

LOC/DME I-AAAY 110.3 APP CRS 227° Rwy Idg 8273 TDZE 262 Apt Elev 266
 Chan 40 BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)



ASR Simultaneous approach authorized with Rwy 22L. VDP NA when using Stuttgart altimeter setting. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA to 544 and, increase S-LS all Cats visibility to RVR 2200, all MDA 100 feet and increase S-LOC Cat C/D visibility to RVR 5500, and Circling Cat B visibility to 1/4 mile, Cat C visibility to 3 miles. For inop ALSF-2, increase S-LOC Cat C/D visibility to RVR 6000. For inop ALSF-2 when using Stuttgart altimeter setting, increase S-ILS all Cats visibility to RVR 4500 and S-LOC Cat C/D visibility to 1 1/2 mile.

ALSF-2 MISSED APPROACH: Climb to 1000 then climbing right turn to 2300 on LIT VORTAC R-250 to BEGAN INT/ LIT 22 DME and hold.

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	TDZE 262				
227° 4 NM from FAF					
TDZ/CL Rwy 22R MIRL Rwy 18-36 HIRL Rwy 4R-22L and 4L-22R FAF to MAP 4 NM					
Knots	60	90	120	150	180
Win:Sec	4:00	2:40	2:00	1:36	1:20

1000	2300	BEGAN	SHERR OM/INT
↑	LIT R-250	△	I-AAAY 5.5
*LOC only.			
I-AAAY 1.5	I-AAAY 2.5	IM	1601
CATEGORY	A		
S-ILS 22R			
S-LOC 22R	680/		
CIRCLING			

