

AR LIT RNAV (GPS) RWY 36 ADMT 1

7-8-2022 PRB RESULTS: SIGNED/COMPLETE

Division Manager Signed. Status changed to Signed and Complete.

AR LIT RNAV (GPS) RWY 36 AMDT 1

4-12-2022 PRB Results: Returned Pre PRB

KLIT RNAV GPS RWY 36\NHAZARD: UNMITIGATED OBSTACLE PENETRATES THE 20:1 SURFACE. RISK REMOTE/CATASTROPHIC = HIGH RISK. IAW FS MEMO VDA-VGSI MISMATCH POSITION PAPER: THE APPROVAL LETTER DOESN'T EXPLAIN THAT A REASONABLE EFFORT TO ADJUST THE VGSI AND VDA TO COINCIDE HAS BEEN ACCOMPLISHED. ADJUSTING THE PROCEDURE ANGLE WITHOUT ASKING THE QUESTIONS AND COORDINATING WITH AIRPORTS FOR THE VGSI OBSTACLE INFO IS NOT THE INTENT OF THE MEMO.

The Arpt has adjusted the VGSI Angle from 4.00 degree to 3.75. That's as low as they can go.

THE OBSTACLE SURVEY FOR THE PROCEDURES WAS COMPLETED IN 2015. THE OBSTACLE SURVEY FOR THE PAPI APPEARS TO HAVE BEEN COMPLETED IN 2020. THERE ARE TREES IN THE SURVEY THAT PENETRATE THE 34:1 SURFACE. RECOMMEND THE SPECIALIST ADD TREE GROWTH AND RE-EVALUATE OR COORDINATE WITH THE AIRPORT FOR THE VGSI OBSTACLE SURVEY INFO THAT CAUSED THE VGSI TO BE SET AT 3.75 DEGREES. PROVIDE THE FLIGHT INSPECTION REPORT THAT STATES TO NOT CURRENTLY PUBLISH THE VDA/TCH DUE TO THE ANGLE AND NUMEROUS 34:1 VISUAL OBSTACLE OBSTACLES.

AJV is unaware of any current or proposed criteria change to add tree growth heights to surveyed database obstacles. Could you provide criteria direction on this.

AJV went back to flight check to as if they maintained a PC for this apch from 2017 and they did not. The only history for this is in changes/reason in the ORIG-C from 2017 item #9 FLIGHT INSPECTION/VALIDATION HAS DETERMINED THAT A VDA/TCH MUST NOT BE SPECIFIED ON THE CHART.

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 09/08/2022	APWS Task ID: EC442F9E2EA145C588727A18826F8A33	APWS Project ID: AA9D6E3DCE56402E96364BFEC1661A5C
Procedure: RNAV (GPS) RWY 36 AMDT 1		Enroute: NO	Specialist: Tuttle, Judith		Agreement Number:
Airport ID: KLIT			Airport City: LITTLE ROCK		State: AR
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:

UPDATED VDA AND RELOCATED PFAF.

DISPLACED THRESHOLD RELOCATED FROM 100 FT TO 164 FT.

INCORPORATED P-NOTAM 8/2667 FOR ORIG D INTO FORM

ACTIVE AIRPORT AND RUNWAY DATA USED FOR KLIT.

VGSI AND VDA OUT OF .20 DEGREE TOLERANCE. - APPROVAL LETTER ATTACHED.

REQUEST FLIGHT INSPECTION OF VISUAL SEGMENTS TO DETERMINE IF VDA/TCH CAN BE PUBLISHED IN-LIEU OF VISUAL SEGMENT - OBSTACLES. VDA RAISED FROM 3.00 TO 3.50.

CONTACT: JASON KRETSCHMER, AJV-A421, (405) 954-4019.

Digitally signed by
JASON KRETSCHMER
Jun 10, 2022

QUALITY
47
CHECKED

QUALITY
16
CHECKED

QUALITY
41
CHECKED



Federal Aviation Administration

Memorandum

To: Mark Steinbicker, Manager, Flight Technologies and Procedures
Division THRU: Wade Terrell, Manager Flight Procedures and Airspace
Group.

From: Marlon Robinson, Manager, Instrument Flight Procedures (IFP)
Coordination Team, AJV-A420

Digitally signed by
JASON KRETSCHMER
Jun 10, 2022

Subject: Approval Request: BILL AND HILARY CLINTON NATIONAL/ADAMS
FIELD (LIT), LITTLE ROCK, AR (KLIT) RNAV (GPS) RWY 36

FAAO 8260.3E, para 2-6-2b. Approval is required to establish a VDA (of a procedure where the FAC is straight-in aligned) that is less than the angle of a VGSI installed to the same runway (see paragraph 1-4-2).

Runway 36 VGSI at BILL AND HILARY CLINTON NATIONAL/ADAMS FIELD (LIT), (KLIT), has an angle of 3.75 degrees and 63.2 TCH. The original procedure was flight inspected with a VDA/TCH of 3.00/50.7 but current criteria now requires approval. Flight inspection does not currently allow the VDA/TCH to be published due to the angle and numerous 34:1 visual segment obstacles. The 20:1 visual surface is clear.

