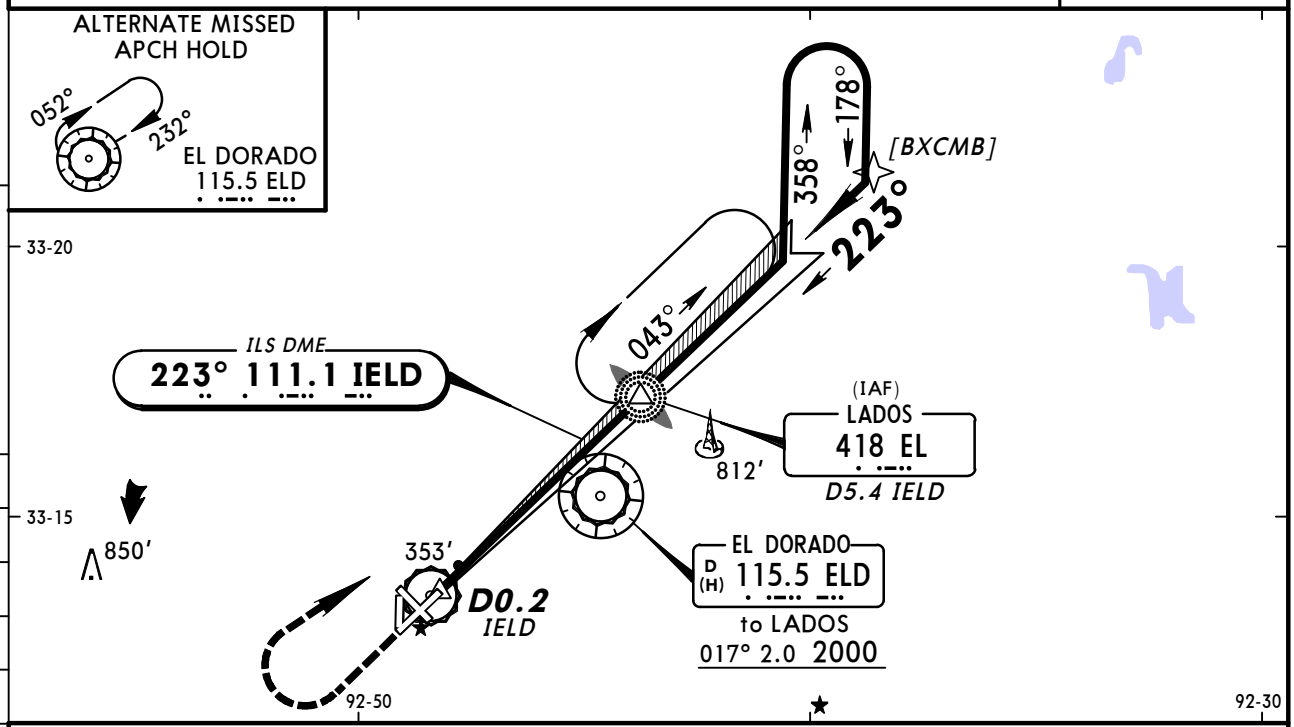
MISSED APCH: Climb to 1200′ then climbing RIGHT turn to 2000′ direct EL LOM and hold.

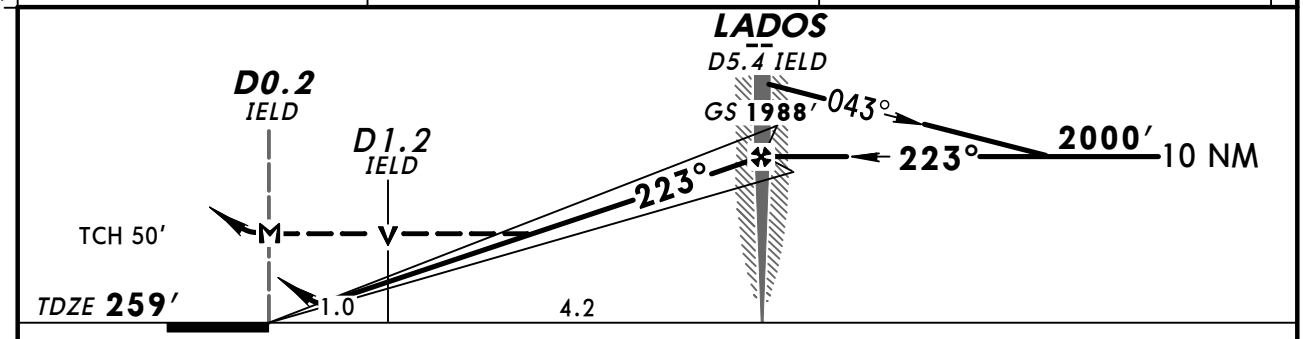
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF required. 2. Use local altimeter setting; if not received, use Camden altimeter setting. 3. VDP not authorized when using Camden altimeter setting. 4. VGSI and ILS glidepath not coincident. 5. Pilot controlled lighting 123.0.



MSA EL LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.2 IELD or LADOS to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57

MALSR
PAPI

1200′

2000′ RT

EL 418

STRAIGHT-IN LANDING RWY 22

With Local Altimeter Setting

	ILS DA(H) 459′ (200′) FULL	ILS DA(H) 459′ (200′) RAIL or ALS out	1 LOC (GS out) MDA(H) 620′ (361′)	RAIL out	ALS out
A	1/2	3/4	1/2	3/4	1
B					
C					
D			3/4	1 1/4	

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	740′ (463′)-1
120	
140	740′ (463′)-1 1/2
165	840′ (563′)-2

With Camden Altimeter Setting

	ILS DA(H) 536′ (277′) FULL	ILS DA(H) 536′ (277′) RAIL or ALS out	1 LOC (GS out) MDA(H) 700′ (441′)	RAIL out	ALS out
A	1/2	1	1/2	3/4	1
B					
C			3/4	1 1/4	
D			1	1 1/2	

CIRCLE-TO-LAND
With Camden Altimeter Setting

Max Kts	MDA(H)
90	820′ (543′)-1
120	
140	820′ (543′)-1 1/2
165	920′ (643′)-2

1 ADF or DME required.

TERPS AMEND 2B 25 AUG 2011

CHANGES: Notes.

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ASOS	FT WORTH Center (R)	JONESBORO Radio	SOUTH ARKANSAS REGL at GOODWIN UNICOM
118.32	128.2	122.65	CTAF 123.0

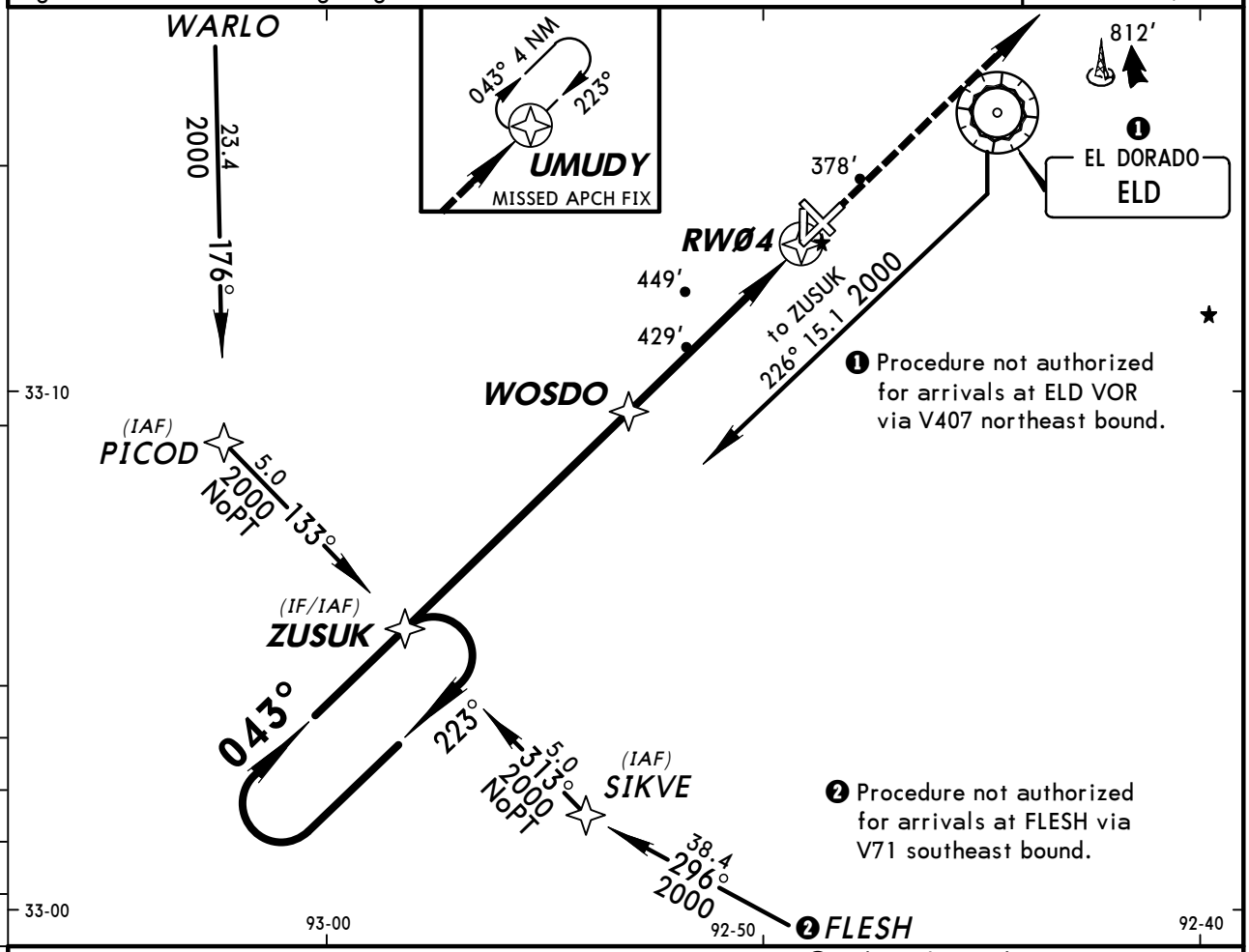
RNAV	Final Apch Crs	Minimum Alt WOSDO	LNAV MDA(H)	Apt Elev / TDZE
	043°	1800′ (1540′)	680′ (420′)	277′ / 260′

MISSED APCH: Climb to 2000′ direct UMUDY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.3 not authorized. 2. When VGSI inop, procedure not authorized at night. 3. Pilot controlled lighting 123.0.

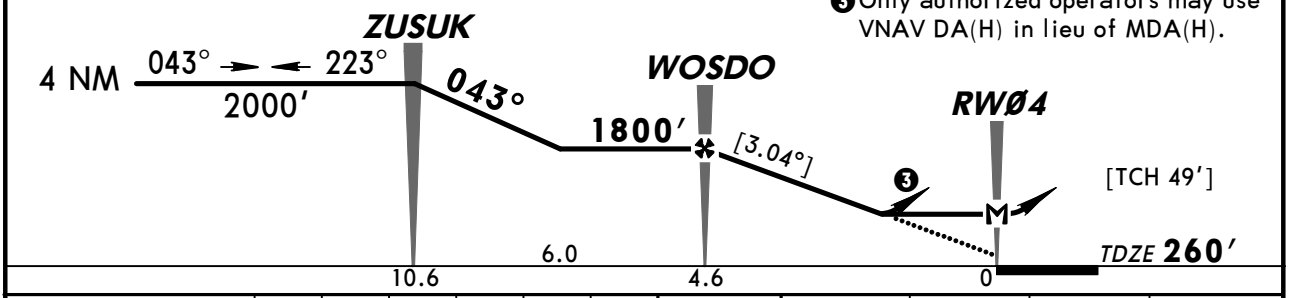
1900′
MSA RWØ4



❶ Procedure not authorized for arrivals at ELD VOR via V407 northeast bound.

❷ Procedure not authorized for arrivals at FLESH via V71 southeast bound.

❸ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RWØ4						

PAPI-L 2000′ D UMUDY

STRAIGHT-IN LANDING RWY 4		CIRCLE-TO-LAND Not Authorized at Night to Rwys 13, 17, 31 & 35	
LNAV MDA(H) 680′ (420′)		Max Kts	MDA(H)
A	1	90	740′ (463′)-1
B		120	
C	1¼	140	740′ (463′)-1½
D		165	840′ (563′)-2

AMEND 0 TERPS

CHANGES: Center frequency.

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KELD/ELD
SOUTH ARKANSAS REGL
at GOODWIN

JEPPESEN
14 JUL 06 (12-2)

EL DORADO, ARK
RNAV (GPS) Rwy 22

ASOS	FT WORTH Center (R)	JONESBORO Radio	SOUTH ARKANSAS REGL at GOODWIN UNICOM
118.32	128.2	122.65	CTAF 123.0

BRIEFING STRIP™

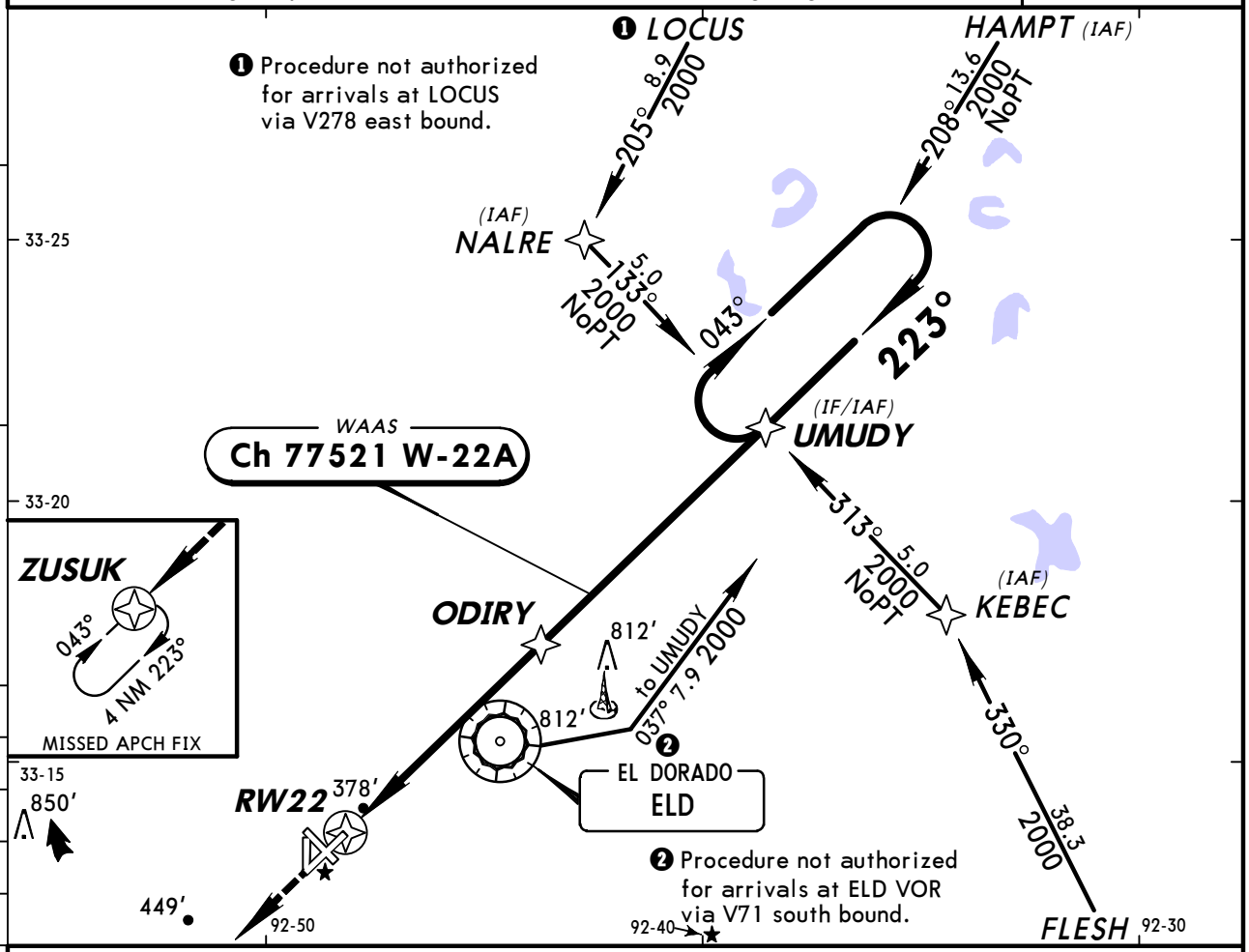
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 277′
Ch 77521 W-22A	223°	ODIRY 2000′ (1741′)	602′ (343′)	TDZE 259′

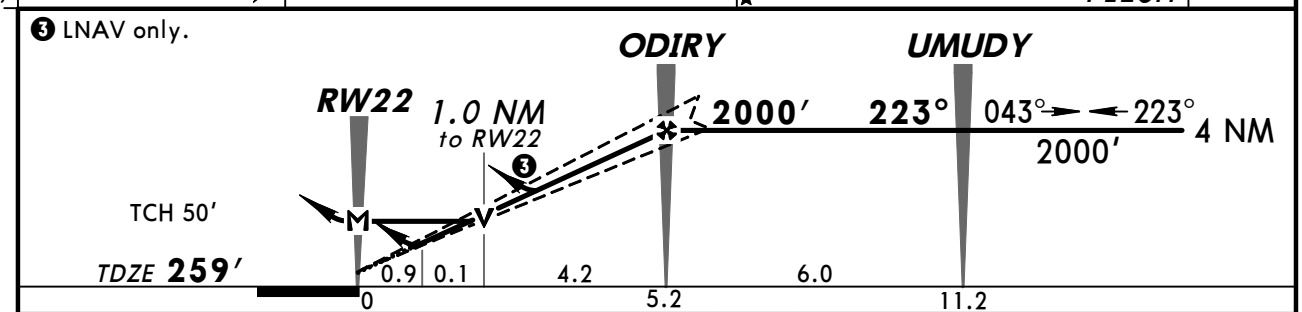
MISSED APCH: Climb to 2000′ direct ZUSUK and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Baro-VNAV not authorized below -15°C (5°F). 2. DME/DME RNP-0.3 not authorized.
3. VGSI and RNAV glide path not coincident. 4. Pilot controlled lighting 123.0.

1900′
MSA RW22





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW22							

MALSR
PAPI
2000′
ZUSUK

STRAIGHT-IN LANDING RWY22

	LPV DA(H) 602′ (343′)		LNAV/VNAV DA(H) 650′ (391′)		LNAV MDA(H) 640′ (381′)	
		RAIL or ALS out		RAIL out	ALS out	RAIL out	ALS out
A	3/4	1 1/4	3/4	1 1/4	3/4	1
B						
C						
D					1	1 1/4

CIRCLE-TO-LAND

Not Authorized at Night to Rwys 4, 13, 17, 31 & 35

Max Kts	MDA(H)
90	740′(463′)-1 1/4
120	
140	740′(463′)-1 1/2
165	840′(563′)-2

AMEND 0 TERPS

CHANGES: Center frequency.

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KELD/ELD
SOUTH ARKANSAS REGL
at GOODWIN

JEPPESEN

14 JUL 06 (13-1)

EL DORADO, ARK
VOR DME Rwy 4

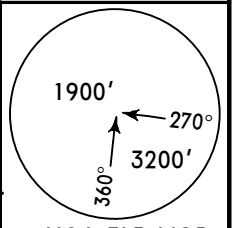
BRIEFING STRIP™

ASOS	FT WORTH Center (R)	JONESBORO Radio	SOUTH ARKANSAS REGL at GOODWIN UNICOM
118.32	128.2	122.65	CTAF 123.0

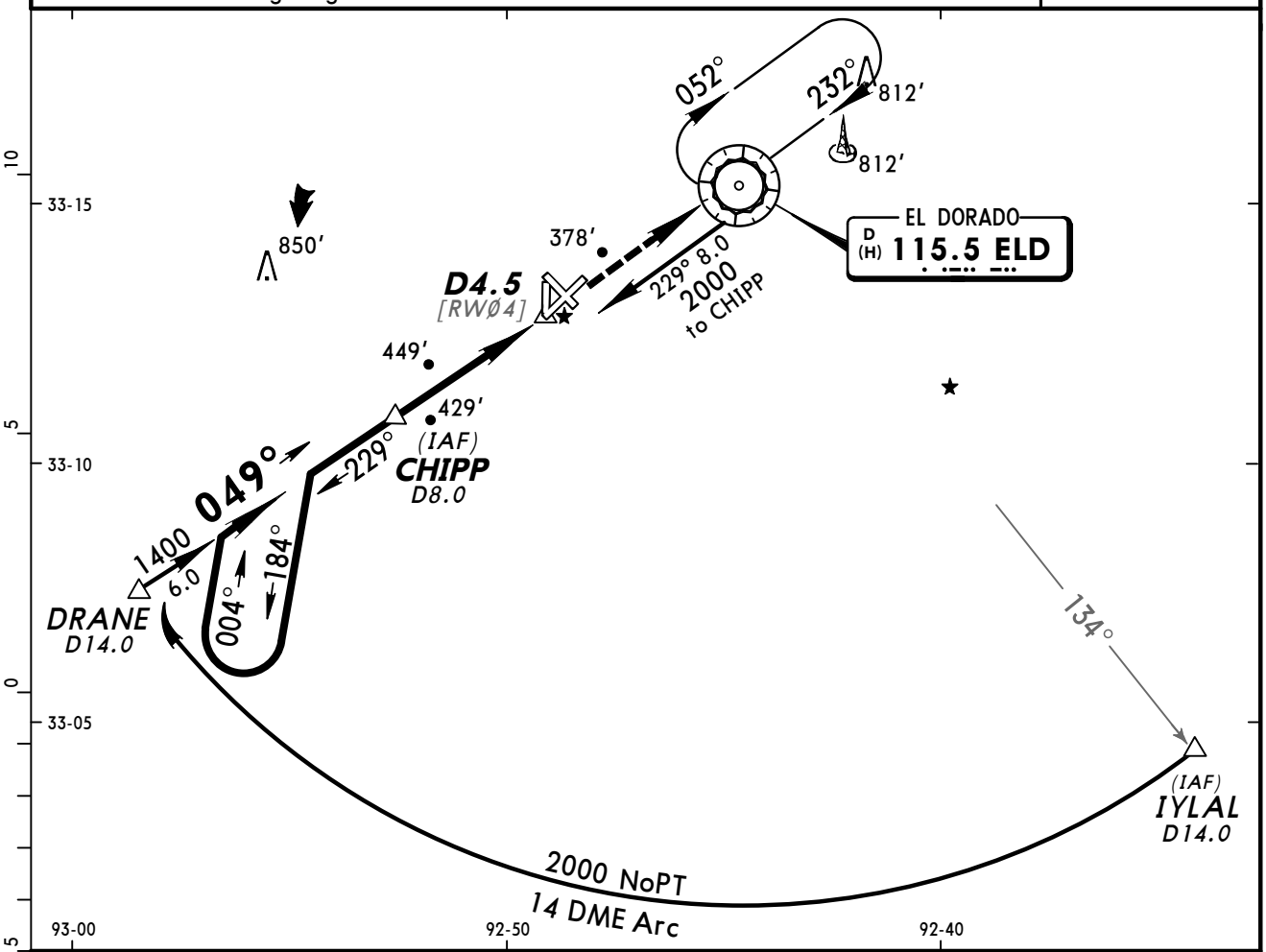
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 277′
ELD 115.5	049°	CHIPP 1400′ (1140′)	700′ (440′)	TDZE 260′

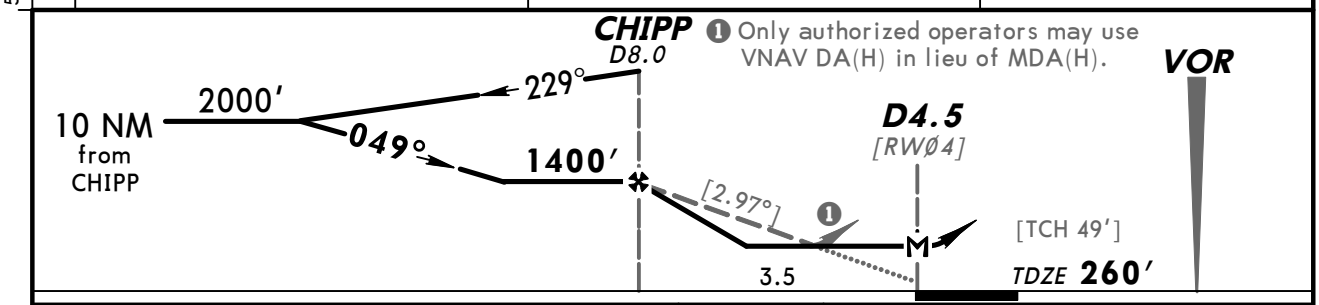
MISSED APCH: Climb to 2000′ direct ELD VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Pilot controlled lighting 123.0.



MSA ELD VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.97°]	368	473	525	630	736	841
MAP at D4.5						

PAPI-L 2000′ D ELD 115.5

STRAIGHT-IN LANDING RWY 4		CIRCLE-TO-LAND	
MDA(H) 700′(440′)		Max Kts.	MDA(H)
A	1	90	740′(463′)-1
B		120	
C	1¼	140	740′(463′)-1½
D	1½	165	840′(563′)-2

AMEND 10 TERPS

CHANGES: Center frequency.

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KELD/ELD
SOUTH ARKANSAS REGL
at GOODWIN

JEPPESEN
14 JUL 06 (13-2)

EL DORADO, ARK
VOR Rwy 22

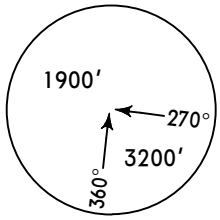
ASOS	FT WORTH Center (R)	JONESBORO Radio	SOUTH ARKANSAS REGL at GOODWIN UNICOM
118.32	128.2	122.65	CTAF 123.0

VOR ELD	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev 277′
115.5	232°	1400′ (1141′)	660′ (401′)	TDZE 259′

MISSED APCH: Climb to 1000′, then climbing RIGHT turn to 2000′ direct ELD VOR and hold.

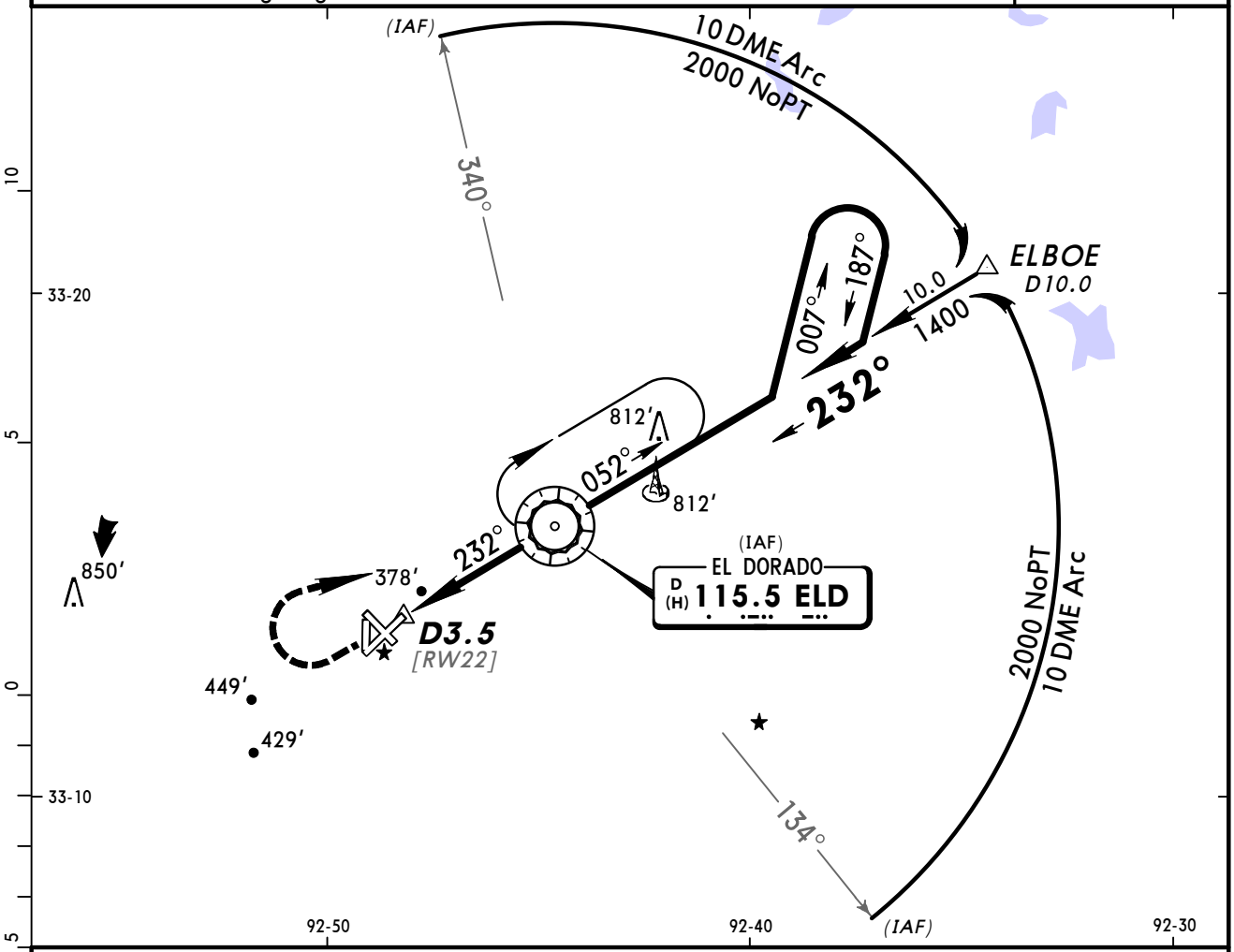
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, procedure not authorized.
2. Pilot controlled lighting 123.0.

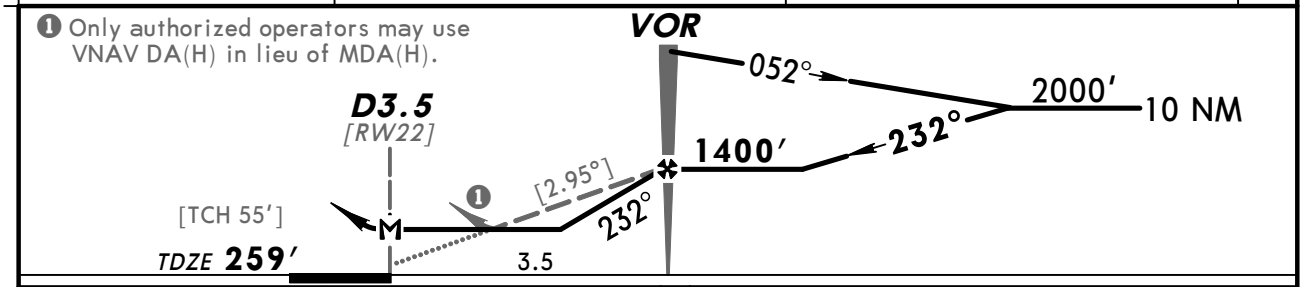


MSA ELD VOR

BRIEFING STRIP ™



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.95°]	365	470	522	626	731	835
MAP at D3.5 or VOR to MAP 3.5	3:00	2:20	2:06	1:45	1:30	1:19

MALSR
PAPI

1000′

2000′ RT

D

ELD 115.5

STRAIGHT-IN LANDING RWY22

MDA(H) 660′ (401′)

		RAIL out	ALS out
A	1/2	3/4	1
B			
C		1 1/4	
D	1		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	740′ (463′)-1
120	
140	740′ (463′)-1 1/2
165	840′ (563′)-2

TERPS AMEND 13D

CHANGES: Center frequency.

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General Information

Location: FT Smith AR USA
IATA Code: FSM
Lat/Long: N35° 20.2' W094° 22.0'
Elevation: 469 ft

Airport Use: Public
Magnetic Variation: 2.3°E
Sectional Chart: Memphis

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

Sunrise: 1250 Z
Sunset: 0011 Z,

Runway Information

Runway: 01
Length x Width: 5001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 449 ft
Lighting: Edge, Pilot controlled

Runway: 07
Length x Width: 8017 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 469 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 19
Length x Width: 5001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 448 ft
Lighting: Edge, Pilot controlled

Runway: 25
Length x Width: 8017 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 453 ft
Lighting: Edge, ALS, Pilot controlled

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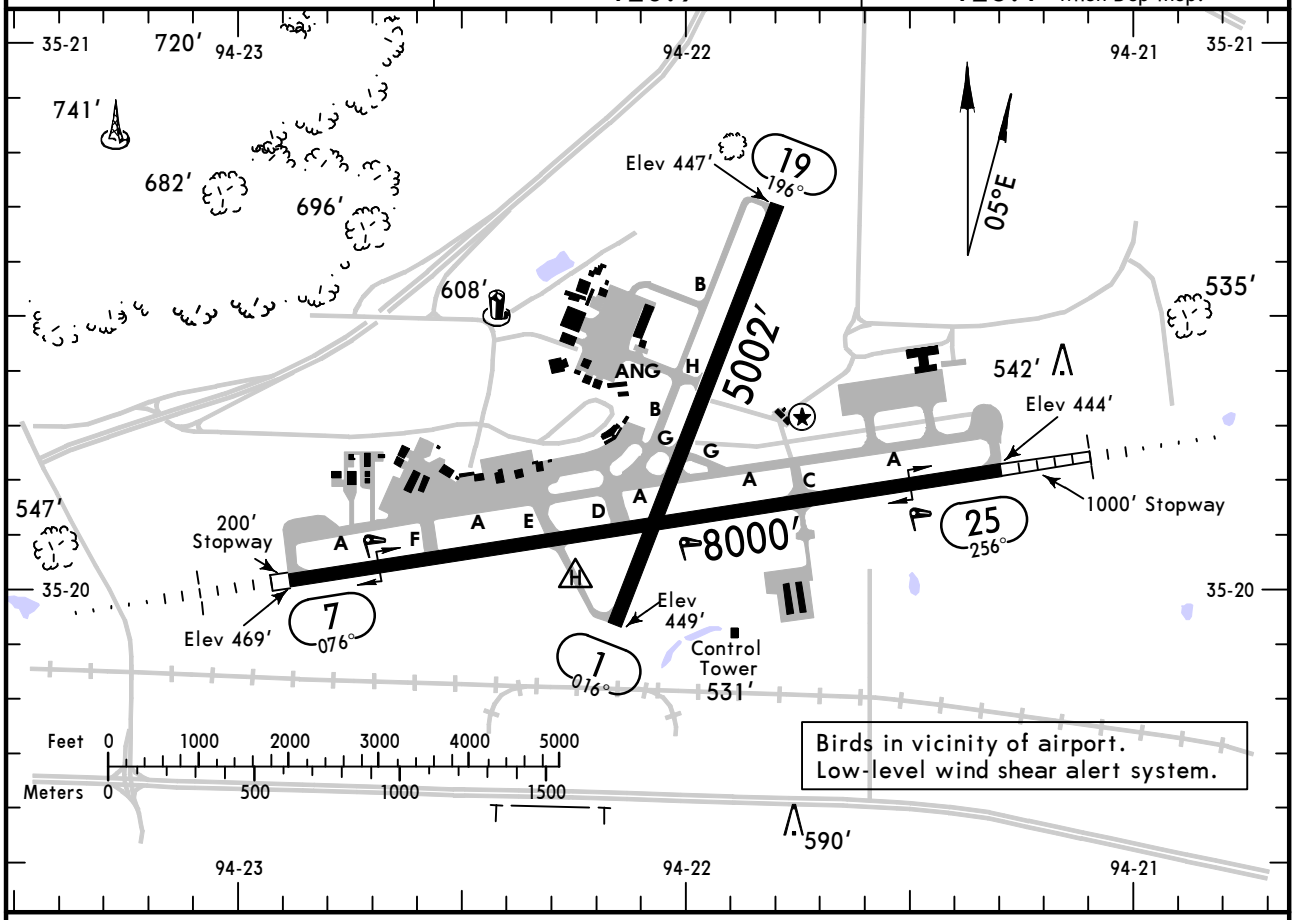
Communication Information

ATIS 126.3
ASOS 126.3
FT Smith Tower 118.3 CTAF PCL
FT Smith Ground Control 121.9
FT Smith Clearance Delivery 133.85
Razorback Approach Control 120.9
Razorback Approach TRSA 120.9
Razorback Approach TRSA 121.0
Razorback Departure Control 120.9
FT Smith Regl Unicom 122.95
FT Smith Radar 120.9
Jonesboro Flight Service Station 122.2 RCO
Memphis Center 126.1 Remote Communications Air-Ground

ATIS (ASOS when Twr inop)	*FT SMITH Clearance	*Ground	*Tower
126.3	133.85	121.9	CTAF 118.3

UNICOM 122.95	*RAZORBACK Departure (R)	MEMPHIS Center (R)
	120.9	126.1 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
1 ❶ 19	❷ MIRL PAPI-R (angle 3.00°) grooved				150′
	❷ MIRL PAPI-L (angle 3.0°) grooved				
7 25	❷ HIRL ❷ MALSR PAPI-R (angle 3.00°) grooved		6730′		150′
	❷ HIRL ❷ MALSR VASI-L grooved RVR		6800′		

❶ Maximum GWT 70,000 lbs.
❷ Activate on 118.3 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	❶ Rwy 19			Rwy 7			Rwy 25			Rwy 1		
	With Mim climb of 226′/NM to 700′		Other	With Mim climb of 261′/NM to 800′		Other	With Mim climb of 351′/NM to 800′		Other	With Mim climb of 431′/NM to 800′		Other
	Adequate Vis Ref	STD		Adequate Vis Ref	STD		Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	1¼	1	200-1¼	1¼	1	300-1½	RVR 16 or 1¼	RVR 50 or 1	300-RVR 50 or 1	1¼	1	300-1
3 & 4 Eng		1½			1½			RVR 24 or 1½			1½	

❶ Alternatively, with standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later than 1700′ prior to departure end of runway.

OBSTACLE DP

Rwy 1, climb heading 016° to 2400′ before turning left.
Rwy 25, climb heading 256° to 1100′ before turning right.

FOR FILING AS ALTERNATE

	RNAV (GPS) Rwy 1 RNAV (GPS) Rwy 7 RNAV (GPS) Rwy 25	Authorized Only When Twr Operating ILS Rwy 7 ILS Rwy 25	LOC Rwy 7 LOC Rwy 25 VOR DME Rwy 7	VOR Rwy 25 NDB Rwy 25 RADAR-1
A B C	800-2	700-2	800-2	
D	800-2¼	700-2¼	800-2¼	

AMEND 4A

CHANGES: Take-off minimums.

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BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*RAZORBACK Approach (R)	MEMPHIS Center (R)	*FT SMITH Tower	*Ground
126.3	120.9	126.1 when App inop.	CTAF 118.3	121.9

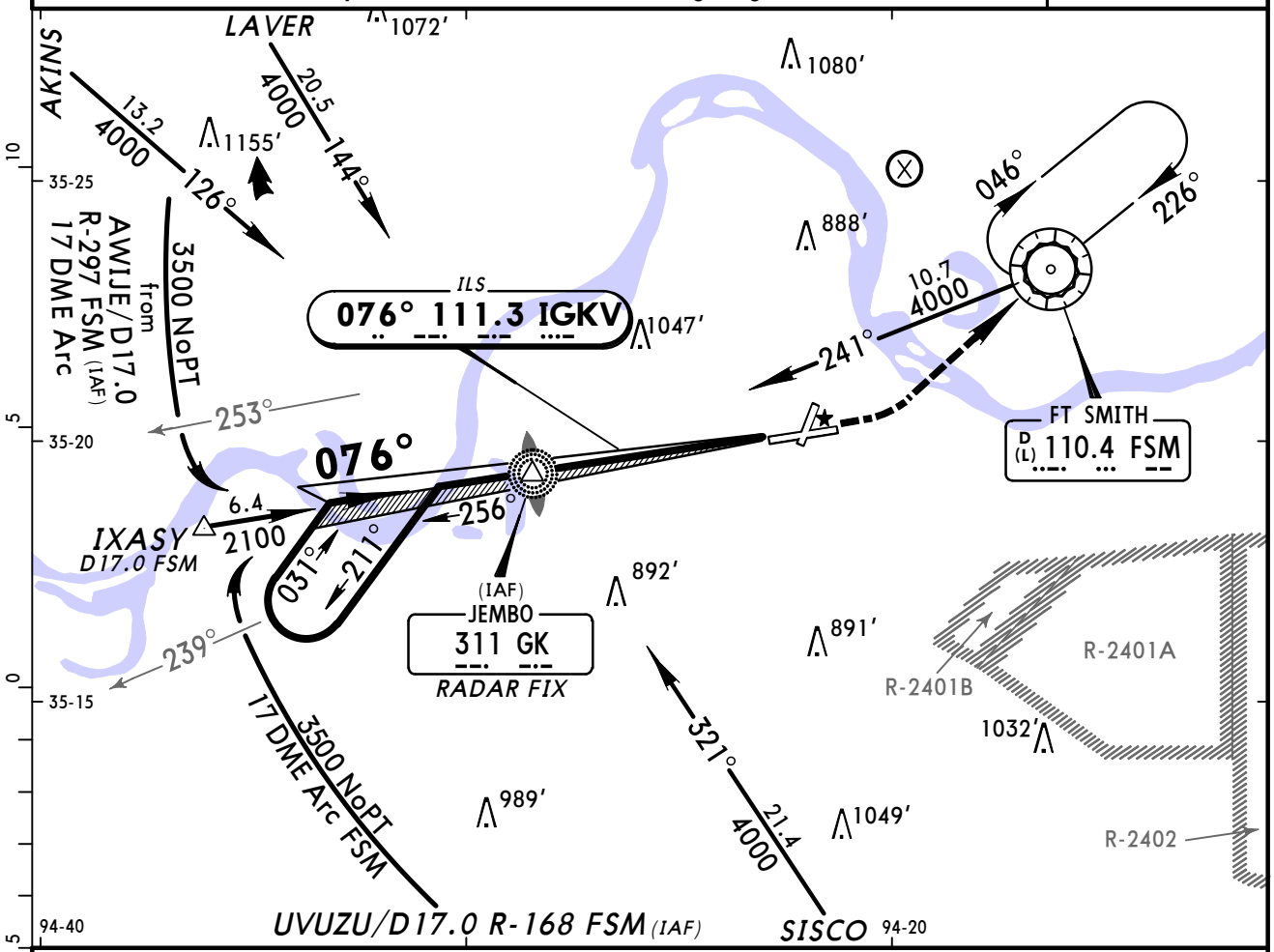
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 469′
IGKV 111.3	076°	JEMBO 2008′ (1539′)	669′ (200′)	TDZE 469′

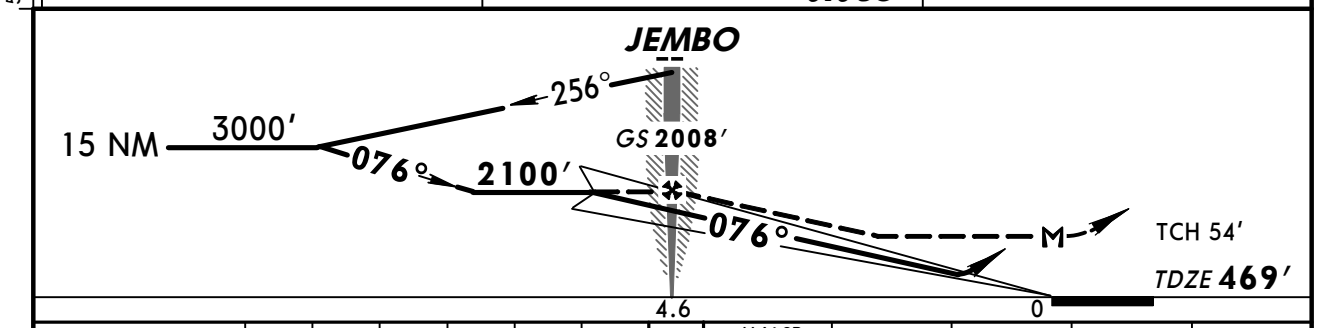
MISSED APCH: Climb to 1000′ then climbing LEFT turn to 3000′ direct FSM VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF, DME or Radar required. 2. Pilot controlled lighting 118.3.

3900′
MSA GK LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
JEMBO to MAP 4.6	3:57	3:04	2:46	2:18	1:58	1:43

MALSR
PAPI
1000′
3000′ LT
FSM 110.4

STRAIGHT-IN LANDING RWY 7

	ILS DA(H) 669′ (200′) FULL	ILS DA(H) 669′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 880′ (411′)	LOC (GS out) MDA(H) 880′ (411′) RAIL out	LOC (GS out) MDA(H) 880′ (411′) ALS out
A	1/2	3/4	1/2	3/4	1
B					
C			3/4	1 1/4	
D					

CIRCLE-TO-LAND
Not Authorized at Night to Rwy 1.

Max Kts.	MDA(H)
90	1140′ (671′)-1
120	
140	1140′ (671′)-2
165	1140′ (671′)-2 1/4

TERPS AMEND 0D 16 DEC 2010

CHANGES: Charted obstructions.

