

KLIT/LIT

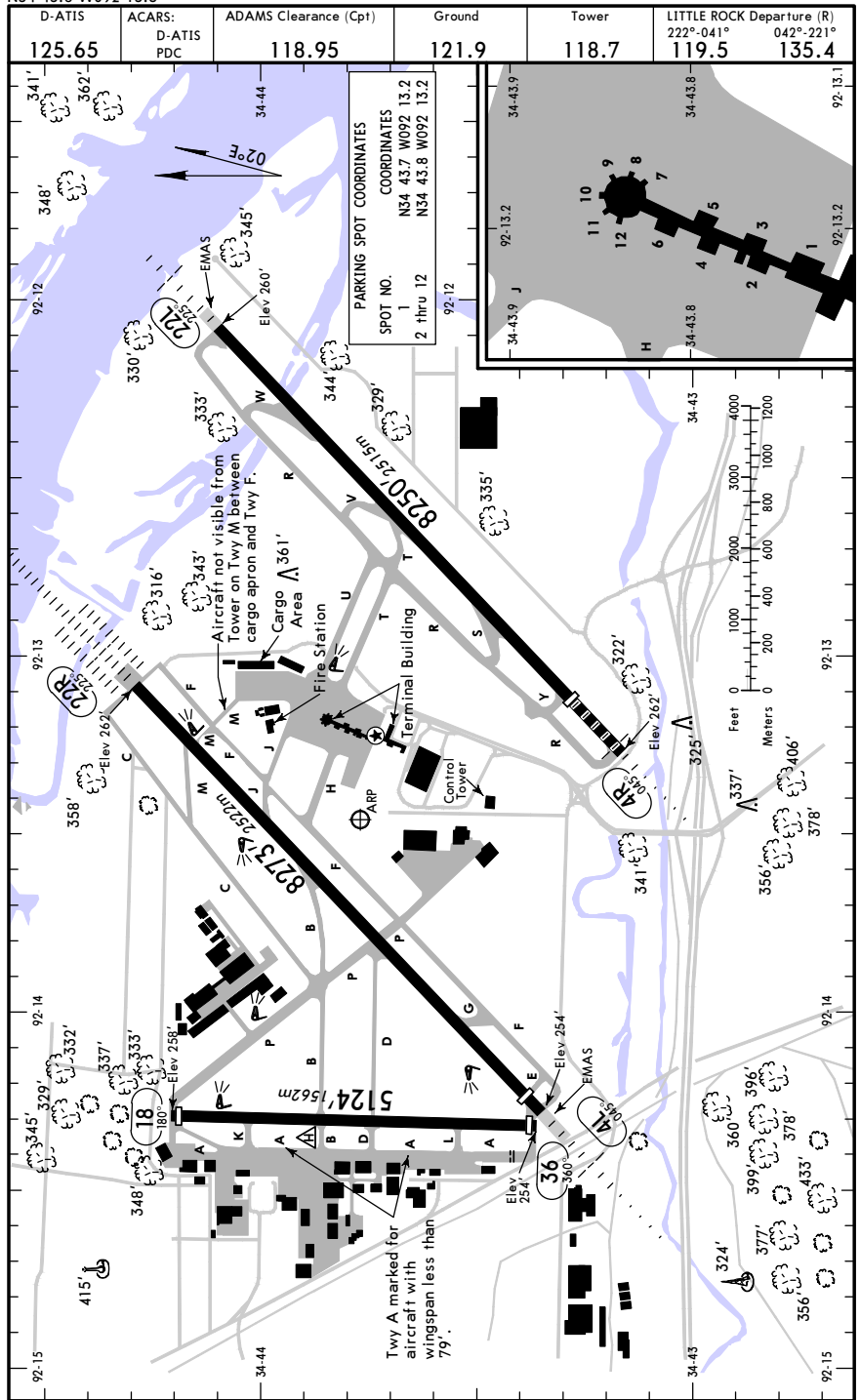
Apt Elev 262'
N34 43.8 W092 13.5



LITTLE ROCK, ARK

ADAMS

6 MAR 09 (10-9) Eff 12 Mar



KLIT/LIT



LITTLE ROCK, ARK

ADAMS

6 MAR 09 (10-9A) Eff 12 Mar

GENERAL						
Birds in vicinity of airport. Low-level wind shear alert system.						
ADDITIONAL RUNWAY INFORMATION						
RWY				USABLE LENGTHS		WIDTH
				LANDING BEYOND		
			Threshold	Glide Slope	TAKE-OFF	
4R	HIRL CL MALSR	grooved RVR	7200' 2195m	6200' 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 VASI-L (angle 4.0°)	grooved	5024' 1531m			150' 46m
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	TDZ RVR	10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR	5	Mid RVR	10			
Rollout RVR	5	Rollout RVR	10			
Rwy 22R						
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	TDZ RVR	10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR	5	Mid RVR	10			
Rollout RVR	5	Rollout RVR	10			
With Mim climb of 329'/NM to 1100'						Other
						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	TDZ RVR	10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR	5	Mid RVR	10			
Rollout RVR	5	Rollout RVR	10			
With Mim climb of 216'/NM to 500'						Other
						300-1 3/4
Rwy 36				Rwy 18		
Adequate Vis Ref		STD		With Mim climb of 391'/NM to 600'		
				Adequate Vis Ref		Other
1/4		1/2		1/4		300-1 1/2
1 Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff 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						
	Authorized Only When Local Weather Available	Authorized Only When Local Weather Available	VOR-A RADAR-1	Authorized Only When Local Weather Available		Other
ILS Rwy 4L	ILS Rwy 22L ILS Rwy 22R	ILS Rwy 4R	LOC Rwy 4L LOC Rwy 4R	RNAV (GPS) Rwy 4L RNAV (GPS) Rwy 22L	RNAV (GPS) Rwy 4R LOC Rwy 22R	
A	600-2	600-2	700-2	800-2	800-2	NA
B						
C	700-2	700-2				
D	1000-3	1000-3	1000-3	1000-3	1000-3	