The procedure as been rebuilt to a VDA/TCH of 3.50/55 to mitigate the difference in the VGSI angle and retain CAT D minimums. FPT requests to keep CAT D minimums due to military aircraft that use the airport. Currently, the VDA/TCH is not published but updated flight check does not require this limitation. If allowed we will ensure a VGSI NON-COINCIDENT NOTE be published to identify the differences.

The FPT has confirmed the VGSI has previously been lowered from 4.0 but due to the visual slope penetrations it cannot be lowered below 3.75. All efforts were made to match the 3.75 VDA however, this would eliminate CAT D minimums. The FPT requests that we do not remove CAT D minimums because they are used for military flights at the airport. Therefore, the procedure was built with a 3.5 VDA - the highest usable VDA for CAT D minimums IAW 8260.3E Table 2-6-1.

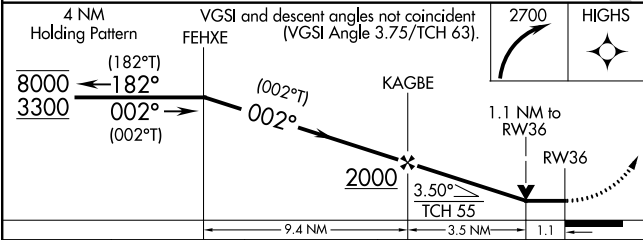
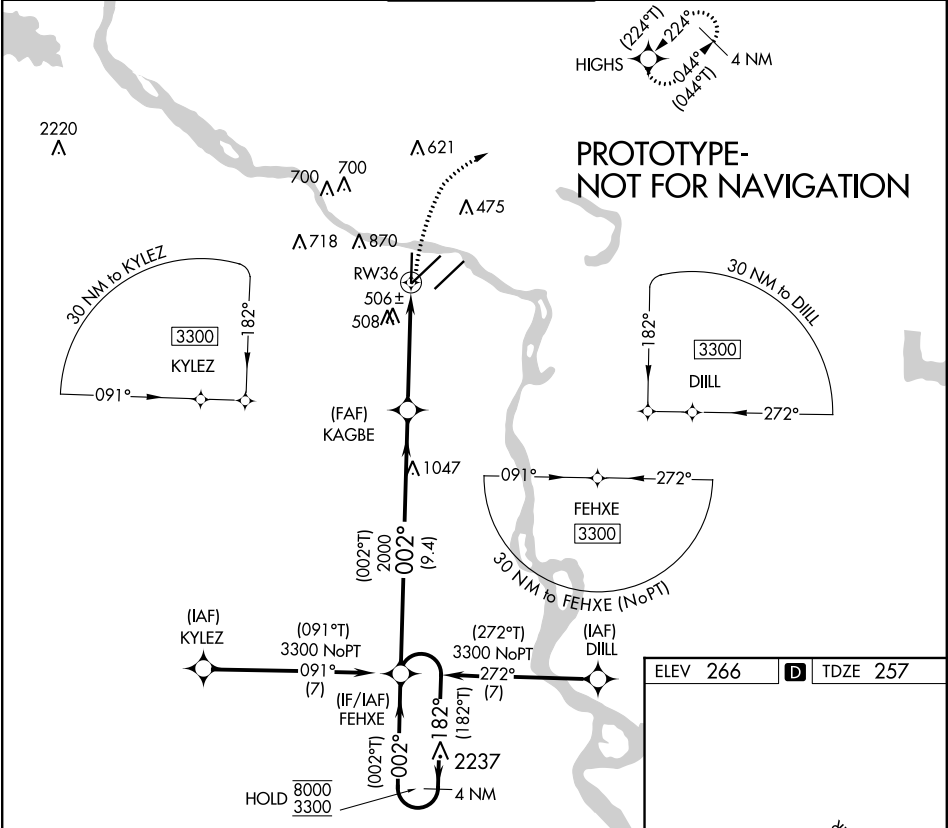
Request approval to publish a 3.50 VDA.

APP CRS	Rwy Idg	6060
002°	TDZE	257
	Apt Elev	266

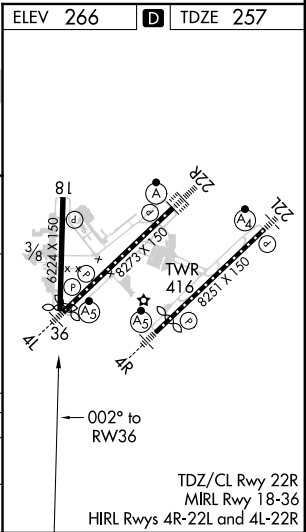
RNAV (GPS) RWY 36
BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)

RNP APCH - GPS . ▼ ▲ Rwy 36 helicopter visibility reduction below ¾ SM NA.		MISSED APPROACH: Climbing right turn to 2700 direct HIGHS and hold.		
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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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CATEGORY	A	B	C	D
LNAV MDA	760-1	503 (500-1)	760-1 3/8	503 (500-1 3/8)
CIRCLING	780-1 514 (600-1)	1000-1 734 (800-1)	1180-2 3/4 914 (1000-2 3/4)	1180-3 914 (1000-3)