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KFSM/FSM
FT SMITH REGL

JEPPESEN
24 JUN 11 (11-2)

FT SMITH, ARK
ILS or LOC Rwy 25

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*RAZORBACK Approach (R)	MEMPHIS Center (R)	*FT SMITH Tower	*Ground
126.3	120.9	126.1 when App inop.	CTAF 118.3	121.9

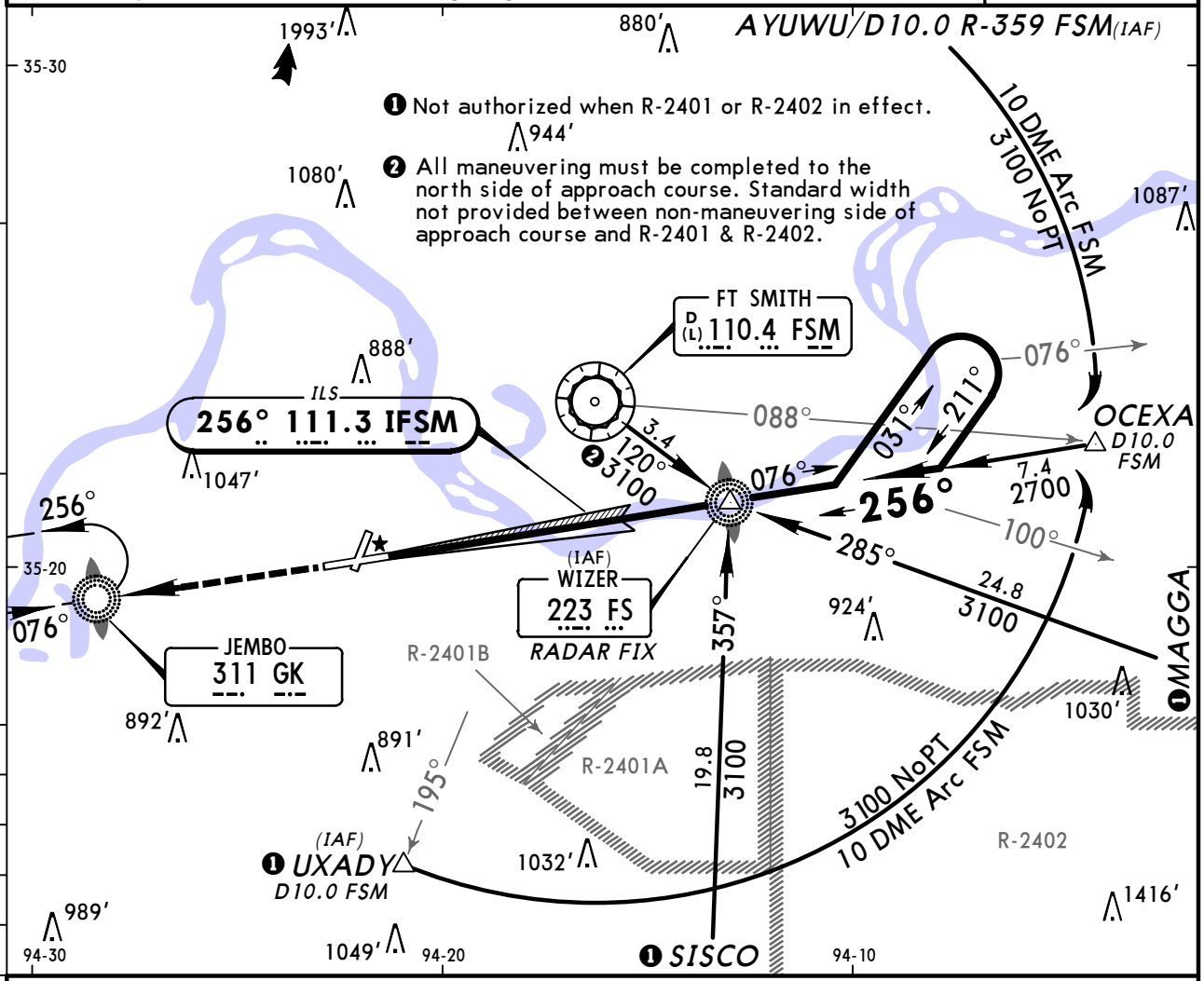
LOC IFSM	Final Apch Crs	GS WIZER	ILS DA(H)	Apt Elev 469′
111.3	256°	2697′ (2251′)	646′ (200′)	TDZE 446′

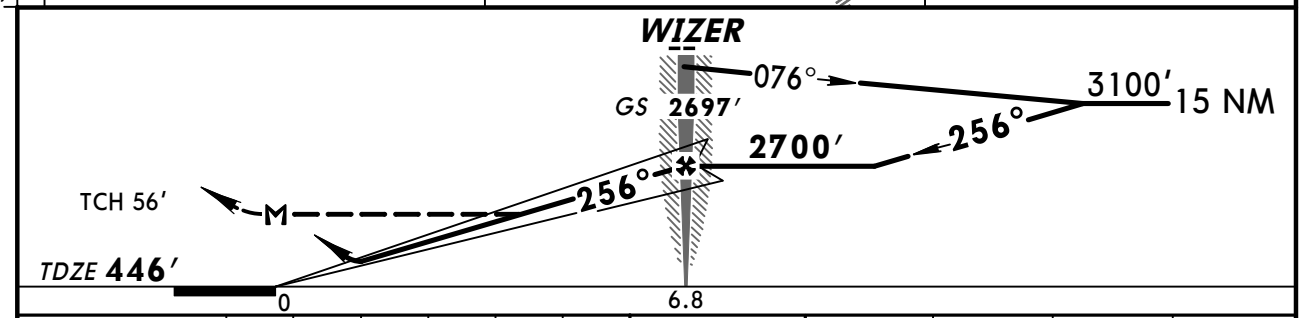
MISSED APCH: Climb to 2500′ direct GK LOM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF required. 2. Pilot controlled lighting 118.3.

4000′ MSA FS LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 2.96°	367	471	524	628	733	838
WIZER to MAP 6.8	5:50	4:32	4:05	3:24	2:55	2:33

MALSR VASI 2500′ D GK 311

STRAIGHT-IN LANDING RWY25						CIRCLE-TO-LAND Not Authorized at Night to Rwy 1	
ILS DA(H) 646′ (200′)			LOC (GS out) MDA(H) 960′ (514′)				
	FULL	RAIL or ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A	❶ RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	1140′ (671′)-1
B						120	
C			RVR 50 or 1	1½		140	1140′ (671′)-2
D			RVR 60 or 1¼	1¾		165	1140′ (671′)-2 ¼

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 21F 16 DEC 2010

CHANGES: JEMBO hold.

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ATIS (ASOS when Twr inop)	*RAZORBACK Approach (R)	MEMPHIS Center (R)	*FT SMITH Tower	*Ground
126.3	120.9	126.1 when App inop.	CTAF 118.3	121.9

BRIEFING STRIP™

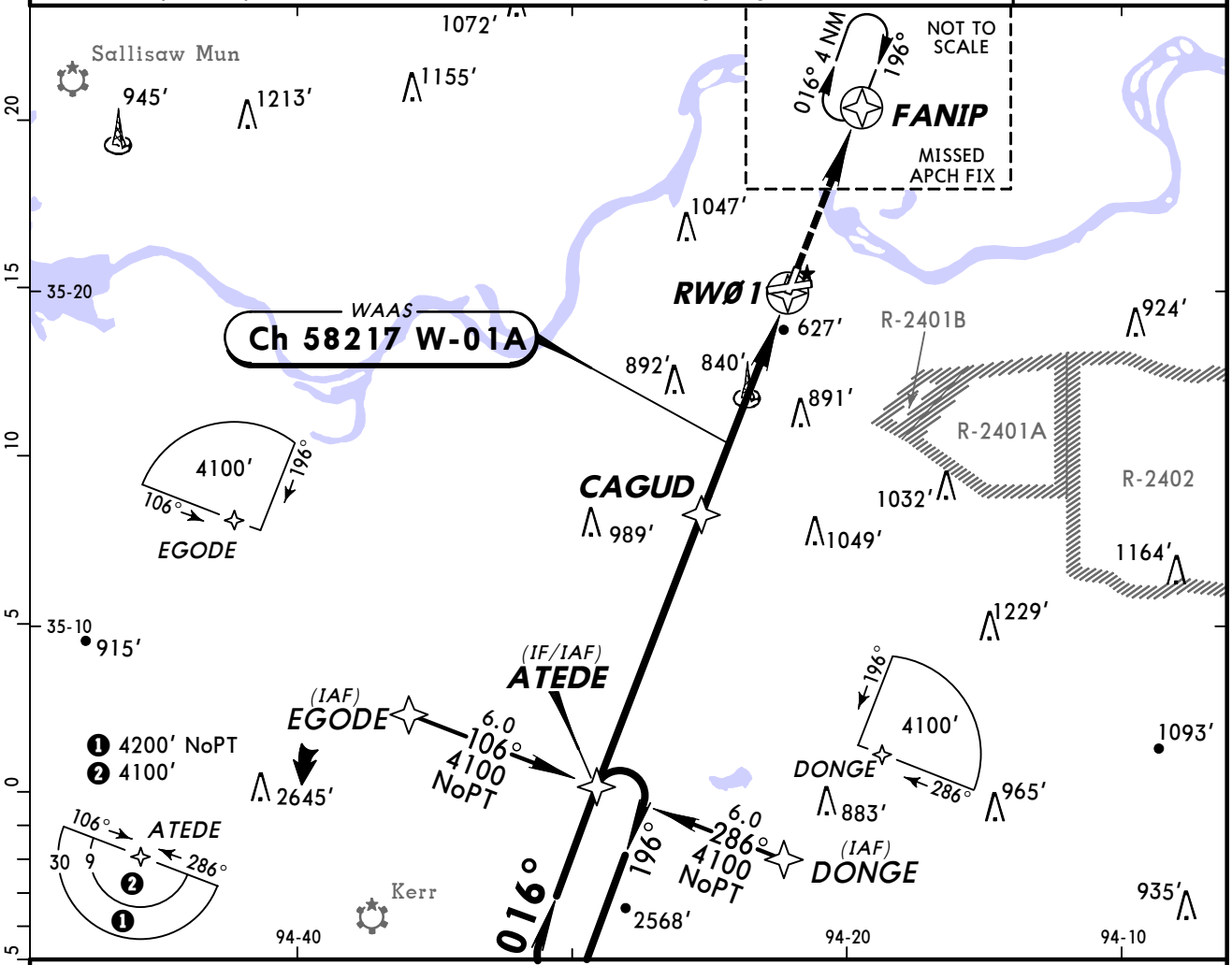
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 469′
Ch 58217 W-01A	016°	CAGUD 2800′ (2351′)	705′ (256′)	TDZE 449′

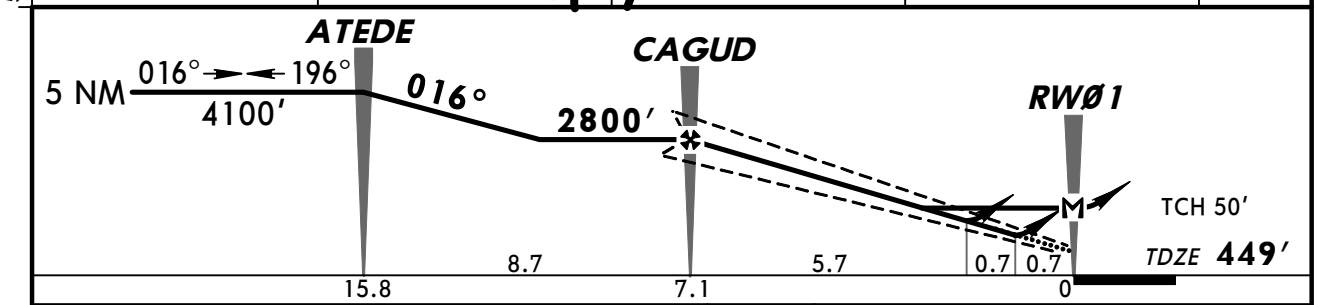
MISSED APCH: Climb to 3600′ direct FANIP and hold, continue climb-in-hold to 3600′.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 118.3.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ1						

PAPI-R | 3600′ | FANIP

1 STRAIGHT-IN LANDING RWY 1

	LPV DA(H) 705′ (256′)	LNAV/VNAV DA(H) 942′ (493′)	LNAV MDA(H) 1160′ (711′)
A	1	1¾	1
B			
C			2
D			2¼

2 CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1160′ (691′)-1
120	
140	1160′ (691′)-2
165	1160′ (691′)-2¼

1 Not authorized at night.
2 Not authorized at night to Rwy 1.

TERPS AMEND 2 3 JUN 2010

CHANGES: Procedure.

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KFSM/FSM
FT SMITH REGL

JEPPESEN

28 MAY 10 (12-2) Eff 3 Jun

FT SMITH, ARK
RNAV (GPS) Rwy 7

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*RAZORBACK Approach (R)	MEMPHIS Center (R)	*FT SMITH Tower	*Ground
126.3	120.9	126.1 when App inop.	CTAF 118.3	121.9

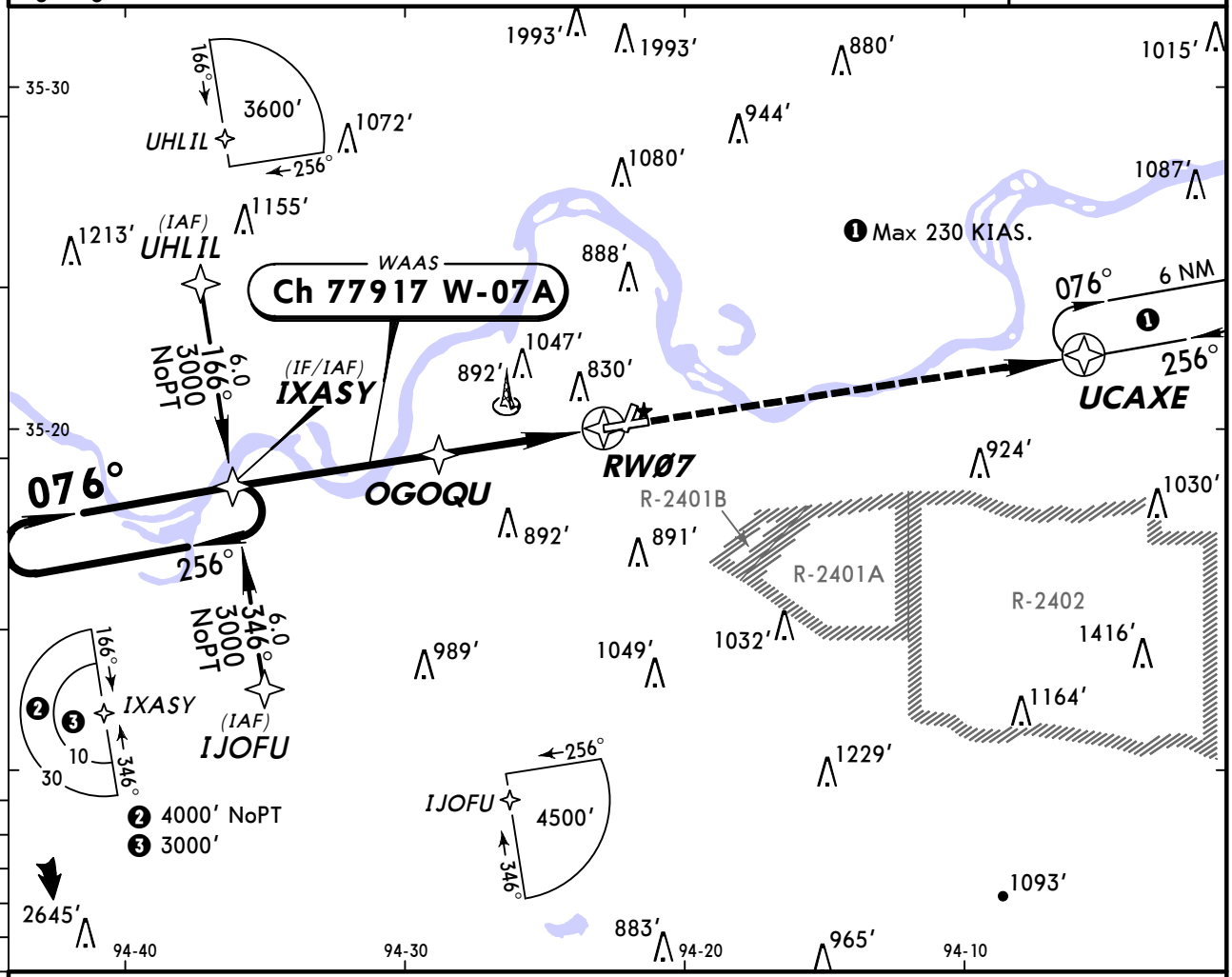
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 469′
Ch 77917 W-07A	076°	OGOQU 2100′ (1631′)	669′ (200′)	TDZE 469′

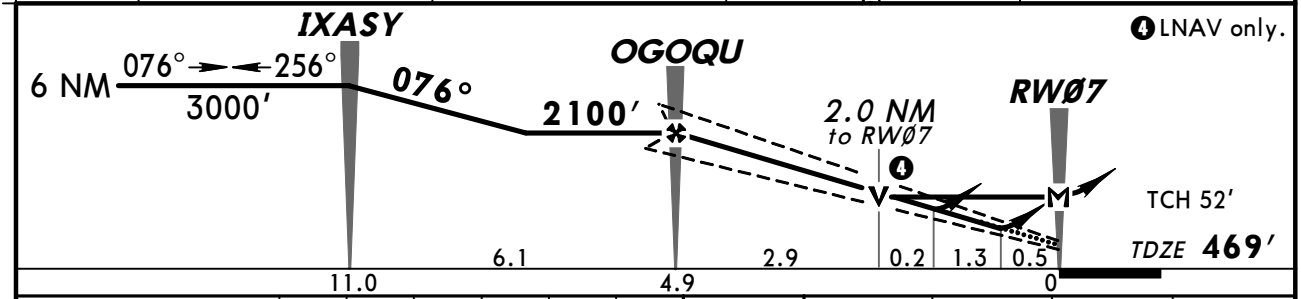
TAA 30 NM IAF

MISSED APCH: Climb to 3000′ direct UCAXE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized. 3. Pilot controlled lighting 118.3.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ7						

MALSR PAPI 3000′ UCAXE

STRAIGHT-IN LANDING RWY 7

	LPV DA(H) 669′ (200′)		LNAV/VNAV DA(H) 1085′ (616′)		LNAV MDA(H) 1140′ (671′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	1/2	3/4	1 3/4	2 1/4	1/2	3/4	1
B							
C					1 1/2	2	
D					1 3/4	2 1/4	

CIRCLE-TO-LAND

Not Authorized at Night to Rwy 1.

Max Kts	MDA(H)
90	1140′ (671′)-1
120	
140	1140′ (671′)-2
165	1140′ (671′)-2 1/4

TERPS AMEND 1 3 JUN 2010

CHANGES: Procedure.

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KFSM/FSM
FT SMITH REGL

JEPPESEN

28 MAY 10 (12-3) Eff 3 Jun

FT SMITH, ARK
RNAV (GPS) Rwy 25

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*RAZORBACK Approach (R)	MEMPHIS Center (R)	*FT SMITH Tower	*Ground
126.3	120.9	126.1 when App inop.	CTAF 118.3	121.9

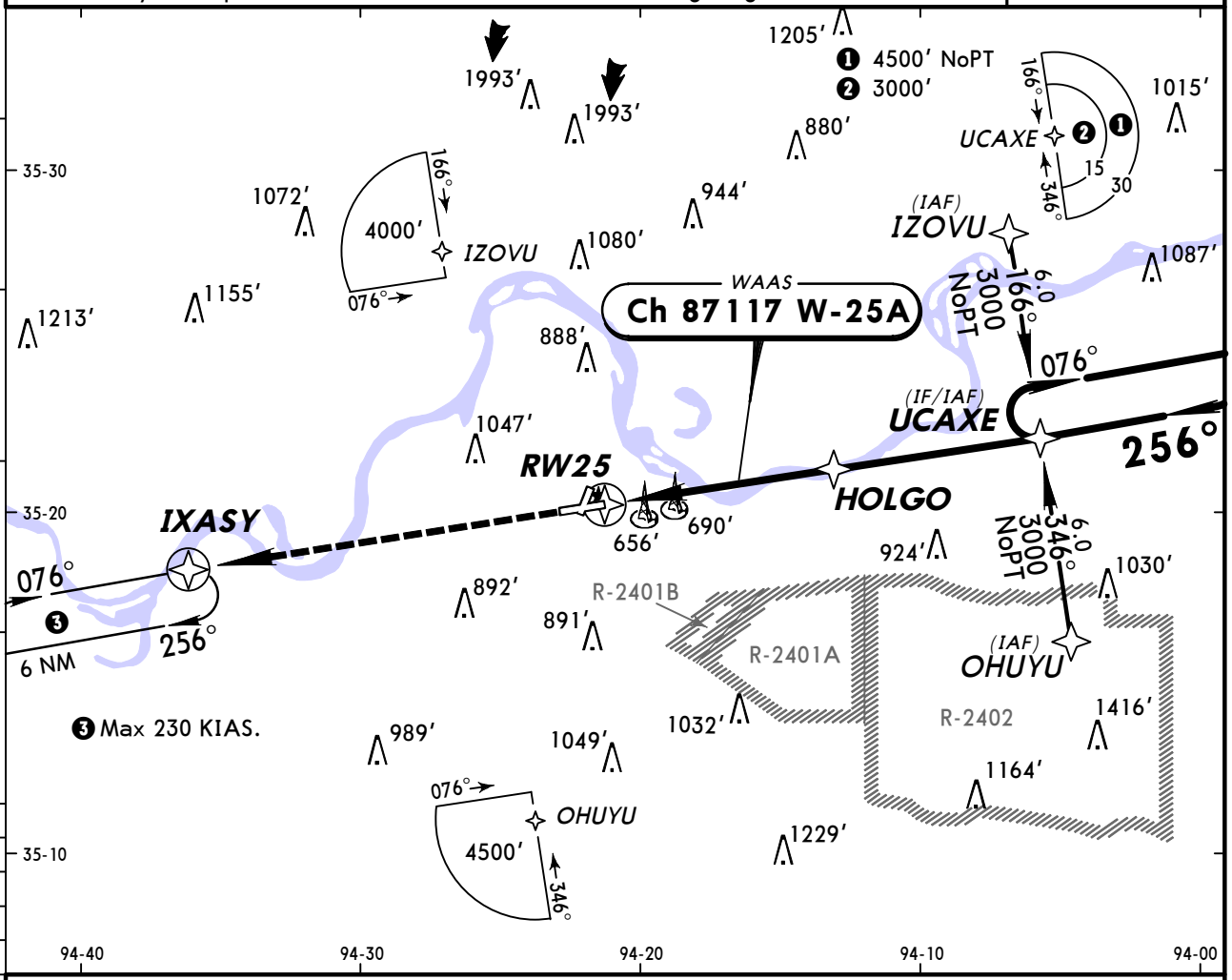
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 469'
Ch 87117 W-25A	256°	HOLGO 2700' (2247')	653' (200')	TDZE 453'

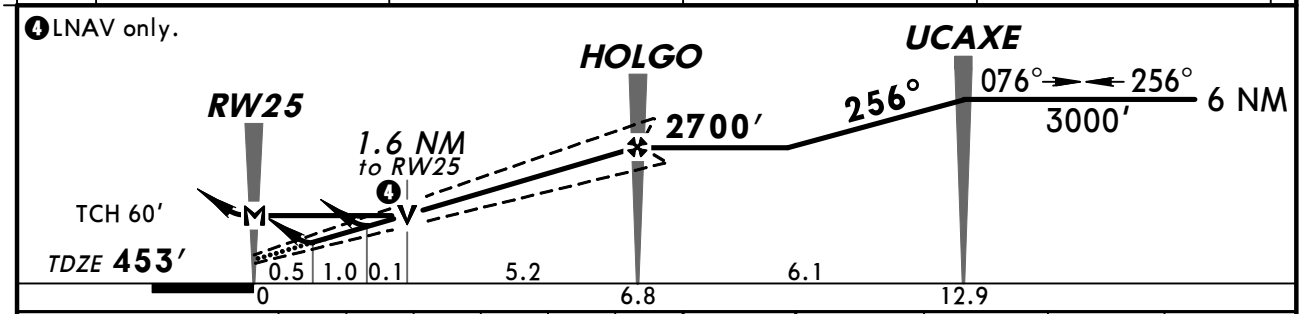
TAA 30 NM IAF

MISSED APCH: Climb to 3000' direct IXASY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 118.3.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW25						

MALSR VASI 3000' D IXASY

STRAIGHT-IN LANDING RWY 25

	LPV DA(H) 653' (200') RAIL or ALS out	LNAV/VNAV DA(H) 979' (526') RAIL or ALS out	LNAV MDA(H) 980' (527') RAIL out	LNAV MDA(H) 980' (527') ALS out
A	RVR 40 or ¾	RVR 60 or 1¼	1¾	RVR 40 or ¾	RVR 50 or 1
B				
C			RVR 50 or 1	1½
D			RVR 60 or 1¼	1¾

CIRCLE-TO-LAND

Not Authorized at Night to Rwy 1.

Max Kts	MDA(H)
90	1140' (671')-1
120	
140	1140' (671')-2
165	1140' (671')-2¼

TERPS AMEND 1 3 JUN 2010

CHANGES: Procedure.

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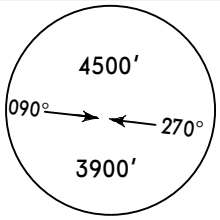
ATIS (ASOS when Twr inop)	*RAZORBACK Approach (R)	MEMPHIS Center (R)	*FT SMITH Tower	*Ground
126.3	120.9	126.1 when App inop.	CTAF 118.3	121.9

BRIEFING STRIP TM

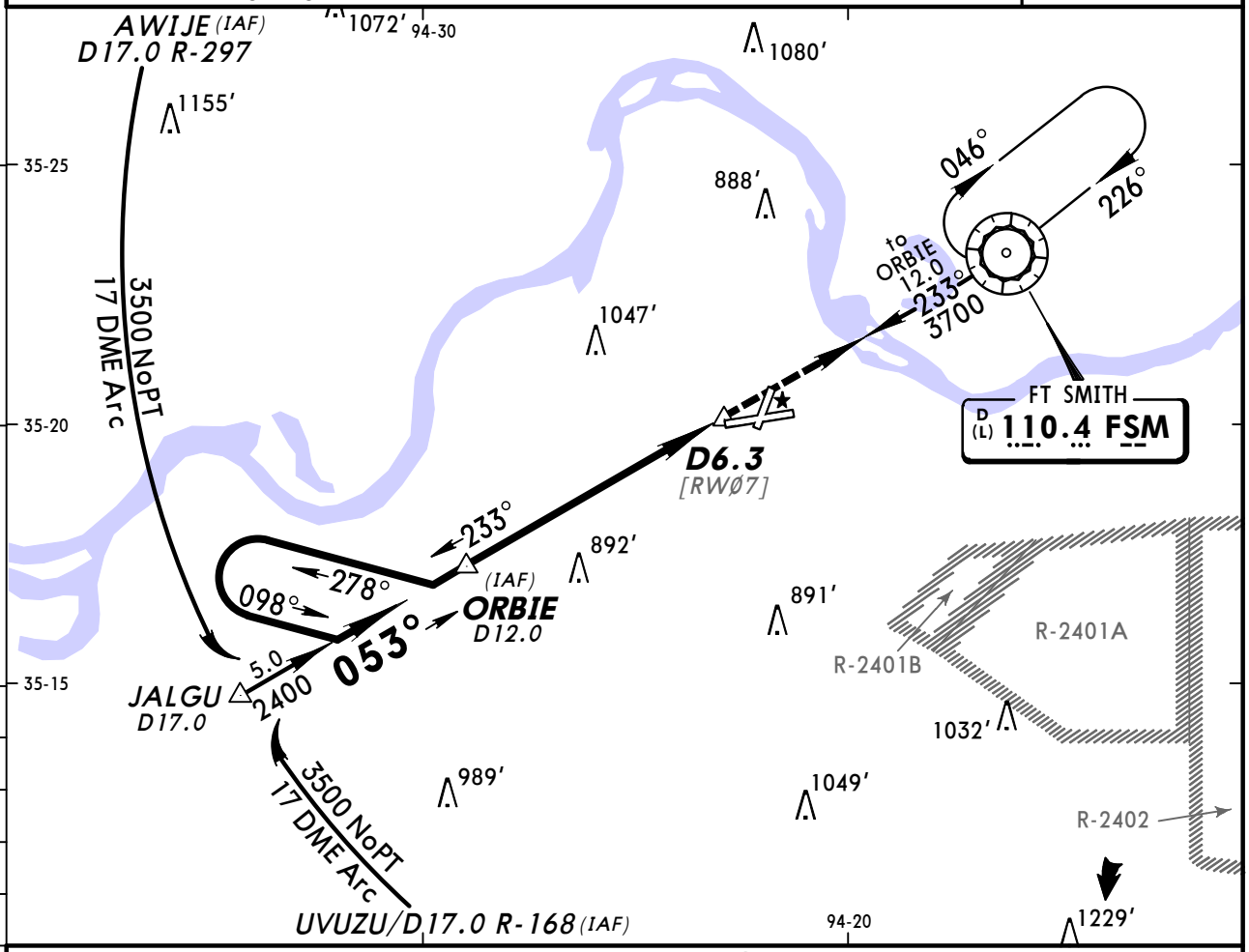
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 469′
FSM 110.4	053°	ORBIE 2400′ (1931′)	1080′ (611′)	TDZE 469′

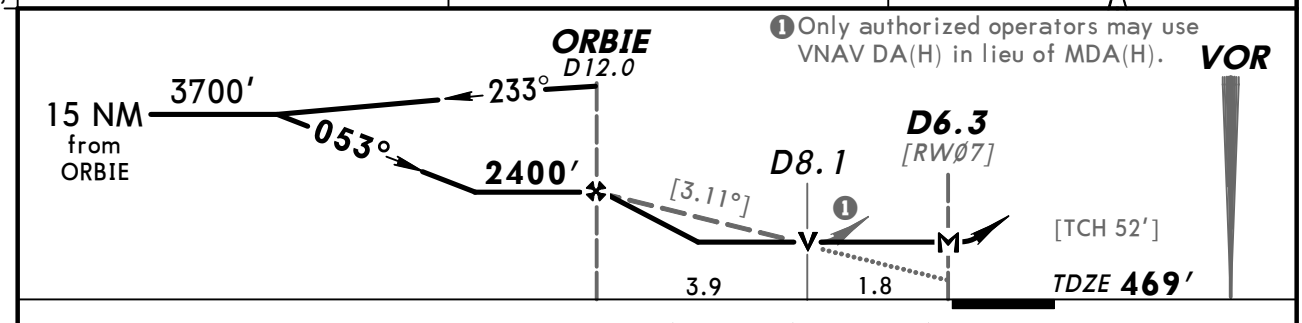
MISSED APCH: Climb to 2100′ direct FSM VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Pilot controlled lighting 118.3.



MSA FSM VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.11°]	385	495	550	660	770	880
MAP at D6.3						

MALSR PAPI | 2100′ | D | FSM 110.4

STRAIGHT-IN LANDING RWY 7			CIRCLE-TO-LAND	
MDA(H) 1080′ (611′)			Not Authorized at Night to Rwy 1.	
	RAIL out	ALS out	Max Kts	MDA(H)
A	1		90	1140′ (671′)-1
B			120	
C	1¾		140	1140′ (671′)-2
D	2		165	1140′ (671′)-2 ¼

AMEND 11B TERPS

CHANGES: None.

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ATIS (ASOS when Twr inop)	*RAZORBACK Approach (R)	MEMPHIS Center (R)	*FT SMITH Tower	*Ground
126.3	120.9	126.1 when App inop.	CTAF 118.3	121.9

VOR	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev 469′
FSM 110.4	224°	2000′ (1554′)	980′ (534′)	TDZE 446′

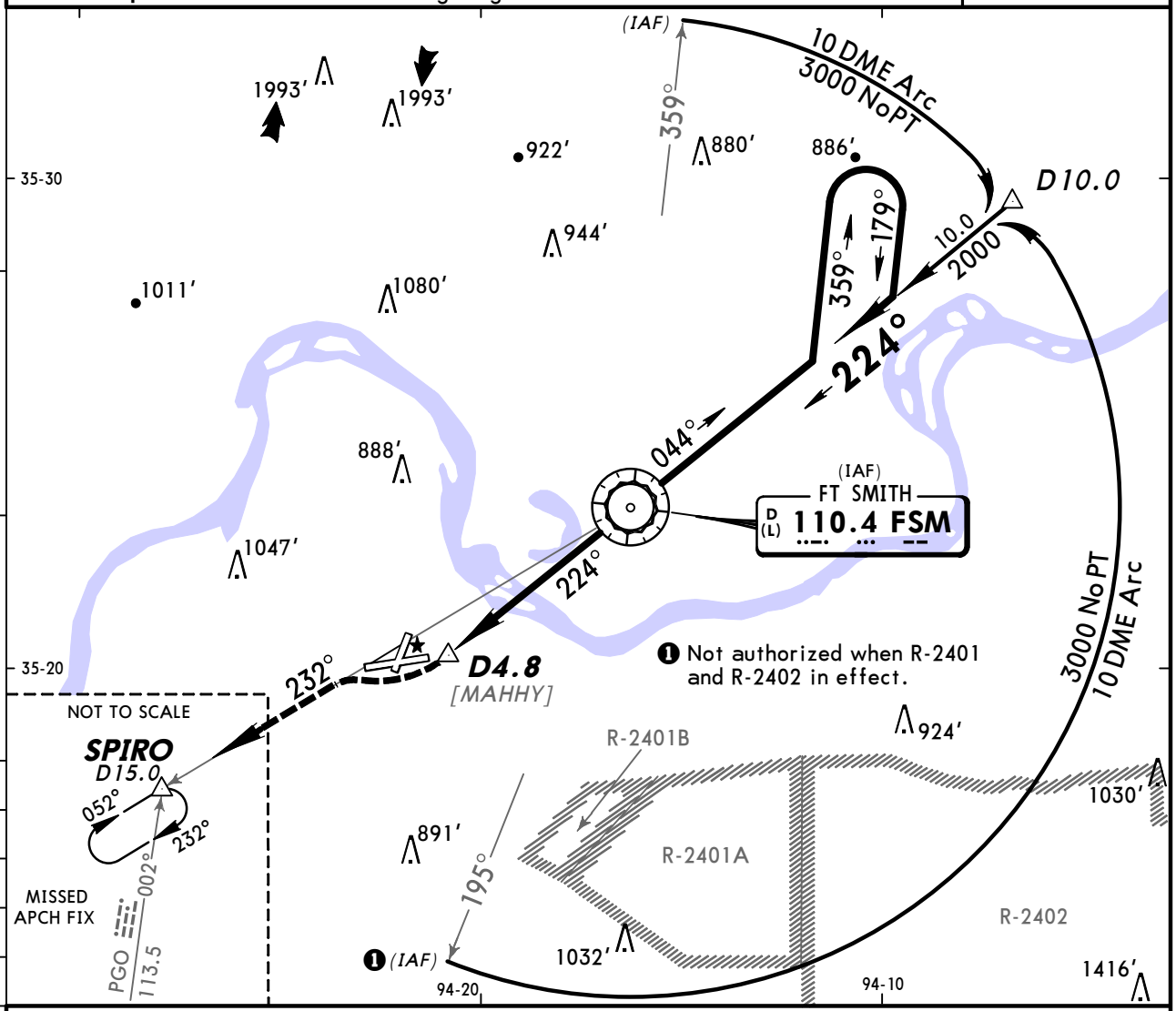
MISSED APCH: Climb to 4000′ outbound via FSM VOR R-232 to SPIRO INT/D15.0 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME required. 2. Pilot controlled lighting 118.3.

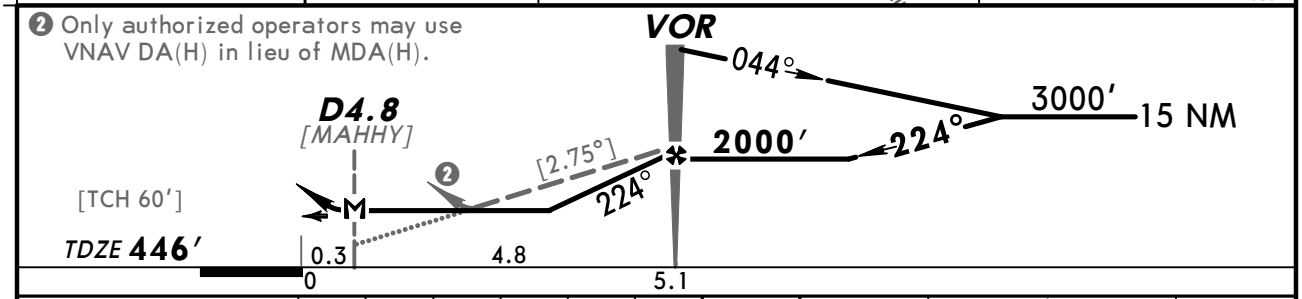
4500′ 090° 270° 3900′
MSA FSM VOR

BRIEFING STRIP™



❶ Not authorized when R-2401 and R-2402 in effect.

❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.75°]	340	438	486	584	681	778
MAP at D4.8 or VOR to MAP 4.8	4:07	3:12	2:53	2:24	2:03	1:48

MALSR
VASI

4000′ ↑ via FSM 110.4 R-232 — SPIRO

TERPS AMEND 20F

	STRAIGHT-IN LANDING RWY 25 MDA(H) 980′ (534′)			Max Kts.	CIRCLE-TO-LAND Not Authorized at Night to Rwy 1 MDA(H)
		RAIL out	ALS out		
A	RVR 50 or 1			90	1140′ (671′)-1
B				120	
C	1½			140	1140′ (671′)-2
D	1¾			165	1140′ (671′)-2¼

CHANGES: None.

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ATIS (ASOS when Twr inop)	*RAZORBACK Approach (R)	MEMPHIS Center (R)	*FT SMITH Tower	*Ground
126.3	120.9	126.1 when App inop.	CTAF 118.3	121.9

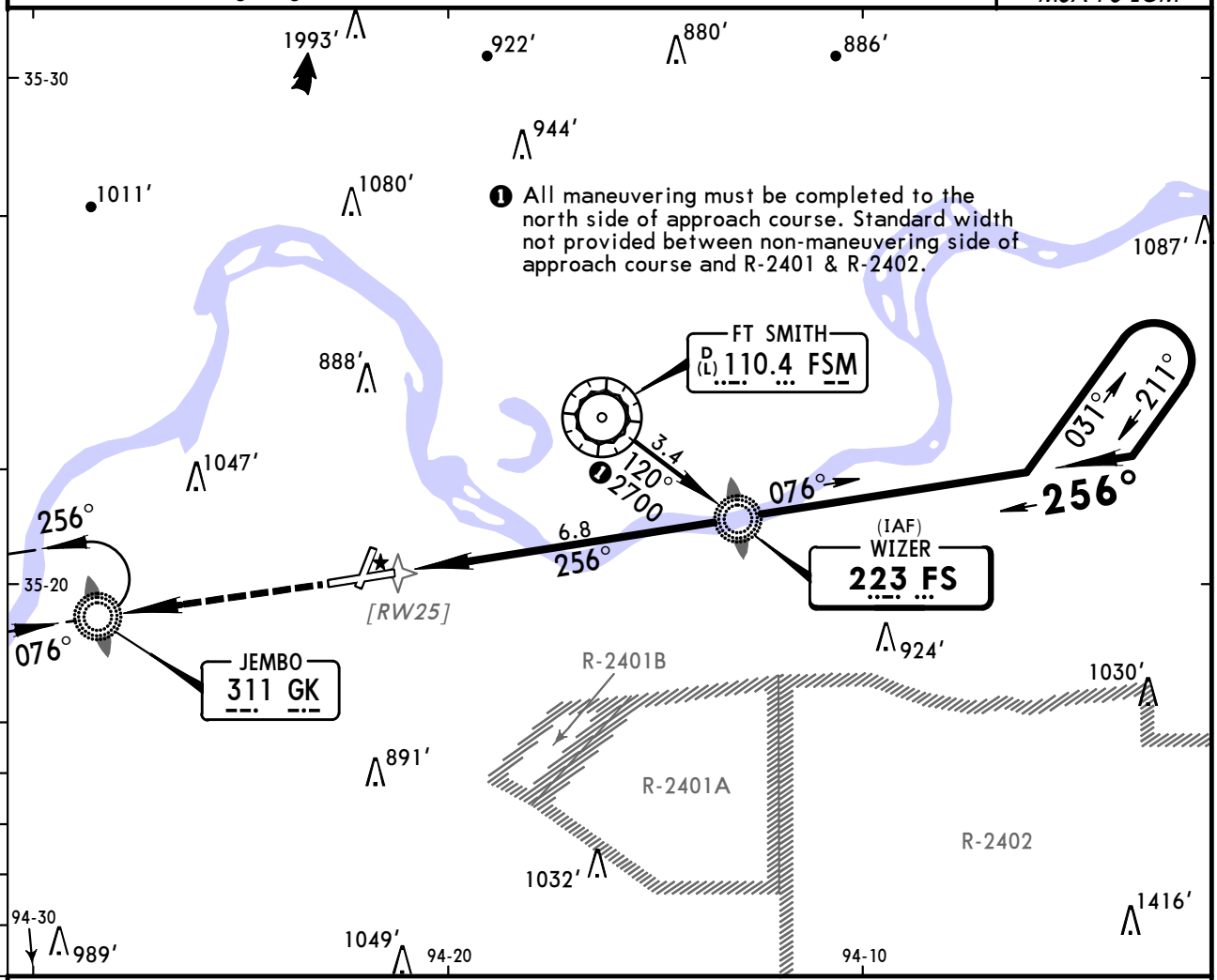
BRIEFING STRIP ™

LOM	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 469′
FS 223	256°	LOM 2700′ (2254′)	1180′ (734′)	TDZE 446′

MISSED APCH: Climb to 2500′ direct GK LOM and hold.

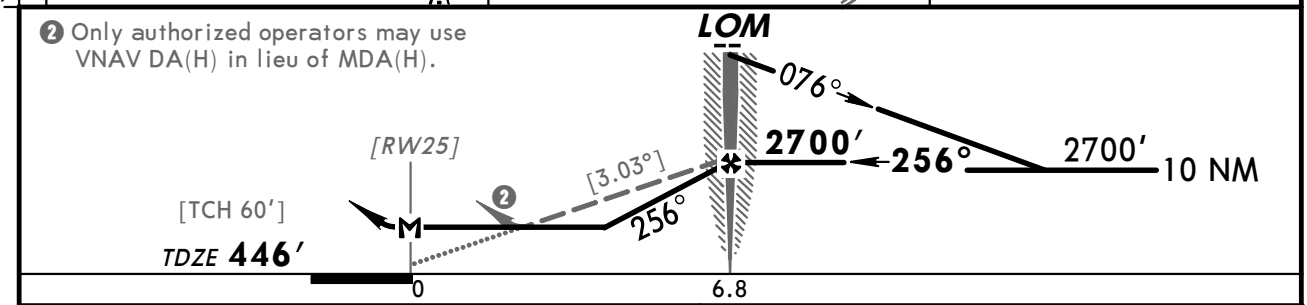
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Pilot controlled lighting 118.3.

4000′
MSA FS LOM



❶ All maneuvering must be completed to the north side of approach course. Standard width not provided between non-maneuvering side of approach course and R-2401 & R-2402.

❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	[3.03°]	375	482	536	643	750	858
LOM to MAP	6.8	5:50	4:32	4:05	3:24	2:55	2:33

MALSR
VASI
2500′
D
GK 311

STRAIGHT-IN LANDING RWY 25
MDA(H) 1180′ (734′)

	RAIL out	ALS out
A	RVR 40 or ¾	RVR 50 or 1
B		
C	1½	2
D	2	2¼

CIRCLE-TO-LAND
Not Authorized at Night to Rwy 1

Max Kts	MDA(H)
90	1180′ (711′) -1
120	
140	1180′ (711′) -2
165	1180′ (711′) -2¼

TERPS AMEND 24E 13 JAN 2011

CHANGES: Minimums.

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RADAR-1 ASR Rwys 1, 7, 25

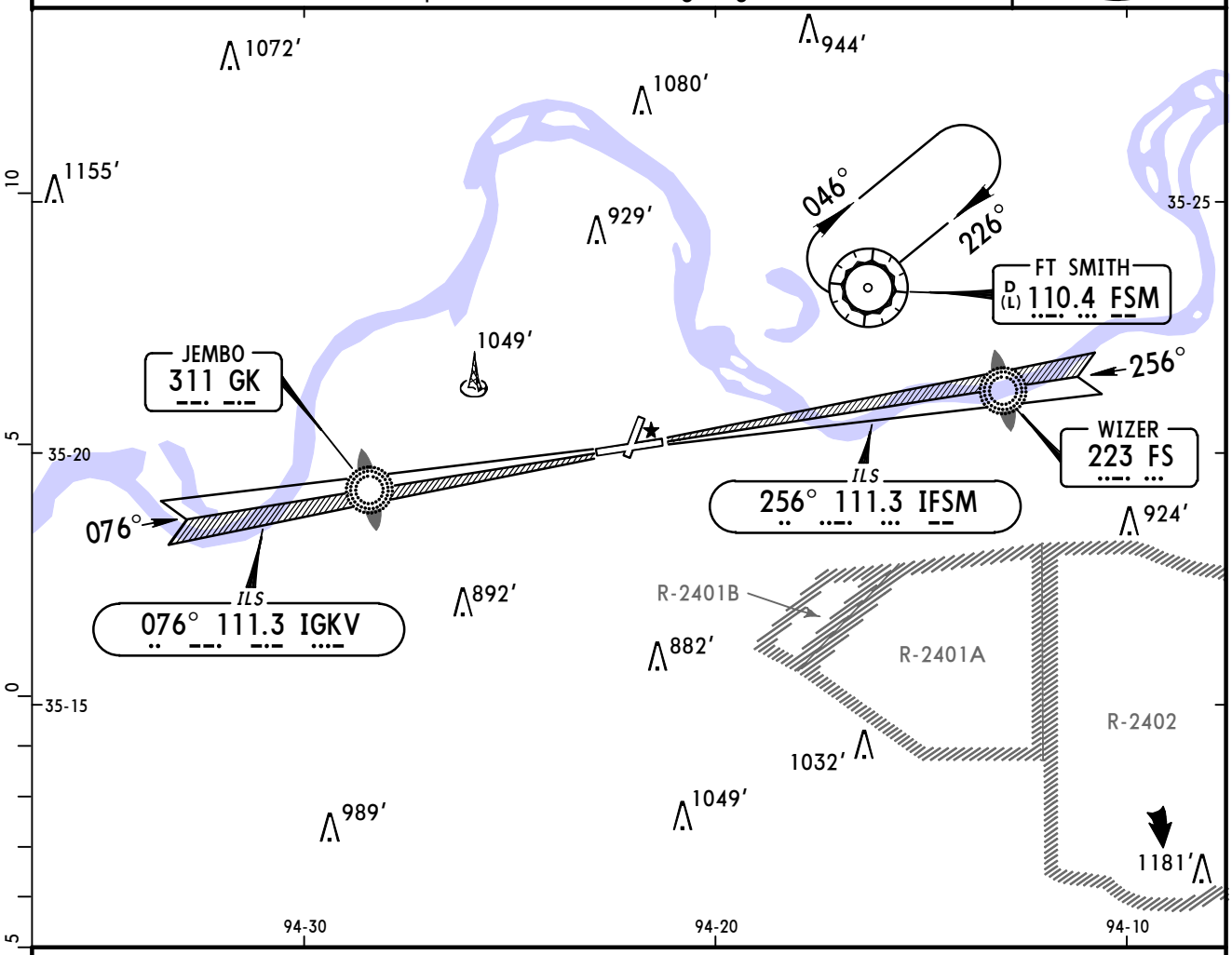
BRIEFING STRIP™

ATIS (ASOS when Twr inop)	*RAZORBACK Approach (R)	MEMPHIS Center (R)	*FT SMITH Tower	*Ground
126.3	120.9	126.1 when App inop.	CTAF 118.3	121.9

RADAR	*Final Apch Crs* By ATC	*Minimum Alt* No FAF	*MDA(H)* Refer to Minimums	*Apt Elev* **469'** *TDZE- See Below*	*No MSA published*

Missed Approach-See Below

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. ASR not authorized when Twr inop. 2. Pilot controlled lighting 118.3.