Approach Chart Method Alternatives

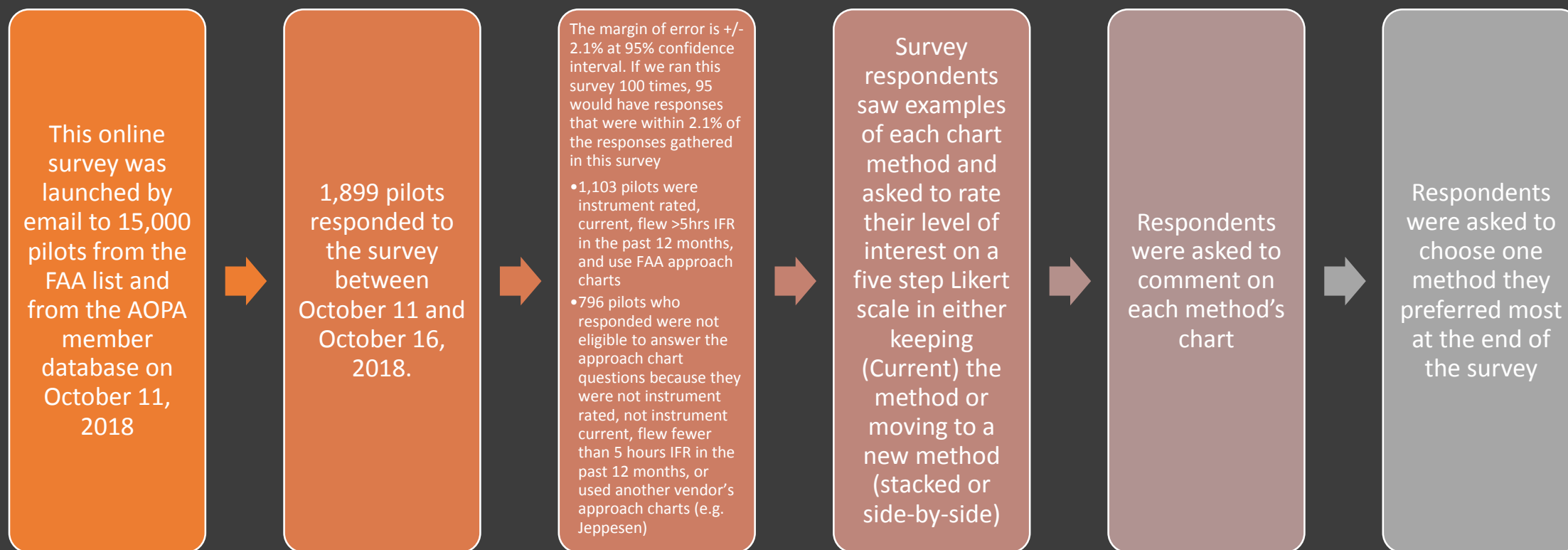


Executive Summary

- Respondents indicated that the Side-by-Side method with the airport chart included would be their preference
- 1,899 pilots responded to the survey.
 - 1,103 were instrument rated, current, flew >5hrs IFR in the past 12 months, and use FAA approach charts
 - 796 pilots who responded were not eligible to answer the approach chart questions (see criteria above)
- 46% of respondents were either very interested (30%) or extremely interested (16%) in the Side-by-Side charting method
- 35% of respondents were either very interested (27%) or extremely interested (8%) in the Stacked Charting Method
- 19% of respondents were either very interested (12%) or extremely interested (7%) in the Current charting method
- Many comments for both stacked and side-by-side methods indicated that pilots do not need extra space for RASS; concerns about losing airport sketch