21280

LITTLE ROCK, ARKANSAS

APP CRS	Rwy Idg	6060
002°	TDZE	257
	Apt Elev	266

RNAV (GPS) RWY 36

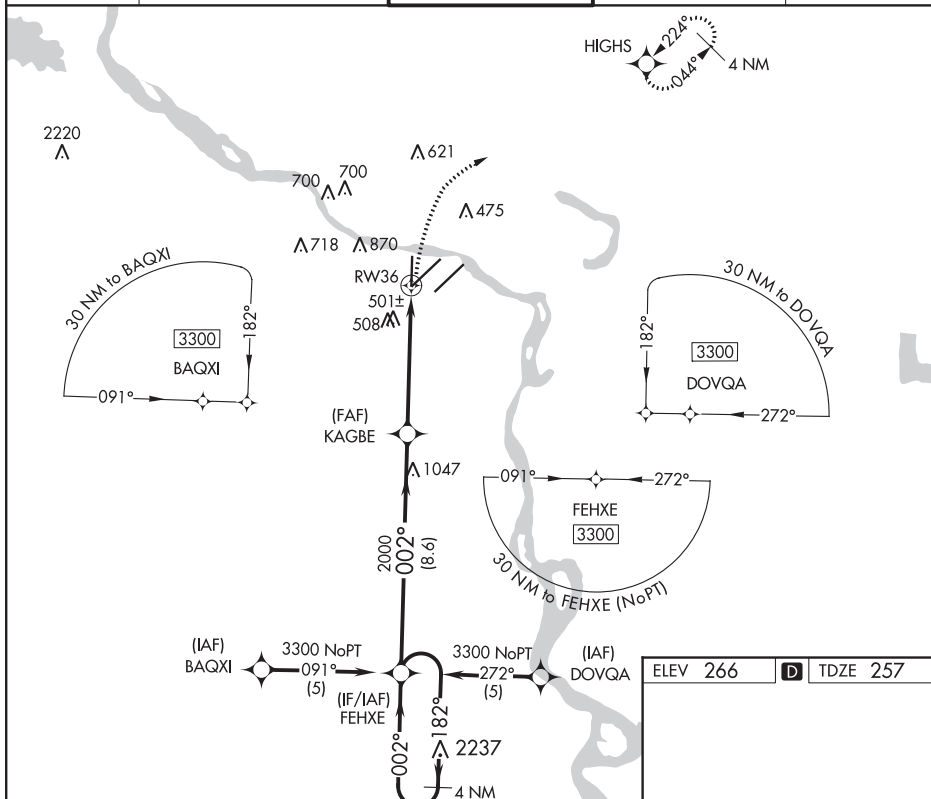
BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)

RNP APCH.

Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

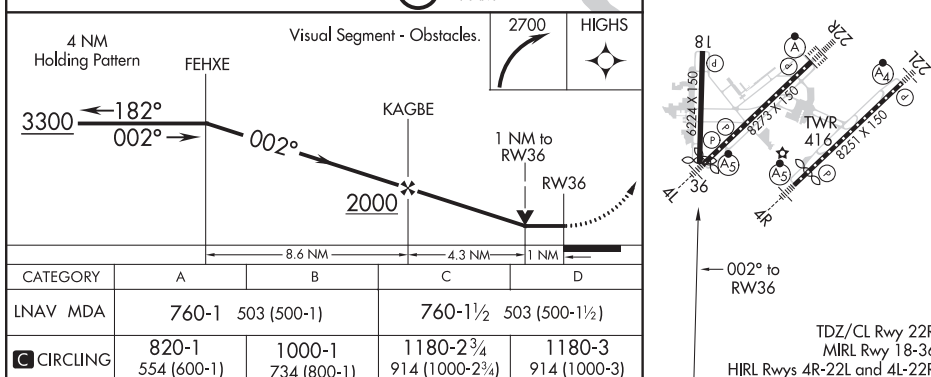
MISSED APPROACH: Climbing right turn to 2700 direct HIGHS and hold.

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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SC-1, 07 OCT 2021 to 04 NOV 2021

SC-1, 07 OCT 2021 to 04 NOV 2021



LITTLE ROCK ARKANSAS

Orig-D 11OCT18

BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)

34°44'N-92°13'W

RNAV (GPS) RWY 36

BILL AND HILARY CLINTON
NATIONAL/ADAMS FIELD
LITTLE ROCK, AR (KLIT)
RNAV (GPS) RWY 36 AMDT 1
TAA 1:500

TAA LEFT BASE:
TOWER (2237)
05-000779

CTC LITTLE ROCK APP WITHIN
20 NM ON 135.4 353.6

NOTICE
FOR REASONS OF NATIONAL SECURITY
PILOTS ARE REQUESTED TO AVOID FLIGHT
AT AND BELOW 5000' MSL

BILL AND HILARY CLINTON
NATIONAL/ADAMS FIELD
LITTLE ROCK, AR (KLIT)
RNAV (GPS) RWY 36 AMDT 1
TAA 1:500

CTC LITTLE ROCK APP WITHIN
20 NM ON 119.5 306.2

TAA RIGHT BASE:
TOWER (2237)
05-000779

LITTLE ROCK APP WITHIN
M ON 135.4 353.5

NOTICE
FOR REASONS OF NATIONAL SECURITY
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PINE BLUFF
116.0 Ch 107 PBR

BILL AND HILARY CLINTON NATIONAL/
ADAMS FIELD LITTLE ROCK, AR (KLIT)
RNAV (GPS) RWY 36 AMDT 1
TAA 1:500

TAA STRAIGHT-IN:
TOWER (2237)
05-000779

NOTICE
FOR REASONS OF NATIONAL SECURITY
PILOTS ARE REQUESTED TO AVOID FLIGHT
AT AND BELOW 5000' MSL

Magnetic disturbance of as much as
1° exists at 7000' elevation between
Rison and Bunn.