MISSED APPROACH:

Runways 1, 7, 25: Climb to 2100' direct FSM VOR and hold.

RWY 1	RWY 7	RWY 25
TDZE 449'	*TDZE 469'*	*TDZE 446'*

ASR Rwys 1, 7, 25: MAP at Rwy Thr

Lighting - Refer to Airport Chart

	STRAIGHT-IN LANDING							CIRCLE-TO-LAND	
	ASR 1 *MDA(H)* **1140'** *(691')*	**ASR 7** *MDA(H)* **1200'** *(731')*			**ASR 25** *MDA(H)* **1040'** *(594')*			Not Authorized at Night to Rwy 1	
			RAIL out	ALS out		RAIL out	ALS out	Max Kts	*MDA(H)*
A	1	1/2	3/4	1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	1200' *(731')*-1
B								120	
C	2	1 1/2	2		RVR 50 or 1	1 1/2		140	1200' *(731')*-2
D	2 1/4	1 3/4	2 1/4		RVR 60 or 1 1/4	1 3/4		165	1200' *(731')*-2 1/4

AMEND 8A TERPS

CHANGES: Center frequency.

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General Information

Location: Hot Springs AR USA
IATA Code: HOT
Lat/Long: N34° 28.7' W093° 05.8'
Elevation: 540 ft

Airport Use: Public
Magnetic Variation: 1.4°E
Sectional Chart: Memphis

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

Sunrise: 1244 Z
Sunset: 0006 Z,

Runway Information

Runway: 05
Length x Width: 6595 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 516 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 13
Length x Width: 4100 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 520 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 23
Length x Width: 6595 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 540 ft
Lighting: Edge, Pilot controlled

Runway: 31
Length x Width: 4100 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 518 ft
Lighting: Edge, Pilot controlled

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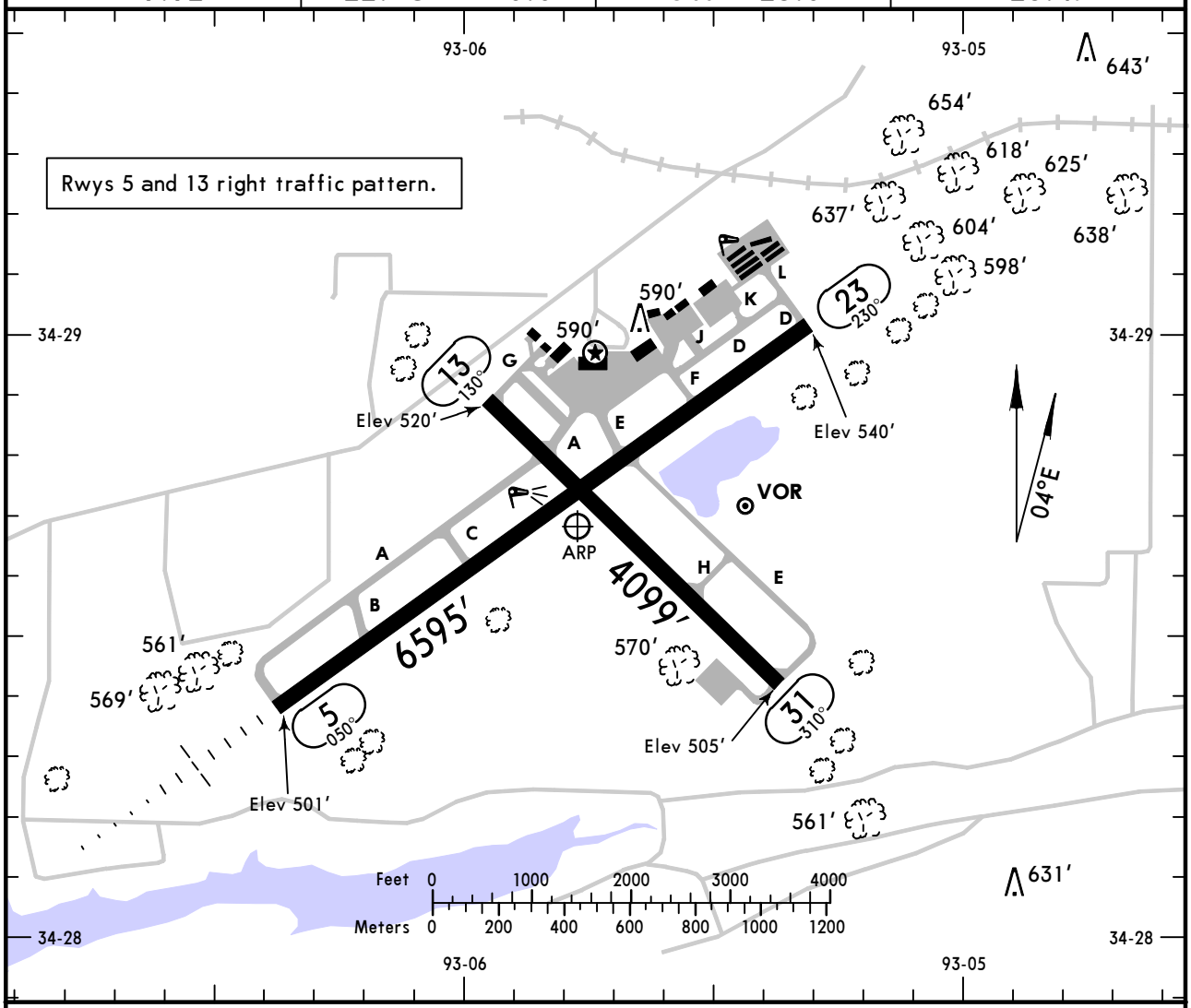
Communication Information

ASOS 119.925
Memorial Unicom 123.0 CTAF PCL
Jonesboro Flight Service Station 122.1 RCO
Jonesboro Flight Service Station 110.0 RCO
Memphis Center 128.475 Remote Communications Air-Ground

ASOS	JONESBORO Radio	MEMORIAL UNICOM	MEMPHIS Center (R)
119.92	122.1G 110.0T	CTAF 123.0	128.47



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
5	❶ HIRL ❶ MALSR grooved		5596′		150′
23	❶ HIRL ❶ PAPI-L (angle 3.0°) grooved				
13	❶ MIRL ❶ REIL				100′
31	❶ MIRL				

❶ Activate on 123.0.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 23		Rwy 13			Rwy 31		
	Adequate Vis Ref	STD	With Mim climb of 220′/NM to 700′ Adequate Vis Ref	STD	Other	With Mim climb of 700′/NM to 1700′ Adequate Vis Ref	STD	Other
1 & 2 Eng	1/4	1	1/4	1	300-1	1/4	1	1100-3
3 & 4 Eng		1/2		1/2			1/2	

	Rwy 5			FOR FILING AS ALTERNATE			
	With Mim climb of 820′/NM to 1700′ Adequate Vis Ref	STD	Other	Authorized Only When Local Weather Available VOR Z Rwy 5	VOR Y Rwy 5	RNAV(GPS) Rwy 5	ILS Rwy 5 LOC Rwy 5
1 & 2 Eng	1/4	1	1100-3	A B C D 800-2	1100-2	800-2	NA
3 & 4 Eng		1/2			1100-3		

OBSTACLE DP: Rwy 5, climbing right turn via HOT VOR R-065, continue climb to 1700′ before departing on course. Rwys 13, 23 & 31, climb on rwy heading to 1700′ before departing on course.

AMEND 5

CHANGES: None.

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KHOT/HOT
MEMORIAL

JEPPESEN
1 APR 11 (11-1)

HOT SPRINGS, ARK
ILS or LOC Rwy 5

BRIEFING STRIP ™

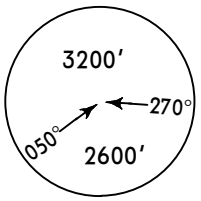
ASOS	MEMPHIS Center (R)	JONESBORO Radio	MEMORIAL UNICOM
119.92	128.47	122.1G 110.0T	CTAF 123.0

LOC IHOT	Final Apch Crs	GS HOSSY	ILS DA(H) (CONDITIONAL)	Apt Elev 540′
111.5	050°	2213′ (1697′)	716′ (200′)	TDZE 516′

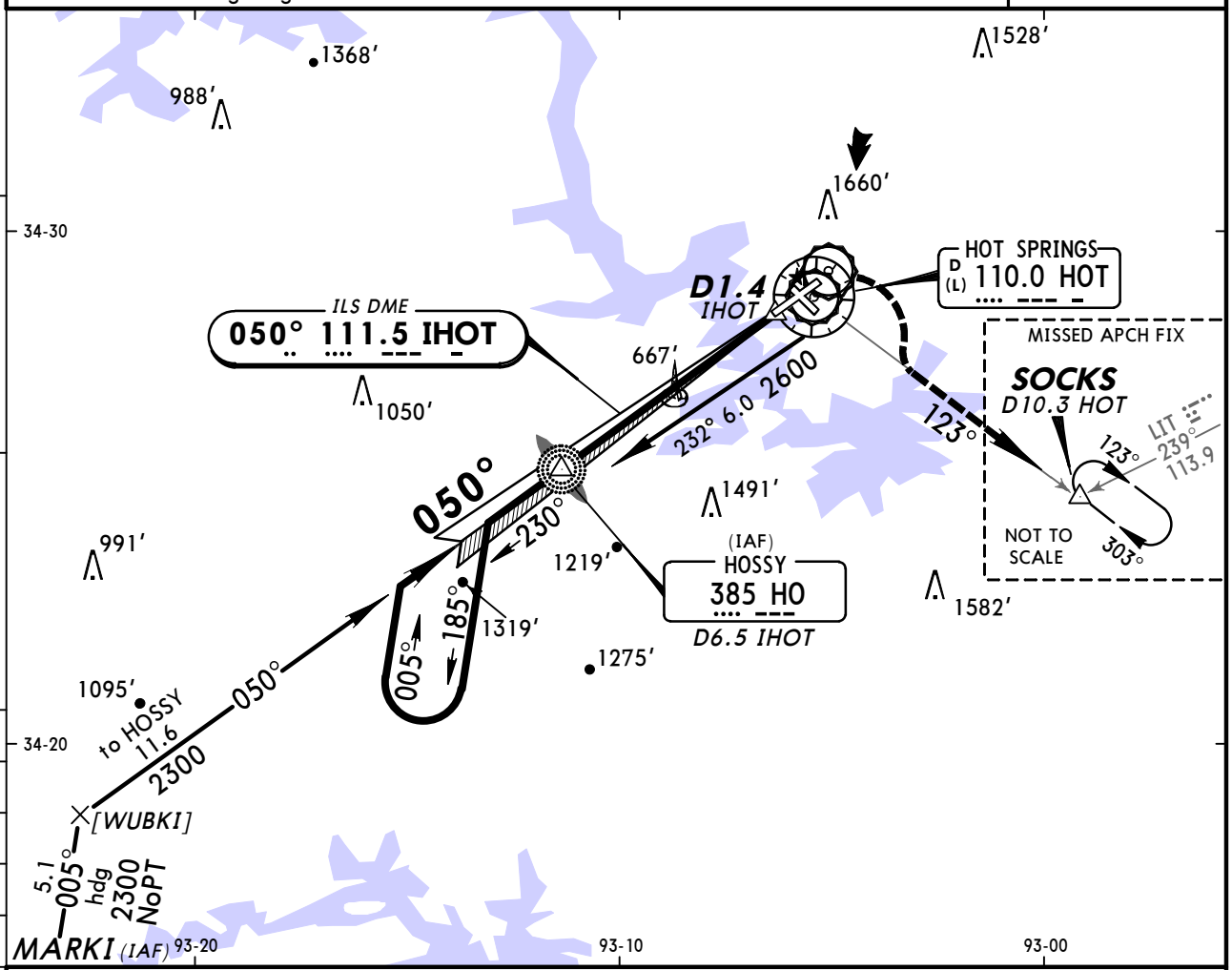
MISSED APCH: Climb to 1000′ then climbing RIGHT turn to 3000′ outbound via HOT VOR R-123 to SOCKS INT/D10.3 HOT and hold.

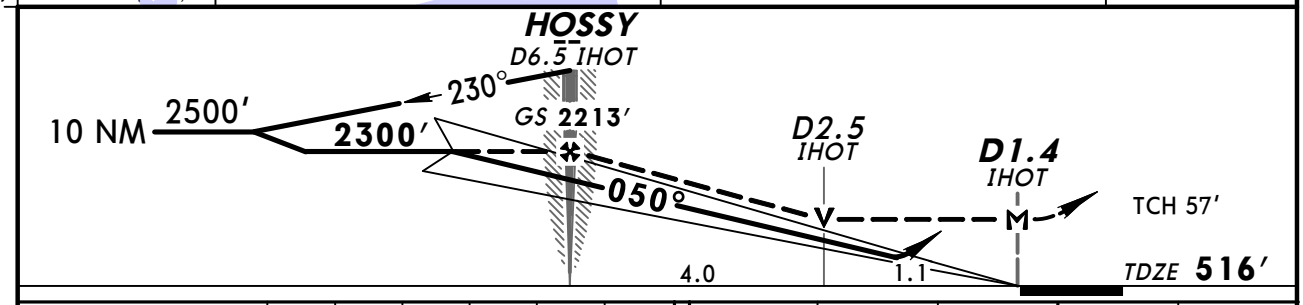
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use IHOT DME when on LOC course. 2. Use local altimeter setting; if not received use Adams altimeter setting. 3. VDP not authorized with Adams altimeter setting. 4. Pilot controlled lighting 123.0.



MSA HO LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D1.4 IHOT or HOSSY to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

MALSR | 1000′ | 3000′ RT | HOT via 110.0 R-123 | SOCKS

STRAIGHT-IN LANDING RWY 5

	ILS With Local Altimeter Setting DA(H) 716′ (200′) FULL	ILS With Local Altimeter Setting DA(H) 716′ (200′) RAIL or ALS out	ILS With Adams Altimeter Setting DA(H) 860′ (344′) FULL	ILS With Adams Altimeter Setting DA(H) 860′ (344′) RAIL or ALS out	LOC (GS out) With Local Altimeter Setting MDA(H) 940′ (424′)	LOC (GS out) With Local Altimeter Setting MDA(H) 940′ (424′) RAIL out	LOC (GS out) With Local Altimeter Setting MDA(H) 940′ (424′) ALS out	LOC (GS out) With Adams Altimeter Setting MDA(H) 1100′ (584′)	LOC (GS out) With Adams Altimeter Setting MDA(H) 1100′ (584′) RAIL out	LOC (GS out) With Adams Altimeter Setting MDA(H) 1100′ (584′) ALS out
A	1/2	3/4	3/4		1/2	3/4	1	3/4		1
B										
C					3/4	1 1/4		1	1 1/2	
D									1 3/4	

CIRCLE-TO-LAND

Not Authorized at Night to Rwy 31 or Northwest of Rwy 5-23

Max Kts	With Local Altimeter Setting MDA(H)	With Adams Altimeter Setting MDA(H)
90	1060′ (520′)-1	1220′ (680′)-1
120	1140′ (600′)-1	1300′ (760′)-1 1/4
140	1140′ (600′)-1 1/2	1300′ (760′)-2 1/4
165	1140′ (600′)-2	1300′ (760′)-2 1/2

TERPS AMEND 15A 7 APR 2011

CHANGES: Minimums, notes, TDZE.

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ASOS	MEMPHIS Center (R)	JONESBORO Radio	MEMORIAL UNICOM
119.92	128.47	122.1G 110.0T	CTAF 123.0

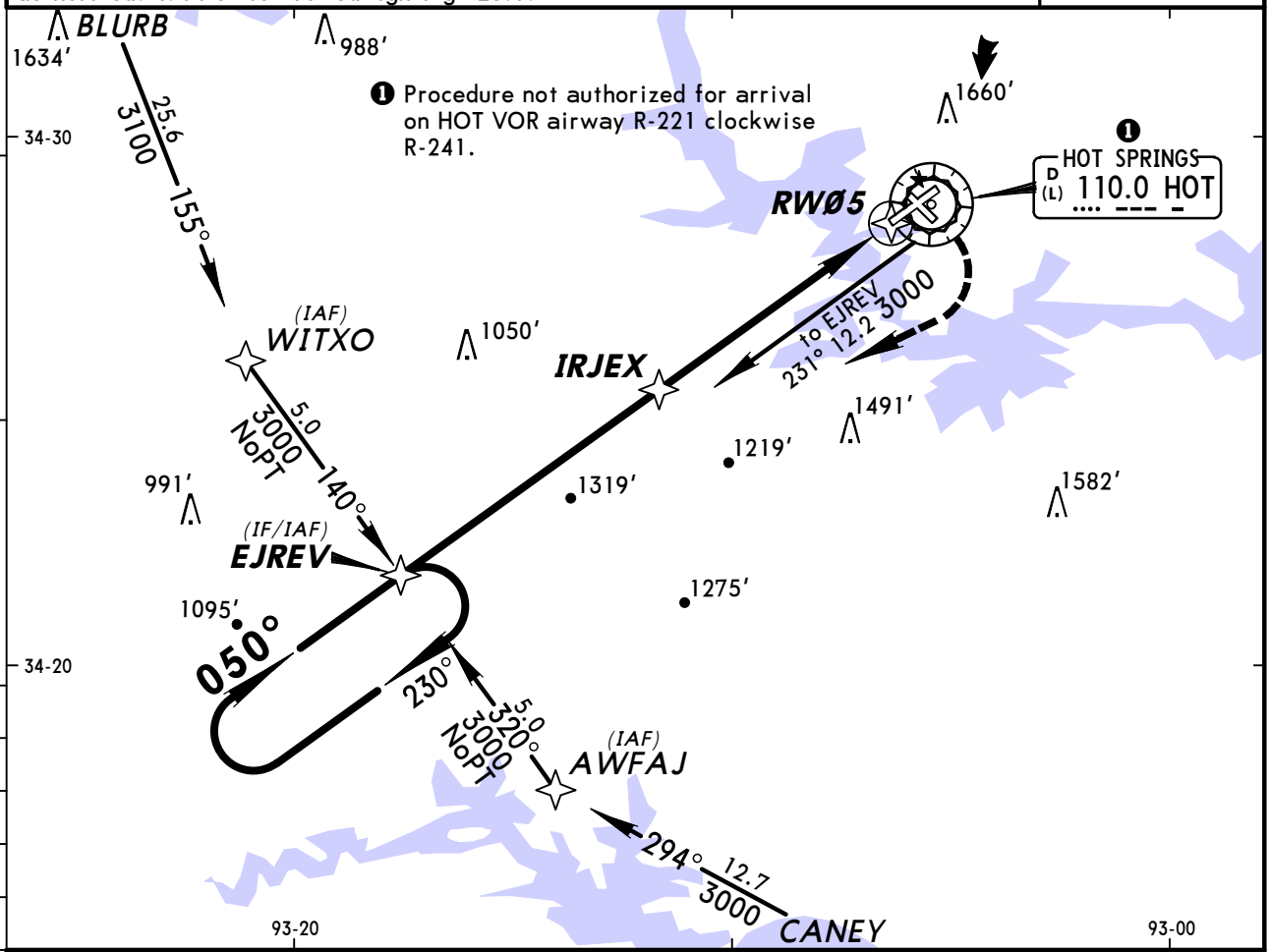
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 540′
	050°	IRJEX 2300′ (1784′)	940′ (424′)	TDZE 516′

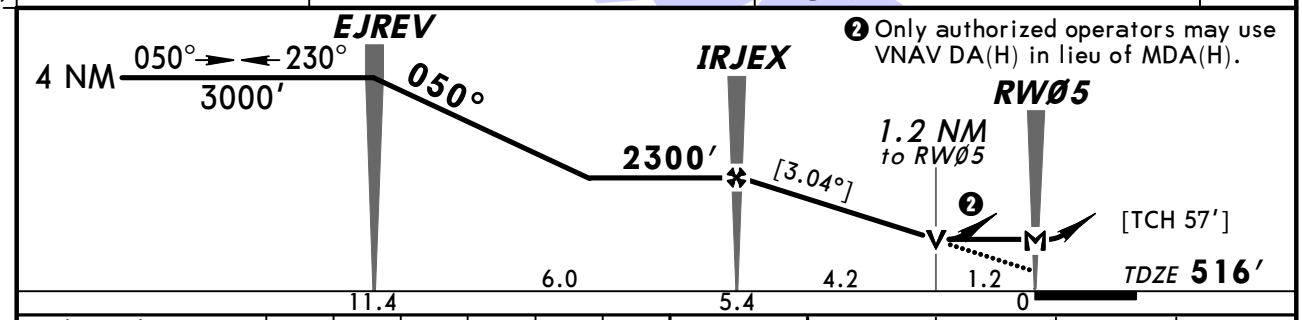
MISSED APCH: Climbing RIGHT turn to 3000′ direct EJREV and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received use Adams altimeter setting.
2. VDP not authorized with Adams altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. Pilot controlled lighting 123.0.

3200′
MSA RWØ5

BRIEFING STRIP™





Gnd Speed-Kts	70	90	100	120	140	160
Descent Angle [3.04°]	376	484	538	645	753	861
MAP at RWØ5						

MALSR | 3000′ RT | D | EJREV

STRAIGHT-IN LANDING RWY 5
LNAV

	With Local Altimeter Setting MDA(H) 940′ (424′)			With Adams Altimeter Setting MDA(H) 1100′ (584′)		
		RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	1	1/2	3/4	1
B						
C	3/4	1 1/4		1	1 1/2	
D	1			1 1/4	1 3/4	

CIRCLE-TO-LAND
Not Authorized at Night to Rwy 31 or Northwest of Rwy 5-23

Max Kts	With Local Altimeter Setting MDA(H)	With Adams Altimeter Setting MDA(H)
90	1060′ (520′)-1	1220′ (680′)-1
120	1140′ (600′)-1	1300′ (760′)-1 1/4
140	1140′ (600′)-1 1/2	1300′ (760′)-2 1/4
165	1140′ (600′)-2	1300′ (760′)-2 1/2

TERPS AMEND 1A 7 APR 2011

CHANGES: Minimums, notes, TDZE.

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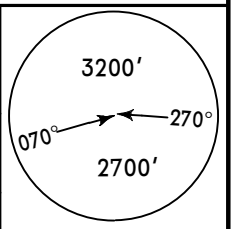
BRIEFING STRIP ™

ASOS	MEMPHIS Center (R)	JONESBORO Radio	MEMORIAL UNICOM
119.92	128.47	122.1G 110.0T	CTAF 123.0

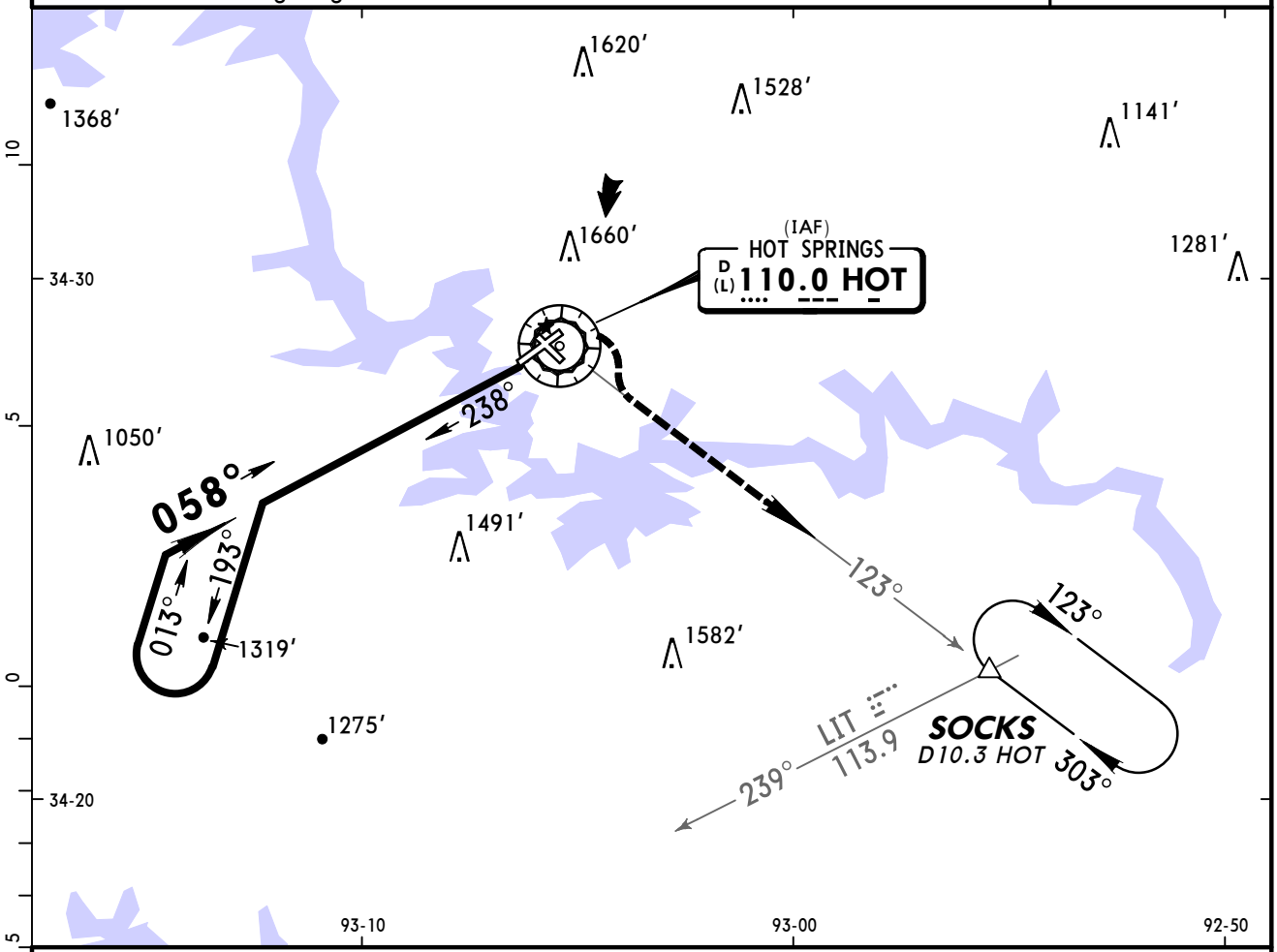
VOR HOT 110.0	Final Apch Crs 058°	No FAF	MDA(H) (CONDITIONAL) 1620′ (1104′)	Apt Elev 540′ TDZE 516′

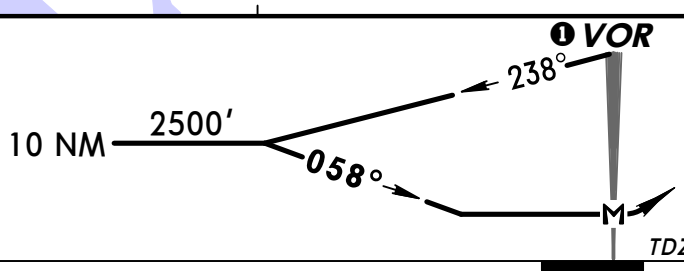
MISSED APCH: Climbing RIGHT turn to 3000′ outbound via HOT VOR R-123 to SOCKS INT/D10.3 HOT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Adams altimeter setting.
2. Pilot controlled lighting 123.0.



MSA HOT VOR





❶ Maintain 2600′ or above until established outbound for procedure turn.

								MALSR	3000′ RT	HOT via 110.0 R-123	SOCKS
MAP at VOR											

TERPS AMEND 16B 7 APR 2011

STRAIGHT-IN LANDING RWY 5					CIRCLE-TO-LAND Not Authorized at Night to Rwy 31 or Northwest of Rwys 5-23		
	MDA(H) 1620′ (1104′) With Local Altimeter Setting		MDA(H) 1780′ (1264′) With Adams Altimeter Setting			With Local Altimeter Setting	With Adams Altimeter Setting
		RAIL or ALS out		RAIL or ALS out	Max Kts.	MDA(H)	MDA(H)
A	1¼		1¼		90	1620′ (1080′)-1¼	1780′ (1240′)-1¼
B	1¼	1½	1¼	1½	120	1620′ (1080′)-1½	1780′ (1240′)-1½
C	2½	3	2½	3	140	1620′ (1080′)-3	1780′ (1240′)-3
D					165		

CHANGES: Procedure title, TDZE, notes.

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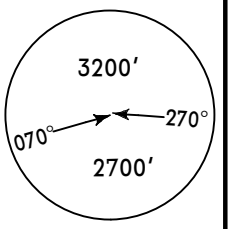
ASOS	MEMPHIS Center (R)	JONESBORO Radio	MEMORIAL UNICOM
119.92	128.47	122.1G 110.0T	CTAF 123.0

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 540′
HOT		ZAPLE	(CONDITIONAL)	TDZE 516′
110.0	058°	2200′ (1684′)	940′ (424′)	

MISSED APCH: Climbing RIGHT turn to 3000′ outbound via HOT VOR R-123 to SOCKS INT/D10.3 HOT and hold.

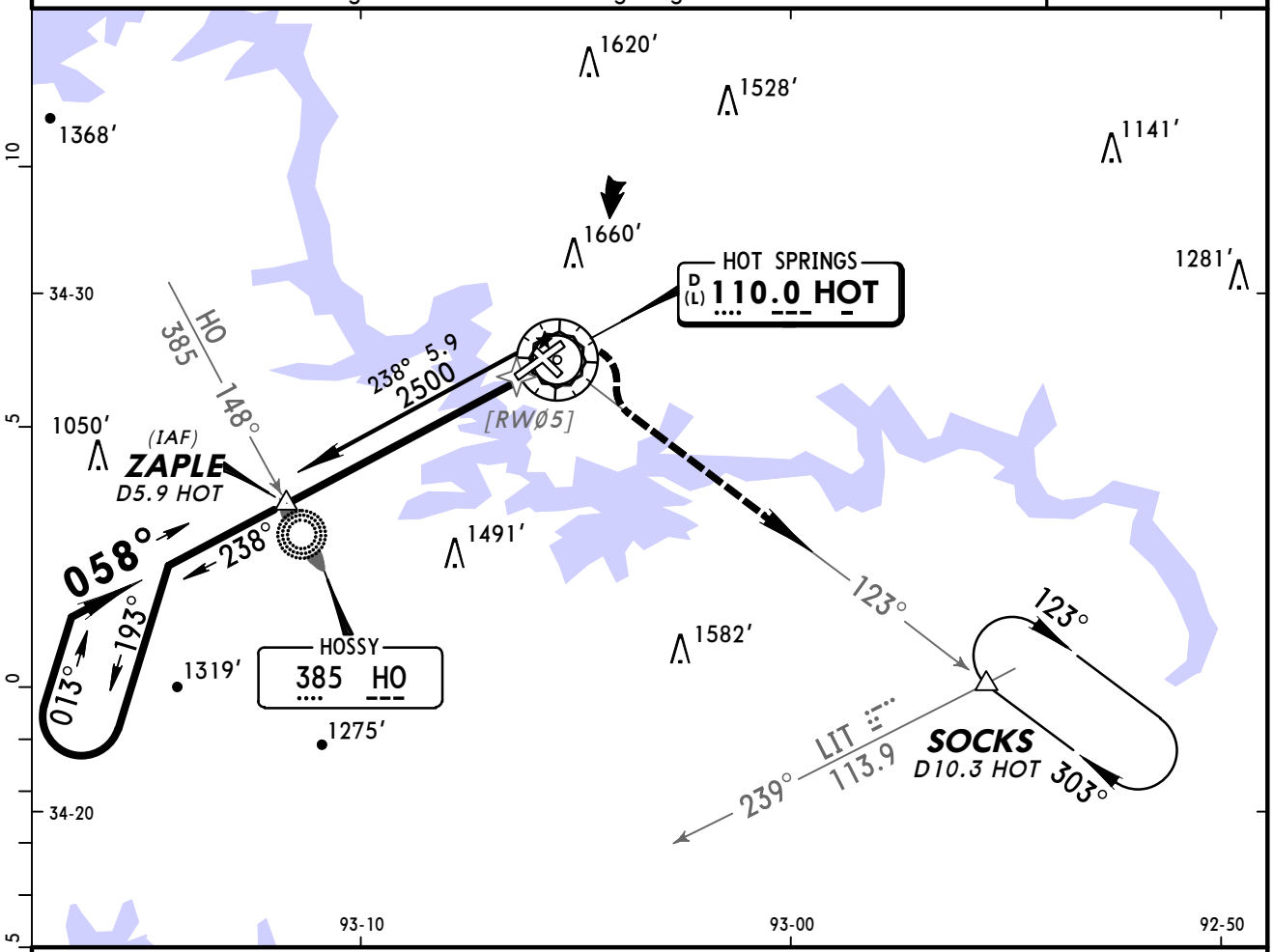
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

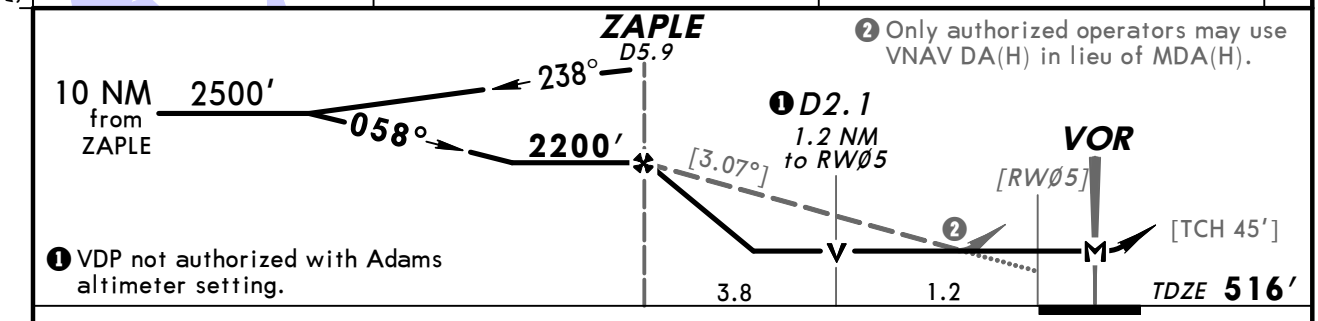
1. ADF or DME required. 2. Use local altimeter setting; if not received, use Adams altimeter setting. 3. Pilot controlled lighting 123.0.



MSA HOT VOR

BRIEFING STRIP ™





❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

❶ VDP not authorized with Adams altimeter setting.

Gnd Speed-Kts	70	90	100	120	140	160
Descent Angle [3.07°]	380	489	543	652	760	869
MAP at VOR						

MALSR

3000′ RT via HOT 110.0 R-123 SOCKS

TERPS AMEND 4C 7 APR 2011

	STRAIGHT-IN LANDING RWY5 MDA(H) 940′ (424′) With Local Altimeter Setting			MDA(H) 1100′ (584′) With Adams Altimeter Setting		
		RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	1	1/2	3/4	1
B						
C	3/4	1 1/4		1	1 1/2	
D	1			1 1/4	1 3/4	

CIRCLE-TO-LAND Not Authorized at Night to Rwy 31 or Northwest of Rwys 5-23		
Max Kts	With Local Altimeter Setting MDA(H)	With Adams Altimeter Setting MDA(H)
90	1060′ (520′)-1	1220′ (680′)-1
120	1140′ (600′)-1	1300′ (760′)-1 1/4
140	1140′ (600′)-1 1/2	1300′ (760′)-2 1/4
165	1140′ (600′)-2	1300′ (760′)-2 1/2

CHANGES: Procedure title, notes, profile, minimums.

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General Information

Location: Little Rock AR USA
IATA Code: LIT
Lat/Long: N34° 43.8' W092° 13.5'
Elevation: 266 ft

Airport Use: Public
Magnetic Variation: 0.8°E
Sectional Chart: Memphis

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

Sunrise: 1241 Z
Sunset: 0003 Z,

Runway Information

Runway: 04L
Length x Width: 8273 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 258 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 297 ft

Runway: 04R
Length x Width: 8251 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 266 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 1050 ft

Runway: 18
Length x Width: 6224 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 259 ft
Lighting: Edge

Runway: 22L
Length x Width: 8251 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 259 ft
Lighting: Edge, ALS, Centerline

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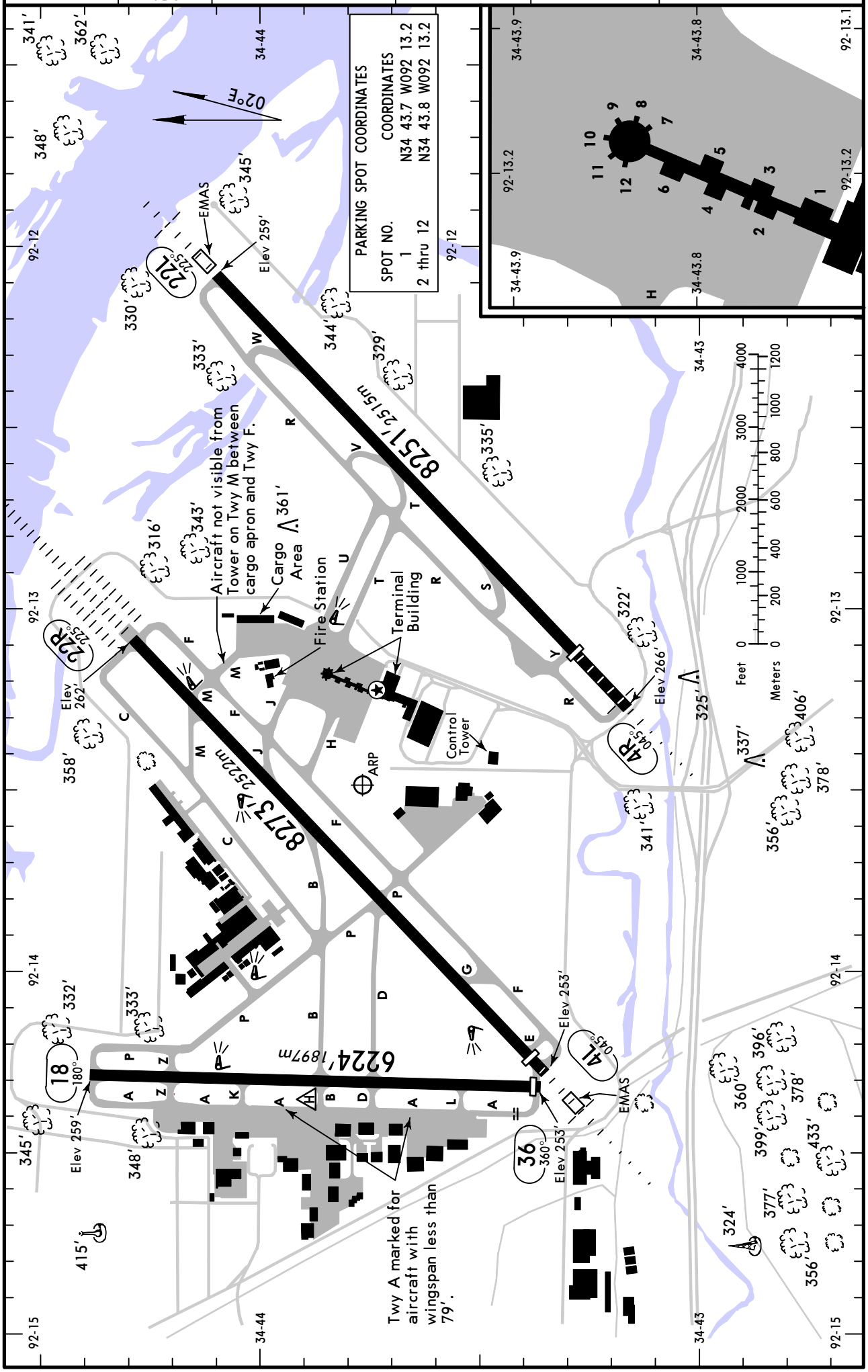
Runway: 22R
Length x Width: 8273 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 262 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 36
Length x Width: 6224 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 257 ft
Lighting: Edge
Displaced Threshold: 100 ft

Communication Information

ATIS 125.65
Adams Tower 118.7
Adams Ground Control 121.9
Adams Clearance Delivery 119.75
Adams Clearance Delivery 118.95
Adams Pre-Taxi Clearance 118.95
Little Rock Approach Control 135.4 (42°-221°) Initial Contact
Little Rock Approach Control 119.75
Little Rock Approach Control 119.5 (222°-41°)
Little Rock App ARSA 135.4 (42°-221°)
Little Rock App ARSA 119.5 (222°-41°)
Little Rock Departure Control 135.4 (42°-221°)
Little Rock Departure Control 119.75
Little Rock Departure Control 119.5 (222°-41°)
Adams Unicom 122.95
Jonesboro Flight Service Station 122.55 RCO

D-ATIS	ACARS: D-ATIS PDC	ADAMS Clearance (Cpt)	Ground	Tower	LITTLE ROCK Departure (R) 222°-041°	042°-221°
125.65		118.95	121.9	118.7	119.5	135.4



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GENERAL
Birds in vicinity of airport.
Low-level wind shear alert system.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
4R	HIRL CL MALSR grooved RVR		7200' *2195m*	6201' *1890m*		150' *46m*
22L	HIRL CL MALSF PAPI-L (angle 3.0°) grooved RVR			7290' *2222m*		
4L	HIRL CL MALSR grooved RVR		7976' *2431m*	7004' *2135m*		150' *46m*
22R	HIRL CL ALSF-II TDZ grooved RVR			7072' *2156m*		
18	HIRL grooved					150' *46m*
36	HIRL VASI-L (angle 4.0°) grooved		6124' *1867m*			

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwy 4L

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 22R

With Mim climb of 329'/NM to 1100'					Other
2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD		
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng	
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	300-2

Rwy 4R

Both RVRs are required & controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 22L

[1] With Mim climb of 216'/NM to 500'					Other
Both RVRs are required & controlling		Adequate Vis Ref	STD		
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng	
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	300-1¾

Rwy 36

Adequate Vis Ref	STD	
	3 & 4 Eng	1 & 2 Eng
1/4	1/2	1

Rwy 18

With Mim climb of 391'/NM to 600'			Other
Adequate Vis Ref	STD		
	3 & 4 Eng	1 & 2 Eng	
1/4	1/2	1	300-1½

[1] Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1500' prior to departure end of runway.

OBSTACLE DP

Rwy 22R, climb heading 225° to 1100' before turning right. Rwy 36, climb heading 360° to 800' before turning left.

FOR FILING AS ALTERNATE

	ILS Rwy 4L	Authorized Only When Local Weather Available ILS Rwy 22L ILS Rwy 22R	ILS Rwy 4R	RNAV (GPS) Rwy 18 VOR-A RADAR-1 LOC Rwy 4L LOC Rwy 4R	Authorized Only When Local Weather Available RNAV (GPS) Rwy 4L RNAV (GPS) Rwy 4R RNAV (GPS) Rwy 22L RNAV (GPS) Rwy 22R	RNAV (GPS) Rwy 36 LOC Rwy 22L LOC Rwy 22R
A	600-2	600-2	700-2	800-2	800-2	
B						
C	700-2	700-2				
D	1000-3	1000-3	1000-3	1000-3	1000-3	

AMEND 8

CHANGES: Alternate minimums.

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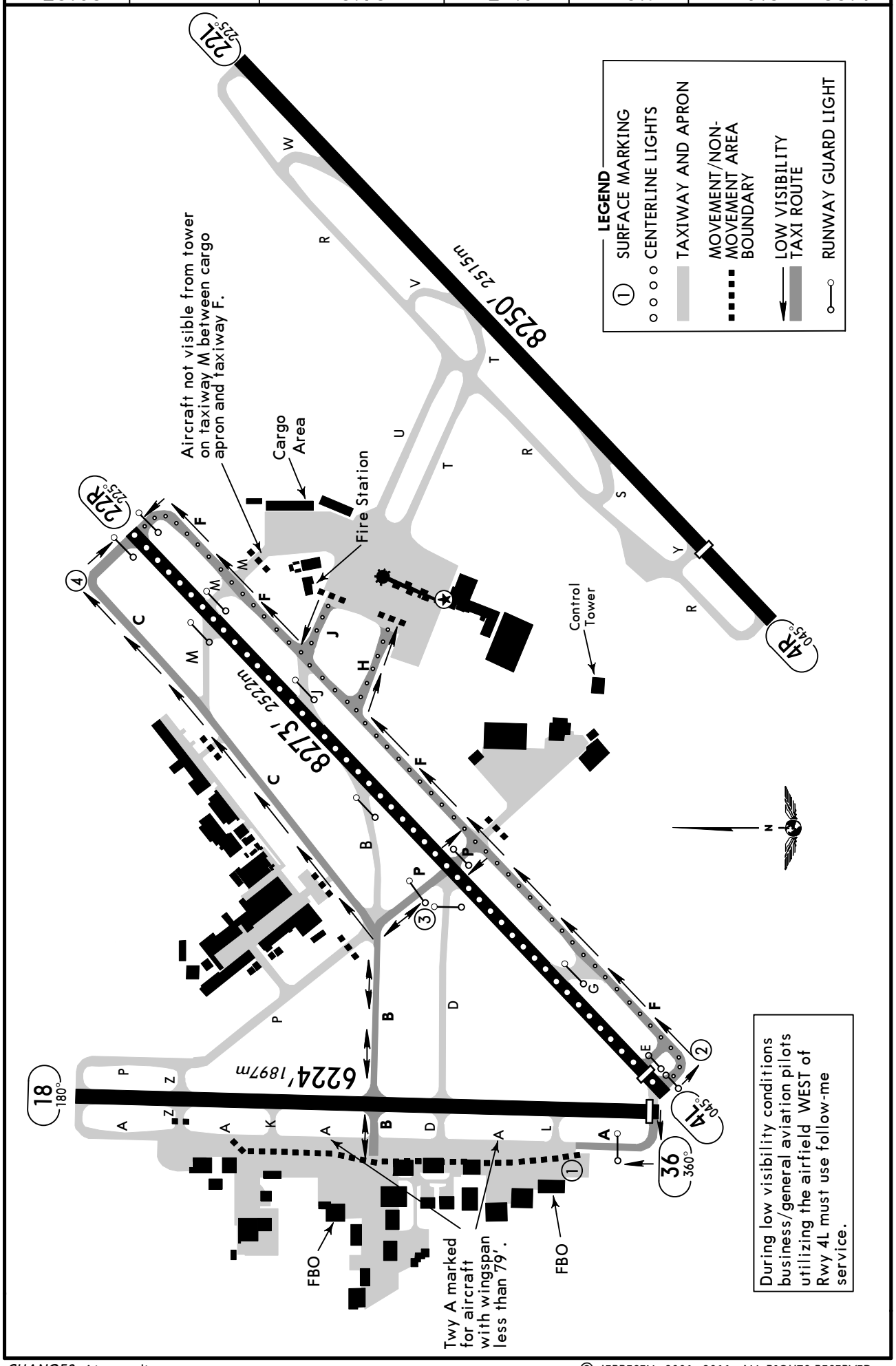
JEPPESEN
18 FEB 11 (10-9B)

SMGCS

LITTLE ROCK, ARK
LOW VISIBILITY TAXI ROUTES

D-ATIS	ACARS: D-ATIS PDC	ADAMS Clearance (Cpt)	Ground	Tower	LITTLE ROCK Departure (R) 222°-041°	042°-221°
125.65		118.95	121.9	118.7	119.5	135.4



CHANGES: Airport diagram.