KLIT/LIT
 ADAMS



SMGCS

RVR 1200 to 600

5 SEP 08

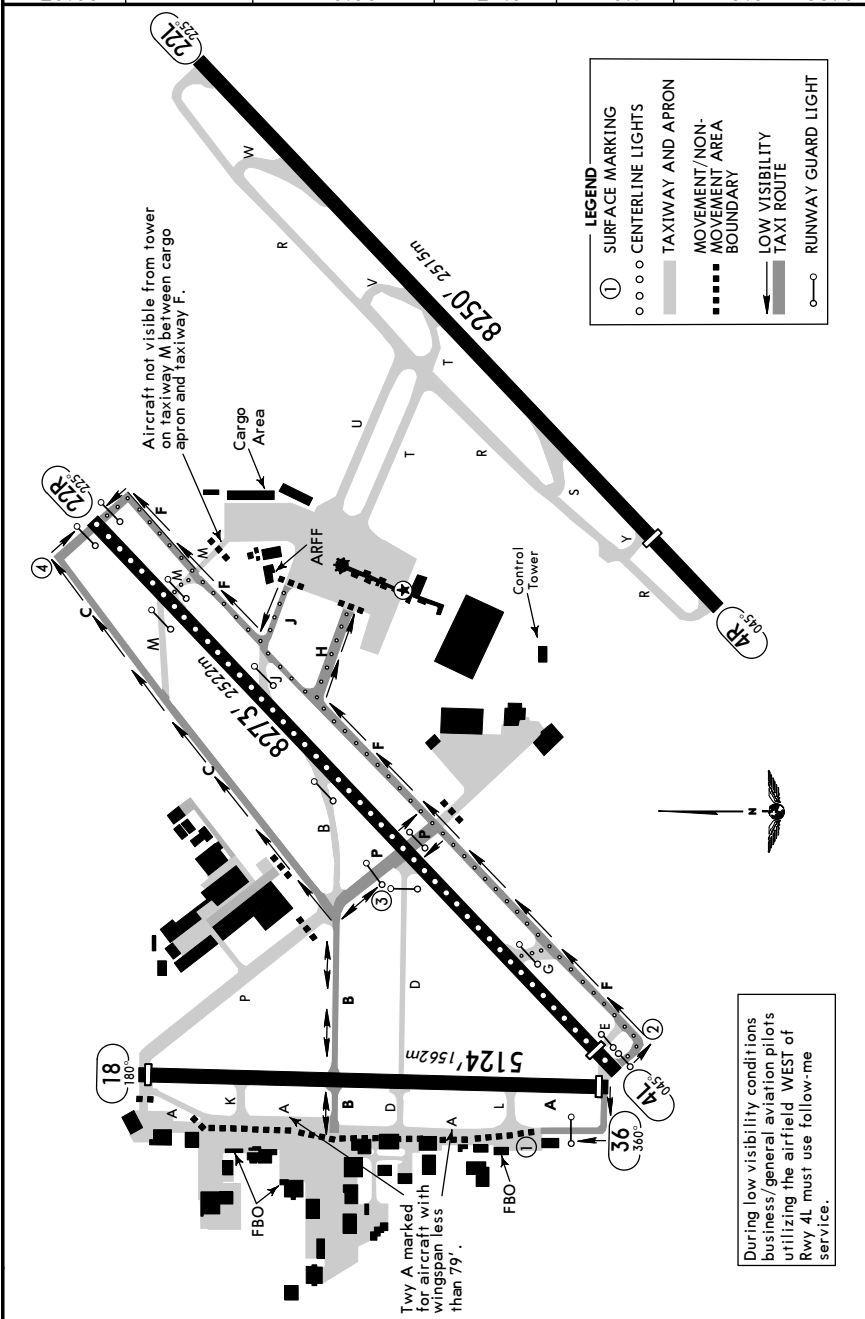
10-9B

LITTLE ROCK, ARK

LOW VISIBILITY TAXI ROUTES

Apt Elev 266'

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 elevation, taxiway X to taxiway Y.

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KLIT/LIT



LITTLE ROCK, ARK
 ADAMS

5 SEP 08

10-9C

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).

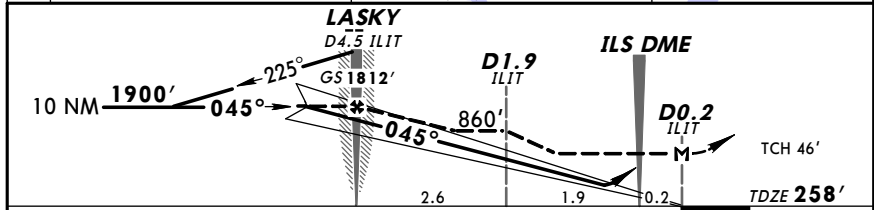
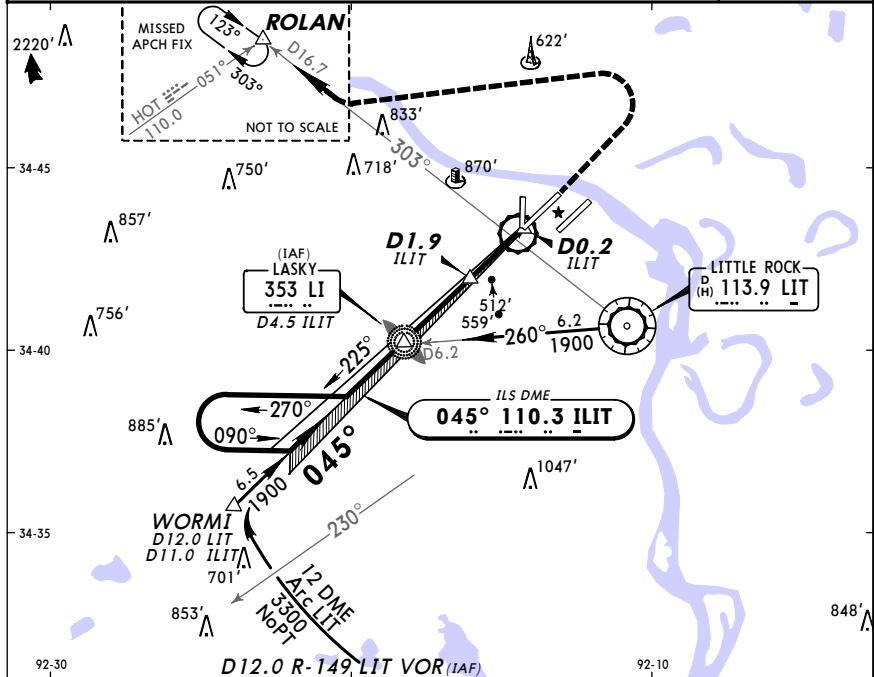
FBO	Phone	Radio
Central Flying Service	(501) 375-3245	130.57 / 122.95
SuperMarine	(501) 374-5022	130.4

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

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KLIT/LIT ADAMS **JEPPESEN** **LITTLE ROCK, ARK**
 30 MAY 08 (11-1) **ILS or LOC Rwy 4L**

D-ATIS 125.65	LITTLE ROCK Approach (R) 135.4	ADAMS Tower 118.7	Ground 121.9
LOC ILIT 110.3	Final Apch Crs 045°	GS LASKY 1812' (1554')	ILS DA(H) 508' (250')
Apt Elev 266'			3300'
TDZE 258'			
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 ILIT DME when on LOC course. 2. Glide slope unusable below 650' for coupled approaches.			
			MSA LIT VOR



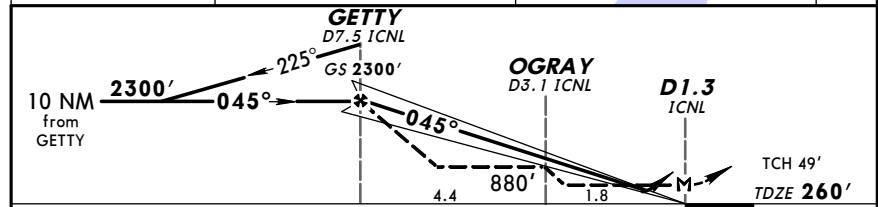
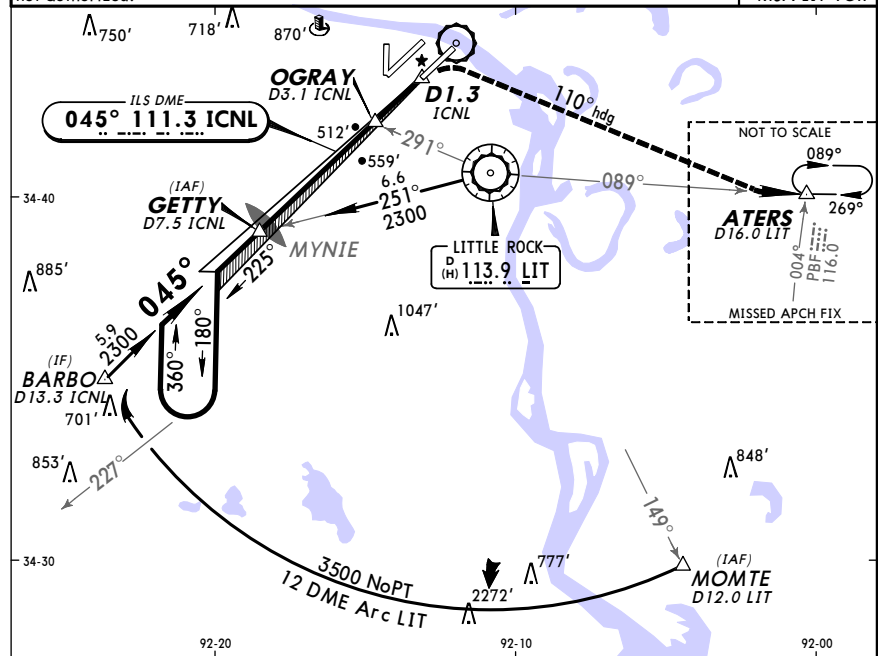
Gnd speed-Kts	70	90	100	120	140	160	MALS	1500'	3500'	LIT	ROLAN
GS	3:00°	3:77	4:48	5:38	6:46	7:53	8:61				
MAP at D0.2 ILIT or FAF to MAP	4:02	3:08	2:49	2:21	2:01	1:46					