Magnetic disturbance of as much as 5°
exists at ground level in this vicinity

BILL AND HILARY CLINTON
NATIONAL/ADAMS FIELD
LITTLE ROCK, AR (KLIT)
RNAV (GPS) RWY 36 AMDT 1
INITIALS, HILPT,
INTERMDIATE, FINAL, MA, MA
HOLDING 1:500

HIGHS:
TOWER (645)
08-000919

LNAV: KAGBE TO RW36
TREE (506) 05-072973

MISSED LEVEL
SURFACE TOWER (555)
05-001864

INTERMEDIATE: FEHXE TO
KAGBE TOWER (1047)
05-002319

INITIAL: KYLEZ TO
FEHXE TOWER
(697) 06-096288

FEHXE: TOWER
(2237) 05-000779

INITIAL: DIILL TO
FEHXE TOWER
(2237) 05-000779

KAGBE

FEHXE

DIILL

KYLEZ

CTC LITTLE ROCK APP WITHIN
20 NM ON 119.5 306.2

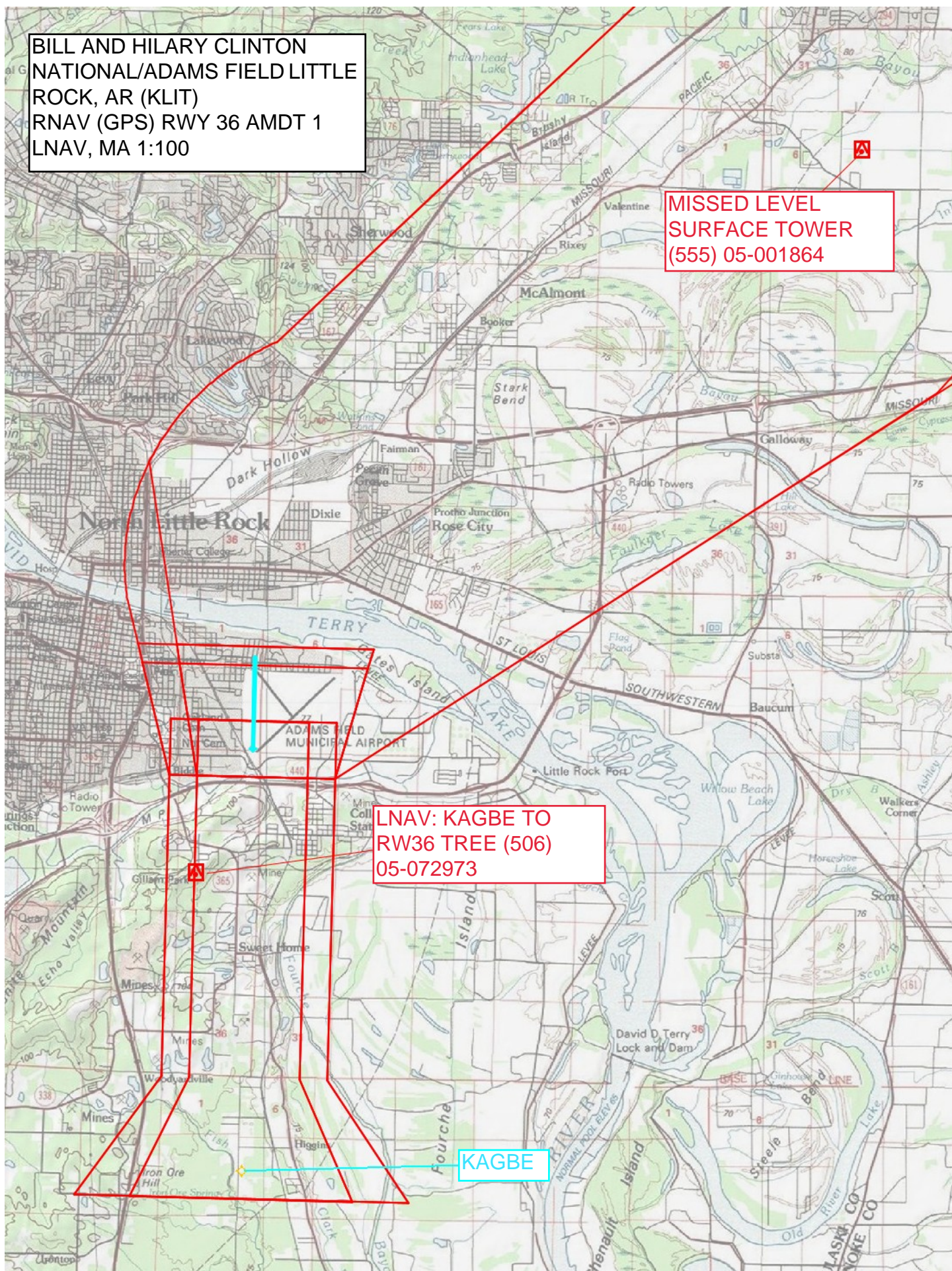
NOTICE
FOR REASONS OF NATIONAL SECURITY
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BILL AND HILARY CLINTON
NATIONAL/ADAMS FIELD LITTLE
ROCK, AR (KLIT)
RNAV (GPS) RWY 36 AMDT 1
LNAV, MA 1:100

