

WAAS

CH **56246**

W16A

APP CRS

159°

Rwy Idg

8800

TDZE

1287

Apt Elev

1288

RNAV (GPS) RWY 16L

NORTHWEST ARKANSAS NTL (XNA)

RNP APCH - GPS.

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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1¼ SM and LNAV Cats C, D, and E visibility to 1½ SM. *RVR 1800 authorized with use of FD or AP or HUD to DA.

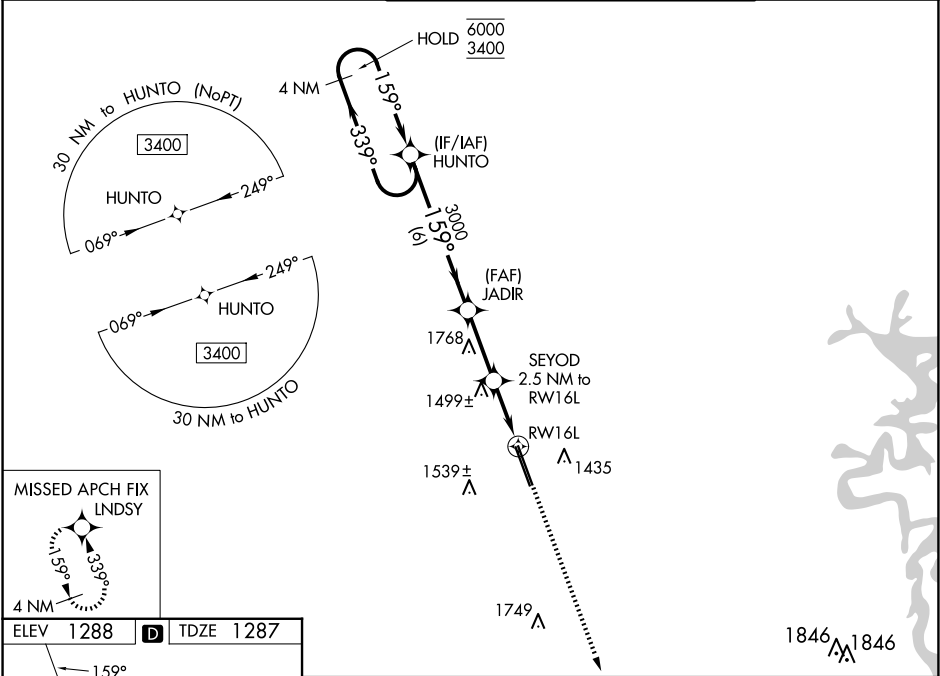
MALSR

AS

MISSED APPROACH:

Climb to 3400 direct LNDY and hold.

ATIS	RAZORBACK APP CON *	NORTHWEST ARKANSAS NTL TOWER *	GND CON
119.425	121.0 244.575	127.1 (CTAF) 0	121.9



ELEV **1288**

D

TDZE **1287**

Diagram of the runway and taxiway layout. The runway is 34L and 34R. The taxiway is 34L and 34R. The diagram shows the runway and taxiway layout, including the HIRL (High Intensity Runway Lights) and MIRL (Medium Intensity Runway Lights) systems. The runway is 34L and 34R. The taxiway is 34L and 34R. The diagram shows the runway and taxiway layout, including the HIRL (High Intensity Runway Lights) and MIRL (Medium Intensity Runway Lights) systems.

HIRL Rwy 16L-34R

MIRL Rwy 16R-34L

4 NM Holding Pattern		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 52).		3400	LNDY
HUNTO		JADIR	SEYOD	2.5 NM to RW16L	
6000 ← 339°		3000	2140	1.3 NM to RW16L	
3400 → 159°				1.2	
GP 3.00° TCH 57				1.3	
6 NM		2.7 NM	1.2	1.3	
CATEGORY	A	B	C	D	E
LPV DA*	1487/24		200 (200-½)		
LNAV/VNAV DA	1710/40		423 (500-¾)		
LNAV MDA	1760/24	473 (500-½)		1760/50 473 (500-1)	
CIRCLING	1760-1	472 (500-1)		2040-2¼ 752 (800-2¼)	2080-2½ 792 (800-2½)