	STRAIGHT-IN LANDING RWY4L						CIRCLE-TO-LAND	
	ILS		LOC (GS out)				With D1.9	Without D1.9
	DA(H)	MDA(H)	RAIL out	ALS out	RAIL out	ALS out	MDA(H)	MDA(H)
A	508' (250')	720 (462')					800' (534') -1	860' (594') -1
B		With D1.9						
C	RVR 40 or 3/4	RVR 40 or 3/4	RVR 50 or 1	RVR 40 or 3/4	RVR 50 or 1		880' (614') -1 3/4	880' (614') -1 3/4
D		RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 60 or 1 1/4	1 3/4		1180' (914') -3	1180' (914') -3

CHANGES: Procedure bearings, communications.

KLIT/LIT ADAMS **JEPPESEN** **LITTLE ROCK, ARK**
 30 MAY 08 (11-2) **ILS or LOC Rwy 4R**

D-ATIS 125.65	LITTLE ROCK Approach (R) 135.4	ADAMS Tower 118.7	Ground 121.9
LOC ICNL 111.3	Final Apch Crs 045°	GS GETTY 2300 (2040')	ILS DA(H) 510' (250')
Apt Elev 266'			3300'
TDZE 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 ICNL DME when on localizer course. 2. Visibility reduction by helicopters not authorized.			
			MSA LIT VOR



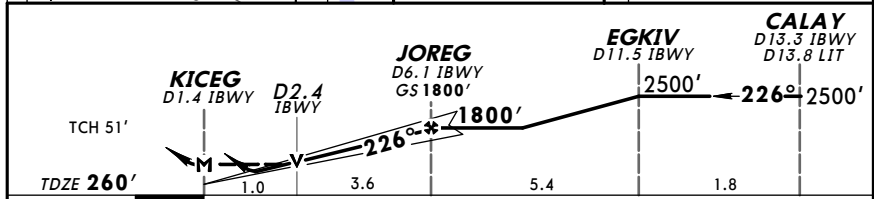
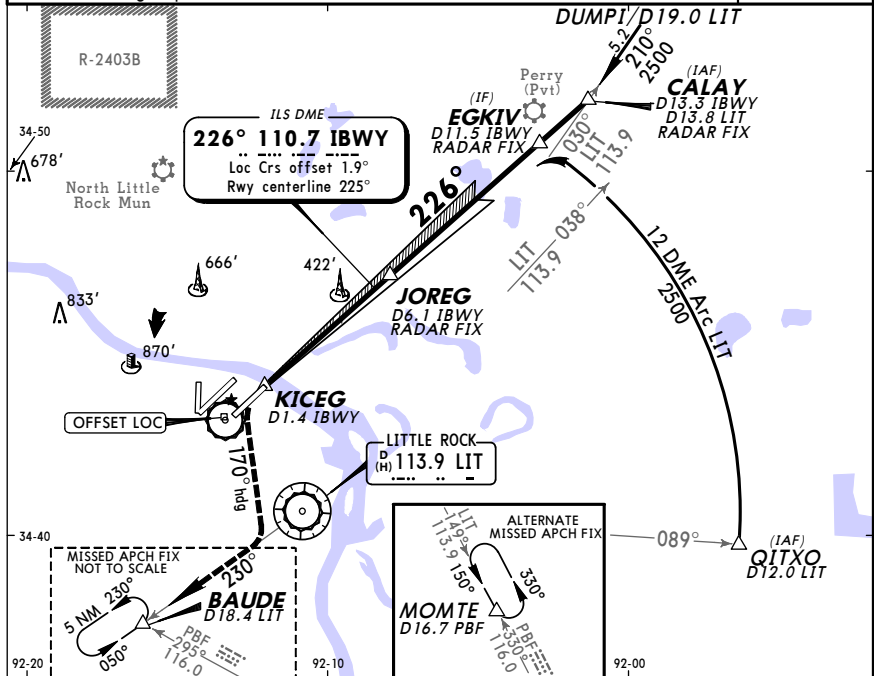
Gnd speed-Kts	70	90	100	120	140	160	MALS	800'	4000'	110°	LIT
GS	3:00°	3:77	4:48	5:38	6:46	7:53	8:61				
MAP at D1.3 ICNL or FAF to MAP	6:1	5:14	4:04	3:40	3:03	2:37	2:17				

	STRAIGHT-IN LANDING RWY4R						CIRCLE-TO-LAND	
	ILS		LOC (GS out)				With OGRAY	Without OGRAY
	DA(H)	MDA(H)	RAIL out	ALS out	RAIL out	ALS out	MDA(H)	MDA(H)
A	510' (250')	780' (520')					880' (620')	
B		With OGRAY						
C	RVR 40 or 3/4	RVR 40 or 3/4	RVR 50 or 1	RVR 40 or 3/4	RVR 50 or 1		880' (614') -1	880' (614') -1
D		RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 60 or 1 1/4	1 3/4		1180' (914') -3	1180' (914') -3

CHANGES: Communications.

KLIT/LIT ADAMS **JEPPESEN** **LITTLE ROCK, ARK**
 19 SEP 08 **(11-3)** Eff 25 Sep ILS or LOC Rwy 22L

D-ATIS 125.65	LITTLE ROCK Approach (R) 135.4	ADAMS Tower 118.7	Ground 121.9
LOC IBWY 110.7	Final Apch Crs 226°	GS JOREG 1800' (1540')	ILS DA(H) (CONDITIONAL) 510' (250')
Apt Elev 262'			TDZE 260'
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.			
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. VGS1 and ILS glidepath not coincident.			
			3300'
			MSA LIT VOR



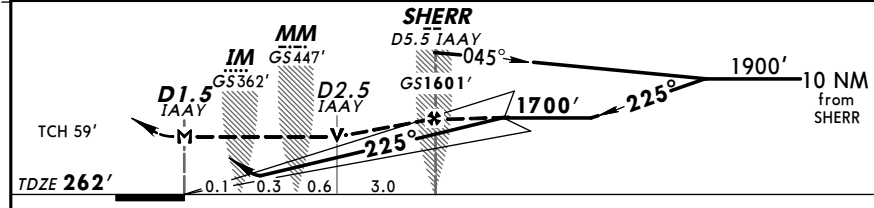
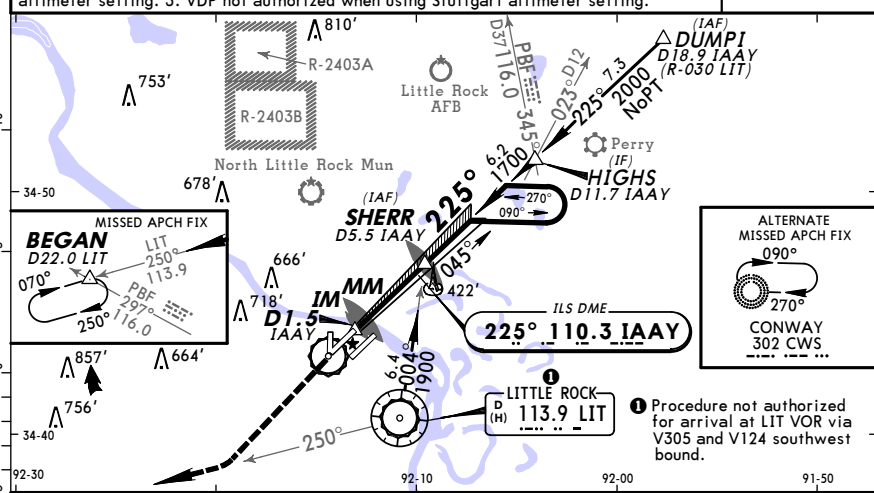
Gnd speed-Kts	70	90	100	120	140	160				
GS	3:00	3:77	4:48	5:38	6:46	7:53	8:61			
MAP at KICEG or JOREG to MAP	4:6	3:57	3:04	2:46	2:18	1:58	1:43			