MISSED LEVEL
SURFACE TOWER
(555) 05-001864

LNAV: KAGBE TO
RW36 TREE (506)
05-072973

KAGBE





CIRCLING CAT B
BUILDING (682)
05-000268

CIRCLING CAT C/D
ANTENNA (871)
05-074667

CIRCLING CAT A
TREE (464)
05-075789

BILL AND HILARY CLINTON NATIONAL/
ADAMS FIELD
LITTLE ROCK, AR (KLIT)
RNAV (GPS) RWY 36 AMDT 1
CIRCLING 1:500

Federal Aviation Administration Categorical Exclusion Declaration

Date: 06/09/20

IFP: Blanco, Ivan (ivan.blanco@faa.gov)

Airport Contact: -

Request ID: KLIT_20521

Single or Multiple Procedure: Single

Procedure Name(s): RNAV (GPS) RWY 36

Procedure Request Description:

PROCEDURE AMENDMENT REQUIRED FOR RWY 36 DISPLACED THRESHOLD RELOCATION.

DISPLACEMENT OF THRESHOLD INCREASED FROM 100 FT. TO 164 FT.

UPDATE PROCEDURE TO CURRENT CRITERIA. T-LEG IAF FIXES BAQXI AND DOVQA WILL MOVE OUTWARDS FROM 5 NM TO 7 NM TO COMPLY WITH CURRENT LEG LENGTH CRITERIA. THESE FIXES WILL ALSO BE RENAMED.

NO TRACKS OR ALTITUDE CHANGES.

Declaration of Exclusion:

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1.

Basis for this Determination:

This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.

The applicable Categorical Exclusion is:

5-6.5.k: Publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. (ATO, AVS)

The above flight procedure has been developed within the accepted parameters.

Concurrence/Reviewed By:

Veronda JohnsonDate: June 9, 2020

Title:

Environmental Protection Specialist

Approved By:

Charles J. GibsonDate: June 9, 2020

Title:

Manager, Environmental, CI & NAS Analytics

AR LIT RNAV (GPS) RWY 36 AMDT 1

4-12-2022 PRB Results: Returned Pre PRB

KLIT RNAV GPS RWY 36\NHAZARD: UNMITIGATED OBSTACLE PENETRATES THE 20:1 SURFACE. RISK REMOTE/CATASTROPHIC = HIGH RISK. IAW FS MEMO VDA-VGSI MISMATCH POSITION PAPER: THE APPROVAL LETTER DOESN'T EXPLAIN THAT A REASONABLE EFFORT TO ADJUST THE VGSI AND VDA TO COINCIDE HAS BEEN ACCOMPLISHED. ADJUSTING THE PROCEDURE ANGLE WITHOUT ASKING THE QUESTIONS AND COORDINATING WITH AIRPORTS FOR THE VGSI OBSTACLE INFO IS NOT THE INTENT OF THE MEMO.

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Procedure: RNAV (GPS) RWY 36 AMDT 1		Enroute: NO	Specialist: Tuttle, Judith		Agreement Number:
Airport ID: KLIT			Airport City: LITTLE ROCK		State: AR
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:

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ACTIVE AIRPORT AND RUNWAY DATA USED FOR KLIT.

VGSI AND VDA OUT OF .20 DEGREE TOLERANCE. - APPROVAL LETTER ATTACHED.

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CONTACT: JASON KRETSCHMER, AJV-A421, (405) 954-4019.

Digitally signed by
JASON KRETSCHMER
Jun 10, 2022

QUALITY
47
CHECKED

QUALITY
16
CHECKED

QUALITY
41
CHECKED

FIPC BASIC FORM						
PROCEDURE: RNAV (GPS) RWY 36 AMDT 1			AIRPORT NAME: BILL AND HILLARY CLINTON		AIRPORT ID: KLIT	SPECIAL CONTROL NO: OG-12-136-21
FAC ID: KLIT36.01		CITY: LITTLE ROCK			ST: AR	ORIG CHART DATE: 03/24/2022
DFL TYPE: PROC/G	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.5	REIMB. NUMBER:	PTS TASK ID:		
PREFLIGHT NOTES						
REVIEWER:					DATE:	
COMMENTS:					CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
						YES
					CPV COMPLETE?	
					X	
PROCEDURE RESULTS						
INSPECTION DATE: 02/01/2022	CREW #: VN477	N #: N66	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: colton crowder @ 02/01/2022 16:38			PRINTED NAME: CROWDER, COLTON MAX			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS:						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		



Federal Aviation Administration

Memorandum

To: Mark Steinbicker, Manager, Flight Technologies and Procedures
Division THRU: Wade Terrell, Manager Flight Procedures and Airspace
Group.