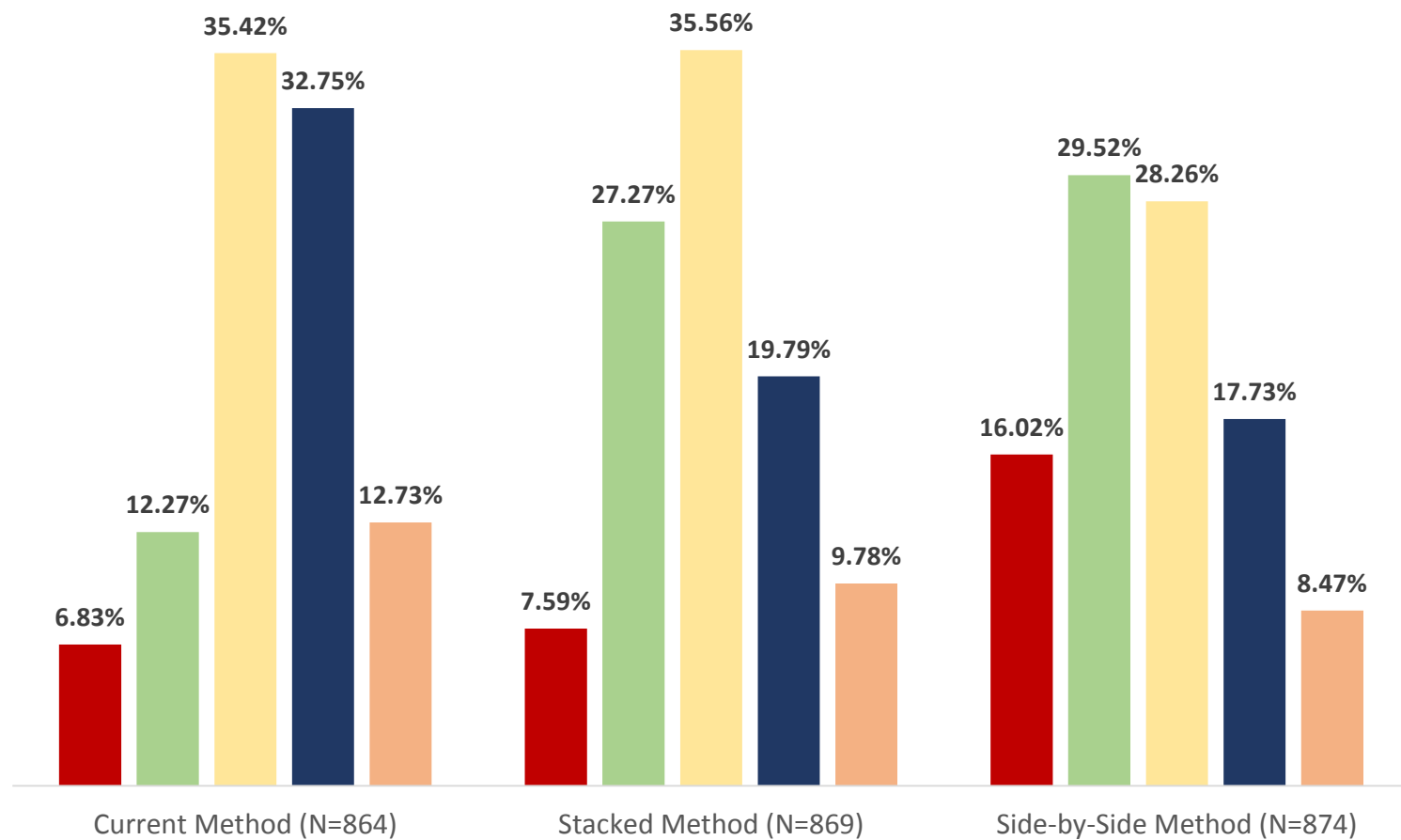
Methodology





■ Extremely Interested ■ Very Interested ■ Somewhat Interested ■ Not So Interested ■ Not at All Interested

How Interested Are You In Each Charting Method?





Comments about the Current Approach Chart Method

- “Too cluttered, requires too much calculating in a highest workload environment.”
- “After flying with the charts for years, one just gets used to using them as is without considering any changes, but now that changes are proposed, I would like to keep the TDZE info and place it at the runway end in the elevation view.”
- “I routinely circle to land, and the airport diagram is very important to me while doing this. I would not want the diagram moved to another page. Further, while approaching an airport, when I hear other traffic using runways other than the one I am approaching, I like to refer to the airport diagram to get a better idea of their location for situational awareness.”
- “Lots of info to interpret while flying. Looks easy on the ground, and works fine if you've studied it in advance. But, when forced to divert to a new destination, it's tough to brief on the fly.”
- “Like the airport diagram on the same sheet. It is a good orientation tool if the airport is unfamiliar. Do not want to change sheets during an approach. A full sheet diagram is great once you are on the ground after landing on the appropriate runway. “
- “Very Cluttered and would look forward to a clear, drawing with information we need to know for the approach.”



Comments about the Stacked Approach Chart Method

- “Don’t like the removal of the airport diagram. Kind of like the stacked but very seldom to we experience inoperative components. Recommend putting all the non standard minimum into table in the non standard alternate takeoff and landing sections. It could be a non standard approach section with table you can pull out with you approach plate ad needed just like you reference the non standard alternative departure and landing.”
- “FULL and INOP are likely to be difficult to read in the plane. It’s too many small letters and numbers in a confined space.”
- “I would miss the airport diagram as I frequently refer to it to decide where to roll out and exit, and other info.”
- “The stacking does not meet the stated goal of making the chart less cluttered and easier to read! This is adding a lot of clutter in the remote chance that an approach item is "Inop". Which happens very infrequently.”
- “The elimination of the altimeter source section clears up the clutter and should make the chance of overlooking some item buried among the information less likely.”
- “This depiction method clearly states what the exact minums are for the given approach, and I feel that switching over to this style would help pilots better understand exactly what we’re expected to do in the event of inoperative equipment.”