STRAIGHT-IN LANDING RWY 22L				CIRCLE-TO-LAND			
ILS DA(H) 510' (250')				LOC (GS out) MDA(H) 640' (380')			
With Local Altimeter Setting		With Stuttgart Altimeter Setting		With Local Altimeter Setting		With Stuttgart Altimeter Setting	
Max Kts	MDA(H)	Max Kts	MDA(H)	Max Kts	MDA(H)	Max Kts	MDA(H)
A	800' (538')-1	A	900' (638')-1	A	800' (538')-1	A	900' (638')-1
B	880' (618')-1 3/4	B	980' (718')-2	B	880' (618')-1 3/4	B	980' (718')-2
C	1180' (918')-3	C	1280' (1018')-3	C	1180' (918')-3	C	1280' (1018')-3
D		D		D		D	

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KLIT/LIT ADAMS **JEPPESEN** **LITTLE ROCK, ARK**
 19 SEP 08 **(11-4)** Eff 25 Sep ILS or LOC Rwy 22R

D-ATIS 125.65	LITTLE ROCK Approach (R) 135.4	ADAMS Tower 118.7	Ground 121.9
LOC IAAY 110.3	Final Apch Crs 225°	GS SHERR 1601' (1339')	ILS DA(H) (CONDITIONAL) 462' (200')
Apt Elev 262'			TDZE 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



Gnd speed-Kts	70	90	100	120	140	160				
GS	3:00	3:77	4:48	5:38	6:46	7:53	8:61			
MAP at D1.5 IAAY or SHERR to MAP	4:0	3:26	2:40	2:24	2:00	1:43	1:30			

STRAIGHT-IN LANDING RWY 22R				CIRCLE-TO-LAND			
ILS DA(H) 462' (200')				LOC (GS out) MDA(H) 680' (418')			
With Local Altimeter Setting		With Stuttgart Altimeter Setting		With Local Altimeter Setting		With Stuttgart Altimeter Setting	
Max Kts	MDA(H)	Max Kts	MDA(H)	Max Kts	MDA(H)	Max Kts	MDA(H)
A	800' (538')-1	A	900' (638')-1	A	800' (538')-1	A	900' (638')-1
B	880' (618')-1 3/4	B	980' (718')-2	B	880' (618')-1 3/4	B	980' (718')-2
C	1180' (918')-3	C	1280' (1018')-3	C	1180' (918')-3	C	1280' (1018')-3
D		D		D		D	

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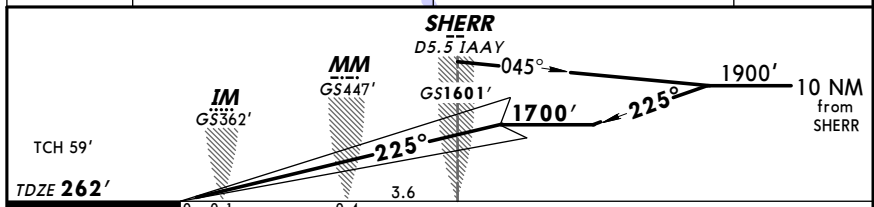
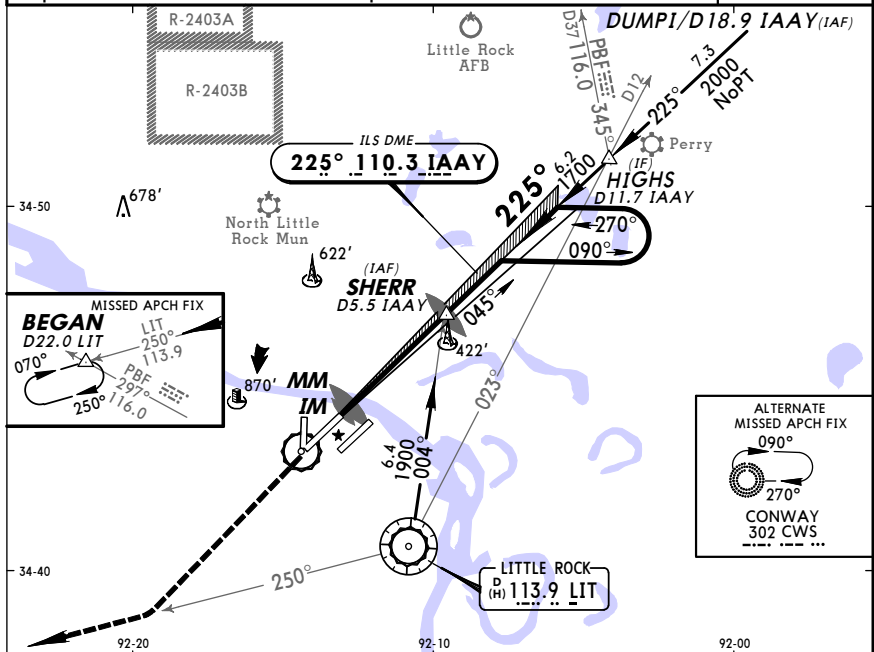
KLIT/LIT ADAMS **JEPPESEN** **LITTLE ROCK, ARK**
19 SEP 08 **(11-4A)** **ILS Rwy 22R CAT II & III**
Eff 25 Sep

D-ATIS 125.65		LITTLE ROCK Approach (R) 135.4			ADAMS Tower 118.7		Ground 121.9
LOC IAA 110.3	Final Apch Crs 225°	GS SHERR 1601' (1339')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA Refer to Minimums	CAT II RA 128' DA(H) 362' (100')	Apt Elev 262' TDZE 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.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1000'	2300'	LIT	via	113.9	BEGAN
GS	3.00°	377	484	538	646	753	861			RT		R-250	

STRAIGHT-IN LANDING RWY22R			
CAT II ILS		CAT II ILS	
RA 128'		RA 128'	
DA(H) 362' (100')		DA(H) 362' (100')	
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	RVR 12
NA	RVR 6	RVR 7	