From: Marlon Robinson, Manager, Instrument Flight Procedures (IFP)
Coordination Team, AJV-A420

Digitally signed by
JASON KRETSCHMER
Jun 10, 2022

Subject: Approval Request: BILL AND HILARY CLINTON NATIONAL/ADAMS
FIELD (LIT), LITTLE ROCK, AR (KLIT) RNAV (GPS) RWY 36

FAAO 8260.3E, para 2-6-2b. Approval is required to establish a VDA (of a procedure where the FAC is straight-in aligned) that is less than the angle of a VGSI installed to the same runway (see paragraph 1-4-2).

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Request approval to publish a 3.50 VDA.

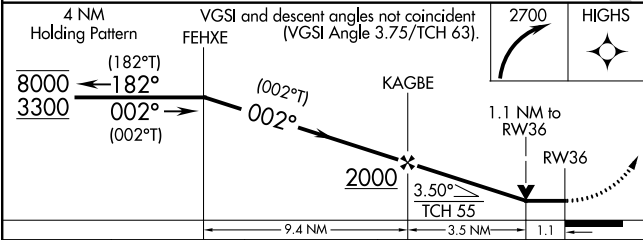
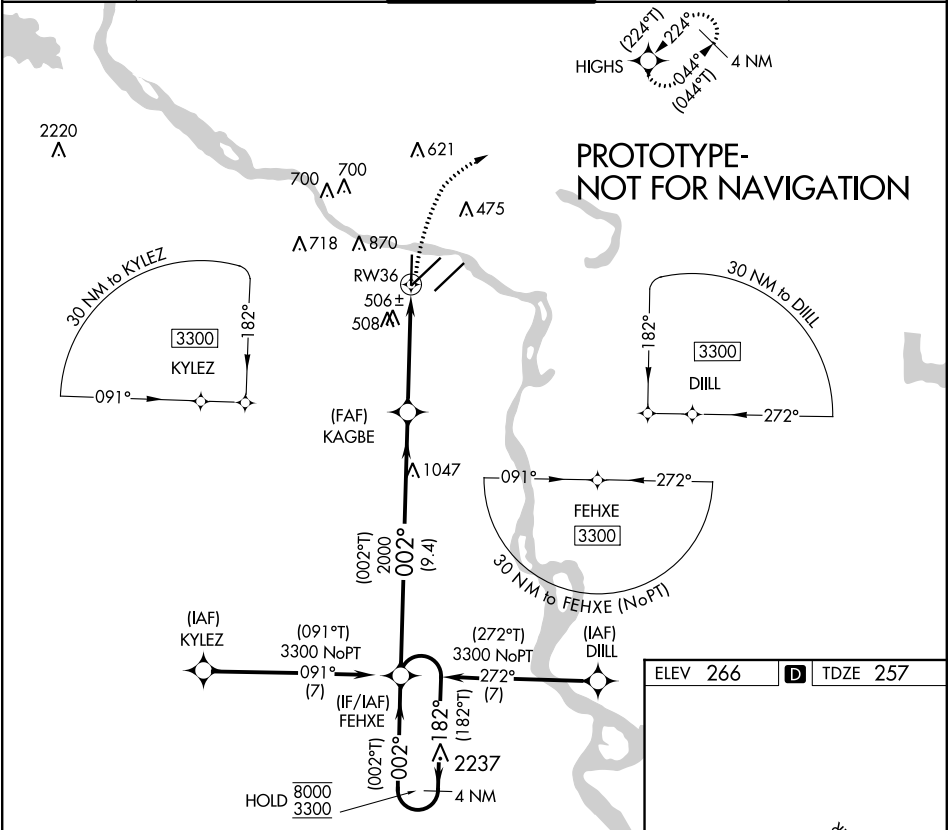
APP CRS	Rwy Idg	6060
002°	TDZE	257
	Apt Elev	266

RNAV (GPS) RWY 36

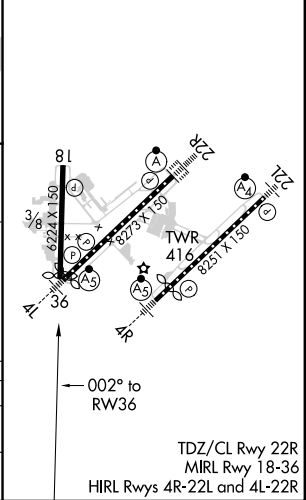
BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)

RNP APCH - GPS . ▼ ▲ Rwy 36 helicopter visibility reduction below ¾ SM NA.		MISSED APPROACH: Climbing right turn to 2700 direct HIGHS and hold.		
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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 257
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CATEGORY	A	B	C	D
LNAV MDA	760-1	503 (500-1)	760-1 3/8	503 (500-1 3/8)
CIRCLING	780-1 514 (600-1)	1000-1 734 (800-1)	1180-2 3/4 914 (1000-2 3/4)	1180-3 914 (1000-3)

OLD

LITTLE ROCK, ARKANSAS

AL-233 (FAA)

21280

APP CRS	Rwy Idg	6060
002°	TDZE	257
	Apt Elev	266

RNAV (GPS) RWY 36

BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)