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SMGCS OPERATIONS FOLLOW-ME ESCORT PROCEDURES

Departures:

1. Departing aircraft will contact the FBO at least 30 minutes prior to their scheduled departure time to arrange for follow-me escort service. The aircraft crew will advise the FBO at this time of any known or anticipated ATC timed departure requirements such as flow control release times or arrival destination slot times.
2. Prior to engine start the aircraft crew will call the FBO and request the follow-me vehicle. The FBO will inform the aircraft crew of the call sign that will be used by the follow-me vehicle. The follow-me vehicle will meet the aircraft at the aircraft's current parking position.

Radio Procedures:

1. The aircraft crew will call for taxi as 'Aircraft 1234 is ready for taxi with Follow-Me-Vehicle 1234 escorting.' ATC will issue taxi instructions to the aircraft and the escort vehicle as 'Aircraft 1234 and Follow-Me Vehicle 1234 taxi to runway 22R via (route). The aircraft and the follow-me vehicle will each acknowledge receipt of the clearance individually with the aircraft responding first. All subsequent communications will use this format for as long as the aircraft is being escorted.

Arrivals:

1. Arriving aircraft will contact the FBO at least 20 minutes prior to landing to arrange for follow-me service.
2. The follow-me vehicle will position itself on the ramp prior to the landing of the aircraft to be escorted, and at that point notify ATC of its position and intention.
3. Arriving aircraft will taxi clear of their landing runway in accordance with ATC instructions and report to ATC when they are clear of the runway. The aircraft will hold its position at that point. ATC will then clear the follow-me vehicle to a point where visual contact can be established between the aircraft and the follow-me vehicle. ATC will inform the aircraft crew of the call sign of the follow-me vehicle.

Radio Procedures:

1. Upon establishing visual contact between the aircraft and the follow-me vehicle the aircraft will request taxi instructions as 'Aircraft 1234 is ready for taxi to the FBO with Follow-Me Vehicle 1234 escorting.' ATC will issue taxi instructions to the aircraft and the escort vehicle as 'Aircraft 1234 and Follow-Me Vehicle 1234 taxi to the FBO via (route). The aircraft and the follow-me vehicle will each acknowledge receipt of the clearance individually with the aircraft responding first. All subsequent communications will use this format for as long as the aircraft is being escorted.

Lost Visual Contact Procedures:

1. In the event of a loss of visual contact between the aircraft crew and the follow-me vehicle the aircraft crew will hold their current position and report the loss of visual contact to ATC. ATC will then coordinate with the follow-me vehicle to reestablish visual contact between the aircraft and the follow-me vehicle.

Deviation From Clearances:

1. In the event the aircraft crew determines that the follow-me vehicle has deviated from the ATC clearance, the aircraft shall hold its current position and advise ATC.

Departure Taxi Routes for 4L from FBO: Aircraft under 100,000 pounds taxi south on Taxiway Alpha to hold line (FBO will provide follow-me service). Aircraft over 100,000 pounds will use Taxiway Bravo to Taxiway Papa to Taxiway Foxtrot (Airport Operations will provide follow-me service).

Departure Taxi Routes for 22R from FBO: Aircraft under 100,000 pounds taxi south on Taxiway Alpha and north on Taxiway Foxtrot to hold line (FBO will provide follow-me service). Aircraft over 100,000 pounds will use Taxiway Bravo to Taxiway Papa to Taxiway Foxtrot (Airport Operations will provide follow-me service).

Arrival Taxi Routes from 22R to FBO: Aircraft under 100,000 pounds taxi north on Taxiway Alpha (FBO will provide follow-me service). Aircraft over 100,000 pounds taxi north on Taxiway Foxtrot to Taxiway Papa to Taxiway Bravo (Airport Operations will provide follow-me service).

FBO	Phone	Radio
Central Flying Service	**(501) 375-3245**	**130.57 / 122.95**
SuperMarine	(501) 374-5022	130.4

For aircraft over 100,000 pounds, contact Airport Operations at 501-837-6641.

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D-ATIS	LITTLE ROCK Approach (R)	ADAMS Tower	Ground
125.65	135.4	118.7	121.9

LOC ILIT	Final Apch Crs	GS LASKY	ILS DA(H) (CONDITIONAL)	Apt Elev / Rwy 4L
110.3	045°	1812′ (1558′)	504′ (250′)	266′ / 254′

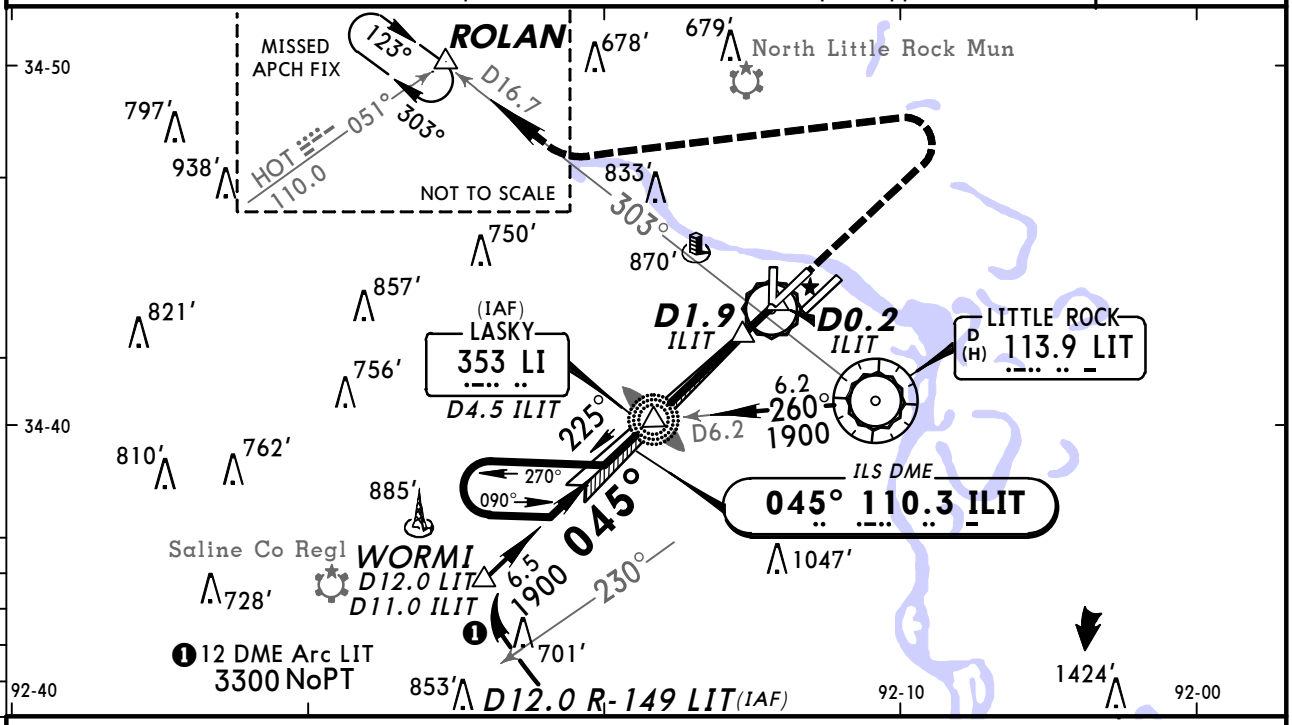
MISSED APCH: Climb to 1500′ then climbing LEFT turn to 3500′ outbound via LIT VOR R-303 to ROLAN INT and hold.

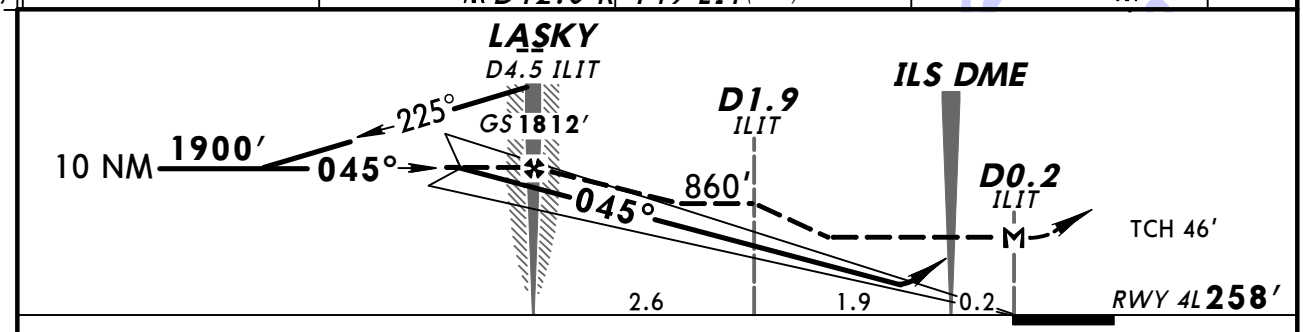
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Stuttgart altimeter setting. 2. Use ILIT DME when on LOC course. 3. Glide slope unusable below 650′ for coupled approaches.

3300′
MSA LIT VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D0.2 ILIT or LASKY to MAP 4.7	4:02	3:08	2:49	2:21	2:01	1:46

MALSR | 1500′ | 3500′ LT | LIT via 113.9 R-303 | ROLAN

STRAIGHT-IN LANDING RWY4L

ILS		LOC (GS out) With D1.9			Without D1.9		
With Local Altimeter Setting							
DA(H) 504′(250′)		MDA(H) 720′ (466′)			MDA(H) 860′(606′)		
	FULL / RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 40 or ¾	RVR 40 or ¾		RVR 55 or 1	RVR 40 or ¾		RVR 55 or 1
B							
C		RVR 50 or 1	RVR 60 or 1⅛	1⅜	1⅜	1½	1¾
D							
With Stuttgart Altimeter Setting							
DA(H) 586′(332′)		MDA(H) 820′ (566′)			MDA(H) 960′(706′)		
	FULL / RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 50 or 1	RVR 40 or ¾		RVR 55 or 1	RVR 40 or ¾		RVR 55 or 1
B							
C		1¼	1⅜	1⅝	1⅝	1¾	2
D							

CIRCLE-TO-LAND

Max Kts	With D1.9 MDA(H)	Without D1.9 MDA(H)
With Local Altimeter Setting		
90 / 120	800′(534′)-1	860′(594′)-1
140	940′(674′)-2	940′(674′)-2
165	1180′(914′)-3	1180′(914′)-3
With Stuttgart Altimeter Setting		
90 / 120	900′(634′)-1	960′(694′)-1
140	1040′(774′)-2¼	1040′(774′)-2¼
165	1280′(1014′)-3	1280′(1014′)-3

TERPS AMEND 25D 10 MAR 2011

CHANGES: Notes, minimums.

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BRIEFING STRIP TM

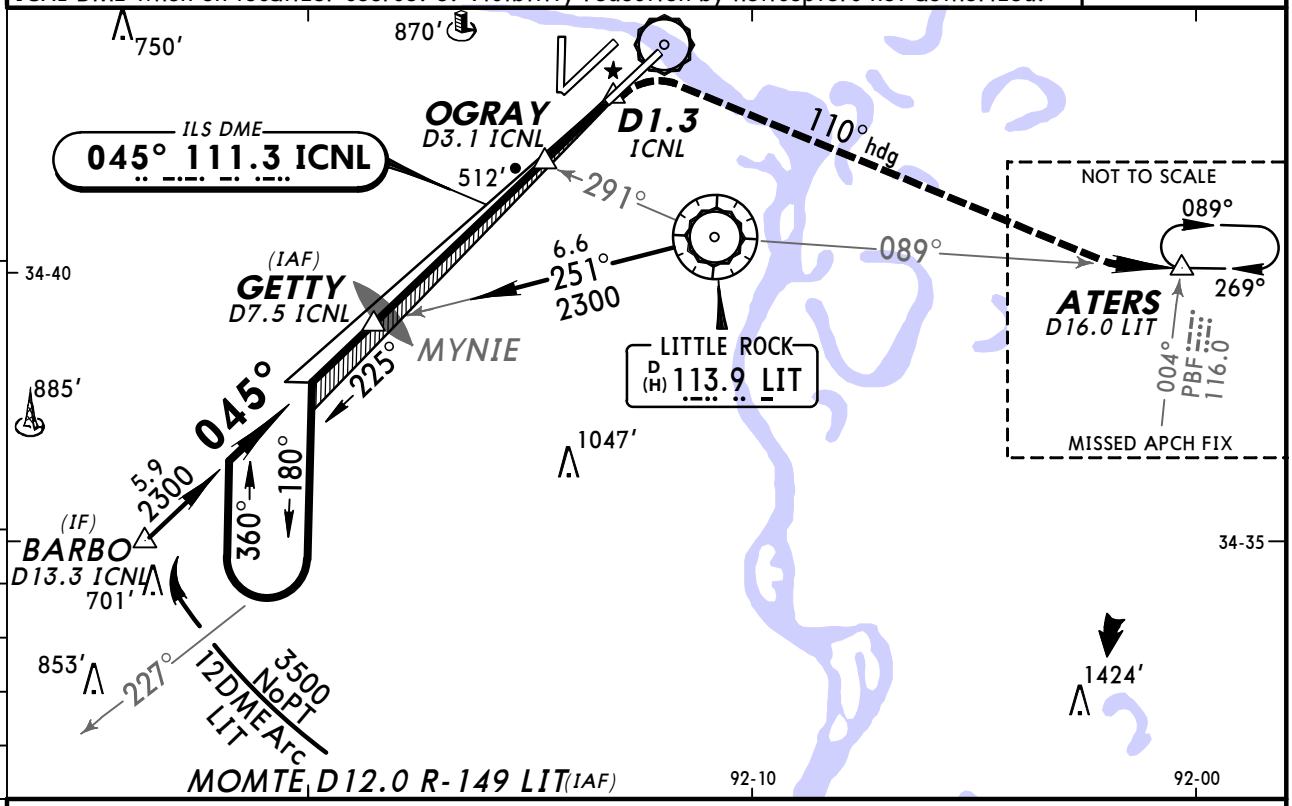
D-ATIS	LITTLE ROCK Approach (R)	ADAMS Tower	Ground
125.65	135.4	118.7	121.9

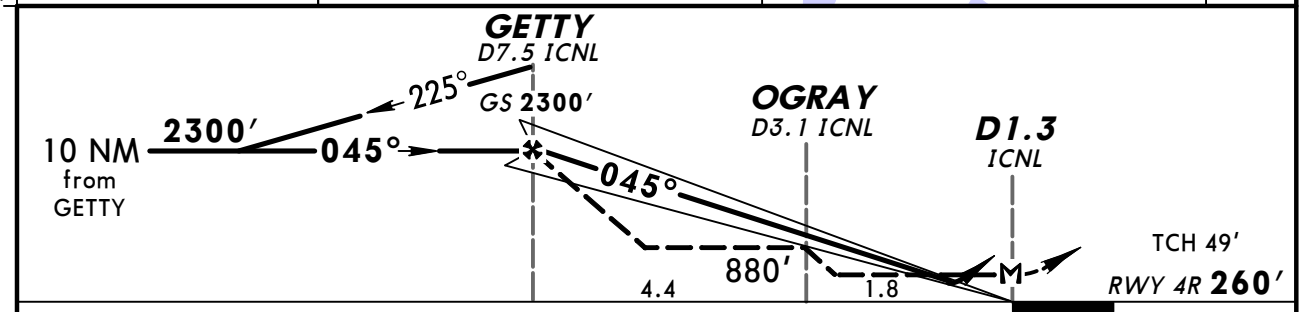
LOC ICNL	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 266′
111.3	045°	GETTY 2300 (2040′)	510′ (250′)	Rwy 4R 260′

MISSED APCH: Climb to 800′ then climbing RIGHT turn to 4000′ via 110° heading and outbound on LIT VOR R-089 to ATERS INT/D16.0 LIT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Stuttgart altimeter setting. 2. Use ICNL DME when on localizer course. 3. Visibility reduction by helicopters not authorized.

3300′
MSA LIT VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.3 ICNL or GETTY to MAP 6.1	5:14	4:04	3:40	3:03	2:37	2:17

MALSR

800′ | 4000′ RT via 110° hdg and LIT 113.9 R-089 | ATERS

STRAIGHT-IN LANDING RWY4R								CIRCLE-TO-LAND		
ILS		LOC (GS out)						With OGRAY	Without OGRAY	
		With OGRAY			Without OGRAY					
With Local Altimeter Setting								With Local Altimeter Setting		
DA(H) 510′ (250′)		MDA(H) 780′ (520′)			MDA(H) 880′ (620′)					
FULL	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)
A	RVR 40 or ¾	RVR 40 or ¾		RVR 55 or 1	RVR 40 or ¾		RVR 55 or 1	90	800′ (534′)-1	880′ (614′)-1
B								120		
C		RVR 55 or 1	1¼	1⅜	1⅜	1½	1¾	140	940′ (674′)-2	940′ (674′)-2
D								165	1180′ (914′)-3	1180′ (914′)-3
With Stuggart Altimeter Setting								With Stuggart Altimeter Setting		
DA(H) 592′ (332′)		MDA(H) 880′ (620′)			MDA(H) 980′ (720′)					
FULL	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)
A	RVR 40 or ¾	RVR 40 or ¾		RVR 55 or 1	RVR 40 or ¾		RVR 55 or 1	90	900′ (634′)-1	980′ (714′)-1
B								120		
C		1⅜	1½	1¾	1⅝	1¾	2	140	1040′ (774′)-2¼	1040′ (774′)-2¼
D								165	1280′ (1014′)-3	1280′ (1014′)-3

TERPS AMEND 2A 10 MAR 2011

CHANGES: Notes, mimimums.

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D-ATIS	LITTLE ROCK Approach (R)	ADAMS Tower	Ground
125.65	135.4	118.7	121.9

BRIEFING STRIP ™

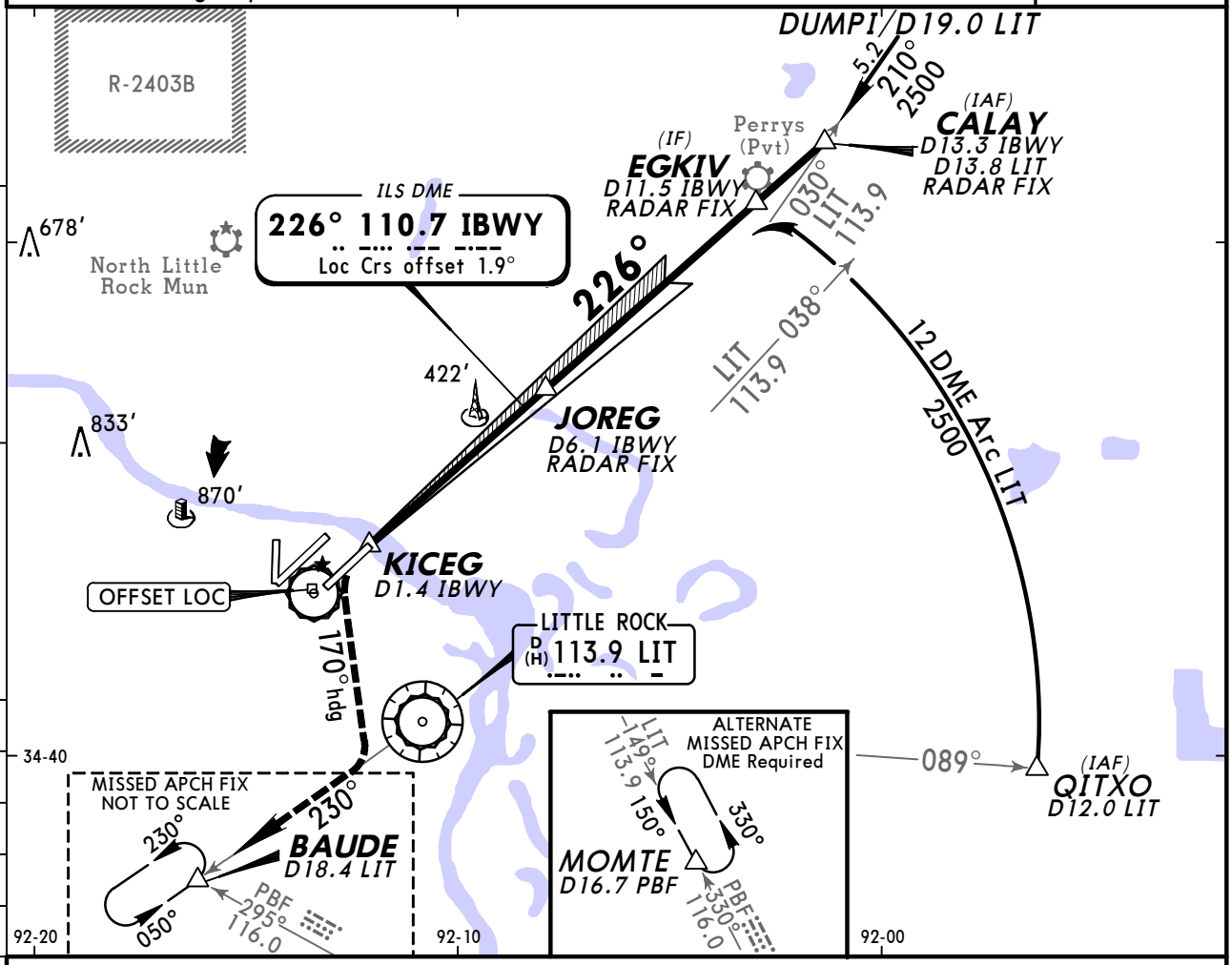
LOC IBWY	Final Apch Crs	GS JOREG	ILS DA(H) (CONDITIONAL)	Apt Elev 266'
110.7	226°	1800' (1541')	509' (250')	Rwy 22L 259'

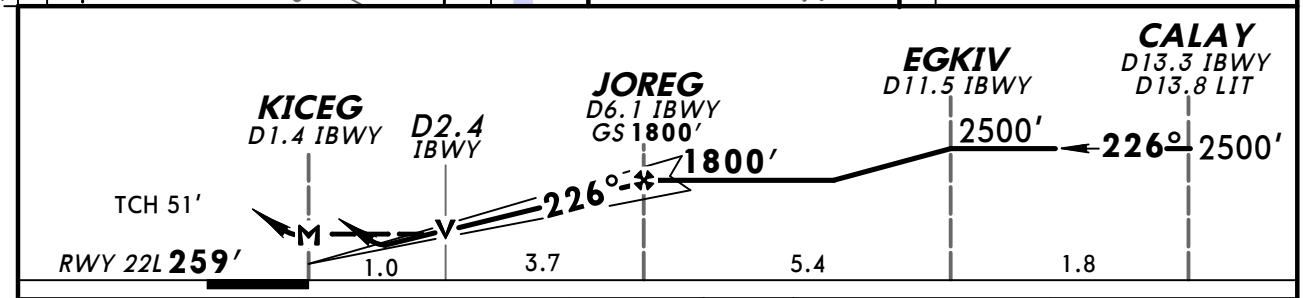
MISSED APCH: Climb to 800' then climbing LEFT turn to 3000' via heading 170° and outbound on LIT VOR R-230 to BAUDE INT/D18.4 LIT and hold.

3300'
MSA LIT VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME or RADAR required. 2. Use local altimeter setting; if not received, use Stuttgart altimeter setting. 3. VDP not authorized when using Stuttgart altimeter setting. 4. VGSI and ILS glidepath not coincident.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at KICEG or JOREG to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43

MALSF / PAPI	800'	3000' via LT	170° hdg

STRAIGHT-IN LANDING RWY 22L

	1 ILS DA(H) 509' (250') FULL	ALS out	LOC (GS out) MDA(H) 640' (381') With Local Altimeter Setting	ALS out	MDA(H) 740' (481') With Stuttgart Altimeter Setting	ALS out
A	RVR 40 or ¾		RVR 40 or ¾	RVR 55 or 1	RVR 40 or ¾	RVR 55 or 1
B						
C			RVR 45 or ⅞	RVR 60 or 1⅛	1⅜	
D						

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Stuttgart Altimeter Setting MDA(H)
90	800' (534')-1	900' (634')-1
120		
140	940' (674')-2	1040' (774')-2¼
165	1180' (914')-3	1280' (1014')-3

1 DA(H) 591' (332'), RVR 50 or 1 with Stuttgart altimeter setting.

TERPS AMEND 0A 10 MAR 2011

CHANGES: Procedure.

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D-ATIS	LITTLE ROCK Approach (R)	ADAMS Tower	Ground
125.65	135.4	118.7	121.9

BRIEFING STRIP ™

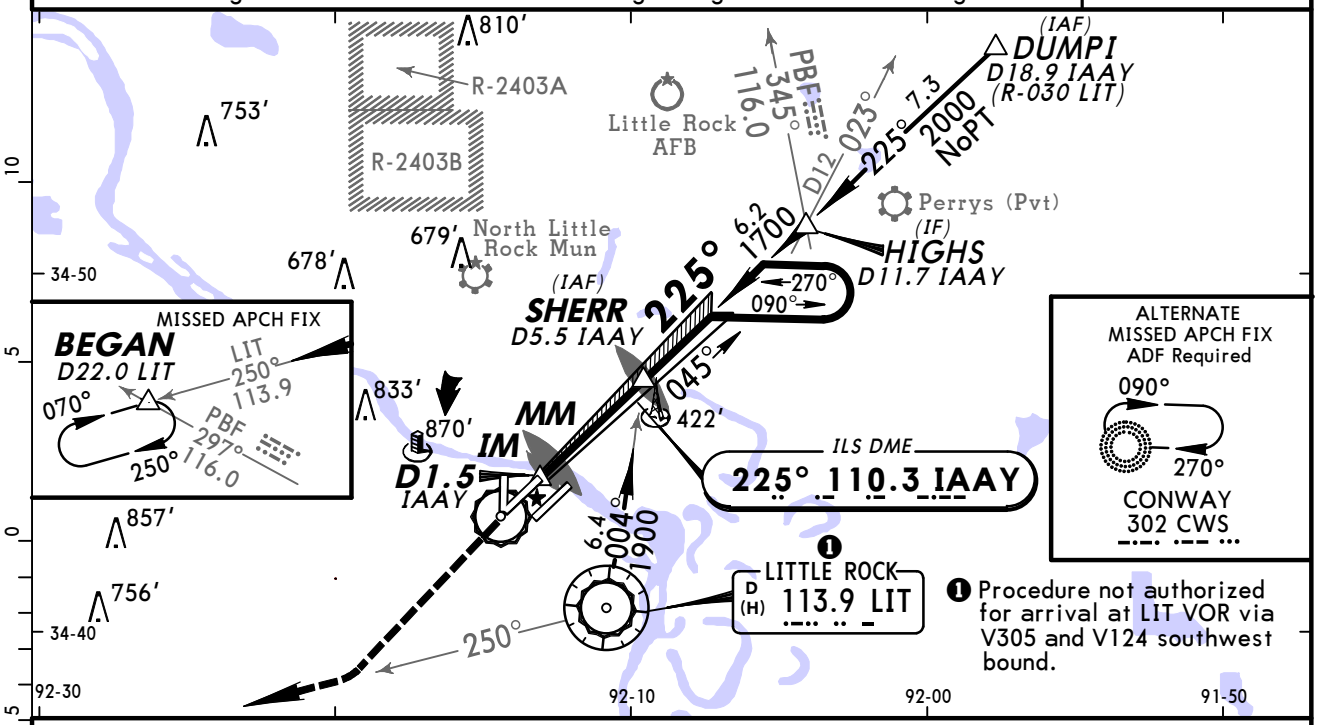
LOC IAAY	Final Apch Crs	GS SHERR	ILS DA(H) (CONDITIONAL)	Apt Elev 266'
110.3	225°	1601' (1339')	462' (200')	Rwy 22R 262'

MISSED APCH: Climb to 1000' then climbing RIGHT turn to 2300' outbound via LIT VOR R-250 to BEGAN INT/D22.0 LIT and hold.

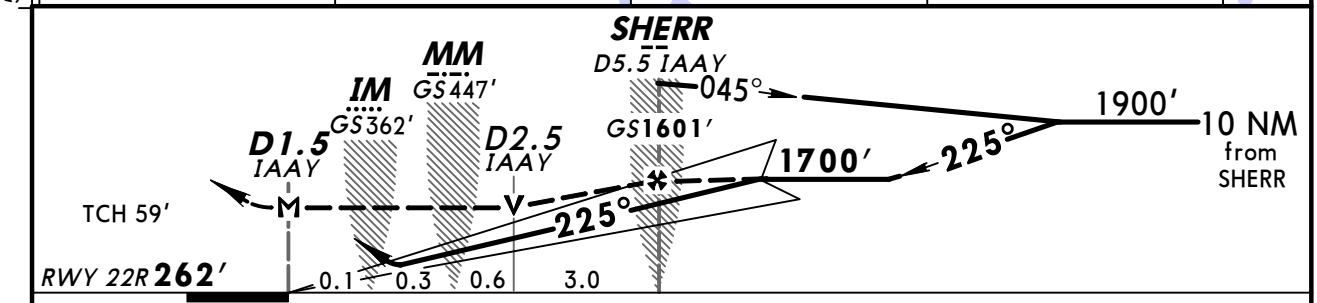
Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. DME required. 2. Use local altimeter setting; if not received, use Stuttgart altimeter setting. 3. VDP not authorized when using Stuttgart altimeter setting.

3300'
MSA LIT VOR



❶ Procedure not authorized for arrival at LIT VOR via V305 and V124 southwest bound.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.5 IAAY or SHERR to MAP 4.0	3:26	2:40	2:24	2:00	1:43	1:30

ALSF-II	1000'	2300' RT	LIT via 113.9 R-250	BEGAN

STRAIGHT-IN LANDING RWY22R
With Local Altimeter Setting

	ILS DA(H) 462' (200') FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 680' (418')	ALS out
A	RVR 18 or 3/8	❶ RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B					
C				RVR 40 or 3/4	RVR 60 or 1 1/8
D					

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	800' (534')-1
120	
140	940' (674')-2
165	1180' (914')-3

With Stuttgart Altimeter Setting

	ILS DA(H) 544' (282') FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 780' (518')	ALS out
A	RVR 40 or 3/4		RVR 45 or 7/8	RVR 24 or 1/2	RVR 55 or 1
B					
C				RVR 55 or 1	1 3/8
D				RVR 60 or 1 1/8	

With Stuttgart Altimeter Setting

Max Kts	MDA(H)
90	900' (634')-1
120	
140	1040' (774')-2 1/4
165	1280' (1014')-3

❶ RVR 18 or 3/8 authorized with use of flight director, HUD or coupled autopilot to DA.

TERPS AMEND 2A 10 MAR 2011

CHANGES: Airport elevation, minimums.

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LITTLE ROCK, ARK
ILS Rwy 22R CAT II & III

D-ATIS	LITTLE ROCK Approach (R)	ADAMS Tower	Ground
125.65	135.4	118.7	121.9

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
IAAY 110.3	225°	SHERR 1601′ (1339′)	NA	Refer to Minimums		RA 128′ DA(H) 362′ (100′)	266′ Rwy 22R 262′

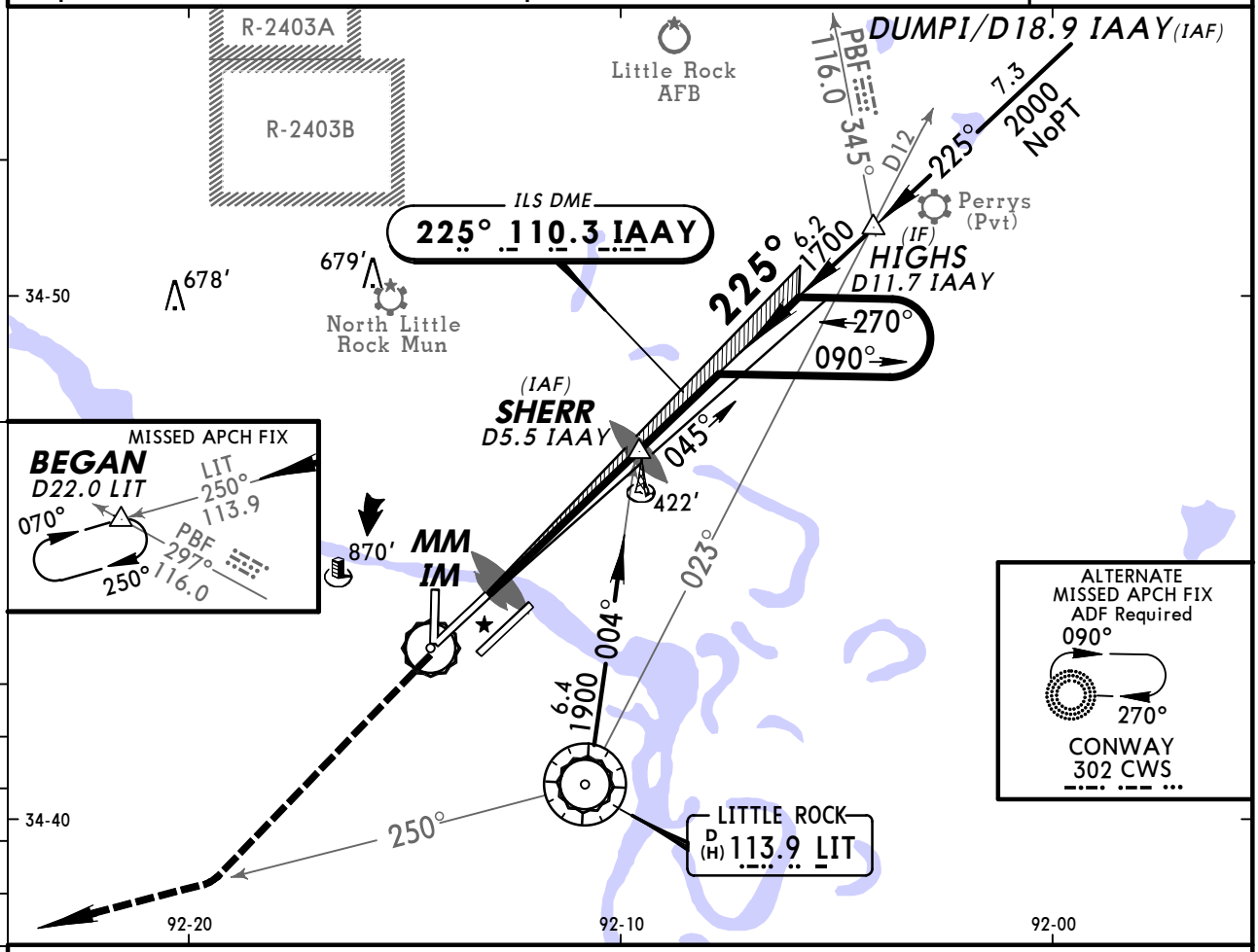
MISSED APCH: Climb to 1000′ then climbing RIGHT turn to 2300′ outbound via LIT VOR R-250 to BEGAN INT/D22.0 LIT and hold.

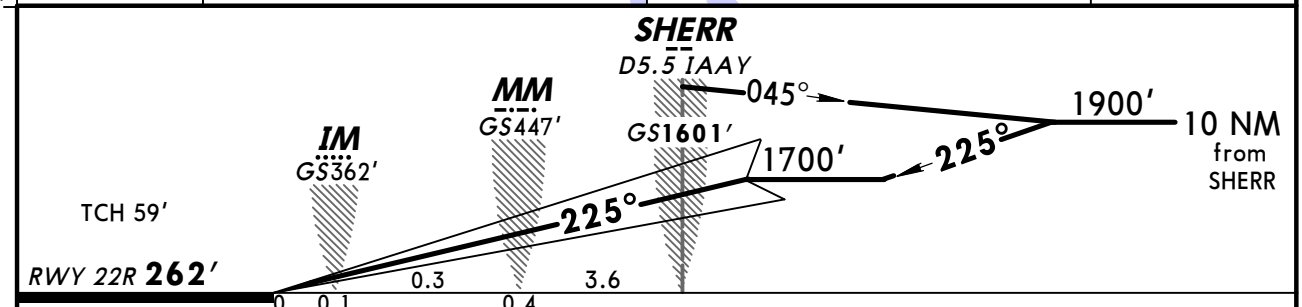
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required.

3300′
MSA LIT VOR

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

ALSF-II | 1000′ | 2300′ RT | via LIT 113.9 R-250 | BEGAN

STRAIGHT-IN LANDING RWY22R

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
			RA 128′ DA(H) 362′ (100′)
NA	RVR 6	RVR 7	RVR 12

TERPS AMEND 2A 10 MAR 2011

CHANGES: Airport elevation.

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D-ATIS	LITTLE ROCK Approach (R)	ADAMS Tower	Ground
125.65	135.4	118.7	121.9

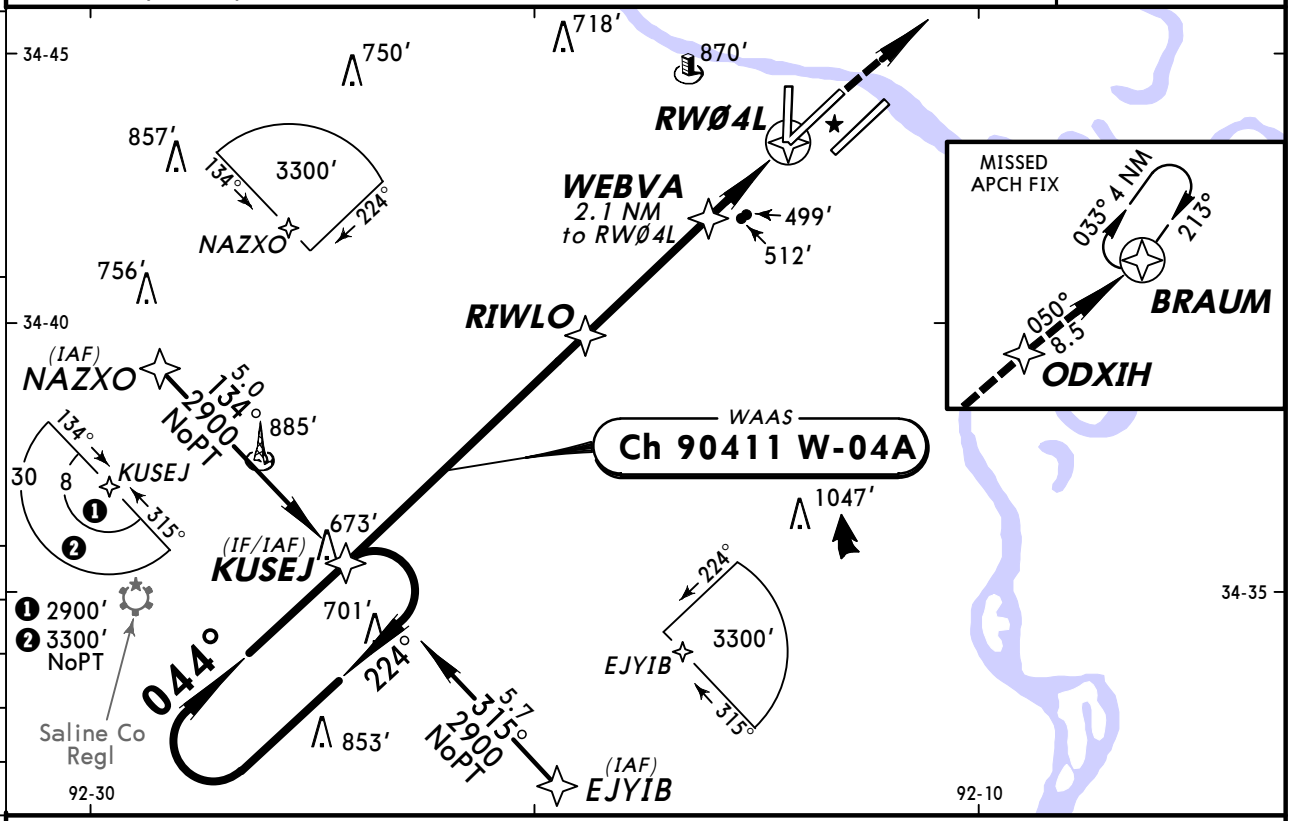
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev / Rwy 4L
Ch 90411 W-04A	044°	RIWLO 2000′ (1746′)	540′ (286′)	266′ / 254′

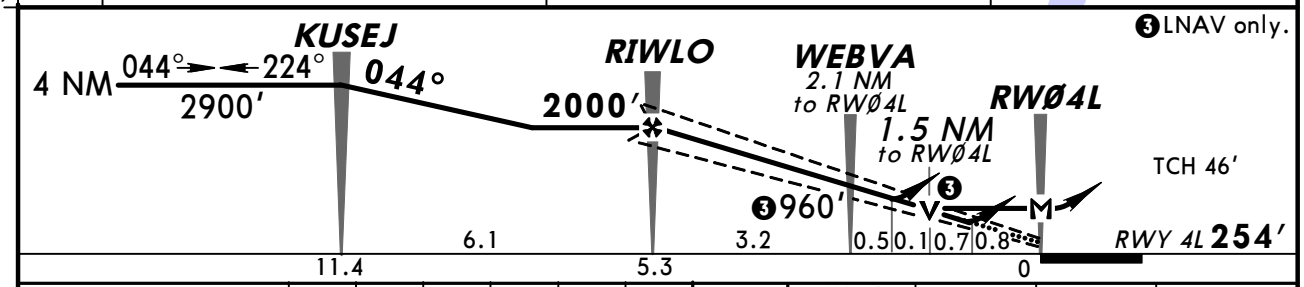
MISSED APCH: Climb to 2900′ direct ODXIH and on track 050° to BRAUM and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Stuttgart altimeter setting.
2. Baro-VNAV and VDP not authorized when using Stuttgart altimeter setting.
3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ4L						

MALSR 2900′ ODXIH

STRAIGHT-IN LANDING RWY 4L

With Local Altimeter Setting

	LPV DA(H) 540′ (286′) RAILout	LPV DA(H) 540′ (286′) ALS out	LNAV/VNAV DA(H) 820′ (566′) RAILout	LNAV/VNAV DA(H) 820′ (566′) ALS out	LNAV MDA(H) 780′ (526′) RAILout	LNAV MDA(H) 780′ (526′) ALS out
A	RVR 40 or ¾	RVR 45 or ⅞	1½	1⅝	RVR 40 or ¾	RVR 55 or 1
B						
C					RVR 55 or 1	1¼ / 1½
D						

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	800′ (534′)-1
120	
140	940′ (674′)-2
165	1180′ (914′)-3

With Stuttgart Altimeter Setting

	LPV DA(H) 622′ (368′) RAILout	LPV DA(H) 622′ (368′) ALS out	LNAV/VNAV DA(H) 902′ (648′) RAILout	LNAV/VNAV DA(H) 902′ (648′) ALS out	LNAV MDA(H) 880′ (626′) RAILout	LNAV MDA(H) 880′ (626′) ALS out
A	RVR 40 or ¾	RVR 60 or 1⅛	1¾	1⅞	RVR 40 or ¾	RVR 55 or 1
B						
C					1⅜	1½ / 1¾
D						

With Stuttgart Altimeter Setting

Max Kts	MDA(H)
90	900′ (634′)-1
120	
140	1040′ (774′)-2¼
165	1280′ (1014′)-3

CHANGES: Procedure.