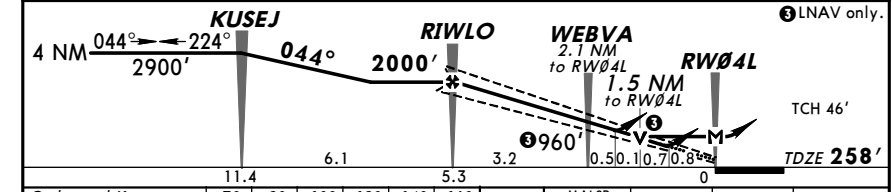
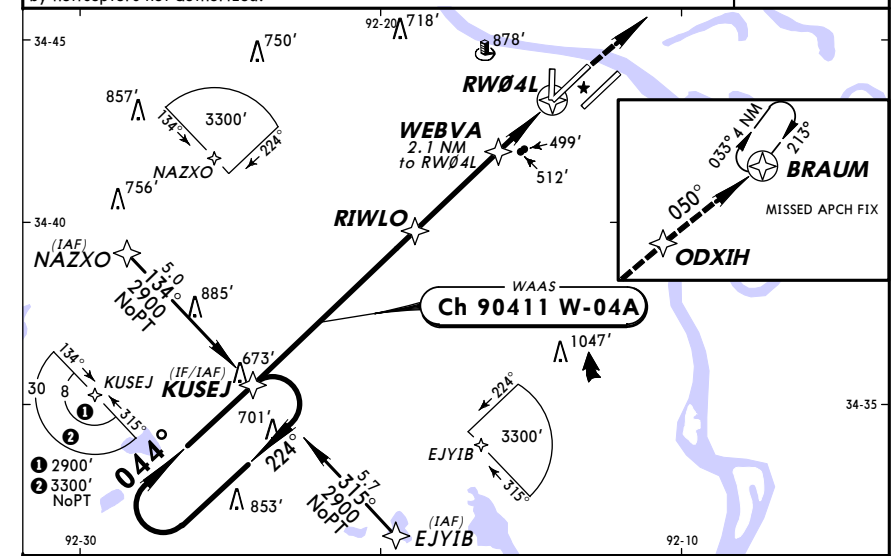
KLIT/LIT ADAMS **JEPPESEN** **LITTLE ROCK, ARK**
6 MAR 09 **(12-1)** **RNAV (GPS) Rwy 4L**
Eff 12 Mar

D-ATIS 125.65		LITTLE ROCK Approach (R) 135.4		ADAMS Tower 118.7		Ground 121.9
WAAAS Ch 90411 W-04A	Final Apch Crs 044°	Minimum Alt RIWLO 2000' (1742')	LPV DA(H) 540' (282')	Apt Elev 262'	TDZE 258'	TAA 30 NM IAF

MISSED APCH: Climb to 2900' direct ODXIH and via 050° track to BRAUM 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. Baro-VNAV and VDP not authorized when using Stuttgart altimeter setting.
 3. For uncompensated Baro-VNAV systems, procedure not authorized below -15°C (5°F) or above 48°C (118°F).
 4. DME/DME RNP-0.3 not authorized.
 5. Visibility reduction by helicopters not authorized.



Gnd speed-Kts	70	90	100	120	140	160	MALS R	2900'	ODXIH
Glide Path Angle	3.00°	372	478	531	637	743	849		

STRAIGHT-IN LANDING RWY 4L				CIRCLE-TO-LAND	
With Local Altimeter Setting				With Local Altimeter Setting	
LPV DA(H) 540' (282')	LNNAV/VNAV DA(H) 820' (562')	LNNAV MDA(H) 780' (522')	RAIL out	ALS out	Max Kts
					90
A	RVR 40 or 3/4	1 1/2	RVR 40 or 3/4	RVR 50 or 1	120
B					140
C					165
D					
With Stuttgart Setting				With Stuttgart Altimeter Setting	
DA(H) 622' (364')	DA(H) 902' (644')	MDA(H) 880' (622')	RAIL out	ALS out	Max Kts
					90
A	RVR 40 or 3/4	1 3/4	RVR 40 or 3/4	RVR 50 or 1	120
B					140
C					165
D					

KLIT/LIT ADAMS **JEPPesen** **LITTLE ROCK, ARK**
 6 MAR 09 (12-2) **Eff 12 Mar** **RNAV (GPS) Rwy 4R**

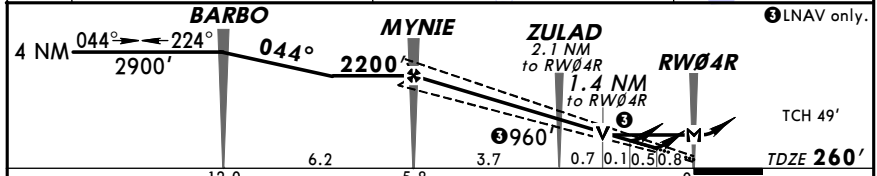
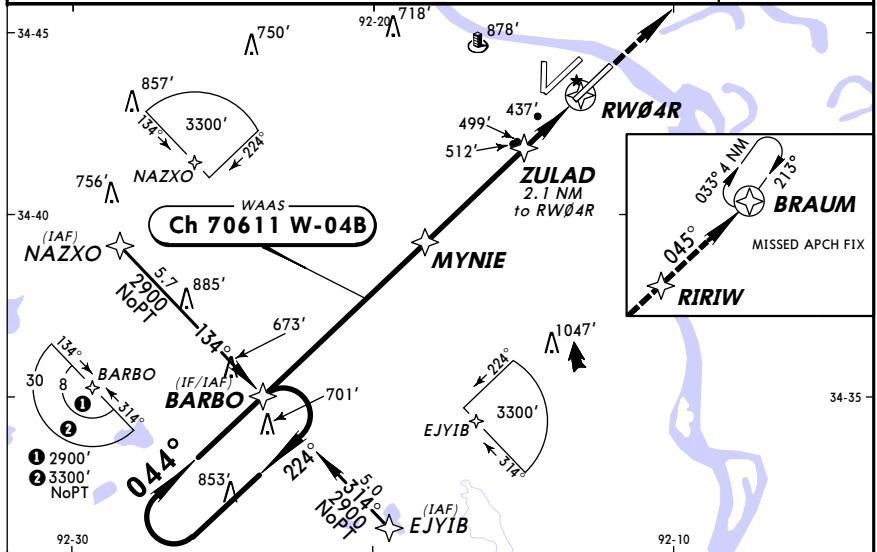
D-ATIS 125.65	LITTLE ROCK Approach (R) 135.4	ADAMS Tower 118.7	Ground 121.9
WAAS Ch 70611 W-04B	Final ApcH Crs 044°	Minimum Alt MYNIE 2200' (1940')	LPV DA(H) 574' (314')
Apt Elev 262'			TDZE 260'

MISSED APCH: Climb to 2900' direct RIRIW and via 045° track to BRAUM 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. Baro-VNAV and VDP not authorized when using Stuttgart altimeter setting.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -15°C (5°F) or above 48°C (118°F). 4. DME/DME RNP-0.3 not authorized. 5. Visibility reduction by helicopters not authorized.

TAA 30 NM IAF



Gnd speed-Kts	70	90	100	120	140	160	MALS	2900'	RIRIW
Glide Path Angle 3.00°	372	478	531	637	743	849			

MAP at RW04R

STRAIGHT-IN LANDING RWY 4R With Local Altimeter Setting				CIRCLE-TO-LAND With Local Altimeter Setting	
LPV DA(H) 574' (314')	LNAV/VNAV DA(H) 728' (468')	LNAV MDA(H) 760' (500')	RAILout	ALS out	MDA(H)
RAIL or ALS out	RAIL or ALS out	RAILout	ALS out	Max Kts	
A		RVR 40 or 3/4	RVR 50 or 1	90	760' (498')-1
B		RVR 40 or 3/4	RVR 60 or 1/4	120	880' (618')-1 3/4
C		RVR 50 or 1	1 1/2	140	1180' (918')-3
D		RVR 60 or 1/4	1 3/4	165	

With Stuttgart Setting				With Stuttgart Altimeter Setting	
DA(H) 656' (396')	DA(H) 810' (550')	MDA(H) 860' (600')	RAILout	ALS out	MDA(H)
RAIL or ALS out	RAIL or ALS out	RAILout	ALS out	Max Kts	
A		RVR 40 or 3/4	RVR 50 or 1	90	860' (598')-1
B		RVR 50 or 1	1 1/2	120	980' (718')-2
C		RVR 60 or 1/4	1 3/4	140	1280' (1018')-3
D				165	