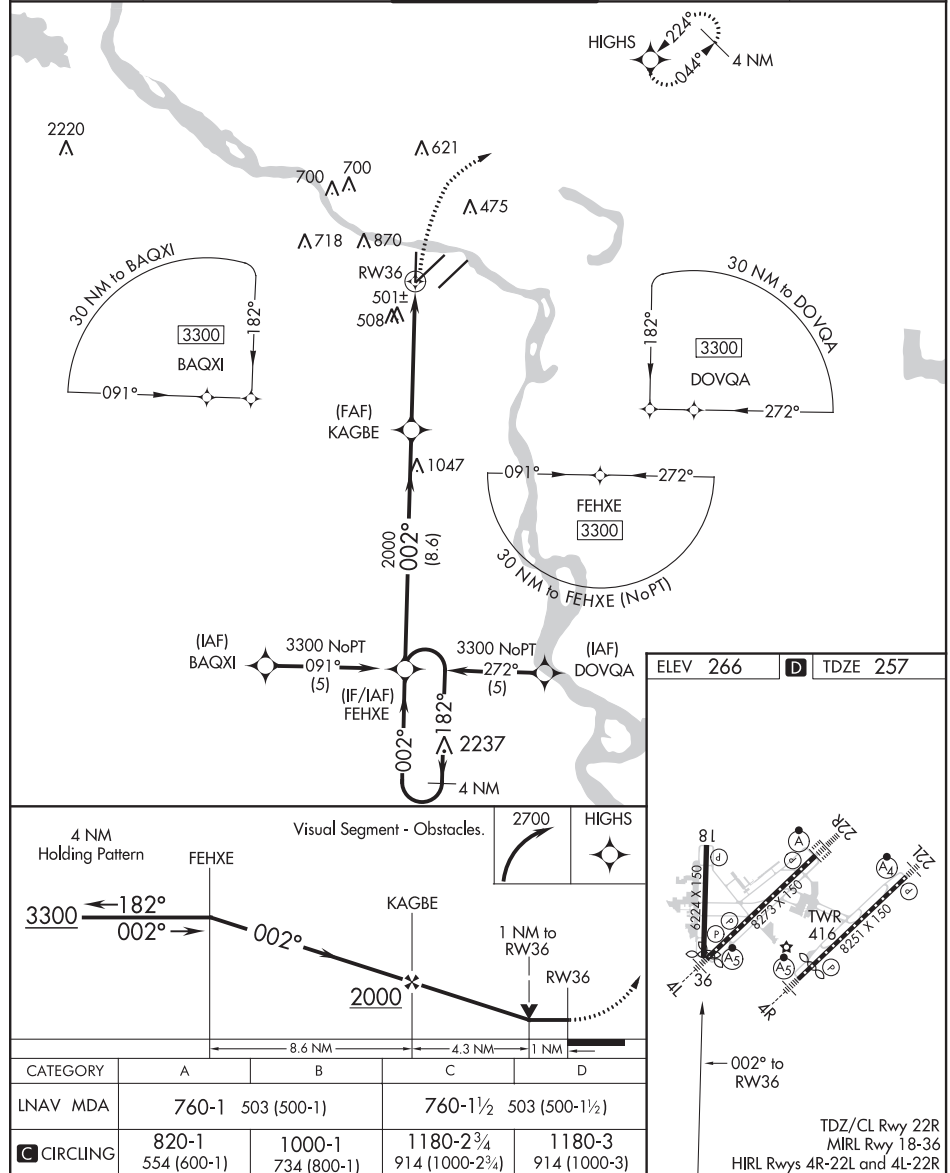
RNP APCH.

Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climbing right turn to 2700 direct
HIGHS and hold.

D-ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 353.6	118.7 257.8	121.9 339.8	118.95

SC-1, 07 OCT 2021 to 04 NOV 2021



SC-1, 07 OCT 2021 to 04 NOV 2021

LITTLE ROCK, ARKANSAS
Orig-D 11OCT18

BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)
34°44'N-92°13'W

RNAV (GPS) RWY 36

BILL AND HILARY CLINTON
NATIONAL/ADAMS FIELD
LITTLE ROCK, AR (KLIT)
RNAV (GPS) RWY 36 AMDT 1
TAA 1:500

TAA LEFT BASE:
TOWER (2237)
05-000779

CTC LITTLE ROCK APP WITHIN
20 NM ON 135.4 353.6

NOTICE
FOR REASONS OF NATIONAL SECURITY
PILOTS ARE REQUESTED TO AVOID FLIGHT
AT AND BELOW 5000' MSL

BILL AND HILARY CLINTON
NATIONAL/ADAMS FIELD
LITTLE ROCK, AR (KLIT)
RNAV (GPS) RWY 36 AMDT 1
TAA 1:500

CTC LITTLE ROCK APP WITHIN
20 NM ON 119.5 306.2

TAA RIGHT BASE:
TOWER (2237)
05-000779

LITTLE ROCK APP WITHIN
M ON 135.4 353.5

NOTICE
FOR REASONS OF NATIONAL SECURITY
PILOTS ARE REQUESTED TO AVOID FLIGHT
AT AND BELOW 5000' MSL

PINE BLUFF
116.0 Ch 107 PBR

BILL AND HILARY CLINTON NATIONAL/
ADAMS FIELD LITTLE ROCK, AR (KLIT)
RNAV (GPS) RWY 36 AMDT 1
TAA 1:500

TAA STRAIGHT-IN:
TOWER (2237)
05-000779

NOTICE
FOR REASONS OF NATIONAL SECURITY
PILOTS ARE REQUESTED TO AVOID FLIGHT
AT AND BELOW 5000' MSL

Magnetic disturbance of as much as
1° exists at 7000' elevation between
Rison and Bunn.