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KLIT/LIT
ADAMS

JEPPESEN
29 APR 11 (12-2) Eff 5 May

LITTLE ROCK, ARK
RNAV (GPS) Rwy 4R

D-ATIS	LITTLE ROCK Approach (R)	ADAMS Tower	Ground
125.65	135.4	118.7	121.9

BRIEFING STRIP ™

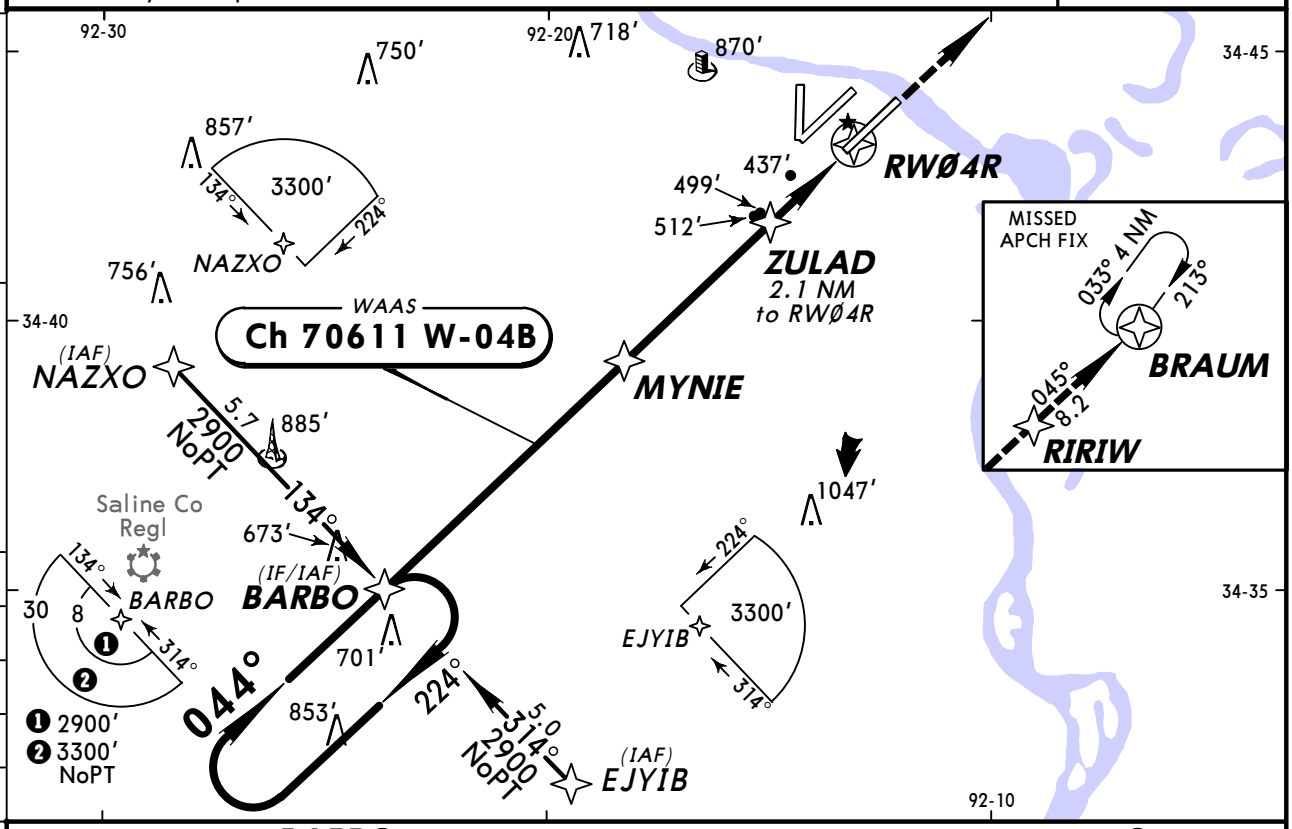
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 266′
Ch 70611 W-04B	044°	MYNIE 2200′ (1940′)	574′ (314′)	Rwy 4R 260′

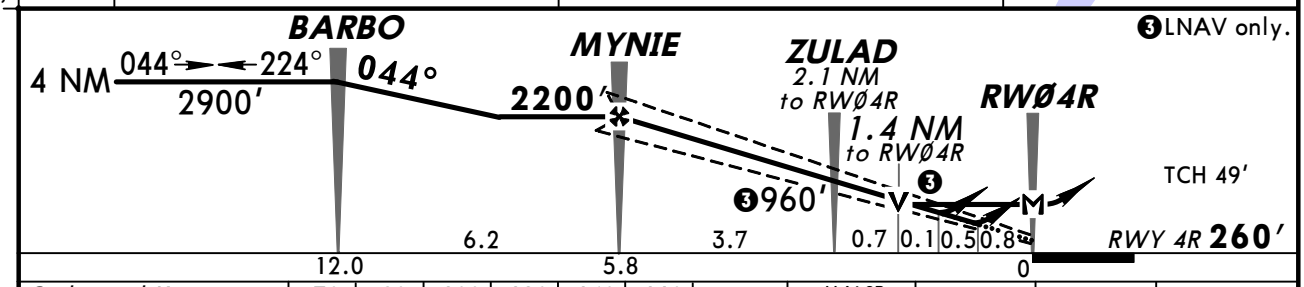
MISSED APCH: Climb to 2900′ direct RIRIW and on track 045° to BRAUM and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Stuttgart altimeter setting.
2. Baro-VNAV and VDP not authorized when using Stuttgart altimeter setting.
3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW04R						

MALSR 2900′ RIRIW

STRAIGHT-IN LANDING RWY 4R
With Local Altimeter Setting

	LPV DA(H) 574′ (314′) RAILout	LPV DA(H) 574′ (314′) ALS out	LNAV/VNAV DA(H) 728′ (468′) RAILout	LNAV/VNAV DA(H) 728′ (468′) ALS out	LNAV MDA(H) 760′ (500′) RAILout	LNAV MDA(H) 760′ (500′) ALS out
A	RVR 40 or ¾	RVR 45 or ⅞	RVR 60 or 1⅛	1⅜	RVR 40 or ¾	RVR 55 or 1
B						
C					RVR 50 or 1	RVR 60 or 1⅛
D						

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	800′ (534′)-1
120	
140	940′ (674′)-2
165	1180′ (914′)-3

With Stuttgart Altimeter Setting

	DA(H) 656′ (396′) RAILout	DA(H) 656′ (396′) ALS out	DA(H) 810′ (550′) RAILout	DA(H) 810′ (550′) ALS out	MDA(H) 860′ (600′) RAILout	MDA(H) 860′ (600′) ALS out
A	RVR 50 or 1	1½	1⅜	1⅝	RVR 40 or ¾	RVR 55 or 1
B						
C					1¼	1⅜
D						

With Stuttgart Altimeter Setting

Max Kts	MDA(H)
90	900′ (634′)-1
120	
140	1040′ (774′)-2¼
165	1280′ (1014′)-3

TERPS AMEND 1A 5 MAY 2011

CHANGES: Procedure.

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BRIEFING STRIP ™

D-ATIS	LITTLE ROCK Approach (R)	ADAMS Tower	Ground
125.65	135.4	118.7	121.9

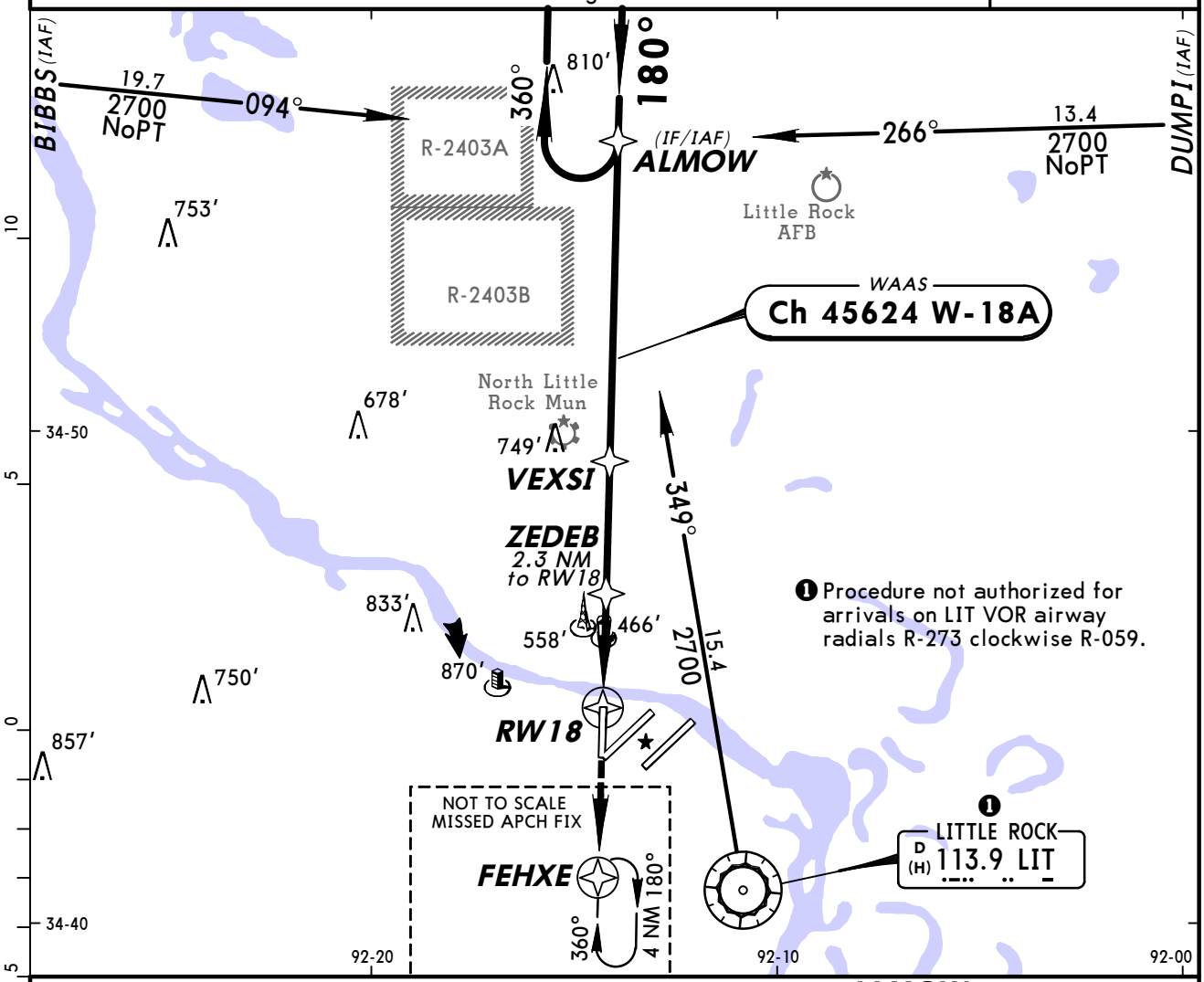
WAAS	Final Apch Crs	Minimum Alt VEXSI	LP MDA(H) (CONDITIONAL)	Apt Elev / Rwy 18
Ch 45624 W-18A	180°	1900′ (1641′)	720′ (461′)	266′ / 259′

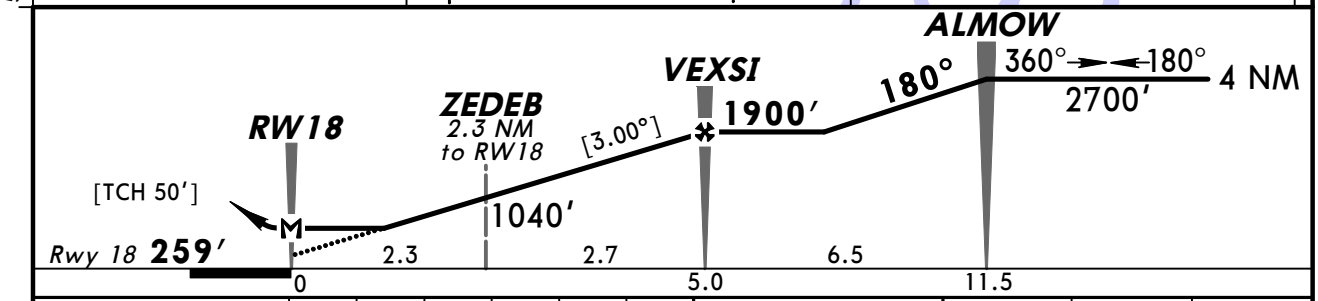
MISSED APCH: Climb to 4000′ direct FEHXE and hold, continue climb-in-hold to 4000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized. 3. Procedure not authorized when restricted areas R-2403A and R-2403B in effect. 4. Procedure not authorized at night.

3300′
MSA RW18





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at RW18						

4000′ ↑ D→ FEHXE

TERPS AMEND 1A 25 AUG 2011

STRAIGHT-IN LANDING RWY 18

	LP DAY MDA(H) 720′ (461′)	LP NIGHT	LNAV DAY MDA(H) 820′ (561′)	LNAV NIGHT
A	1	NA	1	NA
B				
C	1⅜		1⅝	
D				

CIRCLE-TO-LAND

Max Kts	DAY MDA(H)	NIGHT
90	820′ (554′)-1	NA
120		
140	940′ (674′)-2	
165	1180′ (914′)-3	

CHANGES: LP minimums added.

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D-ATIS	LITTLE ROCK Approach (R)	ADAMS Tower	Ground
125.65	135.4	118.7	121.9

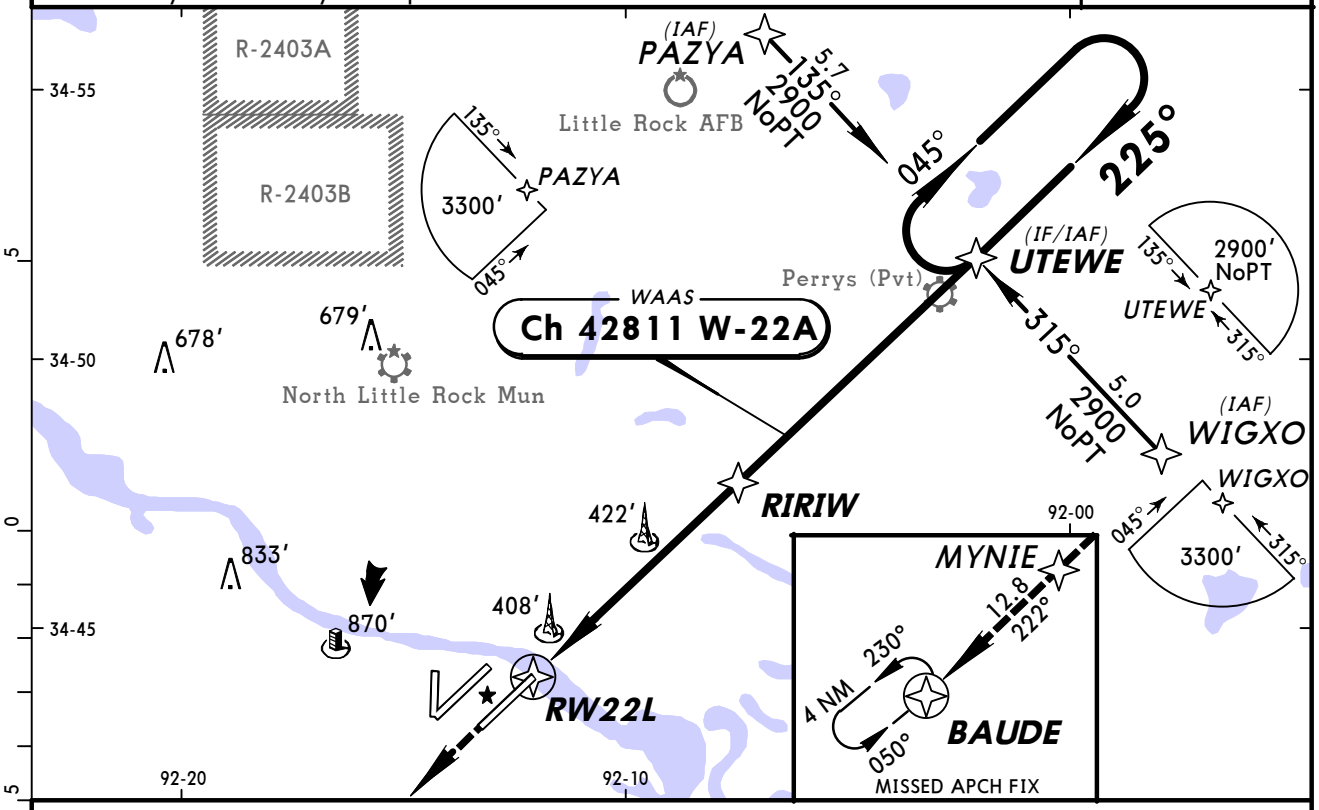
BRIEFING STRIP ™

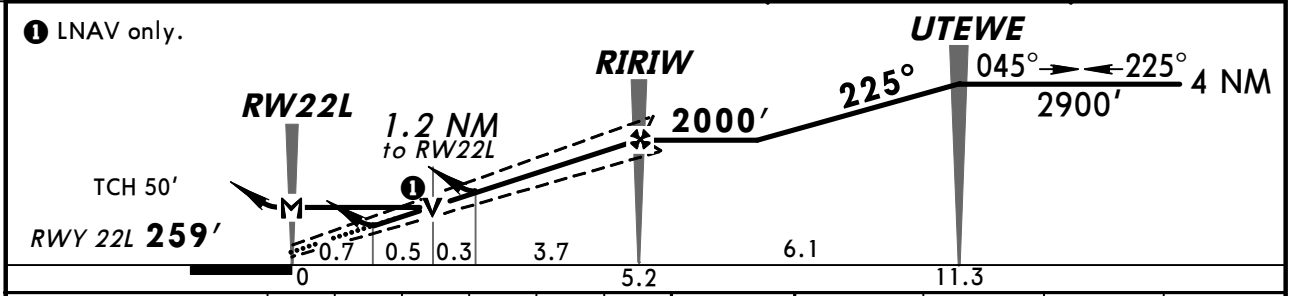
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 266′
Ch 42811 W-22A	225°	RIRIW 2000′ (1741′)	542′ (283′)	Rwy 22L 259′

MISSED APCH: Climb to 2900′ direct MYNIE and on 222° track to BAUDE and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Stuttgart altimeter setting.
2. Baro-VNAV and VDP not authorized when using Stuttgart altimeter setting.
3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. DME/DME RNP-0.30 not authorized.
5. Visibility reduction by helicopters not authorized.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW22L						

MALSF PAPI 2900′ MYNIE

STRAIGHT-IN LANDING RWY 22L
With Local Altimeter Setting

	LPV DA(H) 542′ (283′) ALS out	LNAV/VNAV DA(H) 773′ (514′) ALS out	LNAV MDA(H) 680′ (421′) ALS out	
A	RVR 50 or 1	1¾	RVR 40 or ¾	RVR 50 or 1
B				
C			RVR 60 or 1¼	
D				

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	800′ (534′)-1
120	
140	940′ (674′)-2
165	1180′ (914′)-3

With Stuttgart Altimeter Setting

	DA(H) 624′ (365′) ALS out	DA(H) 855′ (596′) ALS out	MDA(H) 780′ (521′) ALS out	
A	RVR 60 or 1¼	2	RVR 40 or ¾	RVR 50 or 1
B				
C			1½	
D			1¾	

With Stuttgart Altimeter Setting

Max Kts	MDA(H)
90	900′ (634′)-1
120	
140	1040′ (774′)-2¼
165	1280′ (1014′)-3

TERPS AMEND 1A 10 MAR 2011

CHANGES: None.

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D-ATIS	LITTLE ROCK Approach (R)	ADAMS Tower	Ground
125.65	135.4	118.7	121.9

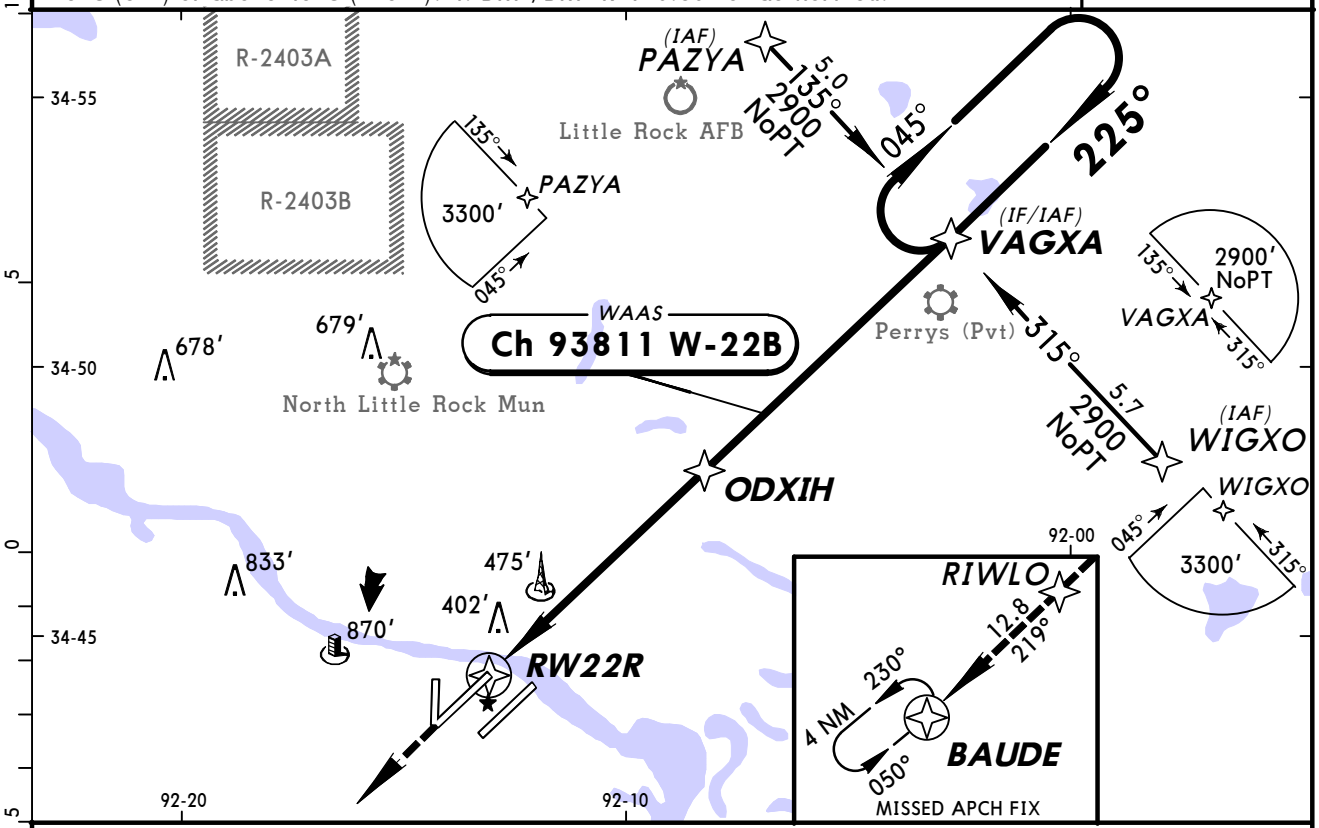
WAAS	Final Apch Crs	Minimum Alt ODXIH	LPV DA(H) (CONDITIONAL)	Apt Elev / Rwy 22R
Ch 93811 W-22B	225°	2100′ (1838′)	462′ (200′)	266′ / 262′

MISSED APCH: Climb to 2900′ direct RIWLO and on 219° track to BAUDE and hold.

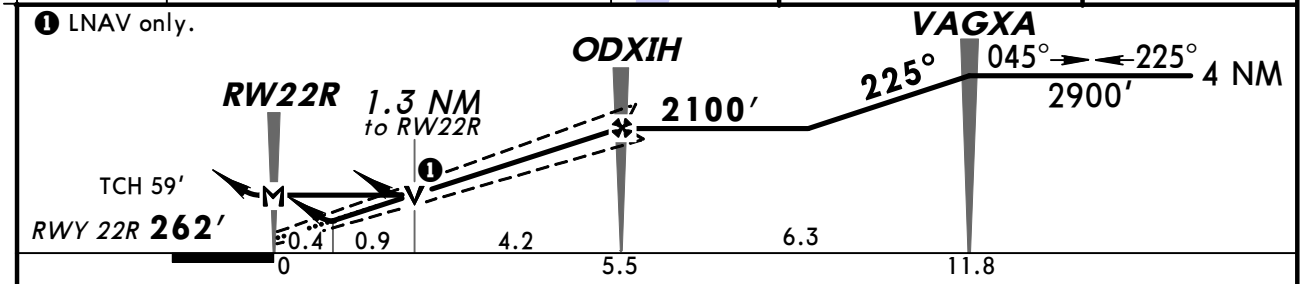
TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Stuttgart altimeter setting.
2. Baro-VNAV and VDP not authorized when using Stuttgart altimeter setting.
3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. DME/DME RNP-0.30 not authorized.



❶ LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW22R						

ALSF-II 2900′ RIWLO

STRAIGHT-IN LANDING RWY 22R
With Local Altimeter Setting

	LPV DA(H) 462′ (200′)		LNAV/VNAV DA(H) 727′ (465′)		LNAV MDA(H) 740′ (478′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1½	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 50 or 1	1⅜
D						

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	800′ (534′)-1
120	
140	940′ (674′)-2
165	1180′ (914′)-3

With Stuttgart Altimeter Setting

	DA(H) 544′ (282′)		DA(H) 809′ (547′)		MDA(H) 840′ (578′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 50 or 1	1½	2	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 60 or 1¼	1⅝
D						

With Stuttgart Altimeter Setting

Max Kts	MDA(H)
90	900′ (634′)-1
120	
140	1040′ (774′)-2¼
165	1280′ (1014′)-3

BRIEFING STRIP ™

TERPS AMEND 1A 10 MAR 2011

CHANGES: Procedure.

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BRIEFING STRIP ™

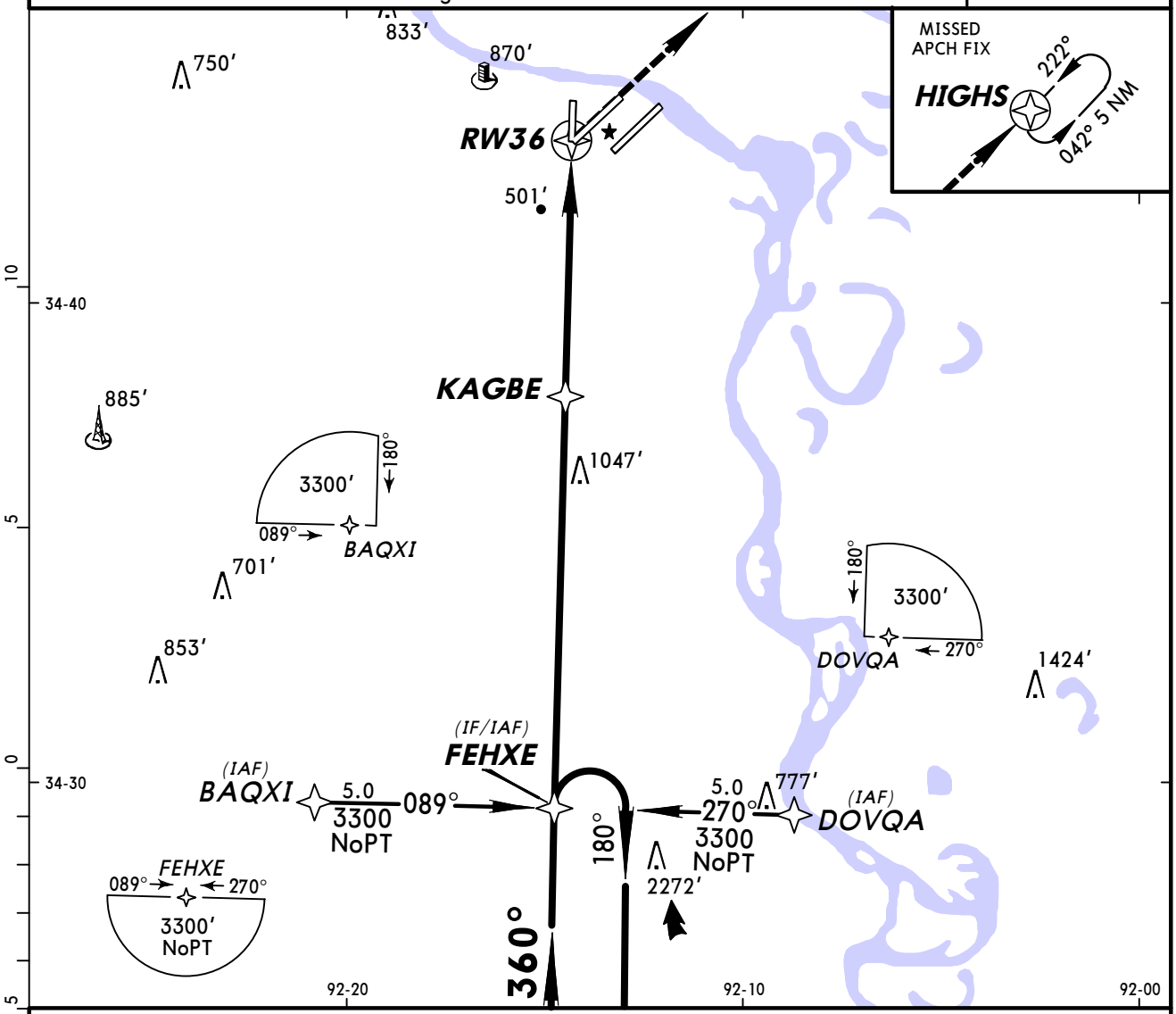
D-ATIS	LITTLE ROCK Approach (R)	ADAMS Tower	Ground
125.65	135.4	118.7	121.9

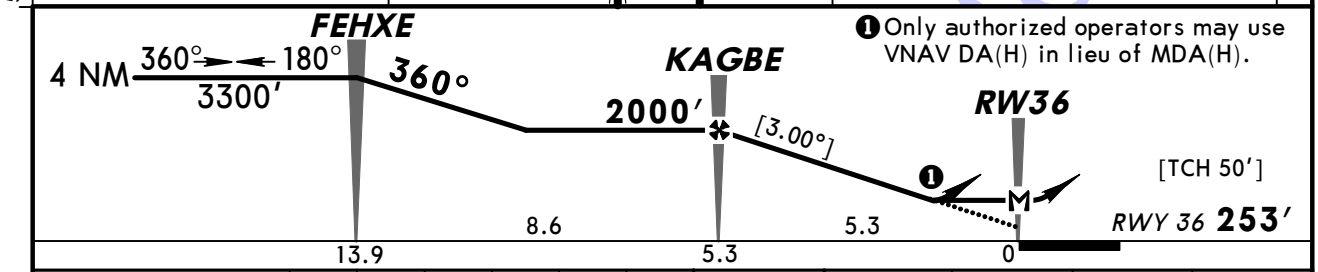
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev / Rwy 36
	360°	KAGBE 2000′ (1747′)	(CONDITIONAL) 760′ (507′)	Apt Elev 266′ / Rwy 36 253′

TAA 30 NM IAF

MISSED APCH: Climbing RIGHT turn to 2700′ direct HIGHS and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Stuttgart altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. VGSI and descent angle not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at RW36						

VASI-L | 2700′ RT | HIGHS

STRAIGHT-IN LANDING RWY 36
LNAV

	MDA(H) 760′ (507′) With Local Altimeter Setting	MDA(H) 860′ (607′) With Stuttgart Altimeter Setting
A	1	1
B		
C	1½	1¾
D		

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Stuttgart Altimeter Setting MDA(H)
90	800′(534′)-1	900′(634′)-1
120		
140	940′(674′)-2	1040′(774′)-2¼
165	1180′(914′)-3	1280′(1014′)-3

TERPS AMEND 0A 10 MAR 2011

CHANGES: Procedure.

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D-ATIS	LITTLE ROCK Approach (R)	ADAMS Tower	Ground
125.65	135.4	118.7	121.9

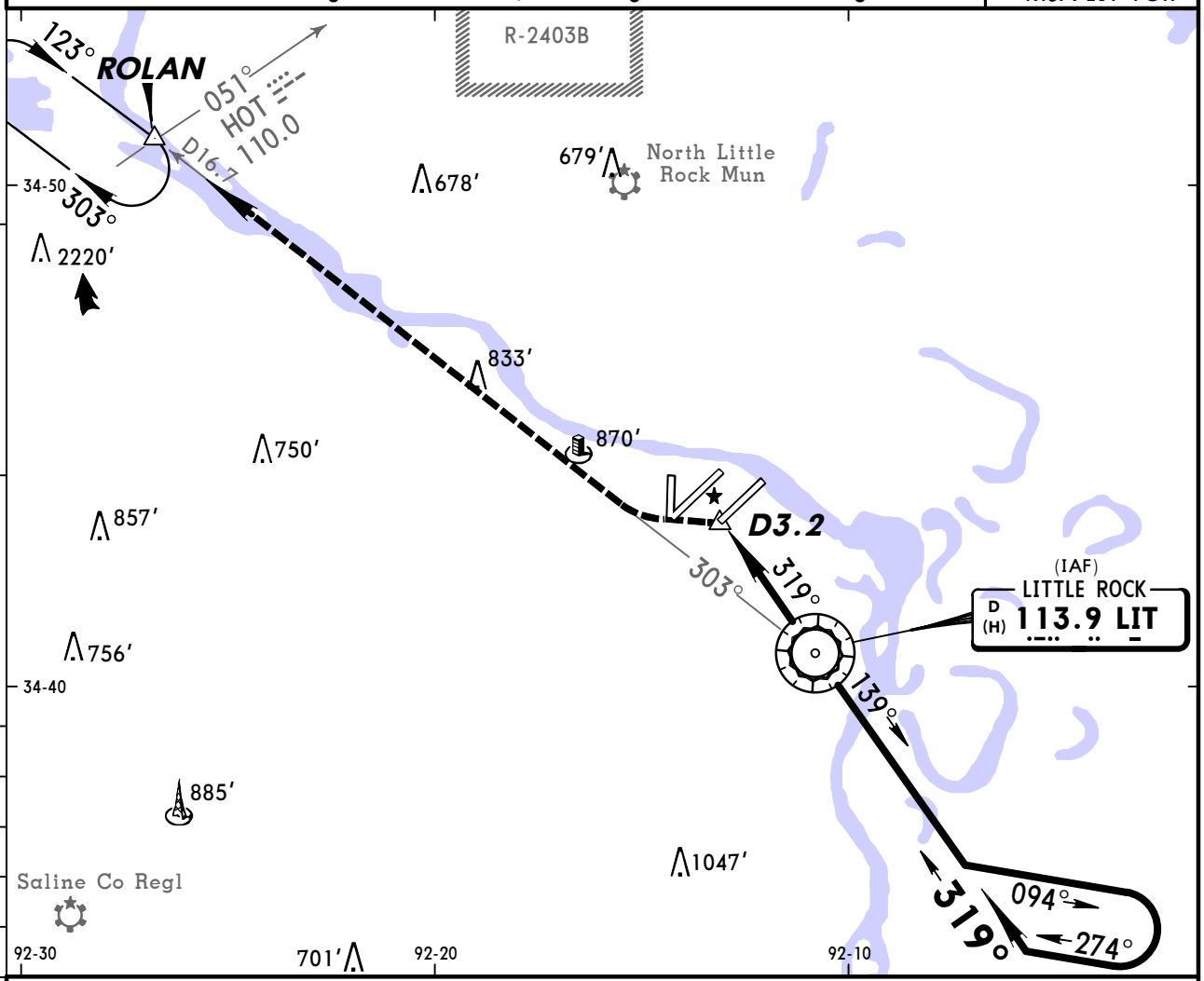
VOR	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev
LIT 113.9	319°	1800′ (1534′)	Refer to Minimums	266′

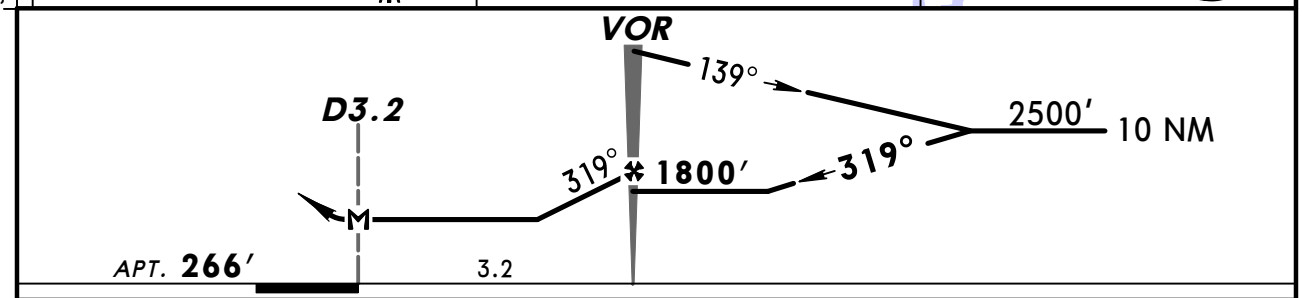
MISSED APCH: Climbing LEFT turn to 3500′ outbound via LIT VOR R-303 to ROLAN INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Stuttgart altimeter setting.

3300′
MSA LIT VOR





Gnd speed-Kts	70	90	100	120	140	160
MAP at D3.2 or VOR to MAP 3.2	2:45	2:08	1:55	1:36	1:22	1:12

Lighting - Refer to Airport Chart: 3500′ LT via LIT 113.9 R-303 ROLAN

CIRCLE-TO-LAND

	Max Kts	With Local Altimeter Setting MDA(H)	With Stuttgart Altimeter Setting MDA(H)
A	90	800′ (534′)-1	900′ (634′)-1
B	120		
C	140	940′ (674′)-2	1040′ (774′)-2¼
D	165	1180′ (914′)-3	1280′ (1014′)-3

TERPS AMEND OC 10 MAR 2011

CHANGES: Notes, circling minimums.

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BRIEFING STRIP ™

D-ATIS	LITTLE ROCK Approach (R)	ADAMS Tower	Ground
125.65	135.4	118.7	121.9

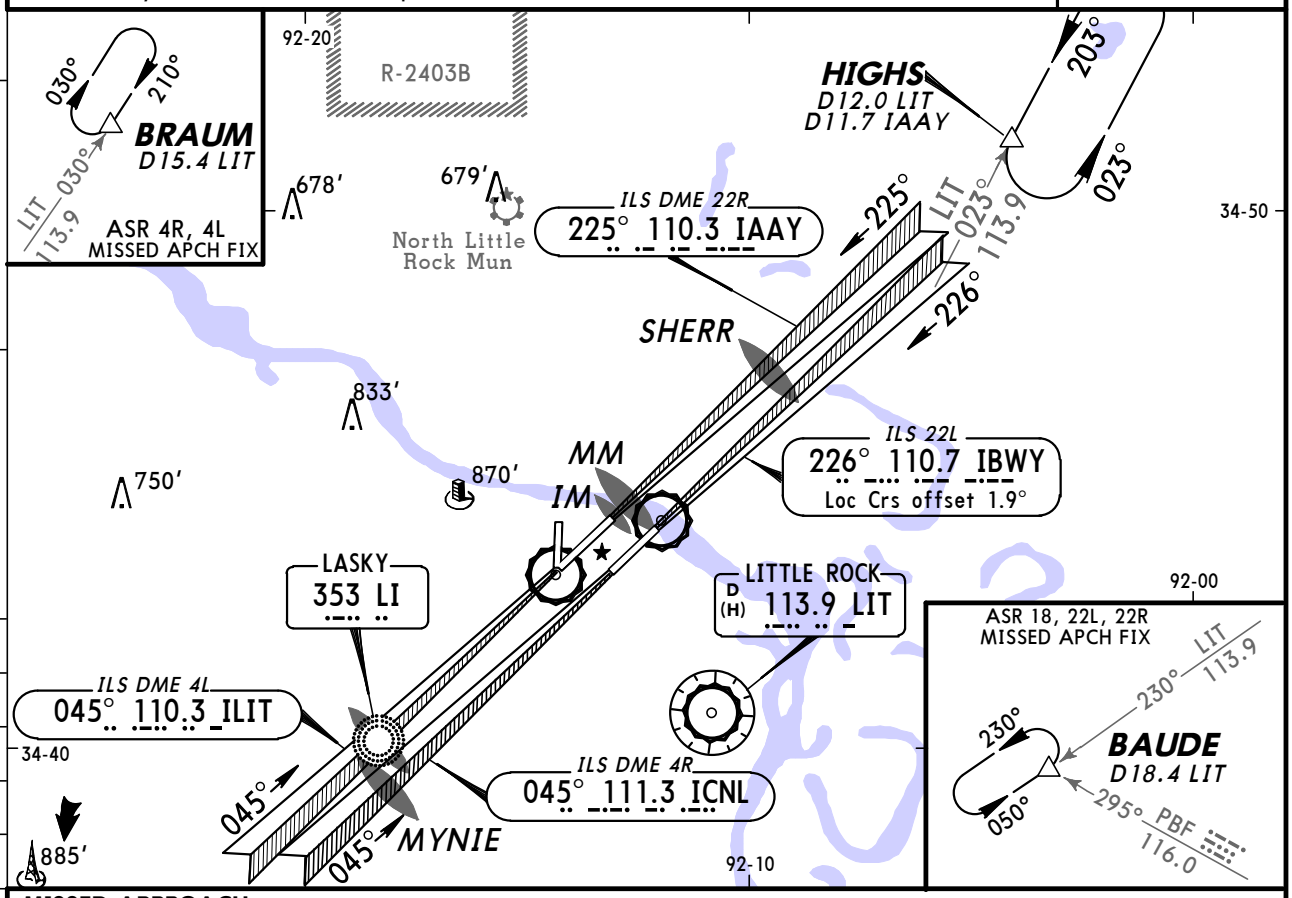
RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev **266'** TDZE- See below

Missed Approach-See below

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Visibility reductions for Helicopters not authorized.

No MSA published



MISSED APPROACH:

Runways 4L, 4R: Climbing RIGHT turn to 3000' via heading 075° and LIT VOR R-030 outbound to BRAUM/D15.4 LIT and hold.

Runways 22L, 22R: Climbing LEFT turn to 3000' via heading 195° and LIT VOR R-230 outbound to BAUDE/D18.4 LIT and hold.

Runway 18: Climb to 1800' then climbing RIGHT turn to 3000' via heading 180° and LIT VOR R-230 outbound to BAUDE/D18.4 LIT and hold.

Runway 36: Climbing RIGHT turn to 3000' via heading 060° and LIT VOR R-023 outbound to HIGHS/D12.0 LIT and hold.

RWY 36: TDZE **257'** RWYS 4L, 18: TDZE **258'** RWYS 4R, 22L: TDZE **260'** RWY 22R: TDZE **262'**

ASR All Rwys: MAP at Rwy Thr Lighting - Refer to Airport Chart

STRAIGHT-IN LANDING

	ASR 4L MDA(H) **780'** (522')		ASR 4R MDA(H) **720'** (460')		ASR 18 MDA(H) **720'** (462')	ASR 22L MDA(H) **740'** (480')	
	RAIL out	ALS out	RAIL out	ALS out			ALS out
A B	RVR 40 or ¾	RVR 50 or 1	RVR 40 or ¾	RVR 50 or 1	1	RVR 40 or ¾	RVR 50 or 1
C	RVR 50 or 1	1½	RVR 40 or ¾	RVR 60 or 1¼	1¼	RVR 60 or 1¼	
D	RVR 60 or 1¼	1¾	RVR 50 or 1	1½	1½	1½	

STRAIGHT-IN LANDING / CIRCLE-TO-LAND

	ASR 22R MDA(H) **740'** (478')		ASR 36 MDA(H) **780'** (523')	Max Kts	MDA(H)
		ALS out			
A B	RVR 24 or ½	RVR 50 or 1	1	90 120	800' (534')-1
C	RVR 40 or ¾	RVR 60 or 1¼	1½	140	940' (674')-2
D	RVR 50 or 1	1½	1¾	165	1180' (914')-3

TERPS AMEND 17A 10 MAR 2011

CHANGES: Circling minimums.

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General Information

Location: Jacksonville AR USA
IATA Code: LRF
Lat/Long: N34° 55.0' W092° 08.8'
Elevation: 311 ft

Airport Use: Military
Magnetic Variation: 0.7°E
Sectional Chart: Memphis

Fuel Types: Jet A, Jet 4
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1241 Z
Sunset: 0002 Z,

Runway Information

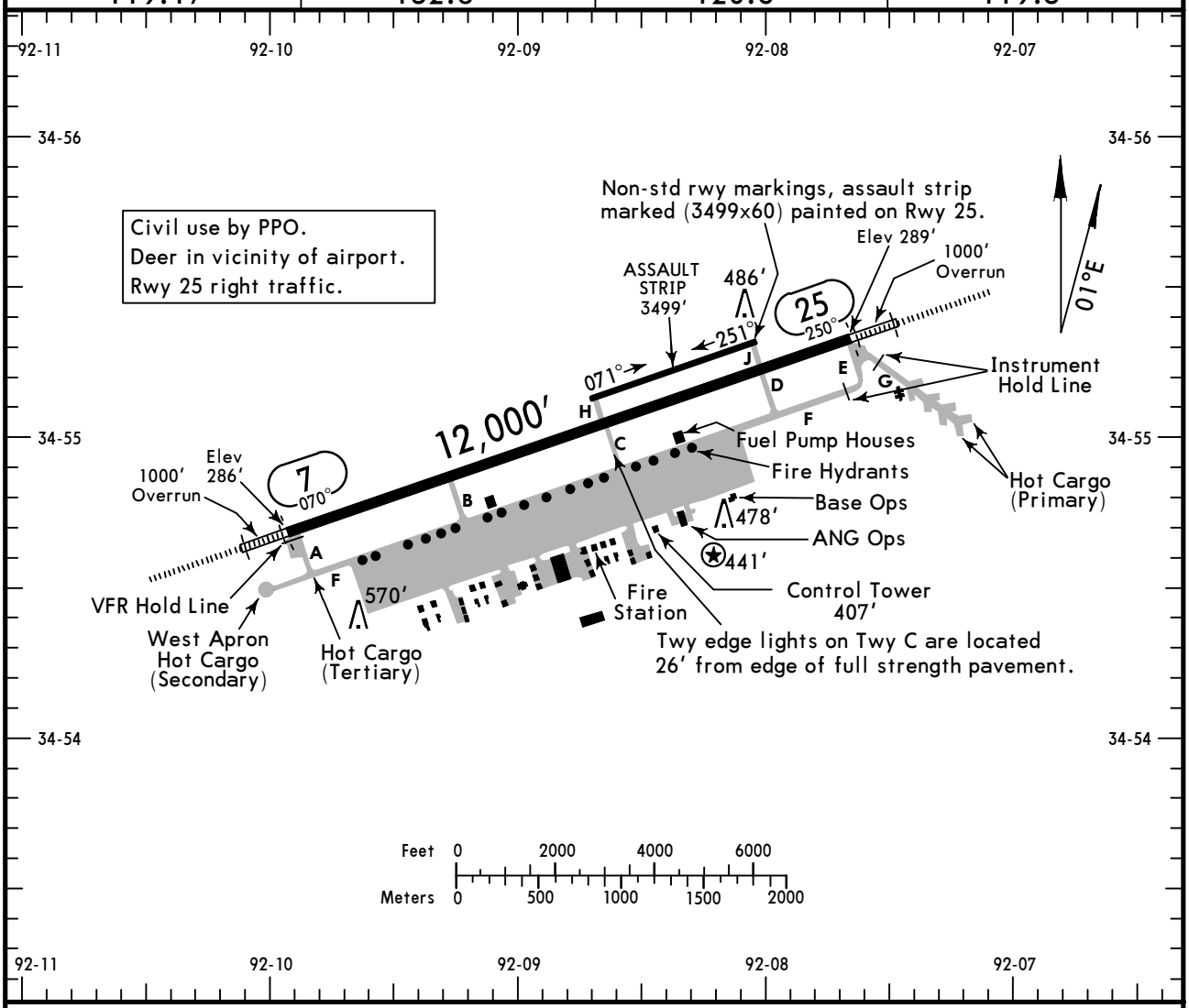
Runway: 07
Length x Width: 12000 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 308 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Runway: 25
Length x Width: 12000 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 299 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Communication Information

ATIS 119.175
Little Rock AFB Tower 120.6
Little Rock AFB Ground Control 132.8
Little Rock Approach Control 119.5 (222°-41°)
Little Rock Departure Control 119.5 (222°-41°)
Little Rock AFB Radar 139.9
Little Rock AFB Radar 134.1
Little Rock AFB Radar 123.35
AIR Guard Airlift Command Post 138.6 Military

*ATIS	LITTLE ROCK Ground	Tower	LITTLE ROCK Departure (R)
119.17	132.8	120.6	119.5



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
7 25	HIRL ALSF-I (non-std) PAPI-L RVR		10,690′		200′
071° 251°	ASSAULT STRIP				60′

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

All Rwys

	Adequate Vis Ref	STD
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1
3 & 4 Eng		RVR 24 or 1/2

FOR FILING AS ALTERNATE

	Precision	Non-Precision
A, B, C, D	600-2	800-2

TAKE-OFF OBSTACLES: Rwy 7: Multiple trees up to 80′ AGL/367′ MSL, 1045′ from DER, 724′ right of centerline. Multiple trees up to 80′ AGL/370′ MSL, 1433′ from DER, 674′ left of centerline.
Rwy 7 (Assault Strip): Terrain 299′ MSL, 26′ from DER, 337′ left of centerline. Terrain 292′ MSL, 32′ from DER, 413′ right of centerline. Multiple trees 80′ AGL/384′ MSL, 1882′ from DER, 536′ left of centerline. Multiple trees 80′ AGL/367′ MSL, 2960′ from DER, 1174′ right of centerline.
Rwy 25: Multiple trees 80′ AGL/364′ MSL, 1006′ from DER, 722′ right of centerline. Multiple trees 80′ AGL/400′ MSL, 4200′ from DER, 757′ left of centerline.
Rwy 25 (Assault Strip): Terrain 312′ MSL, 4′ from DER, 372′ right of centerline. Multiple trees 80′ AGL/436′ MSL, 1387′ from DER, 840′ right of centerline.
DEPARTURE PROCEDURE: Rwy 25 Cross DER at least 13′ AGL/299′MSL. 467′ (80′ AGL) trees, 6528′ from departure end of rwy, 2248′ left of centerline.