KLIT/LIT ADAMS **JEPPesen** **LITTLE ROCK, ARK**
 6 MAR 09 (12-3) **Eff 12 Mar** **RNAV (GPS) Rwy 18**

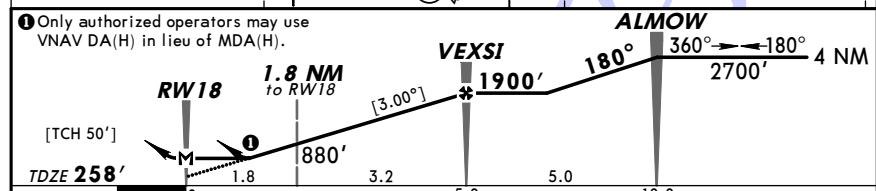
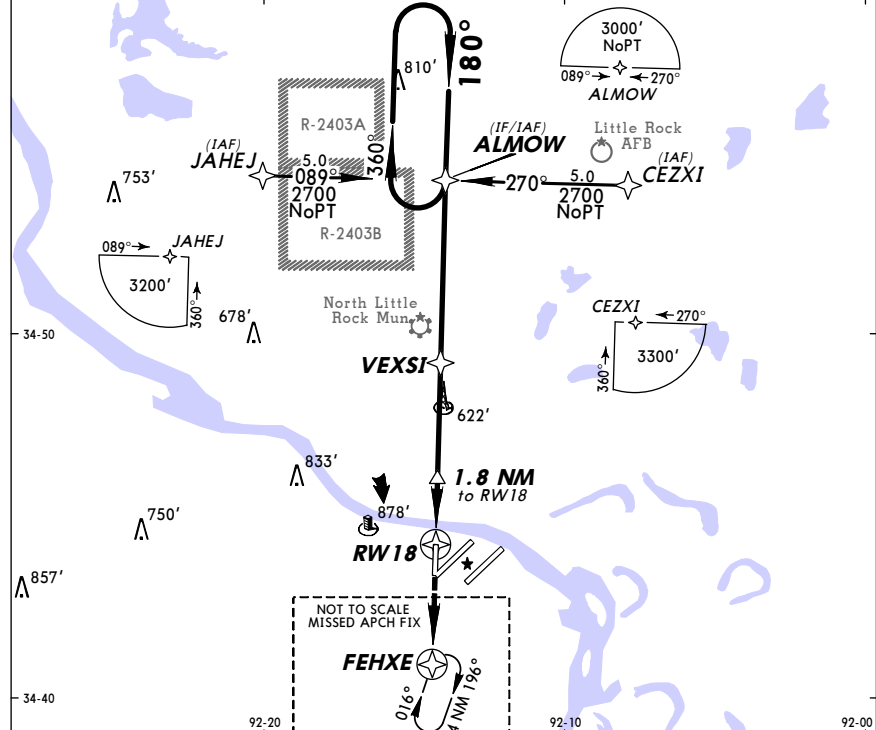
D-ATIS 125.65	LITTLE ROCK Approach (R) 135.4	ADAMS Tower 118.7	Ground 121.9
RNAV	Final ApcH Crs 180°	Minimum Alt VEXSI 1900' (1642')	LNAV MDA(H) 720' (462')
Apt Elev 262'			TDZE 258'

MISSED APCH: Climb to 4000' direct FEHXE and hold.

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

1. Procedure not authorized when restricted areas R-2403A and R-2403B in effect.
2. GPS or RNP-0.3 required. 3. DME/DME RNP-0.3 not authorized.
4. VGSI and descent angle not coincident.

TAA 30 NM IAF



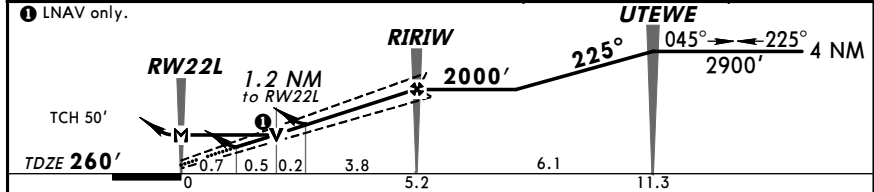
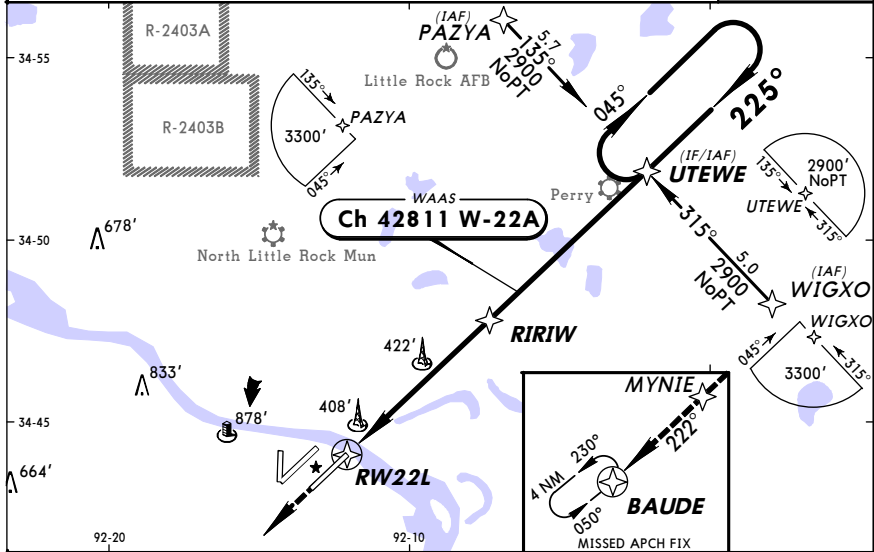
Gnd speed-Kts	70	90	100	120	140	160	MALS	4000'	FEHXE
Descent angle [3.00°]	372	478	531	637	743	849			

MAP at RW18

STRAIGHT-IN LANDING RWY 18 LNAV				CIRCLE-TO-LAND	
MDA(H) 720' (462')	RAILout	ALS out	Max Kts	MDA(H)	
RAIL or ALS out	RAILout	ALS out	Max Kts		
A			90	760' (498')-1	
B			120	880' (618')-1 3/4	
C			140	1180' (918')-3	
D			165		

KLIT/LIT ADAMS **JEPPesen** **LITTLE ROCK, ARK**
RNAV (GPS) Rwy 22L

D-ATIS 125.65	LITTLE ROCK Approach (R) 135.4	ADAMS Tower 118.7	Ground 121.9
WAAS Ch 42811 W-22A	Final Apch Crs 225°	Minimum Alt RIRIW 2000' (1740')	LPV DA(H) 543' (283')
MISSED APCH: Climb to 2900' direct MYNIE and via 222° track to BAUDE and hold.			TAA 30 NM IAF
Alt Set: INCHES 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, procedure not authorized below -15°C (5°F) or above 48°C (118°F). 4. DME/DME RNP-0.3 not authorized. 5. Visibility reduction by helicopters not authorized.			Apt Elev 262' TDZE 260'



