

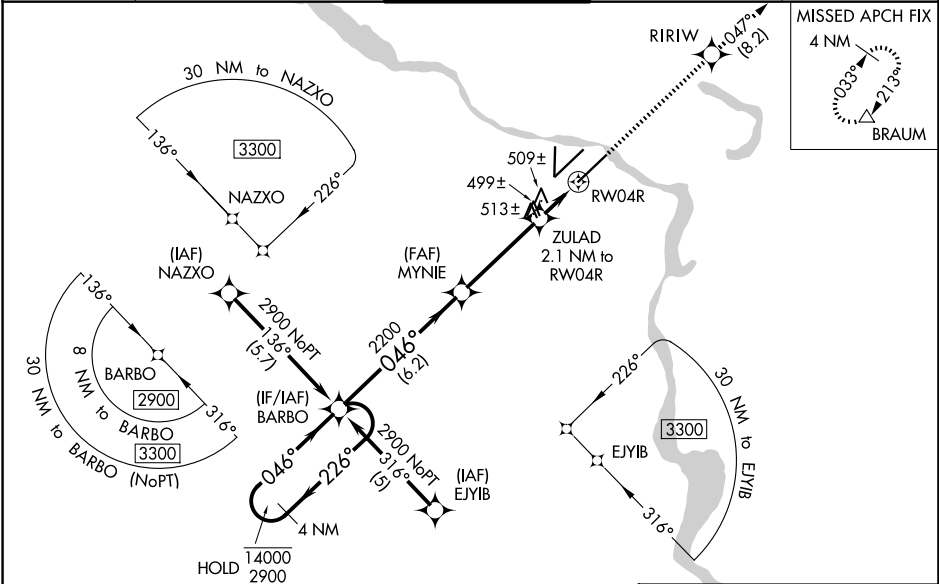
WAAS CH 70611 W04B	APP CRS 046°	Rwy Ldg 7200 TDZE 260 Apt Elev 266
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RNAV (GPS) RWY 4R

BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)

RNP APCH-GPS.	MALSR	MISSED APPROACH: Climb to 2900 direct RIRIW and on track 047° to BRAUM and hold.
Rwy 4R helicopter visibility reduction below RVR 4000 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LPV all Cts visibility to RVR 4500, LNAV/VNAV all Cts visibility to 1½ SM and LNAV Cat A/B visibility to RVR 5500 and Cat C/D to 1½ SM.		

D-ATIS 125.65	LITTLE ROCK APP CON 135.4 353.6	ADAMS TOWER 118.7 257.8	GND CON 121.9 339.8	CLNC DEL 118.95
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ELEV 266		D TDZE 260	
4 NM Holding Pattern BARBO		2900 RIRIW tr 047° BRAUM	
14000 ← 226° 2900 → 046°		GP 3.00° TCH 49	
2200 6.2 NM		960 3.7 NM	
0.7 NM 1.4 NM		RW04R	
CATEGORY	A	B	C
LPV DA	574/40		314 (400-¾)
LNAV/VNAV DA	756/50		496 (500-1)
LNAV MDA	760/40 500 (500-¾)		760/50 500 (500-1)
CIRCLING	820-1 554 (600-1)	1000-1 734 (800-1)	1180-2¾ 914 (1000-2¾)
			1180-3 914 (1000-3)

Diagram illustrating the approach procedure and runway layout. The diagram shows the holding pattern (4 NM), the descent path (226° and 046°), and the runway layout (RW04R and RW04L). Key distances and altitudes are marked: 14000, 2900, 2200, 960, 6.2 NM, 3.7 NM, 0.7 NM, 1.4 NM, and 4 NM. The diagram also shows the runway layout with dimensions and distances.

MIRL Rwy 18-36
HIRL Rwys 4R-22L and 4L-22R
TDZ/CL Rwy 22R