CHANGES: Notes removed, assault strip length and heading, west apron.

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KLRF/LRF
JACKSONVILLE, ARK

JEPPESEN

9 DEC 11
Eff 15 Dec

(31-1)

TACAN Azimuth Required

LITTLE ROCK AFB
ILS or LOC Rwy 25

BRIEFING STRIP™

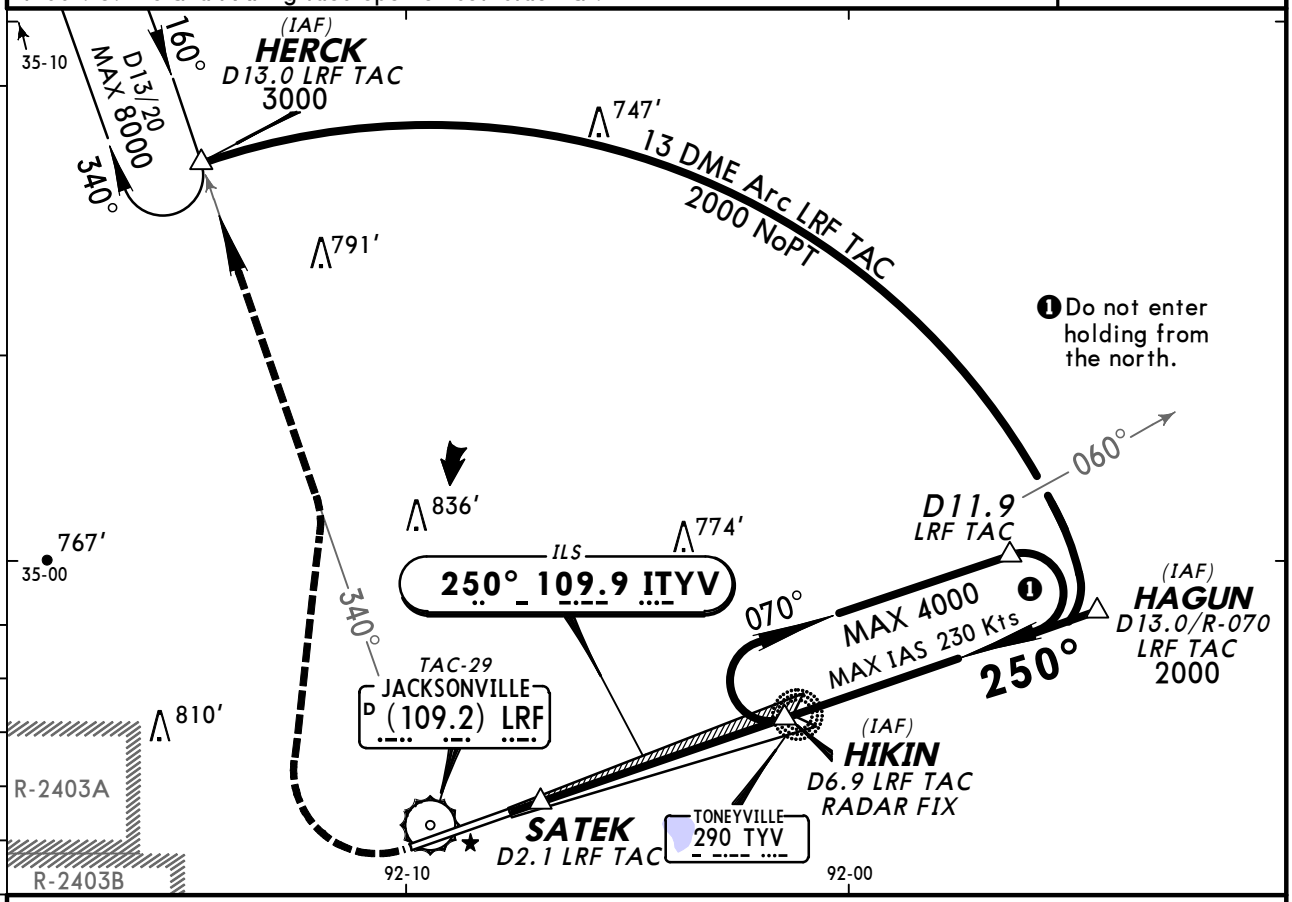
*ATIS	LITTLE ROCK Approach (R)	LITTLE ROCK Tower	Ground
119.17	119.5	120.6	132.8

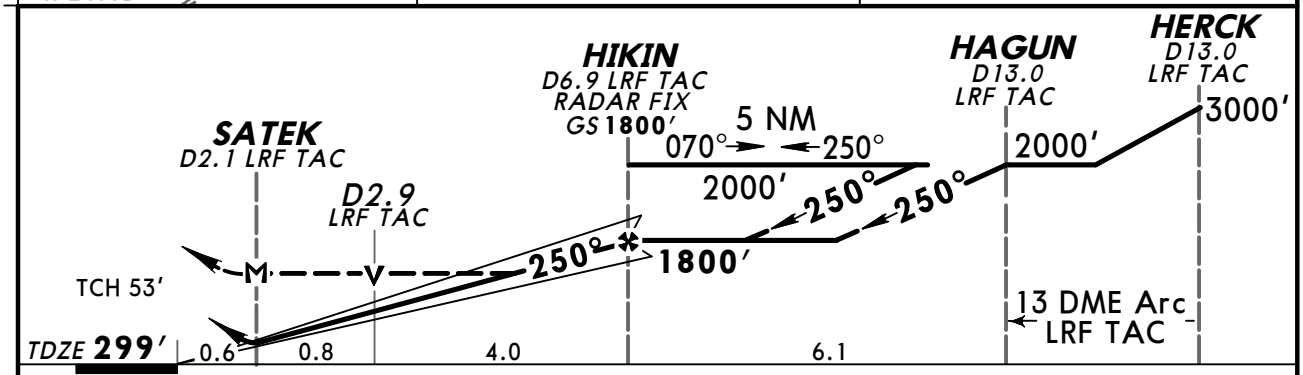
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 311'
ITYV 109.9	250°	HIKIN 1800' (1501')	499' (200')	TDZE 299'

MISSED APCH: Climb to 1300', then turn RIGHT climbing to 3000', intercept and proceed outbound on LRF TAC R-340 to HERCK/D13.0 LRF TAC and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Radar required when R-2403A, R-2403B active. 2. EMERG SAFE ALT 100 NM 4100'. 3. ILS and PAPI glideslope not coincidental.

3300'
MSA LRF TAC





Gnd speed-Kts	70	90	100	120	140	160
GS 2.50°	310	398	442	531	619	707
MAP at SATEK or FAF to MAP 4.8	4:07	3:12	2:53	2:24	2:03	1:48

ALSF-I
PAPI

1300'

3000' RT

LRF (109.2) R-340

HERCK

STRAIGHT-IN LANDING RWY 25

	ILS DA(H) 499' (200') FULL	ILS DA(H) 499' (200') ALS out	LOC (GS out) MDA(H) 700' (401')	LOC (GS out) MDA(H) 700' (401') ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1
B				
C			RVR 40 or ¾	RVR 60 or 1¼
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	840' (529') - 1
120	880' (569') - 1
140	880' (569') - 1½
165	880' (569') - 2

AMEND 3 TERPS

CHANGES: None.

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*ATIS	LITTLE ROCK Approach (R)	LITTLE ROCK Tower	Ground
119.17	119.5	120.6	132.8

BRIEFING STRIP™

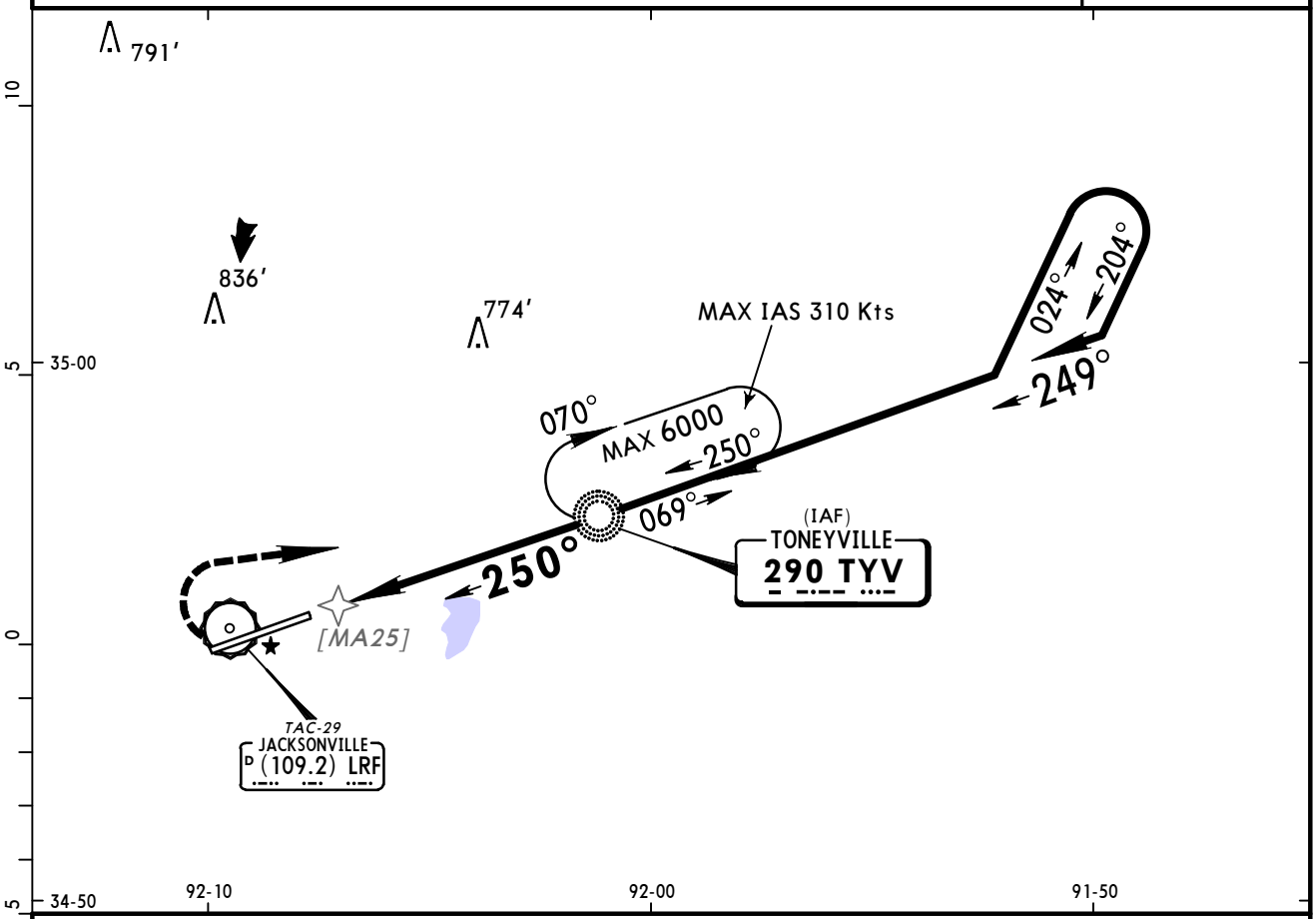
NDB TYV	Final Apch Crs	Minimum Alt NDB	MDA(H)	Apt Elev 311′
290	250°	1800′ (1501′)	880′ (581′)	TDZE 299′

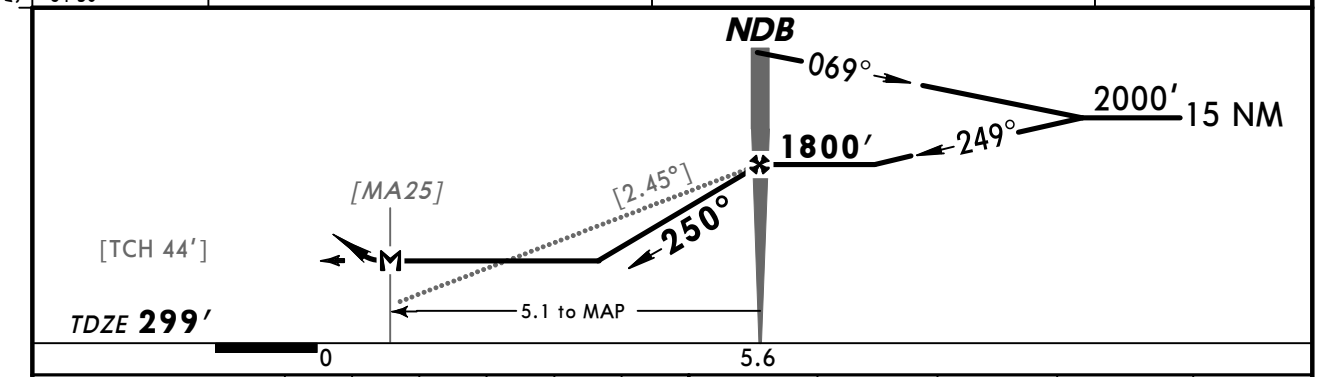
MISSED APCH: Climb to 1300′, then climbing RIGHT turn to 2000′ direct TYV NDB and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. SAFE ALTITUDE WITHIN 100 NM 4100′. **2. RADAR required when R2403A, R2403B active.**

3300′
MSA TYV NDB





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.45°]	303	390	433	520	607	693
FAF to MAP 5.1	4:22	3:24	3:04	2:33	2:11	1:55

ALSF-I
PAPI
1300′
2000′ RT
D
TYV 290

STRAIGHT-IN LANDING RWY 25			CIRCLE-TO-LAND	
MDA(H) 880′ (581′)				
		ALS out	Max Kts	MDA(H)
A	RVR 24 or ½	RVR 50 or 1	90	880′ (569′) - 1
B			120	
C	RVR 50 or 1	1½	140	880′ (569′) - 1½
D	RVR 60 or 1¼	1¾	165	880′ (569′) - 2

AMEND 2
TERPS

CHANGES: Notes, minimums.

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General Information

Location: Texarkana AR USA
IATA Code: TXK
Lat/Long: N33° 27.2' W093° 59.5'
Elevation: 390 ft

Airport Use: Public
Magnetic Variation: 2.1°E
Sectional Chart: Memphis

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 811 ft AGL

Sunrise: 1247 Z
Sunset: 0011 Z,

Runway Information

Runway: 04
Length x Width: 6601 ft x 144 ft
Surface Type: asphalt
TDZ-Elev: 360 ft
Lighting: Edge, Pilot controlled

Runway: 13
Length x Width: 5200 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 387 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 641 ft

Runway: 22
Length x Width: 6601 ft x 144 ft
Surface Type: asphalt
TDZ-Elev: 384 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 31
Length x Width: 5200 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 390 ft
Lighting: Edge, Pilot controlled

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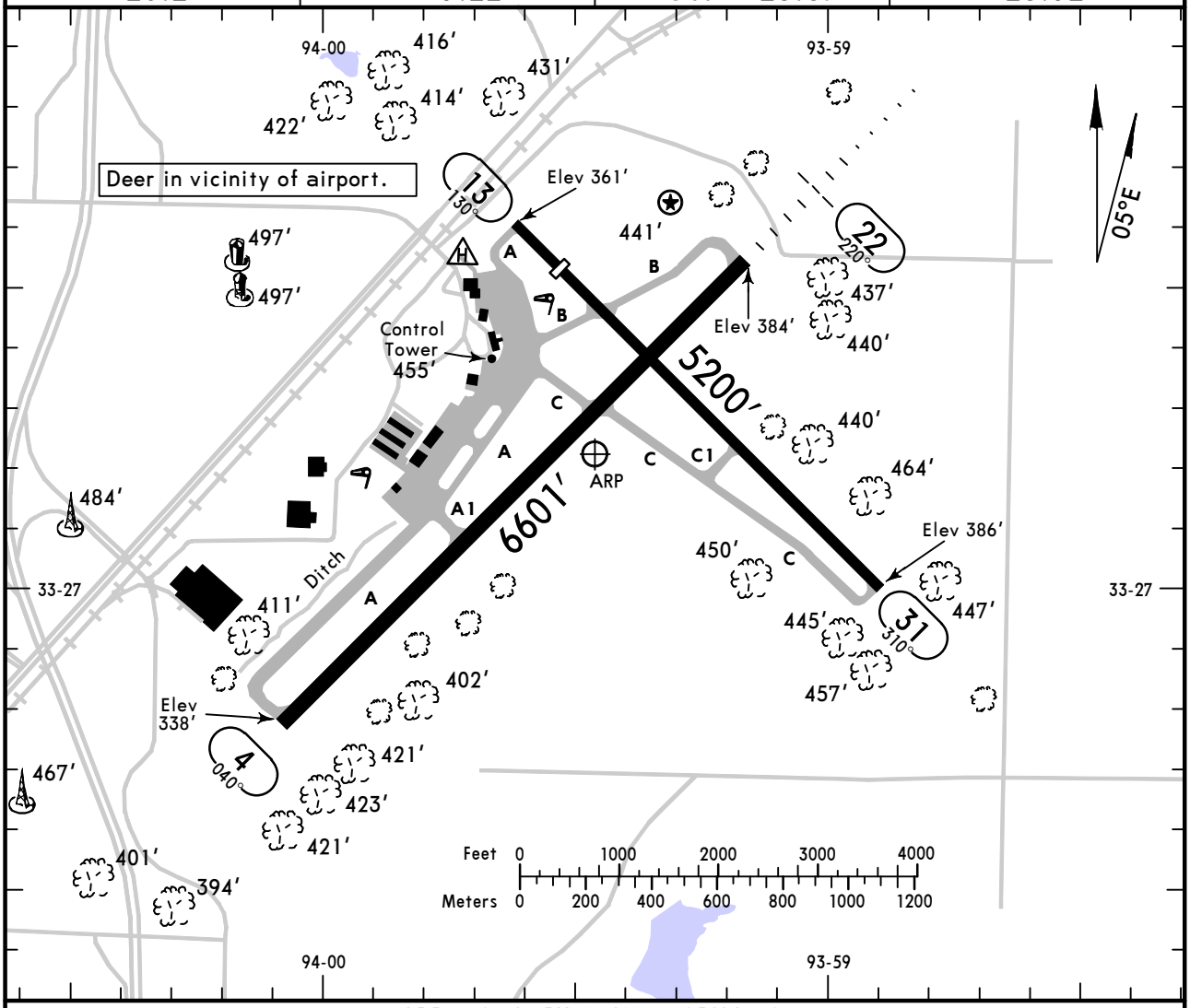
Communication Information

ATIS 120.2
Texarkana Tower Tower 123.875 CTAF PCL
Texarkana Ground Control 119.225
Jonesboro Flight Service Station 122.45 RCO
FT Worth Center 123.925 Remote Communications Air-Ground

ATIS (ASOS when Twr Inop)	*TEXARKANA Ground	*Tower	FT WORTH Center (R)
120.2	119.22	CTAF 123.87	123.92



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
4	❶ HIRL	VASI-L	grooved				144′
22	❶ HIRL	❶ MALSR	grooved		5516′		
13	❶ MIRL	PAPI-L (angle 3.0°)	grooved	4559′			100′
31							

❶ Activate on 123.87 when Twr inop.

TAKE-OFF	All Rwys		FOR FILING AS ALTERNATE			
	Adequate Vis Ref	STD		Authorized Only When Twr Operating and Local Weather Available: ILS Rwy 22	LOC Rwy 22 LOC BC Rwy 4	Authorized Only When Local Weather Available: RNAV (GPS) Rwy 4, RNAV (GPS) Rwy 13, RNAV (GPS) Rwy 22, RNAV (GPS) Rwy 31, VOR Rwy 13
1 & 2 Eng	¼	1	A	600-2	800-2	800-2
			B			
3 & 4 Eng		½	C			
			D	700-2		

AMEND 3

CHANGES: Alternate minimums.

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KTXK/TXK
TEXARKANA REGL-WEBB

JEPPESEN

21 AUG 09 (11-1) Eff 27 Aug

TEXARKANA, ARK
ILS or LOC Rwy 22

ATIS (ASOS when Twr inop)	FT WORTH Center (R)	*TEXARKANA Tower	*Ground
120.2	123.92	CTAF 123.87	119.22

BRIEFING STRIP ™

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 390′
ITXK 111.9	220°	TECCO 2097′ (1713′)	(CONDITIONAL) 584′ (200′)	TDZE 384′

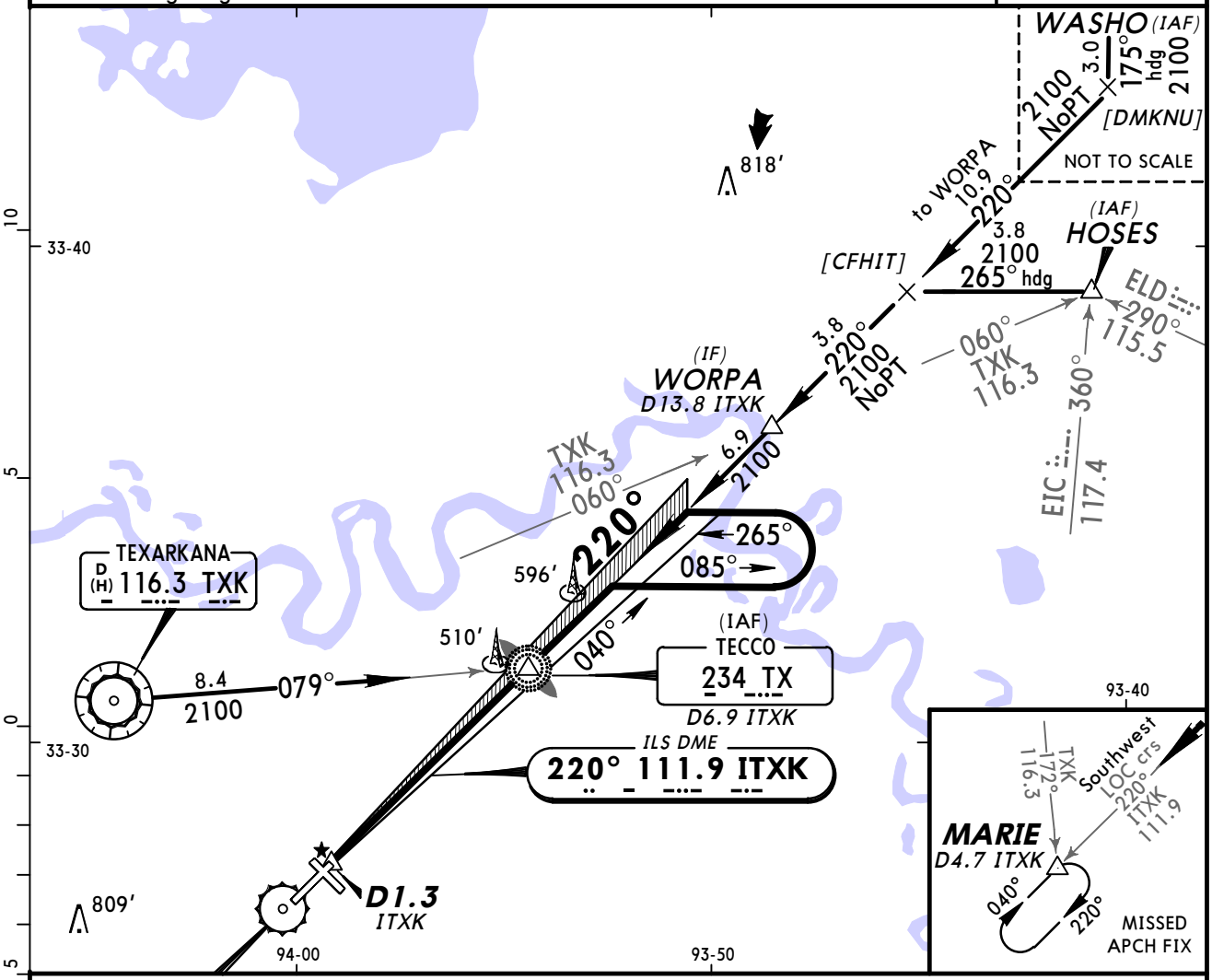
MISSED APCH: Climb to 2000′ via ITXK LOC SOUTHWEST course to MARIE INT/D4.7 ITXK and hold.

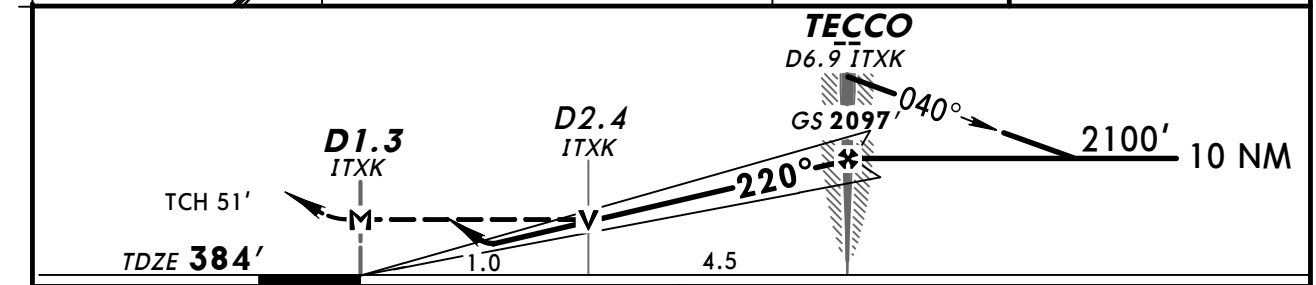
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Helms Sevier Co altimeter setting.
2. VDP not authorized when using Helms Sevier Co altimeter setting. 3. Pilot controlled lighting 123.87.

2000′

MSA TX LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	2.75°	346	444	494	593	691	790
MAP at D1.3 ITXK or TECCO to MAP	5.6	4:48	3:44	3:22	2:48	2:24	2:06

MALSR

2000′ via ITXK 111.9 SOUTHWEST COURSE

MARIE

STRAIGHT-IN LANDING RWY22

	ILS DA(H) 584′(200′) With Local Altimeter Setting		ILS DA(H) 684′(300′) With Helms Sevier Co Altimeter Setting		LOC (GS out) MDA(H) 760′(376′) With Local Altimeter Setting			LOC (GS out) MDA(H) 860′(476′) With Helms Sevier Co Altimeter Setting		
	FULL	RAIL or ALS out	FULL	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	1/2	1	1/2	3/4	1	1/2	3/4	1
B										
C								3/4	1 1/4	
D					3/4	1 1/4		1	1 1/2	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Helms Sevier Co Altimeter Setting MDA(H)
90	820′ (430′)-1	920′ (530′)-1
120	860′ (470′)-1	960′ (570′)-1
140	900′ (510′)-1 1/2	1000′ (610′)-1 3/4
165	1000′ (610′)-2	1100′ (710′)-2 1/4

AMEND 16 TERPS

CHANGES: Procedure.

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ATIS (ASOS when Twr Inop)	FT WORTH Center (R)	*TEXARKANA Tower	*Ground
120.2	123.92	CTAF 123.87	119.22

BRIEFING STRIP™

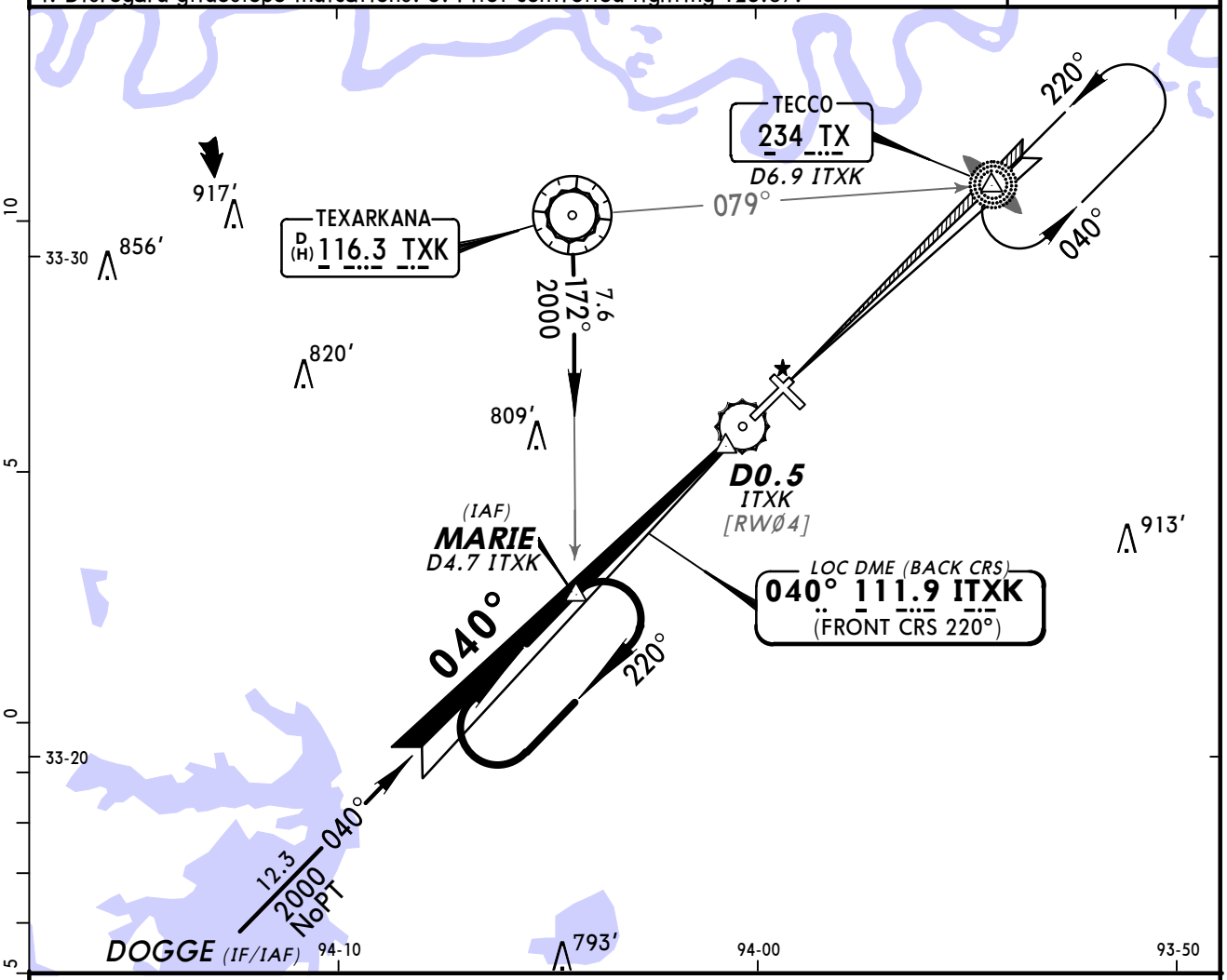
LOC	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 390′
ITXK 111.9	040° (Front Crs 220°)	MARIE 2000′ (1640′)	(CONDITIONAL) 880′ (520′)	TDZE 360′

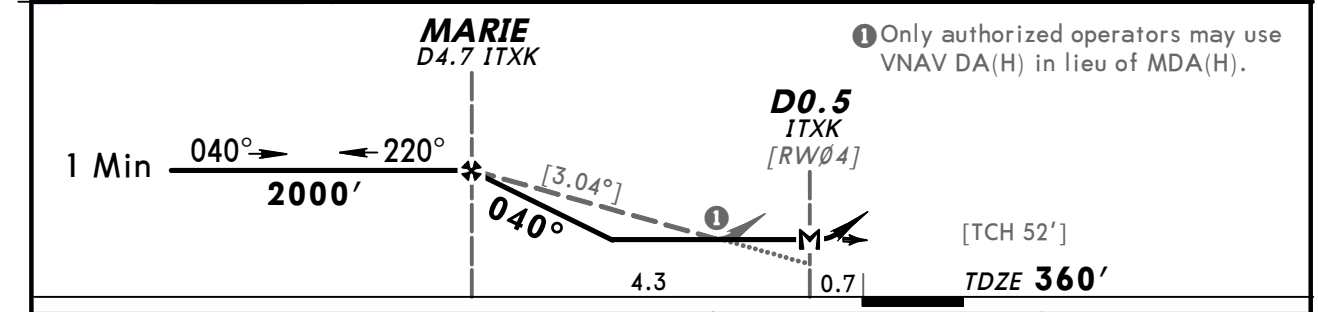
MISSED APCH: Climb to 2100′ via ITXK NORTHEAST course to TX LOM/D6.9 ITXK and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF or DME required. 2. Use local altimeter setting; if not received, use Helms Sevier Co altimeter setting. 3. Visibility reduction by helicopters not authorized. 4. Disregard glideslope indications. 5. Pilot controlled lighting 123.87.

2000′
MSA TXK VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.04°]	376	484	538	645	753	861
MAP at D0.5 ITXK or MARIE to MAP 4.3	3:41	2:52	2:35	2:09	1:51	1:37

VASI-L	2100′ ↑	via ITXK 111.9 NORTHEAST COURSE	TX 234

	STRAIGHT-IN LANDING RWY 4		CIRCLE-TO-LAND		
	With Local Altimeter Setting MDA(H) 880′(520′)	With Helms Sevier Co Altimeter Setting MDA(H) 980′(620′)	Max Kts	With Local Altimeter Setting MDA(H)	With Helms Sevier Co Altimeter Setting MDA(H)
A	1	1	90	880′(490′)-1	980′(590′)-1
B			120		
C	1½	1¾	140	900′(510′)-1½	1000′(610′)-1¾
D	1¾	2	165	1000′(610′)-2	1100′(710′)-2¼

AMEND 13
TERPS

CHANGES: Procedure.

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BRIEFING STRIP TM

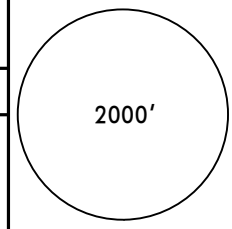
ATIS (ASOS when Twr Inop)	FT WORTH Center (R)	*TEXARKANA Tower	*Ground
120.2	123.92	CTAF 123.87	119.22

WAAS	Final Apch Crs	Minimum Alt PECIP	LPV DA(H) (CONDITIONAL)	Apt Elev 390′
Ch 93899 W-04A	040°	2000′ (1640′)	613′ (253′)	TDZE 360′

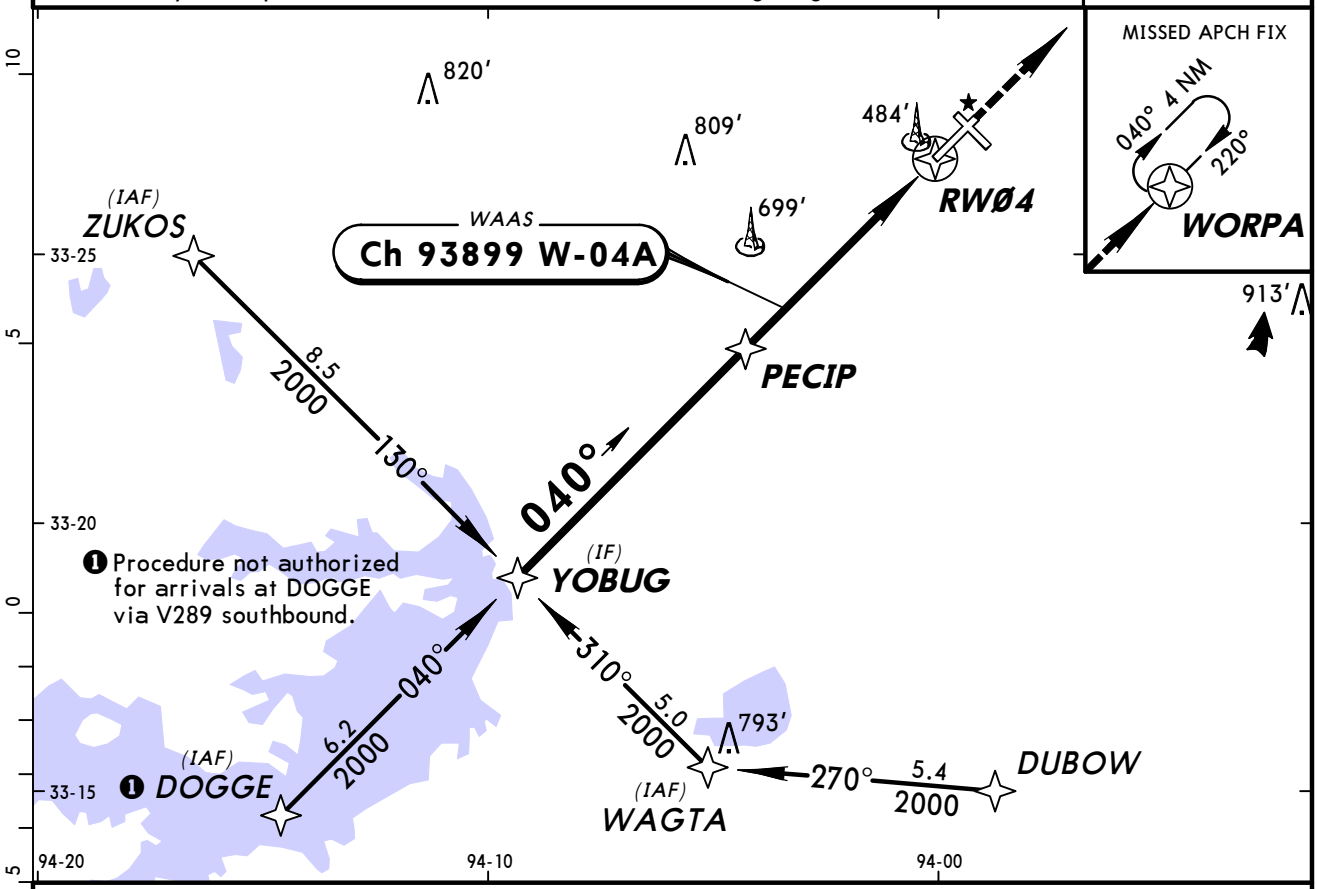
MISSED APCH: Climb to 2100′ direct WORPA and hold.

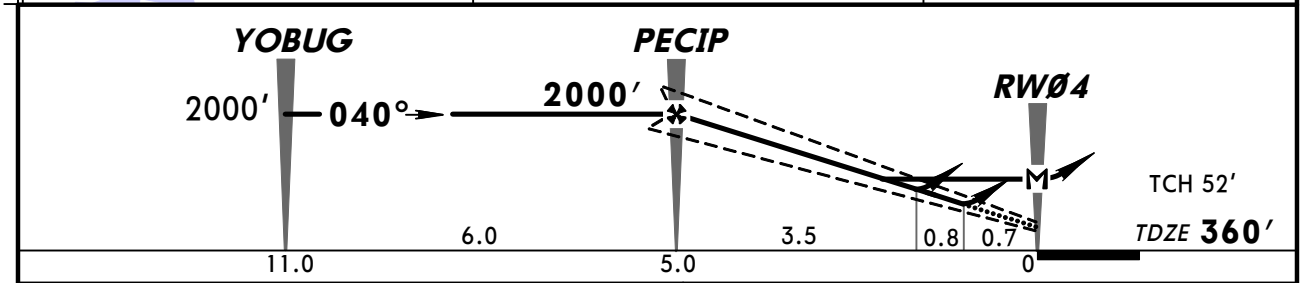
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Helms Sevier Co altimeter setting. 2. Baro-VNAV not authorized when using Helms Sevier Co altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 123.87.



MSA RWØ4





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ4						

VASI-L 2100′ D WORPA

STRAIGHT-IN LANDING RWY 4				CIRCLE-TO-LAND		
	1 LPV DA(H) 613′ (253′)	2 LNAV/VNAV DA(H) 866′ (506′)	3 LNAV MDA(H) 900′ (540′)	Max Kts	With Local Altimeter Setting MDA(H)	With Helms Sevier Co Altimeter Setting MDA(H)
A	1	1¾	1	90	900′ (510′) - 1¾	1000′ (610′) - 1¾
B				120		
C			1½	140		1000′ (610′) - 2
D			1¾	165	1000′ (610′) - 2	1100′ (710′) - 2¼

AMEND 0A

TERPS

1 DA(H) 713′ (353′), Vis Cat A, B, C & D: 1 1/4 with Helms Sevier Co altimeter setting.
2 DA(H) 966′ (606′), Vis Cat A, B, C & D: 2 with Helms Sevier Co altimeter setting.
3 MDA(H) 1000′ (640′), Vis Cat C: 1 3/4, Cat D: 2 with Helms Sevier Co altimeter setting.

CHANGES: Notes, minimums.

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BRIEFING STRIP™

ATIS (ASOS when Twr Inop)	FT WORTH Center (R)	*TEXARKANA Tower	*Ground
120.2	123.92	CTAF 123.87	119.22

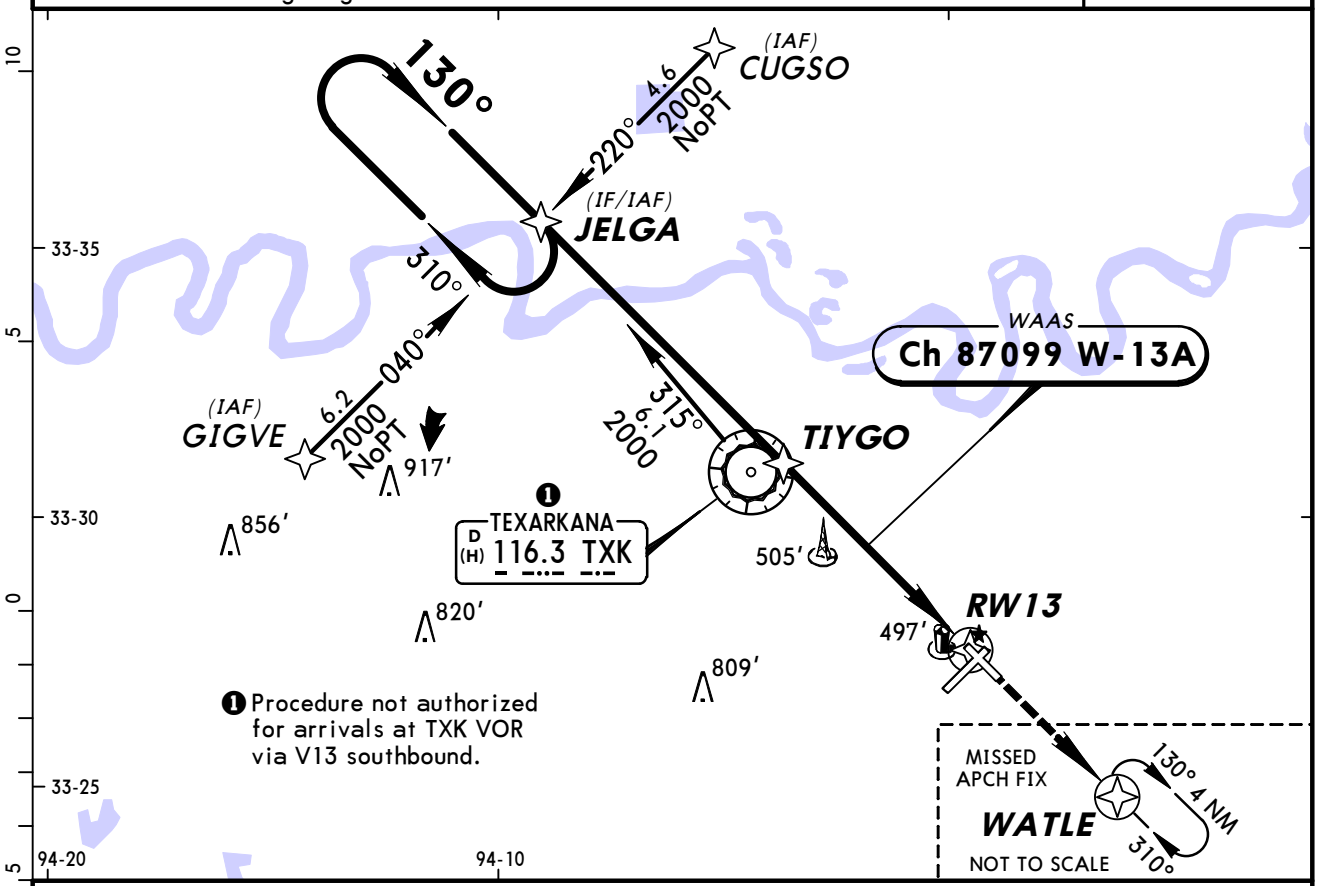
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 390'
Ch 87099 W-13A	130°	TIYGO 2000' (1613')	(CONDITIONAL) 647' (260')	TDZE 387'

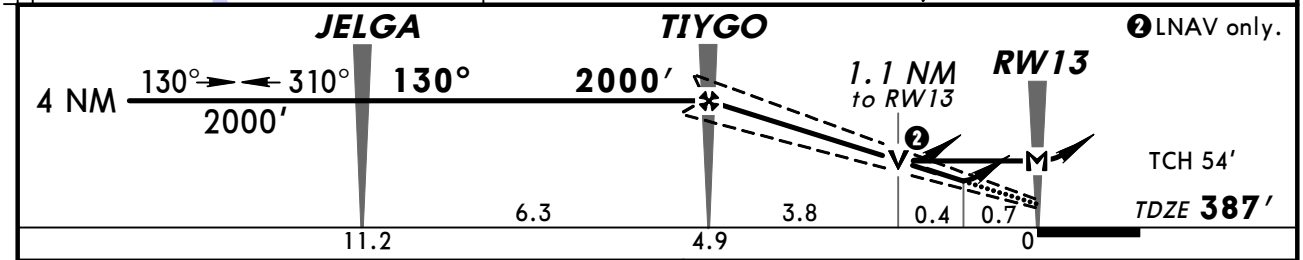
MISSED APCH: Climb to 2000' direct WATLE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Helms Sevier Co altimeter setting. 2. Baro-VNAV and VDP not authorized when using Helms Sevier Co altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopter not authorized. 6. Pilot controlled lighting 123.87.