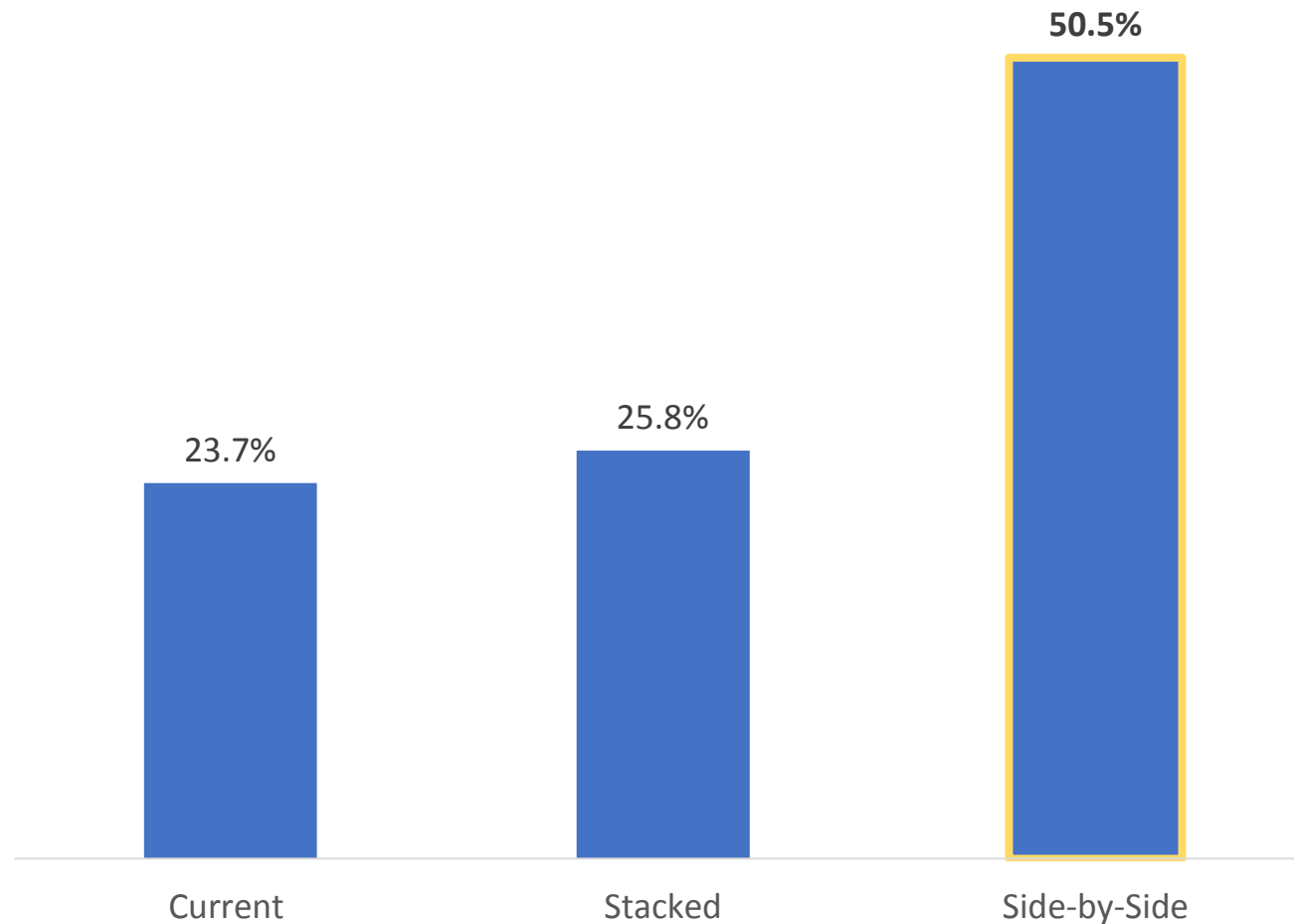


Comments about the Side-by-Side Approach Chart Method

- “Actually, I like this one the best. Besides identifying the INOP component, it also moves those numbers out of the way if not needed, but also makes them easier to focus on when they **are** needed.”
- “Better visual layout than the stacked, but I would still miss having the airport sketch. Might feel different if I'd ever run into the situation where I needed to look up the alternate minimums due to lighting being INOP or local altimeter not being available, but I haven't run into either situation before.”
- “Even worse than the "stacked" presentation for finding the right numbers in the tables. Still want the airport plan, unless someone else will always fly with me to watch the field.”
- “I like the side-by-side better, less cluttered. Still miss the airport sketch, but I could live with that, especially if the FAA approached the Jeppesen airport chart, which is superior.”
- “Makes the most used data more visible and coherently formatted together. Likewise, with a failure, all of that data is formatted together. Less likely to have an error trying to follow a vary narrow line across as in the stacked method.”
- “YES! This eliminates most of my concerns above by leaving more space for the actual approach depiction. Additionally, it is much easier to read side by side columns than vertical separated lines, especially in turbulence or stressful situations. It is far too easy to read lower minimums than allowed if they are one line vertically separated.”



Which of the three methods do you most prefer?





Conclusion

Pilots chose the Side-by-Side approach chart method 2:1 over both the Stacked method and the Current method

Pilots indicated little desire for RASS to occupy more space; concerns for airport sketch being removed

The response to this short survey was robust and the results technically are highly reliable and accurate across the pilot population