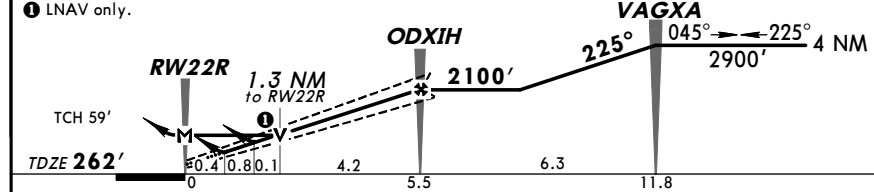
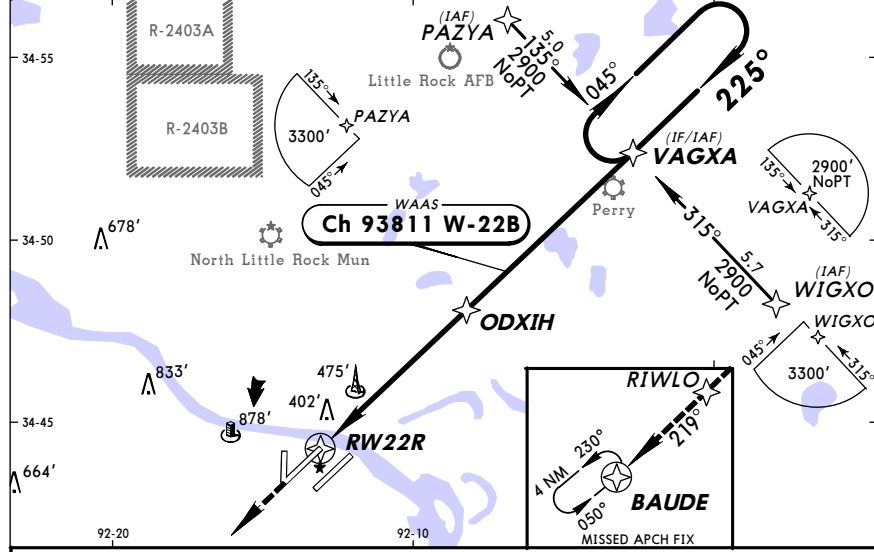
Gnd speed-Kts	70	90	100	120	140	160	MALS F	2900'	D	MYNIE
Glide Path Angle 3.00°	372	478	531	637	743	849				

STRAIGHT-IN LANDING RWY 22L With Local Altimeter Setting				CIRCLE-TO-LAND With Local Altimeter Setting	
LPV DA(H) 543' (283')	LNNAV/VNAV DA(H) 773' (513')	LNNAV MDA(H) 680' (420')	ALS out	Max Kts	MDA(H)
A				90	760'(498')-1
B	RVR 50 or 1	1 3/4	RVR 40 or 3/4	120	880'(618')-1 3/4
C			RVR 60 or 1/4	140	1180'(918')-3
D				165	

With Stuttgart Setting				With Stuttgart Altimeter Setting	
DA(H) 625' (365')	DA(H) 855' (595')	MDA(H) 780' (520')	ALS out	Max Kts	MDA(H)
A				90	860'(598')-1
B	RVR 60 or 1/4	2	RVR 40 or 3/4	120	980'(718')-2
C			1 1/2	140	1280'(1018')-3
D			3/4	165	

KLIT/LIT ADAMS **JEPPesen** **LITTLE ROCK, ARK**
RNAV (GPS) Rwy 22R

D-ATIS 125.65	LITTLE ROCK Approach (R) 135.4	ADAMS Tower 118.7	Ground 121.9
WAAS Ch 93811 W-22B	Final Apch Crs 225°	Minimum Alt ODXIH 2100' (1838')	LPV DA(H) 462' (200')
MISSED APCH: Climb to 2900' direct RIWLO and via 219° track to BAUDE and hold.			TAA 30 NM IAF
Alt Set: INCHES 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, procedure not authorized below -15°C (5°F) or above 48°C (118°F). 4. DME/DME RNP-0.3 not authorized.			Apt Elev 262' TDZE 262'



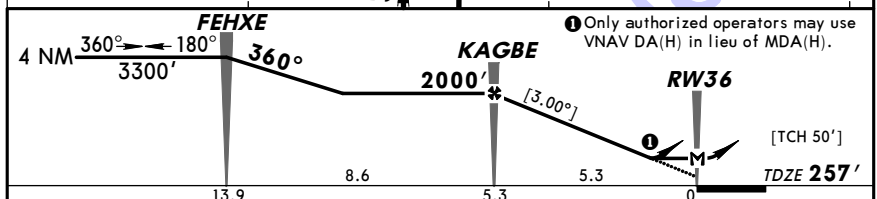
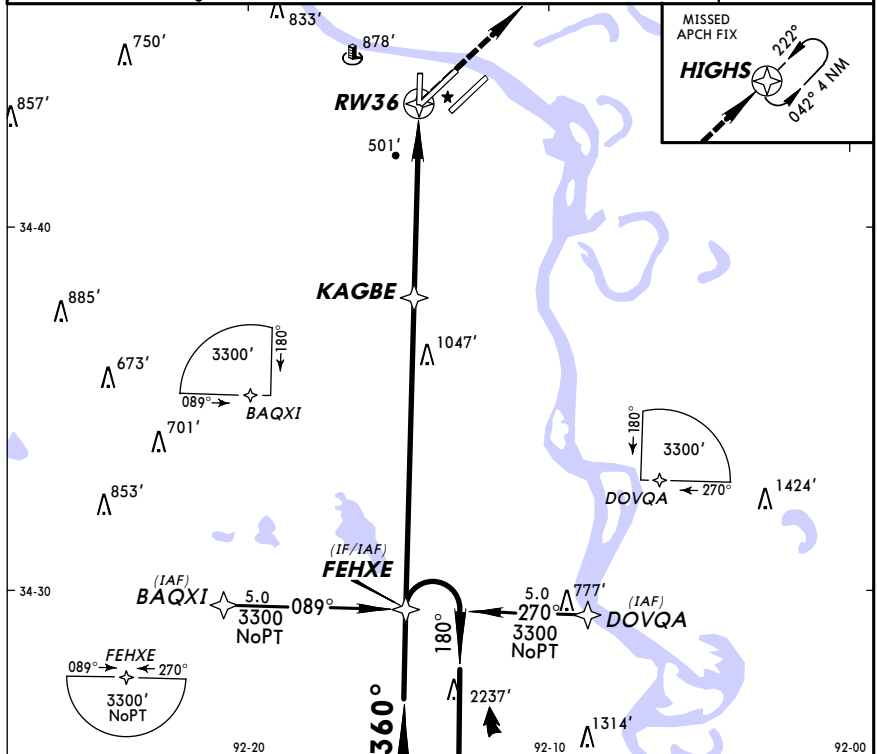
Gnd speed-Kts	70	90	100	120	140	160	ALS F-II	2900'	D	RIWLO
Glide Path Angle 3.00°	372	478	531	637	743	849				

STRAIGHT-IN LANDING RWY 22R With Local Altimeter Setting				CIRCLE-TO-LAND With Local Altimeter Setting	
LPV DA(H) 462' (200')	LNNAV/VNAV DA(H) 727' (465')	LNNAV MDA(H) 740' (478')	ALS out	Max Kts	MDA(H)
A				90	760'(498')-1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	120	880'(618')-1 3/4
C			RVR 60 or 1/4	140	1180'(918')-3
D			RVR 50 or 1	165	

With Stuttgart Setting				With Stuttgart Altimeter Setting	
DA(H) 544' (282')	DA(H) 809' (547')	MDA(H) 840' (578')	ALS out	Max Kts	MDA(H)
A				90	860'(598')-1
B	RVR 24 or 1/2	RVR 50 or 1	1 1/2	120	980'(718')-2
C			3/4	140	1280'(1018')-3
D				165	