2000'
MSA RW13





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW13						

PAPI-L 2000' D WATLE

STRAIGHT-IN LANDING RWY 13

	1 LPV DA(H) 647' (260')	2 LNAV/VNAV DA(H) 767' (380')	3 LNAV MDA(H) 760' (373')
A	1	1½	1
B			
C			
D			1¼

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Helms Sevier Co Altimeter Setting MDA(H)
90	820' (430') - 1½	920' (530') - 1½
120	860' (470') - 1½	960' (570') - 1½
140	900' (510') - 1½	1000' (610') - 1¾
165	1000' (610') - 2	1100' (710') - 2¼

AMENDO A TERPS

1 DA(H) 747' (360'), Vis Cat A, B, C & D: 1 1/4 with Helms Sevier Co altimeter setting.
2 DA(H) 867' (480'), Vis Cat A, B, C & D: 1 3/4 with Helms Sevier Co altimeter setting.
3 MDA(H) 860' (473'), Vis Cat C: 1 1/4, Cat D: 1 1/2 with Helms Sevier Co altimeter setting.

CHANGES: Notes, minimums.

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BRIEFING STRIP™

ATIS (ASOS when Twr Inop)	FT WORTH Center (R)	*TEXARKANA Tower	*Ground
120.2	123.92	CTAF 123.87	119.22

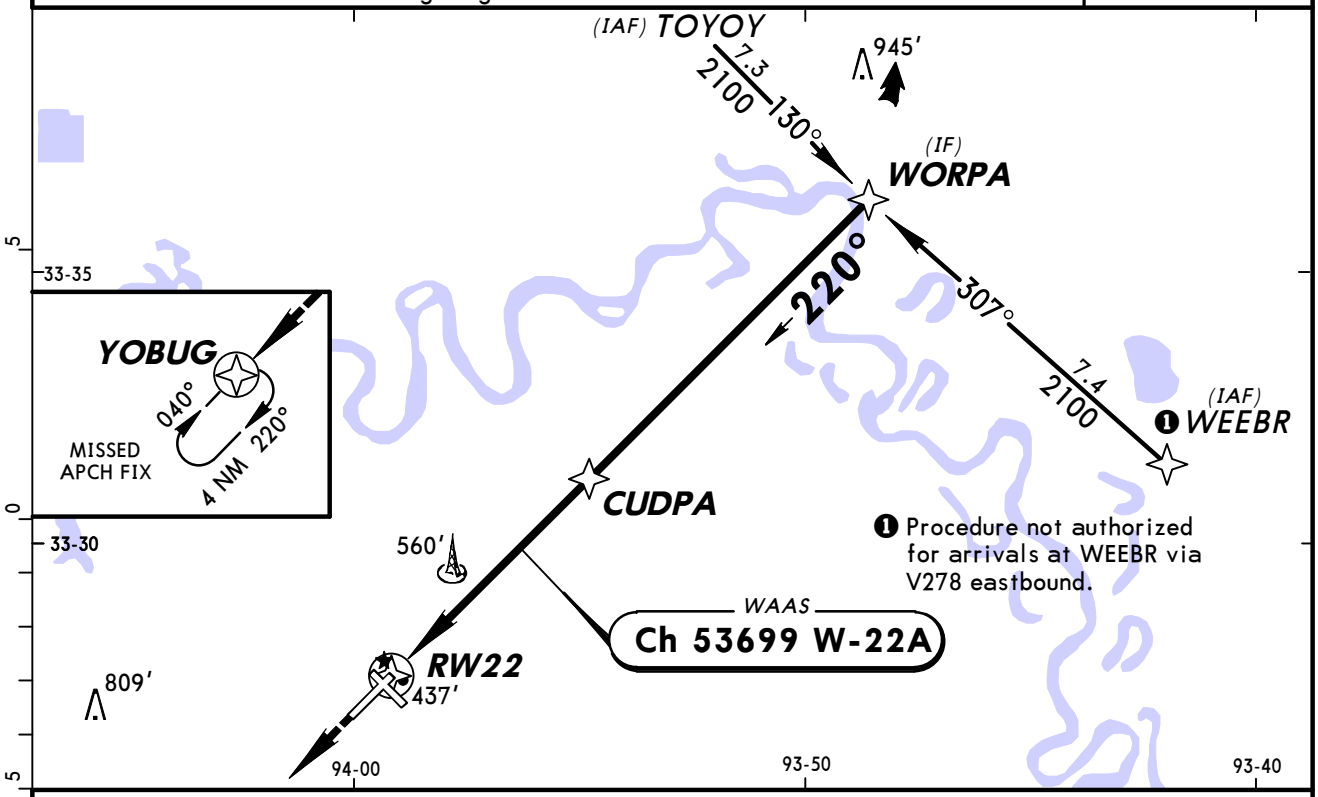
WAAS	Final Apch Crs	Minimum Alt CUDPA	LPV DA(H) (CONDITIONAL)	Apt Elev 390′
Ch 53699 W-22A	220°	2100′ (1716′)	634′ (250′)	TDZE 384′

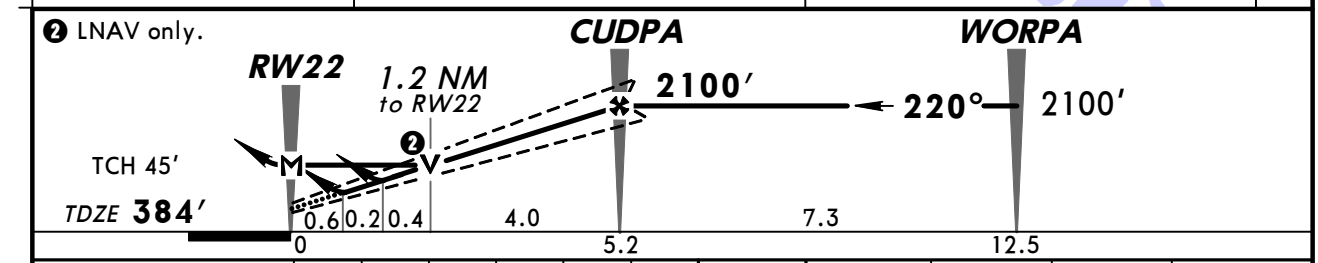
MISSED APCH: Climb to 2000′ direct YOBUG and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Helms Sevier Co altimeter setting. 2. Baro-VNAV and VDP not authorized when using Helms Sevier Co altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 123.87

2000′
MSA RW22





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW22						

MALSR 2000′ YOBUG

STRAIGHT-IN LANDING RWY 22
With Local Altimeter Setting

	LPV DA(H) 634′ (250′)		LNAV/VNAV DA(H) 687′ (303′)			LNAV MDA(H) 820′ (436′)		
		RAIL or ALS out		RAILout	ALS out		RAILout	ALS out
A	1/2	3/4	1/2	3/4	1	1/2	3/4	1
B								
C						3/4	1 1/4	
D			3/4	1		1	1 1/2	

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	820′ (430′) -1
120	860′ (470′) -1
140	900′ (510′) -1 1/2
165	1000′ (610′) -2

With Helms Sevier Co Altimeter Setting

	DA(H) 734′ (350′)		DA(H) 787′ (403′)			MDA(H) 920′ (536′)		
		RAIL or ALS out		RAILout	ALS out		RAILout	ALS out
A	3/4	1 1/4	1	1 1/2		1/2	3/4	1
B								
C						1	1 1/2	
D			1 1/4			1 1/4	1 3/4	

With Helms Sevier Co Altimeter Setting

Max Kts	MDA(H)
90	920′ (530′) -1
120	960′ (570′) -1
140	1000′ (610′) -1 3/4
165	1100′ (710′) -2 1/4

AMENDO A TERPS

CHANGES: None.

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KTXK/TXK
TEXARKANA REGL-WEBB

JEPPESEN

4 MAR 11 (12-4)

TEXARKANA, ARK
RNAV (GPS) Rwy 31

BRIEFING STRIP ™

ATIS (ASOS when Twr Inop)	FT WORTH Center (R)	*TEXARKANA Tower	*Ground
120.2	123.92	CTAF 123.87	119.22

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 390′
Ch 49199 W-31A	310°	DAXPO 2000′ (1610′)	(CONDITIONAL) 645′ (255′)	TDZE 390′

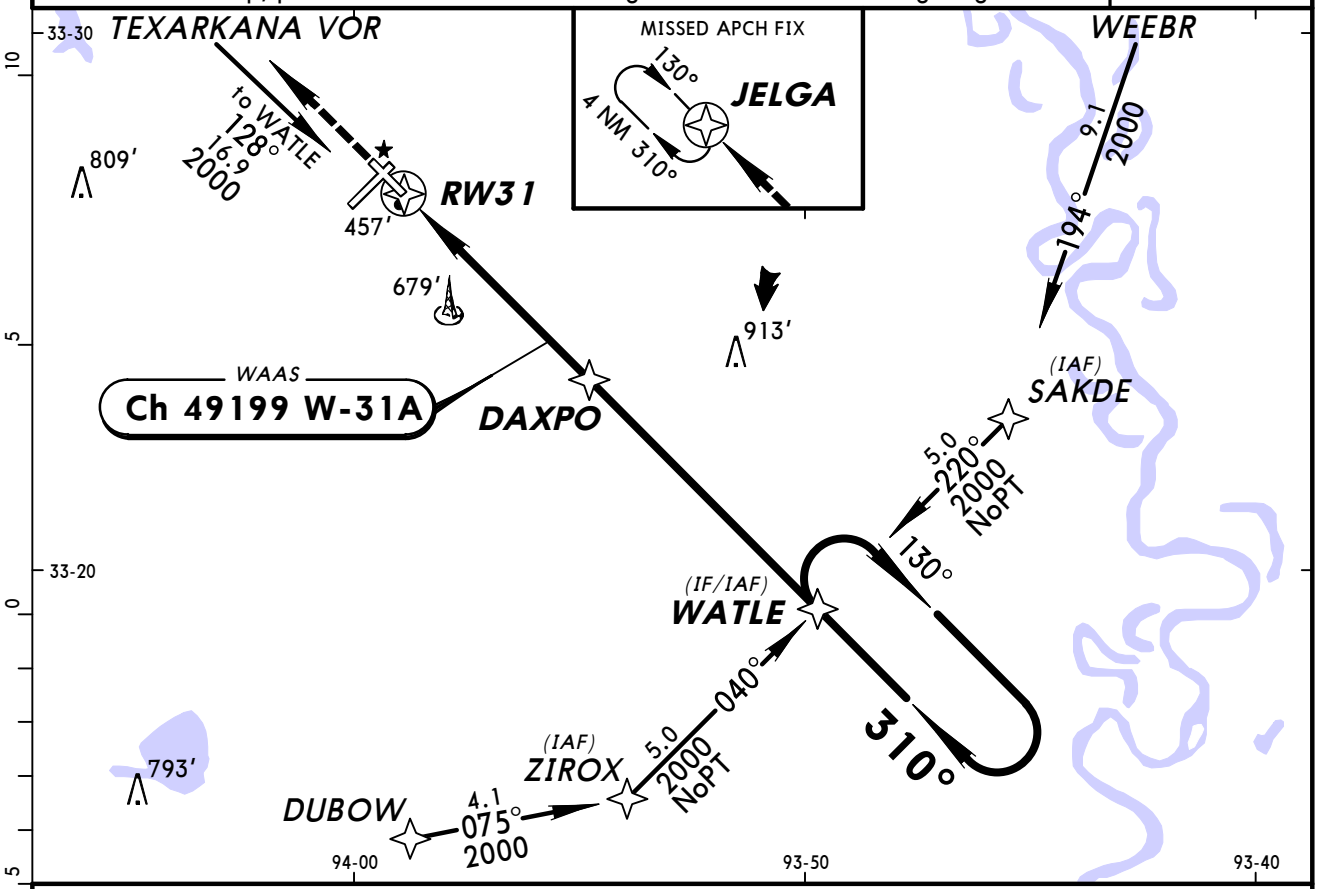
MISSED APCH: Climb to 2000′ direct JELGA and hold.

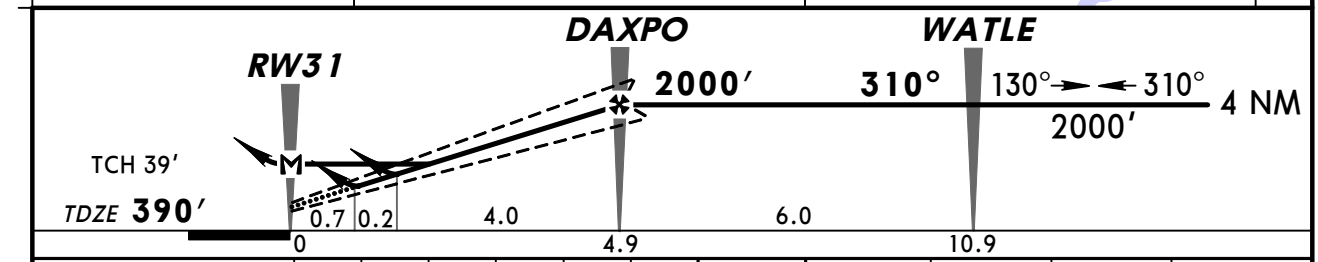
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Helms Sevier Co altimeter setting. 2. Baro-VNAV not authorized when using Helms Sevier Co altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. VGSI and RNAV glidepath not coincident. 7. When VGSI inop, procedure not authorized at night. 8. Pilot controlled lighting 123.87.

2000′

MSA RW31





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW31						

PAPI-L 2000′ D JELGA

STRAIGHT-IN LANDING RWY 31			CIRCLE-TO-LAND		
1 LPV DA(H) 645′ (255′)	2 LNAV/VNAV DA(H) 707′ (317′)	3 LNAV MDA(H) 920′ (530′)	Max Kts	With Local Altimeter Setting MDA(H)	With Helms Sevier Co Altimeter Setting MDA(H)
A			90		
B	1	1¼	1	120	920′ (530′) - 1	1020′ (630′) - 1
C			1½	140	920′ (530′) - 1½	1020′ (630′) - 1¾
D			1¾	165	1000′ (610′) - 2	1100′ (710′) - 2¼

1 DA(H) 745′ (355′) Vis 1 1/4 with Helms Sevier Co altimeter setting.
2 DA(H) 807′ (417′) Vis 1 1/2 with Helms Sevier Co altimeter setting.
3 MDA(H) 1020′ (630′) Vis Cat C: 1 3/4, Cat D: 2 1/4 with Helms Sevier Co altimeter setting.

TERPS AMEND 0B 10 MAR 2011

CHANGES: Notes, VDP removed.

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BRIEFING STRIP

ATIS (ASOS when Twr Inop)	FT WORTH Center (R)	*TEXARKANA Tower	*Ground
120.2	123.92	CTAF 123.87	119.22

VOR TXK	Final Apch Crs	Minimum Alt VOR	MDA(H) (CONDITIONAL)	Apt Elev 390'
116.3	122°	2000' (1613')	760' (373')	TDZE 387'

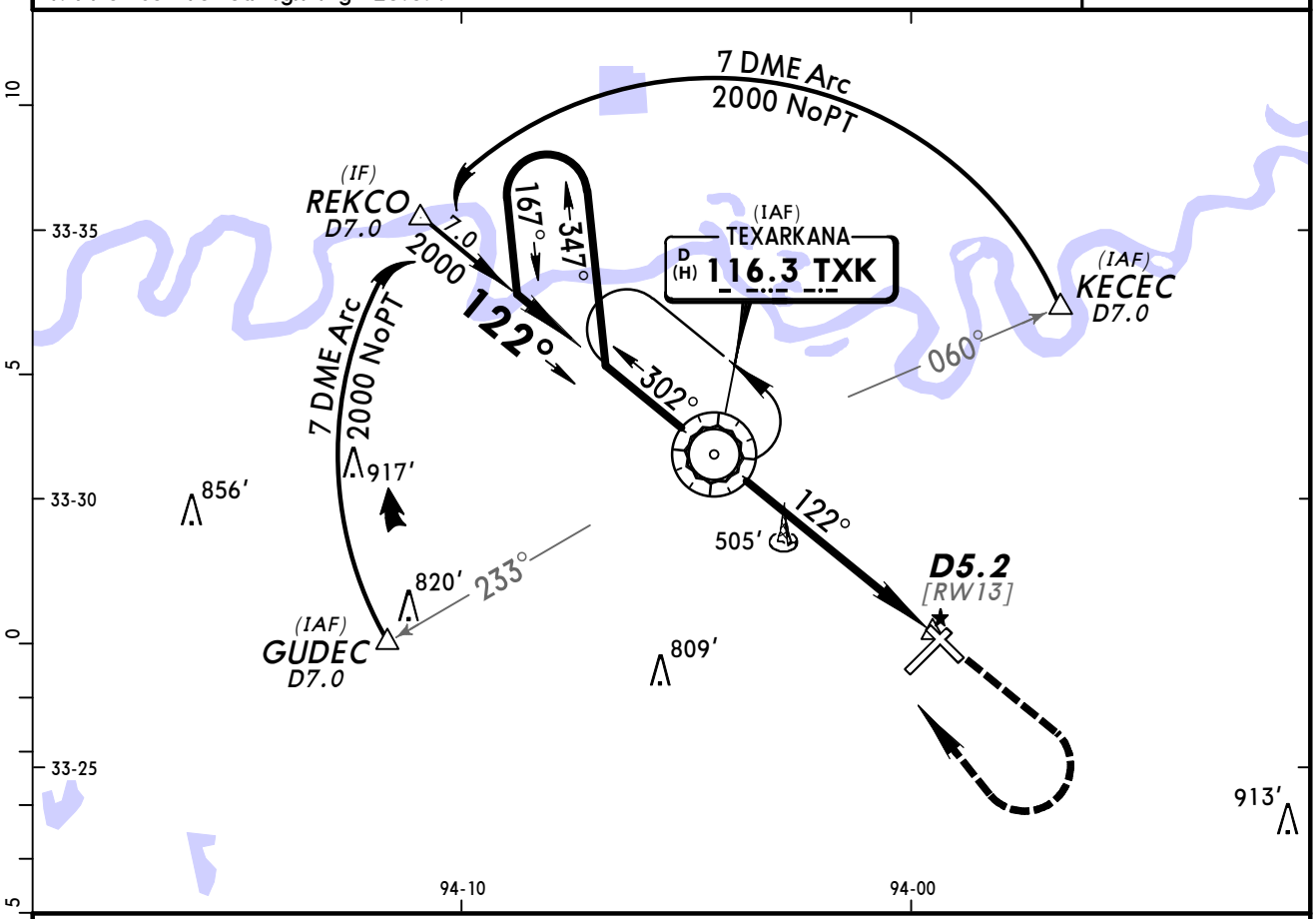
MISSED APCH: Climb to 1500' then climbing RIGHT turn to 2000' direct TXK VOR and hold.

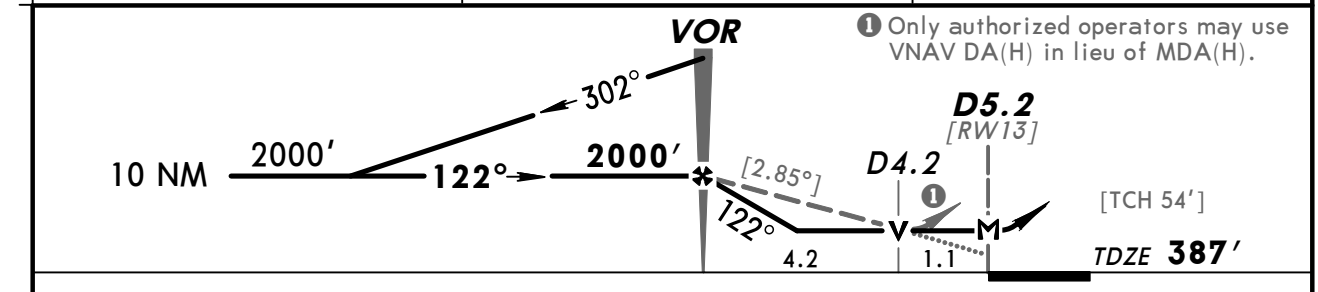
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Helms Sevier Co altimeter setting. 2. VDP not authorized when using Helms Sevier Co altimeter setting.
3. Visibility reduction by helicopters not authorized.
4. Pilot controlled lighting 123.87.

2000'

MSA TXK VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.85°]	353	454	504	605	706	807
MAP at D5.2 or VOR to MAP 5.2	4:27	3:28	3:07	2:36	2:14	1:57

PAPI-L	1500'	2000' RT	D	TXK 116.3

TERPS (AMEND 16A)

STRAIGHT-IN LANDING RWY 13			CIRCLE-TO-LAND		
	MDA(H) 760' (373') With Local Altimeter Setting	MDA(H) 860' (473') With Helms Sevier Co Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Helms Sevier Co Altimeter Setting MDA(H)
A	1	1	90	820'(430')-1	920'(530')-1
B			120	860'(470')-1	960'(570')-1
C		1¼	140	900'(510')-1½	1000'(610')-1¾
D	1¼	1½	165	1000'(610')-2	1100'(710')-2¼

CHANGES: Notes, minimums.

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General Information

Location: Fayetteville/Springdale/ AR USA
IATA Code: XNA
Lat/Long: N36° 16.9' W094° 18.5'
Elevation: 1288 ft

Airport Use: Public
Magnetic Variation: 2.2°E
Sectional Chart: Kansas City

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

Sunrise: 1251 Z
Sunset: 0010 Z,

Runway Information

Runway: 16
Length x Width: 8800 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1287 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 17
Length x Width: 8800 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1288 ft
Lighting: Edge, Pilot controlled

Runway: 34
Length x Width: 8800 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1273 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 35
Length x Width: 8800 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1273 ft
Lighting: Edge, Pilot controlled

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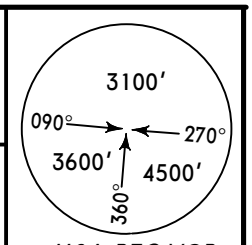
Communication Information

ASOS 119.425
Northwest Arkansas Regl Tower 127.1 CTAF PCL
Northwest Arkansas Regl Ground Control 121.9
Razorback Approach Control 121.0 Initial Contact
Razorback Approach Control 126.6
Razorback Approach TRSA 121.0
Razorback Approach TRSA 128.15
Razorback Departure Control 121.0
Razorback Departure Control 126.6 Military
Northwest Arkansas Regl Unicom 130.05
Jonesboro Flight Service Station 122.55 RCO
Memphis Center 126.1 Remote Communications Air-Ground

*RAZORBACK Departure (R)	MEMPHIS Center (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′ **RADAR required.**
121.0	126.1 when Dep inop.	1287′	



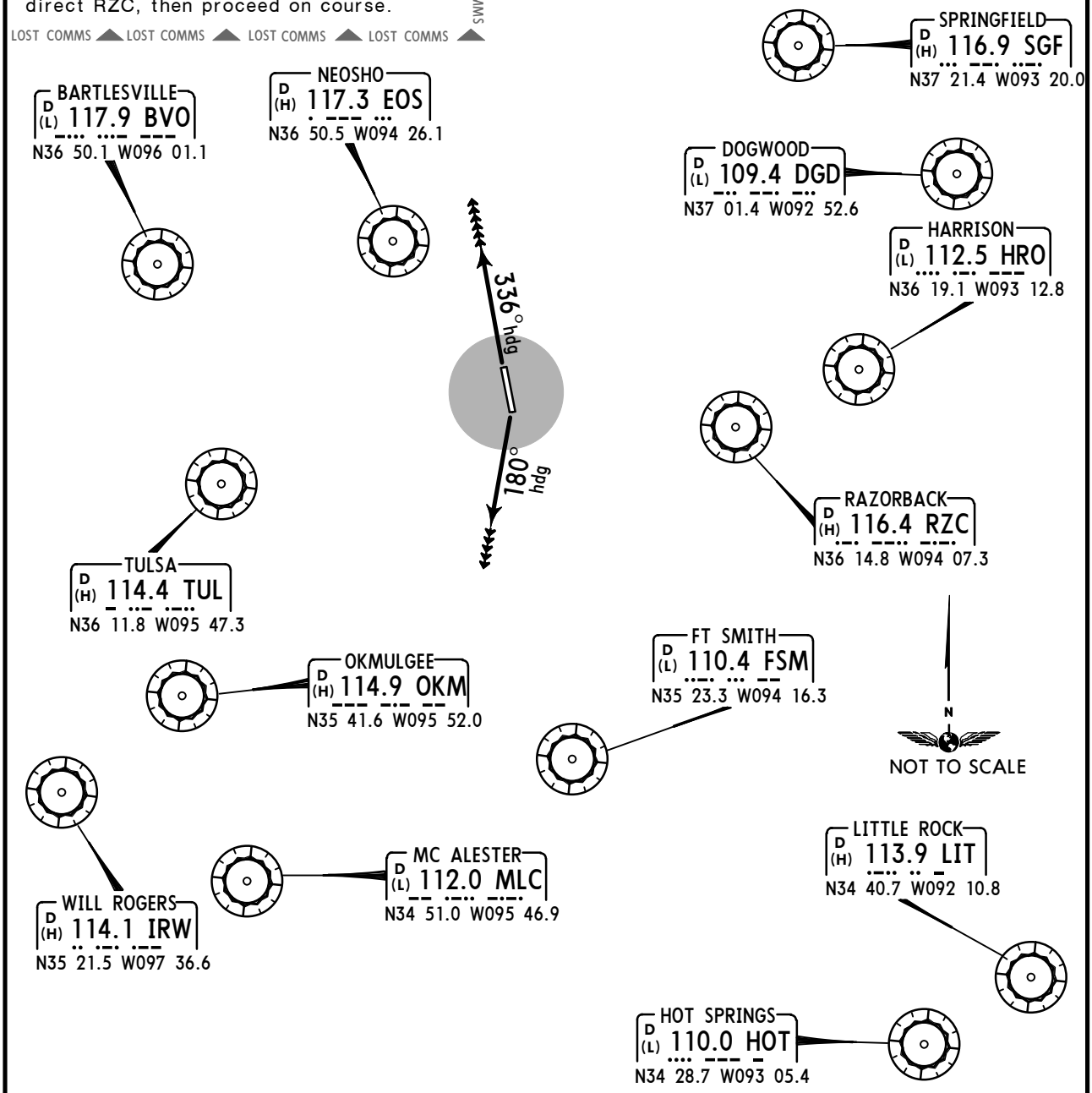
MSA RZC VOR

HIGHFILL FOUR DEPARTURE (HIFIL4.RZC)

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

If communications are not established within 2 minutes after departure, climb and **MAINTAIN 5000′** and proceed direct RZC, then proceed on course.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS



This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 17, 35: Standard (or lower than standard if authorized).

OBSTACLES
Rwy 35: Trees beginning 802′ from DER, 694′ LEFT of centerline, up to 56′ AGL/1356′ MSL.

RWY	INITIAL CLIMB	ALTITUDE
17	Climbing RIGHT turn heading 180°.	Climb and **MAINTAIN 5000′** or other assigned altitude.
35	Climb heading 336°.	

ROUTING

EXPECT RADAR vectors to filed/assigned route. EXPECT filed altitude ten minutes after departure.

CHANGES: Procedure renumbered, revised.

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KXNA/XNA

Apt Elev **1288′**

N36 16.9 W094 18.5

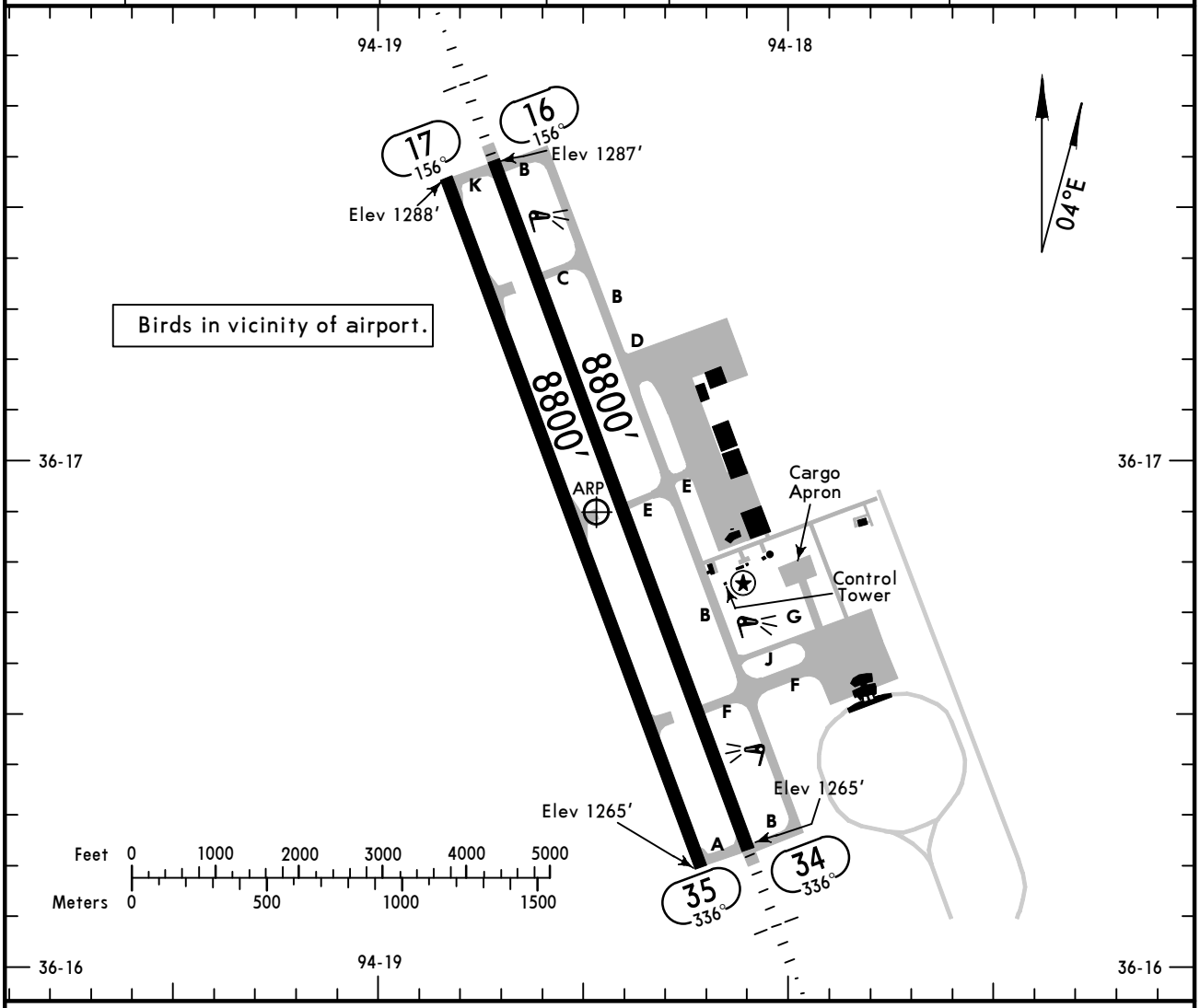
JEPPESEN

8 JUL 11 (20-9)

FAYETTEVILLE/SPRINGDALE/ ROGERS, ARK

NORTHWEST ARKANSAS REGL

ASOS	*NORTHWEST ARKANSAS	*Tower	UNICOM	*RAZORBACK Departure (R)		MEMPHIS Center (R)
	Ground			West	East	
119.42	121.9	CTAF 127.1	122.95	121.0	126.6	126.1 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
16 ❶ 34	❷ HIRL ❷ MALSR PAPI-L (angle 3.0°) RVR				150′
17 35	❷ MIRL PAPI-L		7632′ / 7767′		150′

❶ Rwy grooved. ❷ Activate on 127.1 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwy 16				Rwy 34					Rwys 17, 35		
				With Mim climb of 227′/NM to 1900′							
Both RVRs are are required & controlling	Adequate Vis Ref	STD		Both RVRs are are required & controlling	Adequate Vis Ref	STD		Other	Adequate Vis Ref	STD	
RCLM & HIRL		3 & 4 Eng	1 & 2 Eng	RCLM & HIRL		3 & 4 Eng	1 & 2 Eng			3 & 4 Eng	1 & 2 Eng
TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	500-2 3/4	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

OBSTACLE DP: Rwy 35, Climb heading 336° to 1800′ before turning left.

FOR FILING AS ALTERNATE

	Authorized Only When Local Weather Available			Authorized Only When Local Weather Available and When Twr Operating		
	ILS DME Rwy 16 ILS DME Rwy 34	LOC DME Rwy 16 LOC DME Rwy 34	RNAV (GPS) Rwy 16 RNAV (GPS) Rwy 34	ILS DME Rwy 17 ILS DME Rwy 35	LOC DME Rwy 17 LOC DME Rwy 35	RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35
A B C D	600-2	800-2		600-2	800-2	

AMEND 3

CHANGES: Rwy 17/35 length, Twy A & K idents added, and Twy depictions.

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FAYETTEVILLE/SPRINGDALE/ ROGERS, ARK

NORTHWEST ARKANSAS REGL

ILS or LOC DME Rwy 16

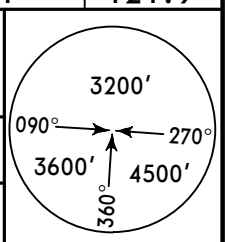
ASOS	*RAZORBACK Approach (R)		MEMPHIS Center (R)		*NORTHWEST ARKANSAS Tower	*Ground
119.42	West 121.0	East 126.6	126.1	when App inop.	CTAF 127.1	121.9

LOC	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 1288'
IXNA 110.55	156°	JADIR 3000' (1713')	1487' (200')	TDZE 1287'

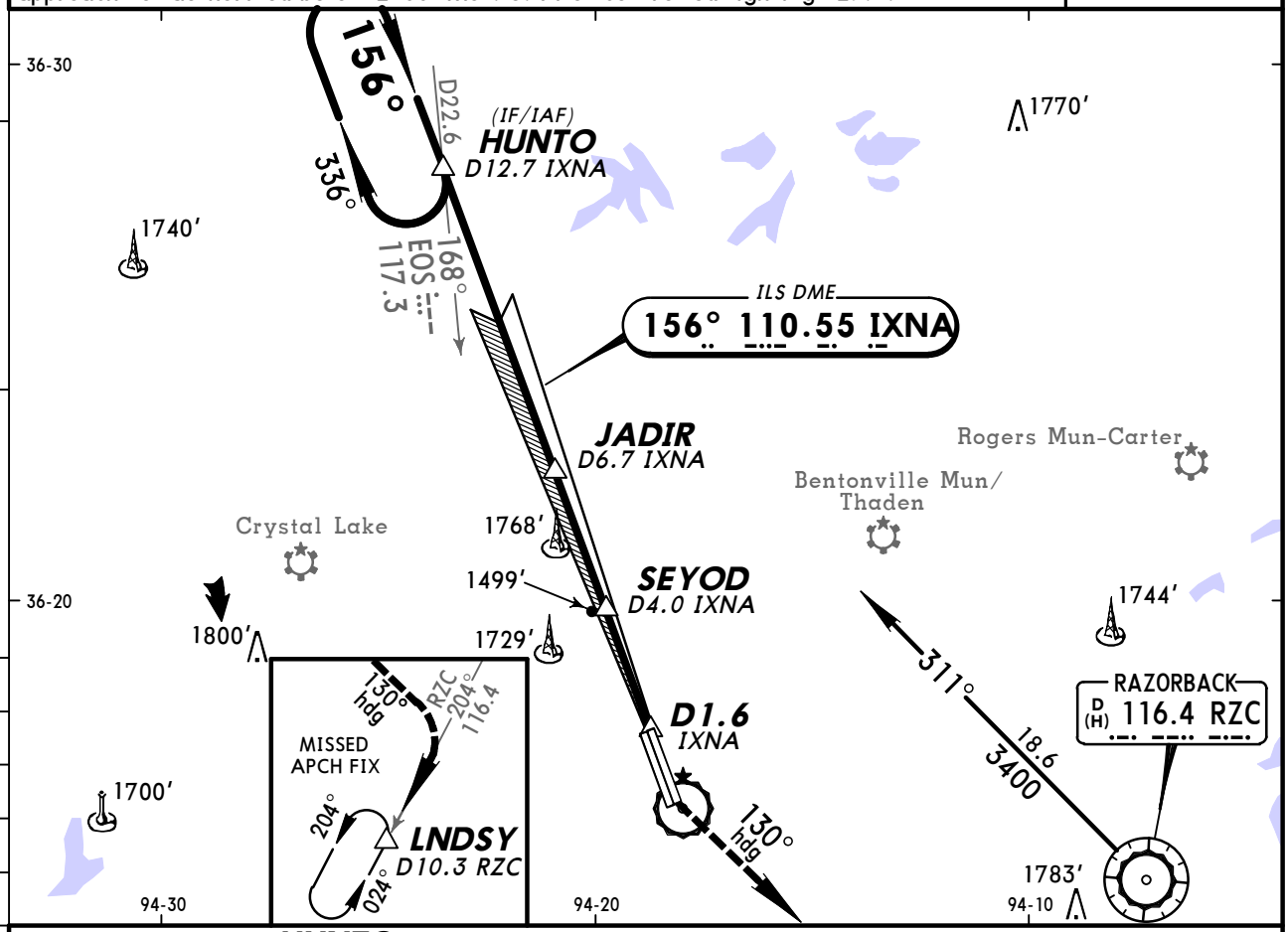
MISSED APCH: Climb to 1800' then climbing LEFT turn to 3400' via heading 130° and outbound on RZC VOR R-204 to LNDSY/D10.3 RZC and hold.

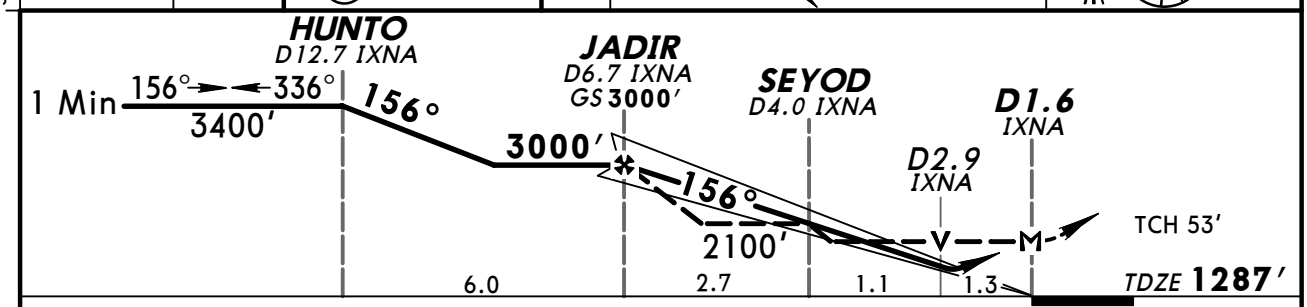
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME required. 2. Use local altimeter setting; if not received, use Smith altimeter setting. 3. VDP not authorized when using Smith altimeter setting. 4. Autopilot coupled approach not authorized below 2100' MSL. 5. Pilot controlled lighting 127.1.



MSA RZC VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.6 IXNA						

MALSR PAPI

1800' | 3400' LT via 130° hdg and RZC 116.4 R-204

STRAIGHT-IN LANDING RWY16

	1 ILS DA(H) 1487'(200') FULL	1 ILS DA(H) 1487'(200') RAIL or ALS out	2 LOC (GS out) MDA(H) 1760'(473')	2 LOC (GS out) MDA(H) 1760'(473') RAIL out	2 LOC (GS out) MDA(H) 1760'(473') ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C			RVR 40 or ¾	RVR 60 or 1¼	
D			RVR 50 or 1	1½	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Smith Altimeter Setting MDA(H)
90	1760'(472')-1	1800'(512')-1
120		
140	1760'(472')-1½	1800'(512')-1½
165	1840'(552')-2	1880'(592')-2

1 DA(H) 1525' (238') with Smith altimeter setting.
2 MDA(H) 1800' (513') with Smith altimeter setting.

TERPS AMEND 2A 16 DEC 2010

CHANGES: Approach alignment, autopilot note.

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KXNA/XNA

JEPPESEN

5 AUG 11 (21-2)

FAYETTEVILLE/SPRINGDALE/ ROGERS, ARK

NORTHWEST ARKANSAS REGL

ILS or LOC DME Rwy 17

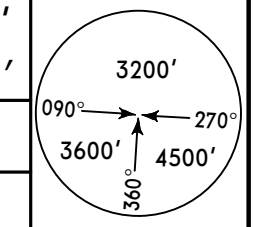
ASOS	*RAZORBACK Approach (R)		MEMPHIS Center (R)	*NORTHWEST ARKANSAS Tower	*Ground
119.42	West 121.0	East 126.6	126.1 when App inop.	CTAF 127.1	121.9

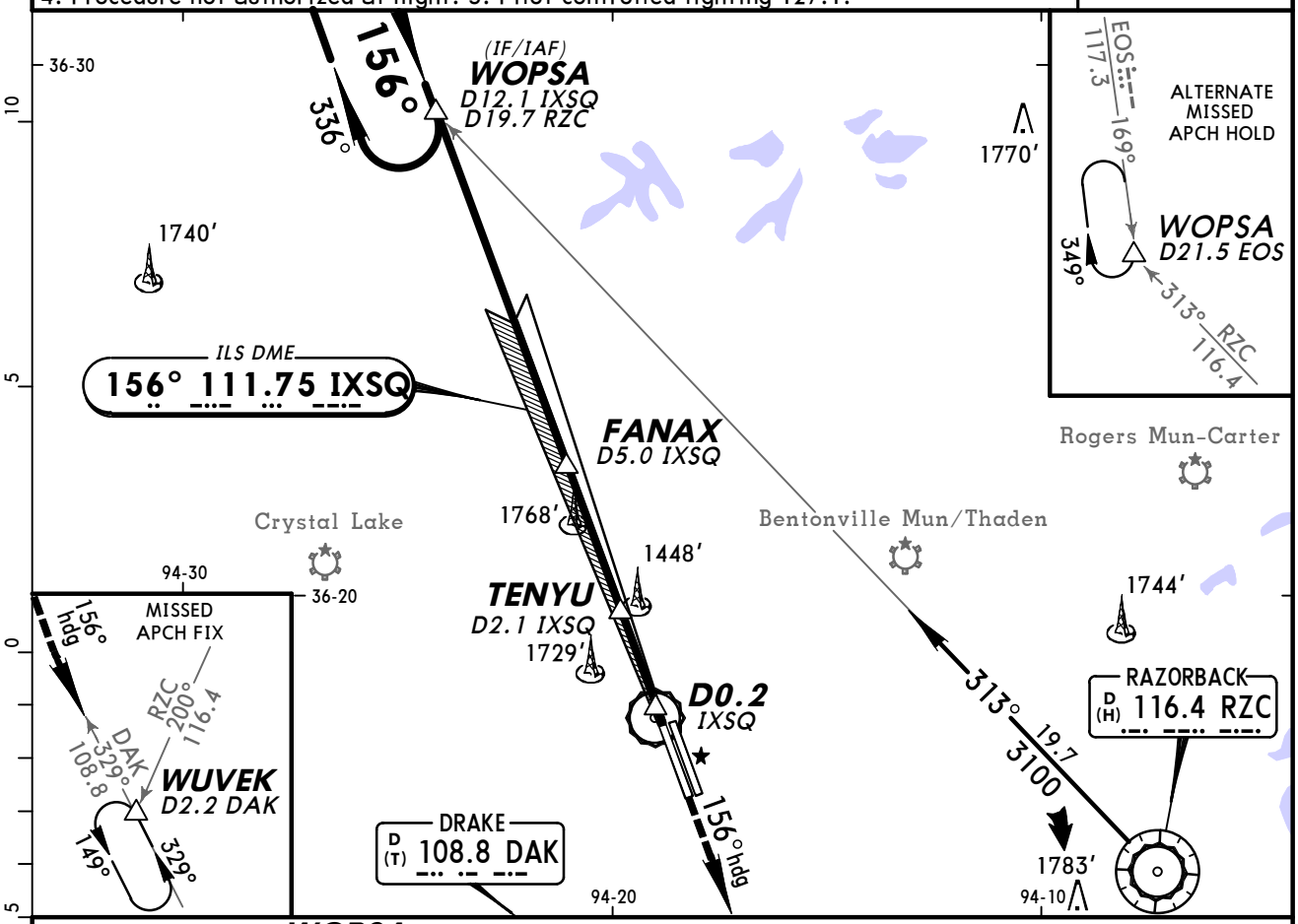
LOC	Final	GS	ILS DA(H)	
IXSQ	Apch Crs	FANAX	(CONDITIONAL)	Apt Elev 1288′
111.75	156°	3000′ (1712′)	1488′ (200′)	Rwy 17 1288′

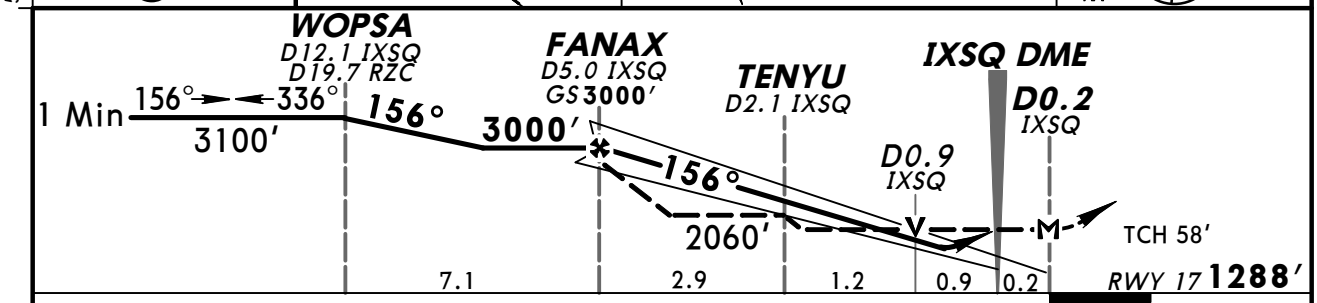
MISSED APCH: Climb to 3700′ on heading 156° and inbound on DAK VOR R-329 to WUVEK INT/D2.2 DAK and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME required. 2. Use local altimeter setting; if not received, use Bentonville altimeter setting. 3. VDP not authorized when using Bentonville altimeter setting. 4. Procedure not authorized at night. 5. Pilot controlled lighting 127.1.







Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.2 IXSQ						

PAPI-L

3700′ ↑ on 156° hdg and DAK 108.8 R-329 WUVEK

1 STRAIGHT-IN LANDING RWY 17

	2 ILS DA(H) 1488′(200′)	3 LOC (GS out) MDA(H) 1700′(412′)
A	3/4	1
B		
C		1 1/8
D		

1 CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Bentonville Altimeter Setting MDA(H)
90	1740′(452′)-1	1760′(472′)-1
120		
140	1740′(452′)-1 1/2	1760′(472′)-1 1/2
165	1840′(552′)-2	1860′(572′)-2

1 Procedure not authorized at night.
2 DA(H) 1503′ (215′) with Bentonville altimeter setting.
3 MDA(H) 1720′ (432′) CAT C&D: V 1 1/4, with Bentonville altimeter setting.

BRIEFING STRIP ™

TERPS AMEND 0 5 MAY 2011

CHANGES: None.

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KXNA/XNA

JEPPESEN

5 AUG 11 (21-3)

FAYETTEVILLE/SPRINGDALE/ ROGERS, ARK

NORTHWEST ARKANSAS REGL

ILS or LOC DME Rwy 34

ASOS	*RAZORBACK Approach (R)		MEMPHIS Center (R)	*NORTHWEST ARKANSAS Tower	*Ground
119.42	West 121.0	East 126.6	126.1 when App inop.	CTAF 127.1	121.9

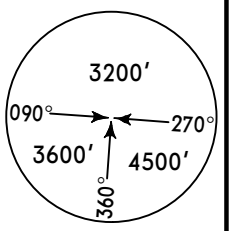
BRIEFING STRIP™

LOC IFBS	Final Apch Crs	GS ROGEY	ILS DA(H) (CONDITIONAL)	Apt Elev 1288′
110.55	336°	3000′(1727′)	1473′(200′)	TDZE 1273′

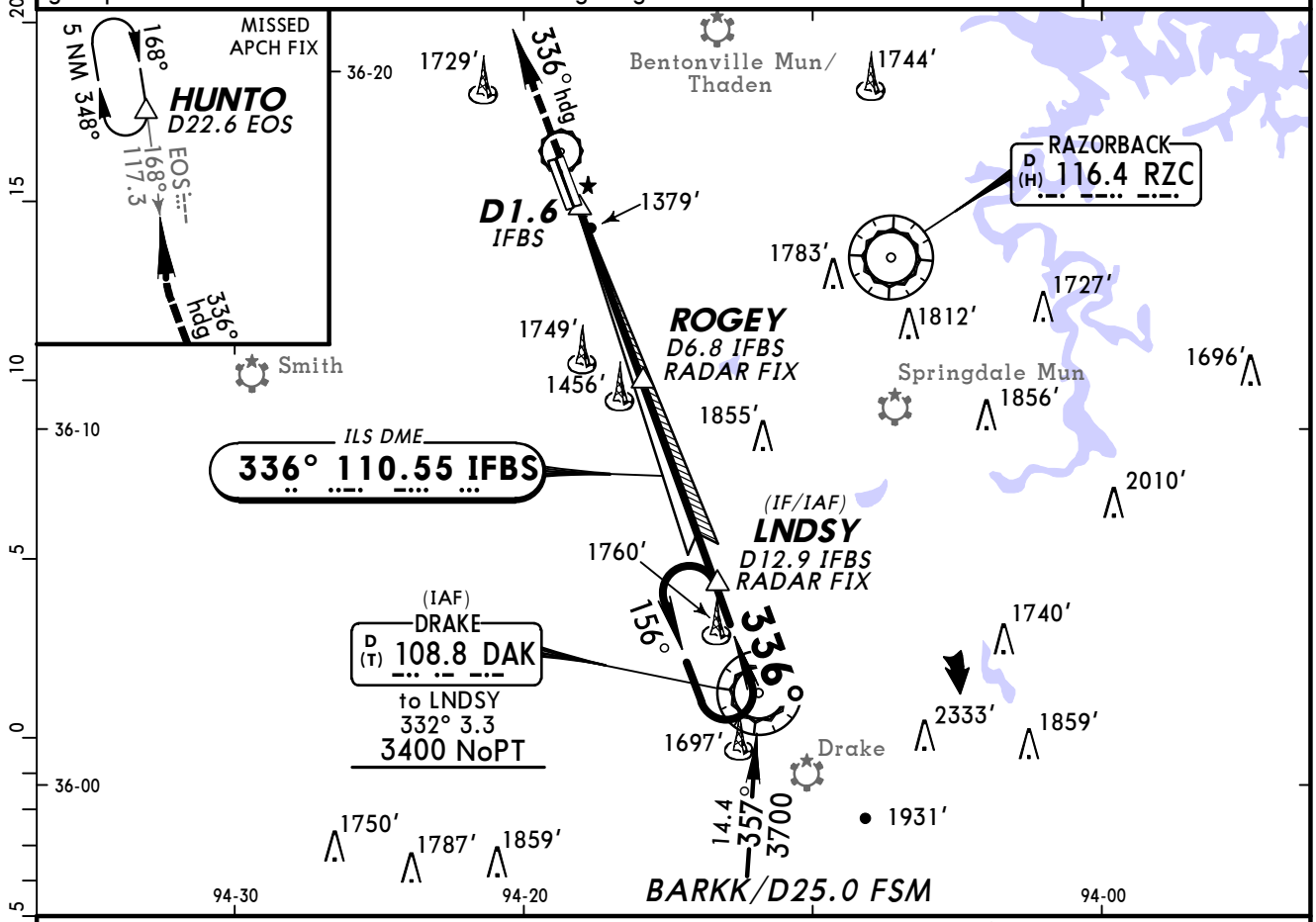
MISSED APCH: Climb to 3400′ via heading 336° and inbound on EOS VOR R-168 to HUNTO INT/D22.6 EOS and hold.

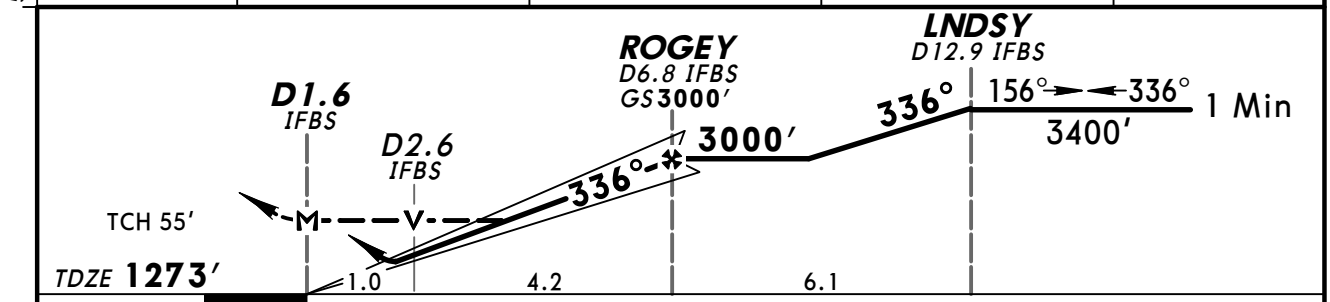
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME required. 2. Use local altimeter setting; if not received, use Smith altimeter setting. 3. VDP not authorized when using Smith altimeter setting. 4. VGSI and ILS glidepath not coincident. 5. Pilot controlled lighting 127.1.



MSA RZC VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.6 IFBS						

MALSR PAPI 3400′ via 336° hdg and EOS 117.3 R-168 HUNTO

STRAIGHT-IN LANDING RWY34						CIRCLE-TO-LAND		
1 ILS DA(H) 1473′(200′)			3 LOC (GS out) MDA(H) 1640′(367′)				With Local Altimeter Setting	With Smith Altimeter Setting
	FULL	RAIL or ALS out		RAIL out	ALS out	Max Kts.	MDA(H)	MDA(H)
A	2 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	1720′(432′)-1	1760′(472′)-1
B						120	1740′(452′)-1	1780′(492′)-1
C						140	1740′(452′)-1 1/2	1780′(492′)-1 1/2
D			RVR 40 or 3/4	RVR 60 or 1 1/4		165	1840′(552′)-2	1880′(592′)-2

AMEND 2

TERPS

1 DA(H) 1513′ (240′) with Smith altimeter setting.
2 With Local Altimeter Setting: RVR 18 with Flight Director or Autopilot or HUD to DA.
3 MDA(H) 1680′ (407′): CAT C Vis 3/4 mile with Smith altimeter setting.

CHANGES: Approach alignment.

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KXNA/XNA

JEPPESEN

5 AUG 11 (21-4)

NORTHWEST ARKANSAS REGL

FAYETTEVILLE/SPRINGDALE/ ROGERS, ARK

ILS or LOC DME Rwy 35

ASOS	*RAZORBACK Approach (R)		MEMPHIS Center (R)	*NORTHWEST ARKANSAS Tower	*Ground
119.42	West 121.0	East 126.6	126.1 when App inop.	CTAF 127.1	121.9

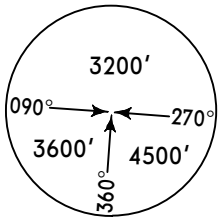
BRIEFING STRIP ™

LOC	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	
IXGH 111.75	336°	HEXET 3000′(1735′)	1465′(200′)	Apt Elev 1288′ Rwy 35 1265′

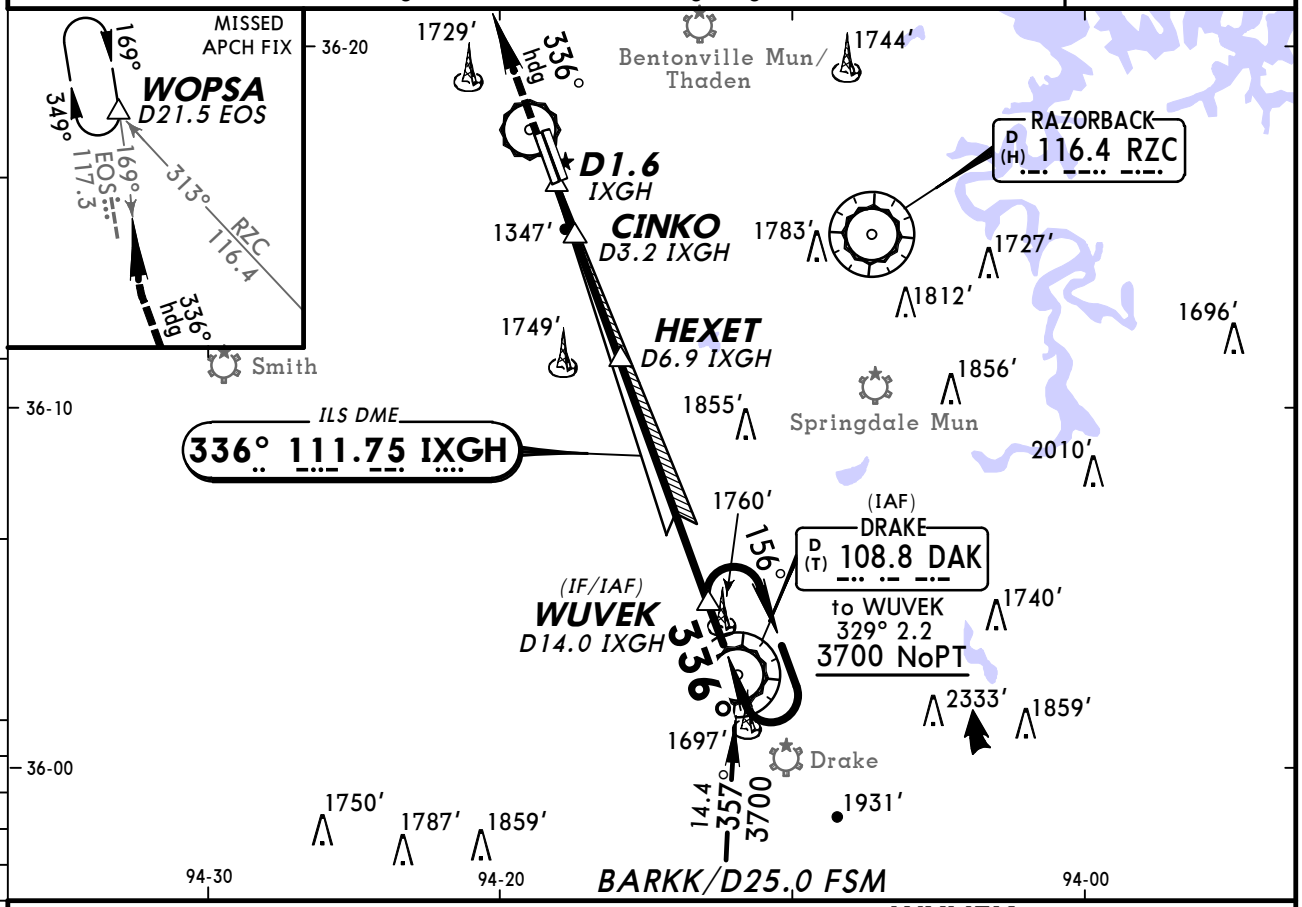
MISSED APCH: Climb to 3100′ on heading 336° and inbound on EOS VOR R-169 to WOPSA/D21.5 EOS and hold, or as directed by ATC.

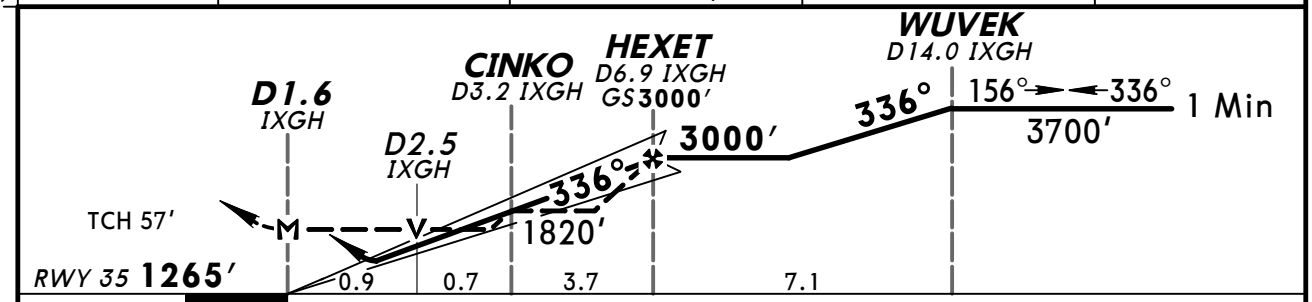
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME required. 2. Use local altimeter setting; if not received, use Bentonville altimeter setting. 3. VDP not authorized when using Bentonville altimeter setting. 4. Procedure not authorized at night. 5. Pilot controlled lighting 127.1.



MSA RZC VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.6 IXGH						

PAPI-L | 3100′ ↑ on 336° hdg and EOS 117.3 R-169 | WOPSA

1 STRAIGHT-IN LANDING RWY35

	2 ILS DA(H) 1465′(200′)	**3** LOC (GS out) MDA(H) 1600′(335′)
A	3/4	1
B		
C		
D		

1 CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Bentonville Altimeter Setting MDA(H)
90	1740′(452′)-1	1760′(472′)-1
120		
140	1740′(452′)-1½	1760′(472′)-1½
165	1840′(552′)-2	1860′(572′)-2

1 Procedure not authorized at night.
2 DA(H) 1480′ (215′) with Bentonville altimeter setting.
3 MDA(H) 1620′ (355′) with Bentonville altimeter setting.

TERPS AMEND 0 5 MAY 2011

CHANGES: None.

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KXNA/XNA

JEPPESEN

5 AUG 11 (22-1)

FAYETTEVILLE/SPRINGDALE/ ROGERS, ARK

NORTHWEST ARKANSAS REGL

RNAV (GPS) Rwy 16

ASOS	*RAZORBACK Approach (R)	MEMPHIS Center (R)	*NORTHWEST ARKANSAS Tower	*Ground
119.42	West 121.0 East 126.6	126.1 when App inop.	CTAF 127.1	121.9

BRIEFING STRIP™

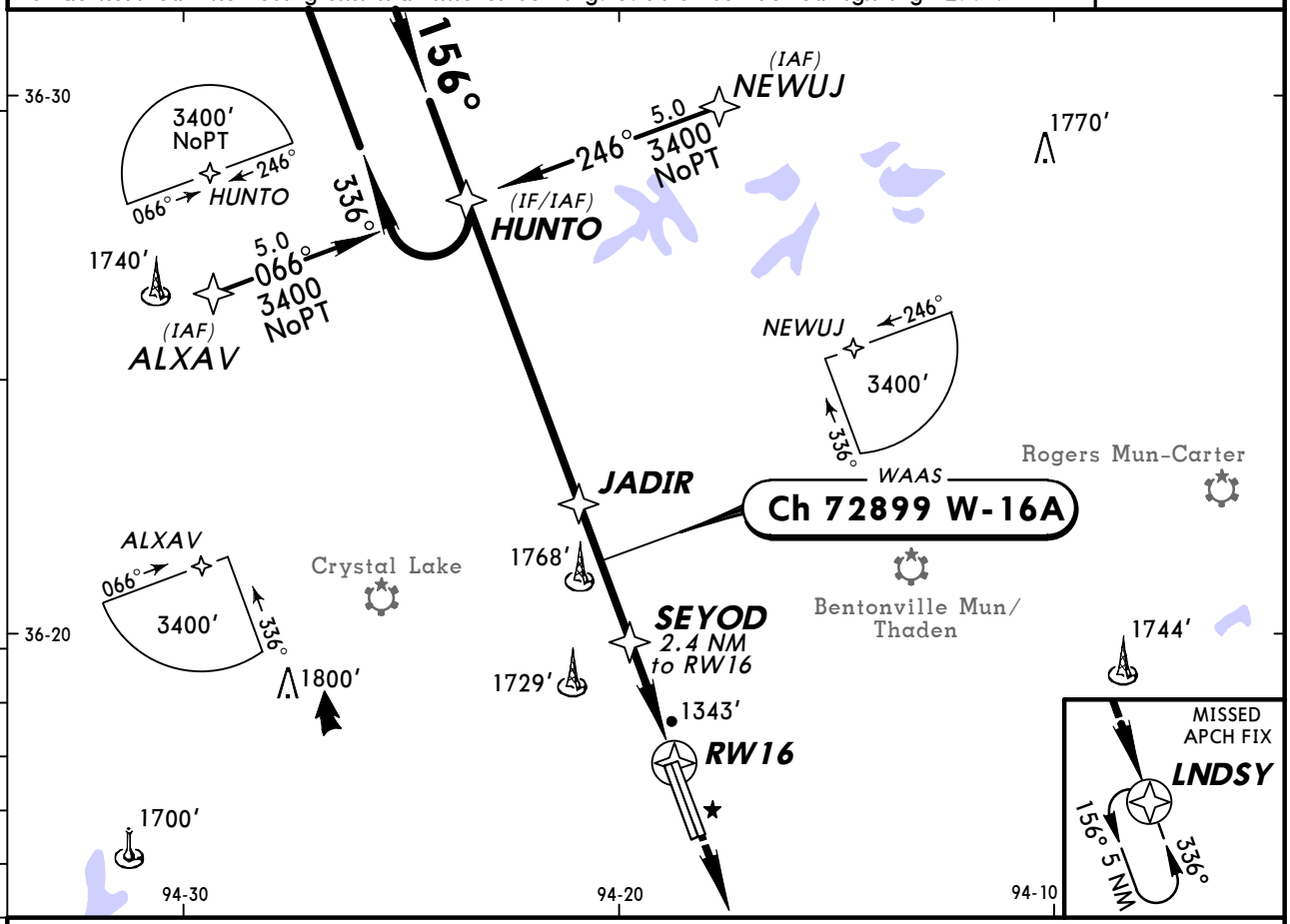
WAAS	Final Apch Crs	Minimum Alt JADIR	LPV DA(H) (CONDITIONAL)	Apt Elev 1288'
Ch 72899 W-16A	156°	3000' (1713')	1537' (250')	TDZE 1287'

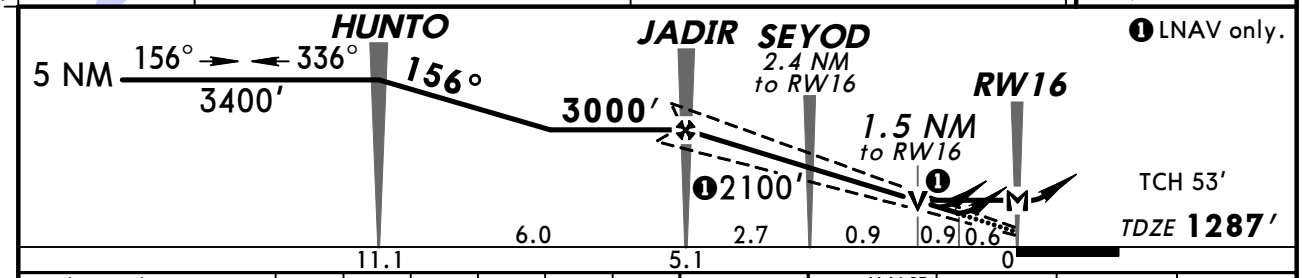
MISSED APCH: Climb to 3400' direct LNDSY and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Smith altimeter setting.
2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 3. DME/DME RNP-0.30 not authorized. 4. Baro-VNAV and VDP not authorized when using Smith altimeter setting. 5. Pilot controlled lighting 127.1.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW16						

MALSR PAPI 3400' D LNDSY

STRAIGHT-IN LANDING RWY 16

	❶ LPV DA(H) 1537' (250')		❷ LNAV/VNAV DA(H) 1693' (406')		❸ LNAV MDA(H) 1800' (513')		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1½	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 50 or 1	1½	
D					RVR 60 or 1¼	1¾	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Smith Altimeter Setting MDA(H)
90	1800' (512')-1	1840' (552')-1
120		
140	1800' (512')-1½	1840' (552')-1½
165	1840' (552')-2	1880' (592')-2

❶ DA(H) 1575' (288') with Smith altimeter setting.
❷ DA(H) 1731' (444') with Smith altimeter setting.
❸ MDA(H) 1840' (553') with Smith altimeter setting.

TERPS AMEND 2

CHANGES: Approach alignment.

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KXNA/XNA

JEPPESEN

5 AUG 11 (22-2)

FAYETTEVILLE/SPRINGDALE/ ROGERS, ARK

NORTHWEST ARKANSAS REGL

RNAV (GPS) Rwy 17

ASOS	*RAZORBACK Approach (R)	MEMPHIS Center (R)	*NORTHWEST ARKANSAS Tower	*Ground
119.42	West 121.0 East 126.6	126.1 when App inop.	CTAF 127.1	121.9

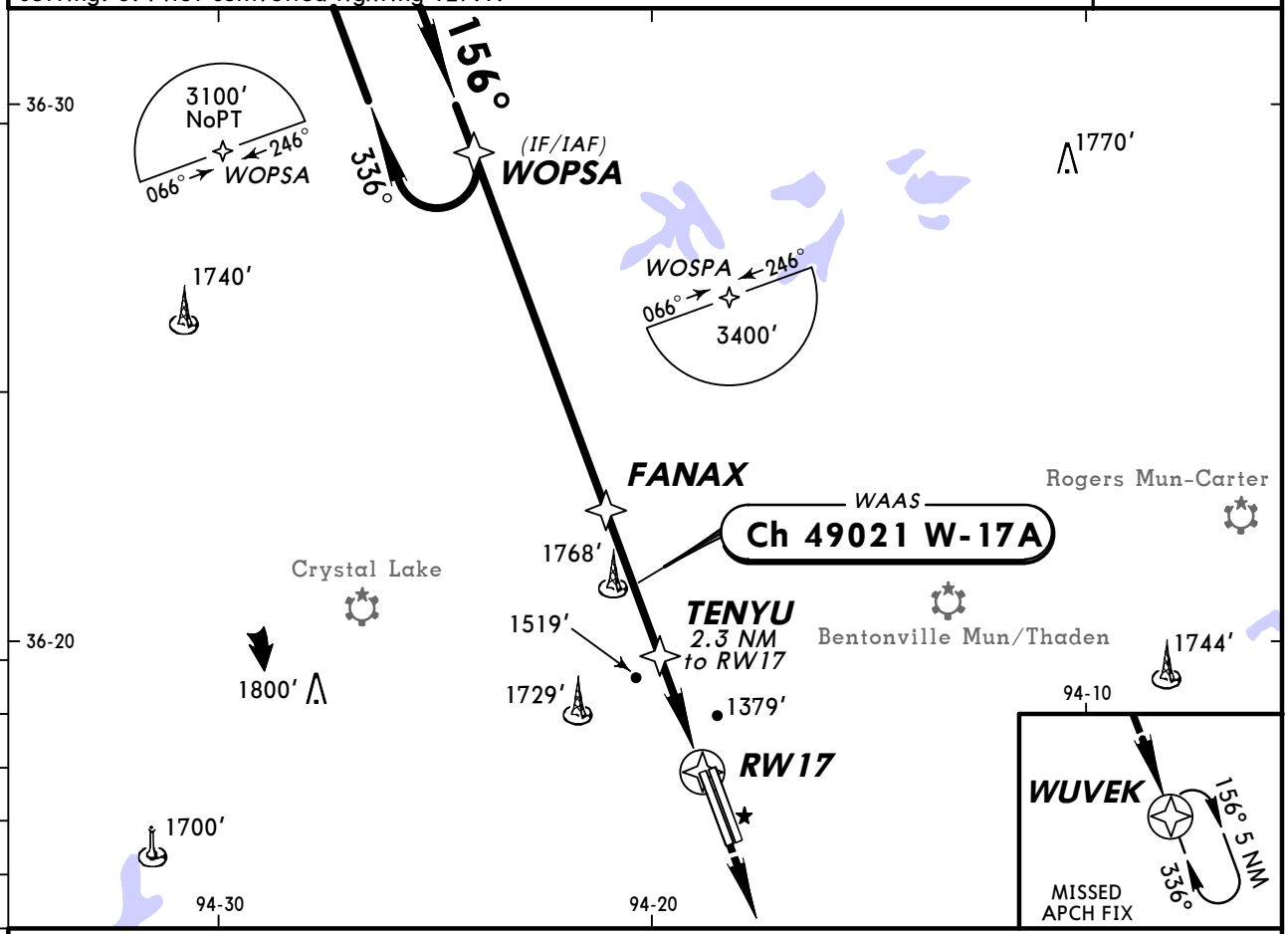
WAAS	Final Apch Crs	Minimum Alt FANAX	LPV DA(H) (CONDITIONAL)	Apt Elev 1288′
Ch 49021 W-17A	156°	3000′ (1712′)	1488′ (200′)	Rwy 17 1288′

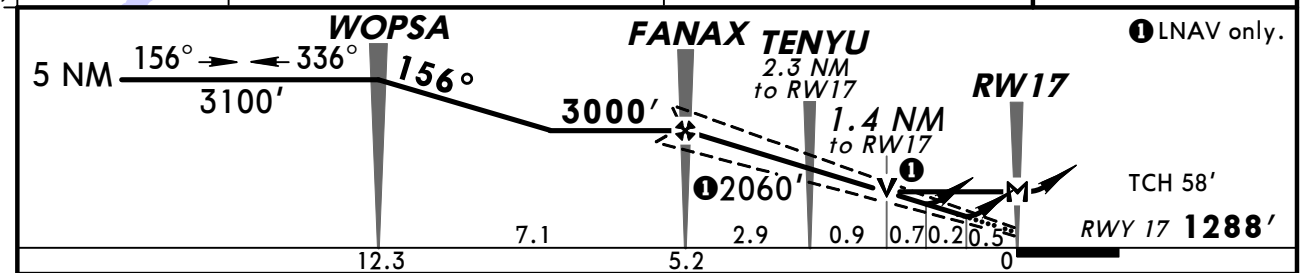
MISSED APCH: Climb to 3700′ direct WUVEK and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Bentonville altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 35°C (95°F). 3. Procedure not authorized at night. 4. DME/DME RNP-0.30 not authorized. 5. Baro-VNAV and VDP not authorized when using Bentonville altimeter setting. 6. Pilot controlled lighting 127.1.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW17						

PAPI-L | 3700′ | D | WUVEK

1 STRAIGHT-IN LANDING RWY 17

	2 LPV DA(H) 1488′ (200′)	3 LNAV/VNAV DA(H) 1560′ (272′)	4 LNAV MDA(H) 1780′ (492′)
A	3/4	7/8	1
B			
C			1 3/8
D			

1 CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Bentonville Altimeter Setting MDA(H)
90	1780′ (492′)-1	1800′ (512′)-1
120		
140	1780′ (492′)-1 1/2	1800′ (512′)-1 1/2
165	1840′ (552′)-2	1860′ (572′)-2

1 Procedure not authorized at night.
2 DA(H) 1503′ (215′) with Bentonville altimeter setting.
3 DA(H) 1575′ (287′) with Bentonville altimeter setting.
4 MDA(H) 1800′ (512′) with Bentonville altimeter setting.

BRIEFING STRIP™

TERPS AMEND 0 5 MAY 2011

CHANGES: None.

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KXNA/XNA

JEPPESEN

5 AUG 11 (22-3)

FAYETTEVILLE/SPRINGDALE/ ROGERS, ARK

NORTHWEST ARKANSAS REGL

RNAV (GPS) Rwy 34

ASOS	*RAZORBACK Approach (R)	MEMPHIS Center (R)	*NORTHWEST ARKANSAS Tower	*Ground
119.42	West 121.0 East 126.6	126.1 when App inop.	CTAF 127.1	121.9

BRIEFING STRIP™

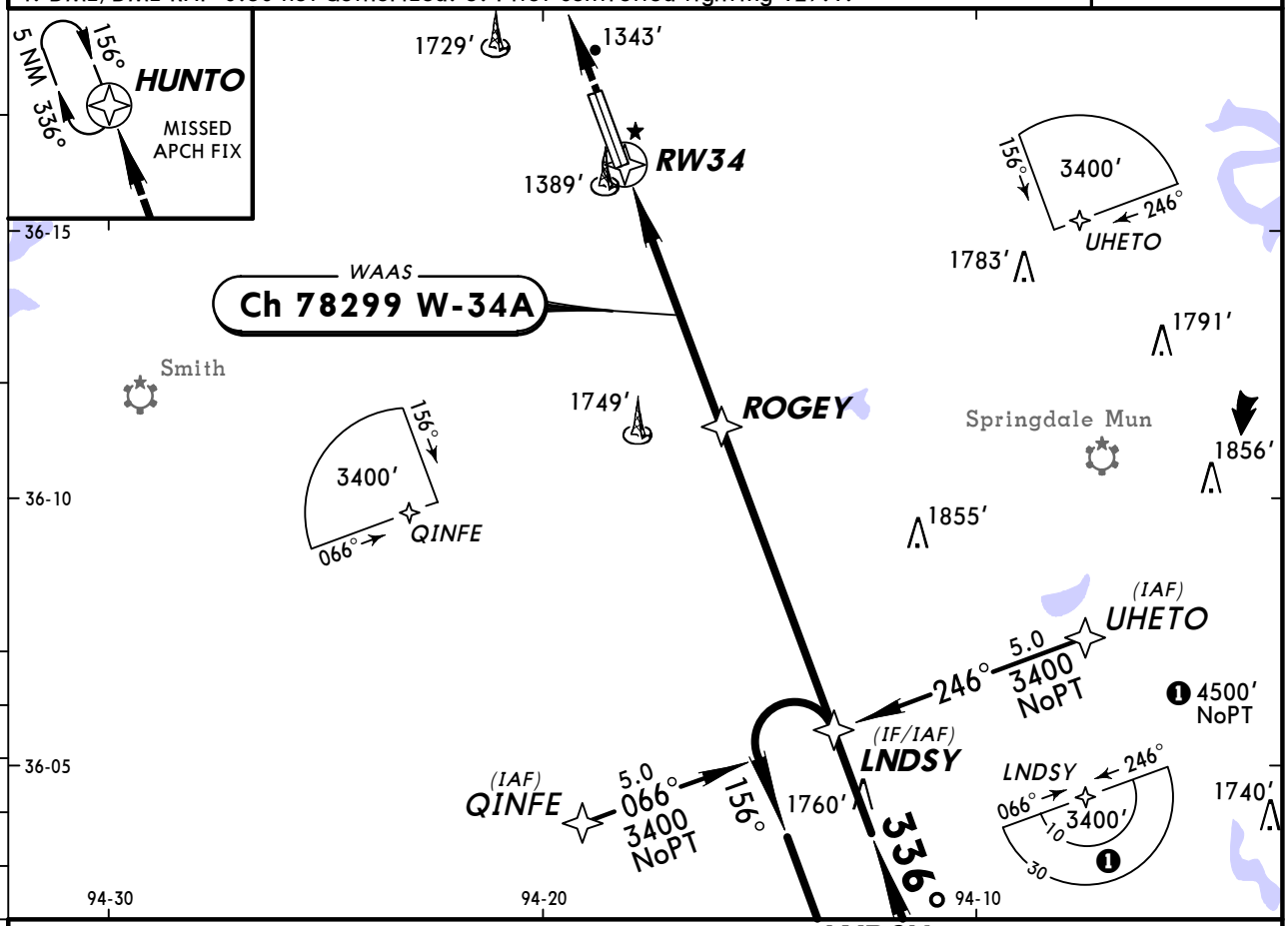
WAAS	Final Apch Crs	Minimum Alt ROGEY	LPV DA(H) (CONDITIONAL)	Apt Elev 1288′
Ch 78299 W-34A	336°	3000′ (1727′)	1523′ (250′)	TDZE 1273′

MISSED APCH: Climb to 3400′ direct HUNTO and hold.

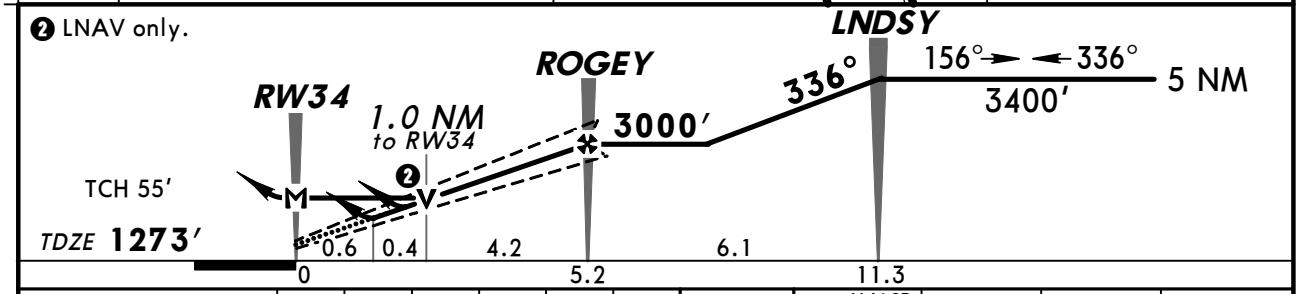
TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Smith altimeter setting. 2. VDP and Baro-VNAV not authorized when using Smith altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (115°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 127.1.



❷ LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW34						

MALSR PAPI 3400′ HUNTO

STRAIGHT-IN LANDING RWY 34

	1 LPV DA(H) 1523′ (250′)		2 LNAV/VNAV DA(H) 1639′ (366′)		3 LNAV MDA(H) 1640′ (367′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾	RVR 60 or 1¼	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C							
D					RVR 50 or 1	RVR 60 or 1¼	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Smith Altimeter Setting MDA(H)
90	1720′ (432′)-1¼	1760′ (472′)-1¼
120	1740′ (452′)-1¼	1780′ (492′)-1¼
140	1740′ (452′)-1½	1780′ (492′)-1½
165	1840′ (552′)-2	1880′ (592′)-2

AMEND 1

TERPS

1 DA(H) 1563′ (290′) with Smith altimeter setting.
2 DA(H) 1679′ (406′) with Smith altimeter setting.
3 MDA(H) 1680′ (407′) with Smith altimeter setting.

CHANGES: Approach alignment.

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KXNA/XNA

JEPPESEN

5 AUG 11 (22-4)

FAYETTEVILLE/SPRINGDALE/ ROGERS, ARK

NORTHWEST ARKANSAS REGL

RNAV (GPS) Rwy 35

ASOS	*RAZORBACK Approach (R)	MEMPHIS Center (R)	*NORTHWEST ARKANSAS Tower	*Ground
119.42	West 121.0 East 126.6	126.1 when App inop.	CTAF 127.1	121.9

WAAS	Final Apch Crs	Minimum Alt HEXET	LPV DA(H) (CONDITIONAL)	Apt Elev 1288′
Ch 69421 W-35A	336°	3000′ (1735′)	1465′ (200′)	Rwy 35 1265′

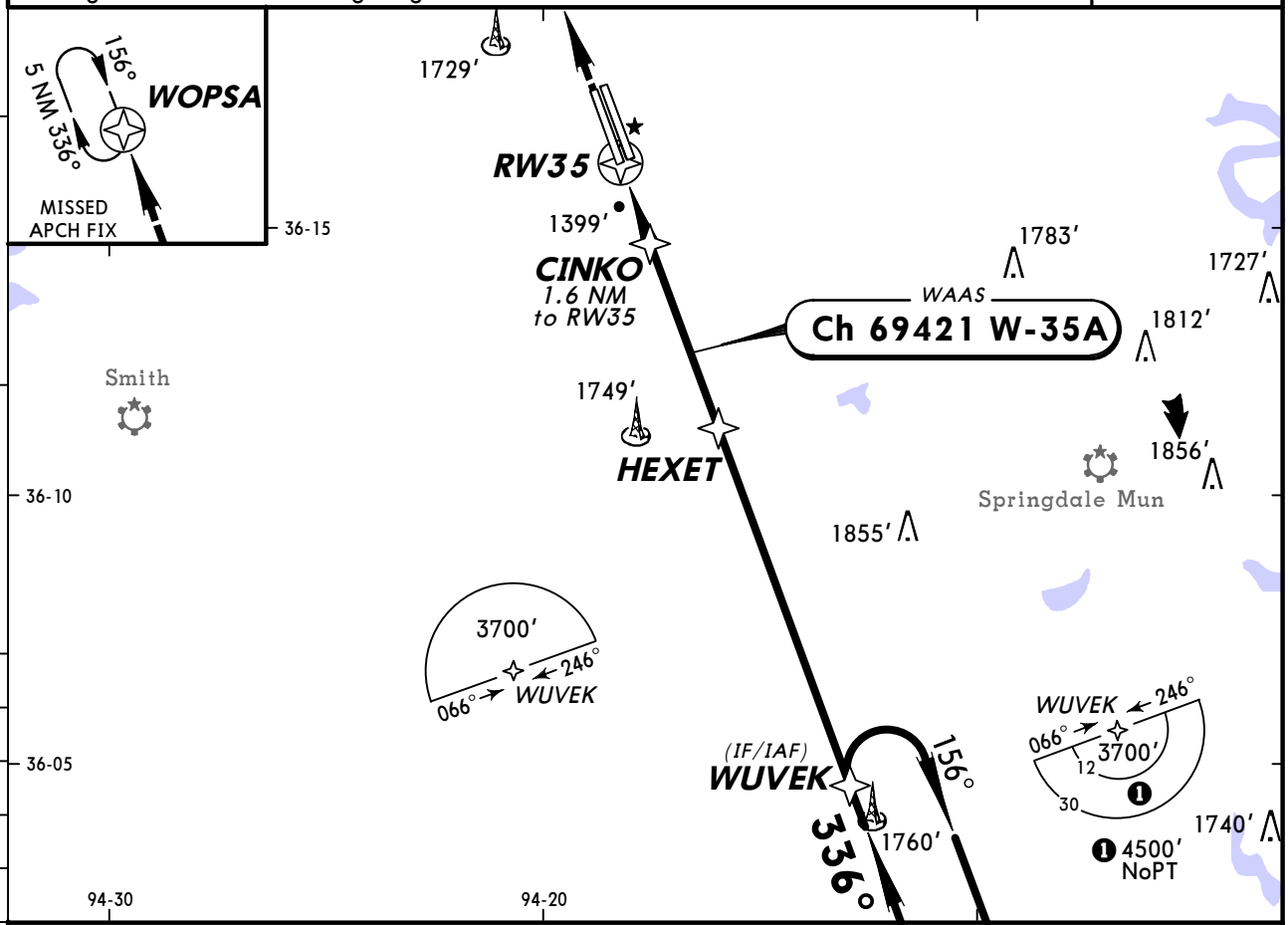
MISSED APCH: Climb to 3100′ direct WOPSA and hold.

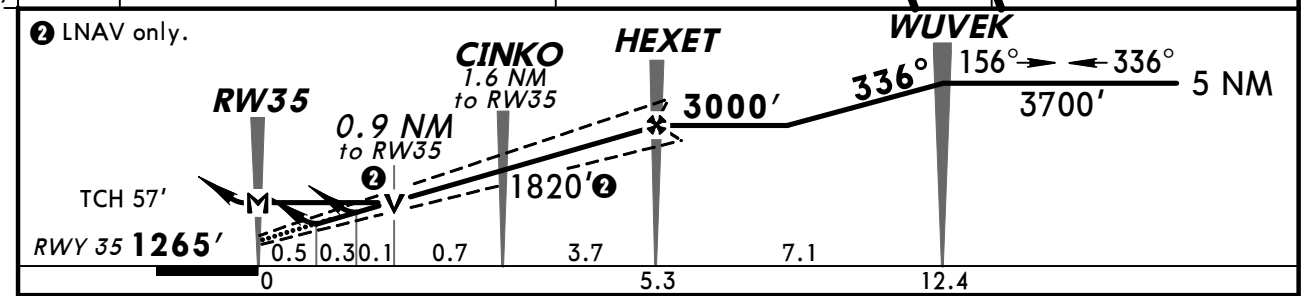
TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Bentonville altimeter setting.
2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 35°C (95°F). 3. Procedure not authorized at night. 4. DME/DME RNP-0.30 not authorized. 5. Baro-VNAV and VDP not authorized when using Bentonville altimeter setting. 6. Pilot controlled lighting 127.1.

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW35						

PAPI-L | 3100′ | D | WOPSA

1 STRAIGHT-IN LANDING RWY 35

	2 LPV DA(H) 1465′ (200′)	3 LNAV/VNAV DA(H) 1580′ (315′)	4 LNAV MDA(H) 1660′ (395′)
A	3/4	1	1
B			
C			1 1/8
D			

1 CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Bentonville Altimeter Setting MDA(H)
90	1740′ (452′)-1	1760′ (472′)-1
120		
140	1740′ (452′)-1 1/2	1760′ (472′)-1 1/2
165	1840′ (552′)-2	1860′ (572′)-2

1 Procedure not authorized at night.
2 DA(H) 1480′ (215′) with Bentonville altimeter setting.
3 DA(H) 1595′ (330′) with Bentonville altimeter setting.
4 MDA(H) 1680′ (415′) with Bentonville altimeter setting.

TERPS AMEND 0 5 MAY 2011

CHANGES: None.

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Chart changes since cycle 03-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

BLYTHEVILLE, AR (ARKANSAS INTL - KBYH)

CAMDEN, AR (HARRELL - KCDH)

EL DORADO, AR (SOUTH ARKANSAS REGL AT GOODWIN - KELD)

FT SMITH, AR (FT SMITH REGL - KFSM)

HOT SPRINGS, AR (MEMORIAL - KHOT)

LITTLE ROCK, AR (ADAMS - KLIT)

JACKSONVILLE, AR (LITTLE ROCK AFB - KLRF)

TEXARKANA, AR (TEXARKANA REGL-WEBB - KTXK)

FAYETTEVILLE/SPRINGDALE/, AR (NORTHWEST ARKANSAS REGL - KXNA)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KBYH

No Chart Change Notices for Airport KCDH

No Chart Change Notices for Airport KELD

No Chart Change Notices for Airport KFSM

No Chart Change Notices for Airport KHOT

No Chart Change Notices for Airport KLIT

No Chart Change Notices for Airport KLRF

No Chart Change Notices for Airport KTXK

No Chart Change Notices for Airport KXNA