KLIT/LIT ADAMS **JEPPESEN** **LITTLE ROCK, ARK**
 6 MAR 09 **12-6** **Eff 12 Mar** **RNAV (GPS) Rwy 36**

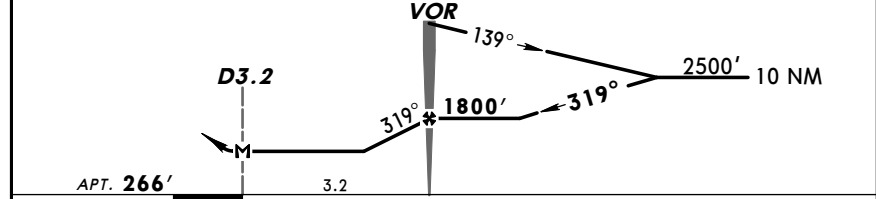
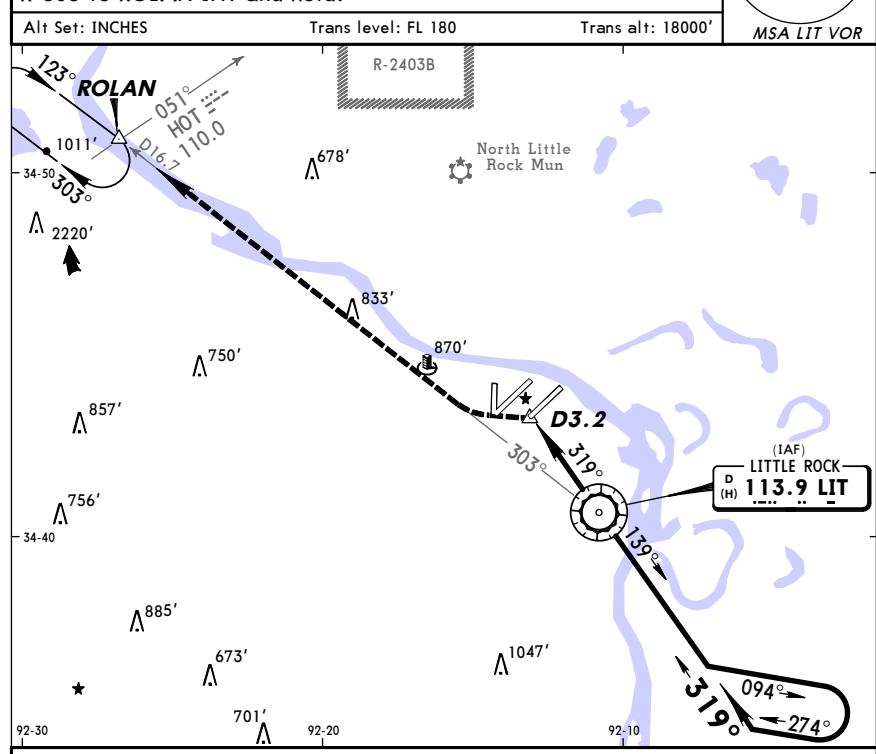
D-ATIS 125.65	LITTLE ROCK Approach (R) 135.4	ADAMS Tower 118.7	Ground 121.9
RNAV	Final Apch Crs 360°	Minimum Alt KAGBE 2000' (1743')	LNAV MDA(H) 760' (503')
Apt Elev 262' TDZE 257'			TAA 30 NM IAF
MISSED APCH: Climbing RIGHT turn to 2700' direct HIGHS and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. GPS or RNP-0.3 required. 2. DME/DME RNP-0.3 not authorized. 3. VGSI and descent angle not coincident.			



Gnd speed-Kts	70	90	100	120	140	160	VASI-L 2700' RT	D HIGHS	
Descent angle [3.00°]	372	478	531	637	743	849			
MAP at RW36									
STRAIGHT-IN LANDING RWY 36 LNAV				CIRCLE-TO-LAND					
MDA(H) 760' (503')				Max Kts	MDA(H)				
A	1			90	760' (498')-1				
B				120	880' (618')-1 3/4				
C	1 1/2			140	880' (614')-1 3/4				
D				165	1180' (918')-3				

KLIT/LIT ADAMS **JEPPESEN** **LITTLE ROCK, ARK**
 8 AUG 08 **13-1** **VOR-A**

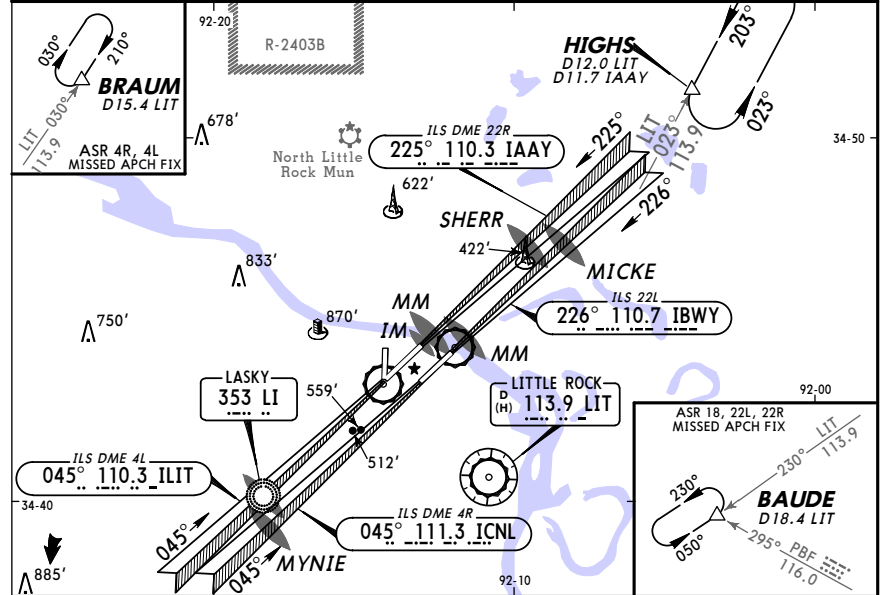
D-ATIS 125.65	LITTLE ROCK Approach (R) 135.4	ADAMS Tower 118.7	Ground 121.9
VOR LIT 113.9	Final Apch Crs 319°	Minimum Alt VOR 1800' (1534')	MDA(H) Refer to Minimums Apt Elev 266'
Apt Elev 266'			3300'
MISSED APCH: Climbing LEFT turn to 3500' outbound via LIT VOR R-303 to ROLAN INT and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
MSA LIT VOR			



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	3500' via 113.9 LIT R-303	
MAP at D3.2 or VOR to MAP	3.2	2:45	2:08	1:55	1:36	1:22			1:12
CIRCLE-TO-LAND				Max Kts	MDA(H)				
A				90	800' (534')-1				
B				120	880' (614')-1 3/4				
C				140	880' (614')-1 3/4				
D				165	1180' (914')-3				

KLIT/LIT **JEPPESEN** **LITTLE ROCK, ARK**
ADAMS 8 AUG 08 (18-1) **RADAR-1 ASR All Rwys**

D-ATIS 125.65	LITTLE ROCK Approach (R) 135.4	ADAMS Tower 118.7	Ground 121.9
RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	MDA(H) Refer to Minimums
Apt Elev 266'			No MSA published
TDZE- See below			
Missed Approach-See below			
Alt Set: INCHES		Trans alt: 18000'	
1. Visibility reductions for Helicopters not authorized.			



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')	
RAIL out		RAIL out		ALS out	
A	RVR 40 or 3/4	RVR 50 or 1	RVR 40 or 3/4	RVR 50 or 1	RVR 40 or 3/4
B					RVR 50 or 1
C	RVR 50 or 1	1 1/2	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 60 or 1 1/4
D	RVR 60 or 1 1/4	1 3/4	RVR 50 or 1	1 1/2	1 1/2

STRAIGHT-IN LANDING			CIRCLE-TO-LAND		
ASR 22R MDA(H) 740' (478')		ASR 36 MDA(H) 780' (523')		Max Kts	
ALS out				MDA(H)	
A	RVR 24 or 1/2	RVR 50 or 1	1	90	780' (514') - 1
B				120	
C	RVR 40 or 3/4	RVR 60 or 1 1/4	1 1/2	140	880' (614') - 1 3/4
D	RVR 50 or 1	1 1/2	1 3/4	165	1180' (914') - 3

CHANGES: Airport elevation, inbound bearings. © JEPPESEN, 2001, 2008. ALL RIGHTS RESERVED.