Magnetic disturbance of as much as 5°
exists at ground level in this vicinity

BILL AND HILARY CLINTON
NATIONAL/ADAMS FIELD
LITTLE ROCK, AR (KLIT)
RNAV (GPS) RWY 36 AMDT 1
INITIALS, HILPT,
INTERMDIATE, FINAL, MA, MA
HOLDING 1:500

HIGHS:
TOWER (645)
08-000919

LNAV: KAGBE TO RW36
TREE (506) 05-072973

MISSED LEVEL
SURFACE TOWER (555)
05-001864

INTERMEDIATE: FEHXE TO
KAGBE TOWER (1047)
05-002319

INITIAL: KYLEZ TO
FEHXE TOWER
(697) 06-096288

FEHXE: TOWER
(2237) 05-000779

INITIAL: DIILL TO
FEHXE TOWER
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KAGBE

FEHXE

DIILL

KYLEZ

CTC LITTLE ROCK APP WITHIN
20 NM ON 119.5 306.2

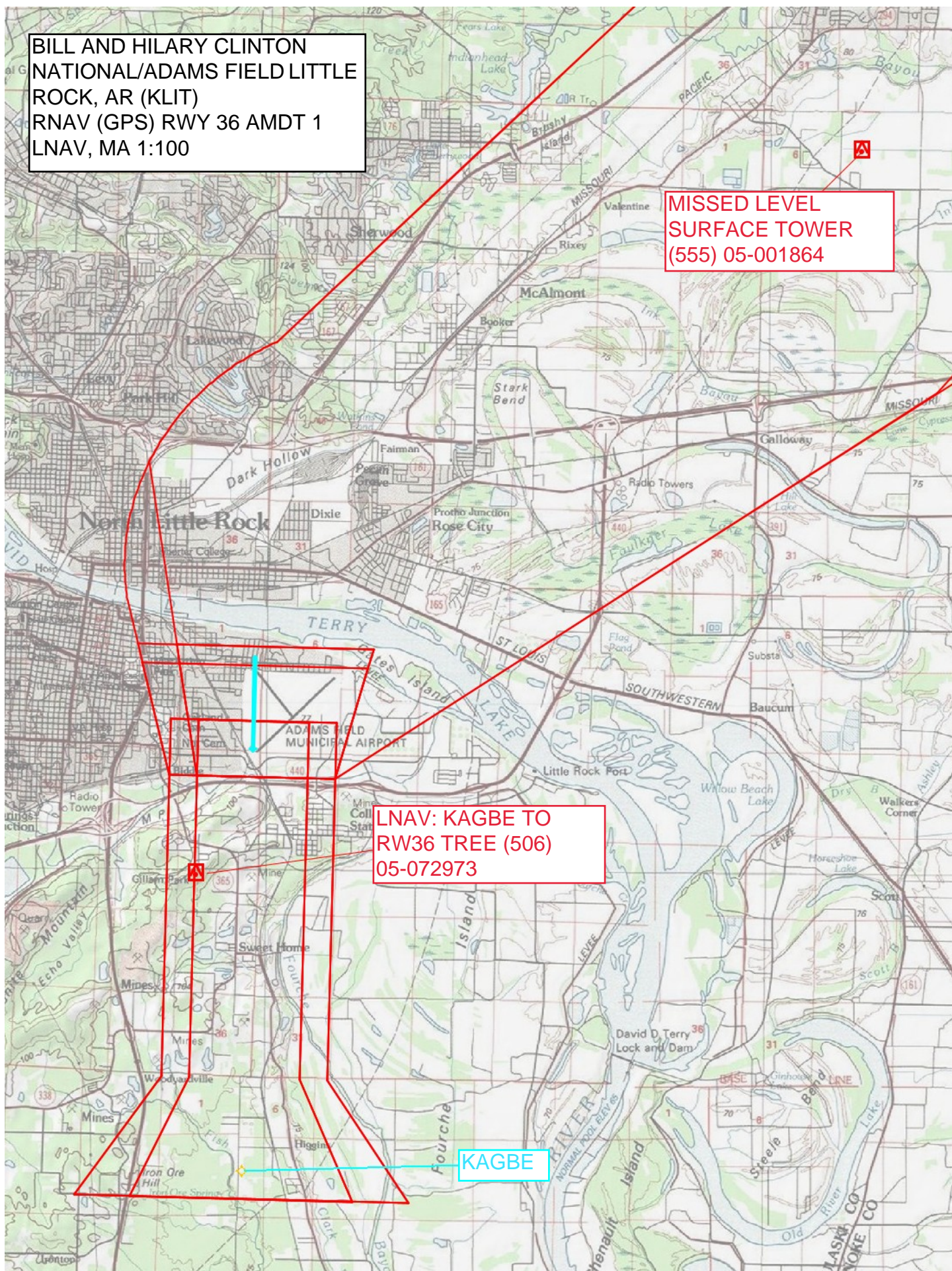
NOTICE
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AT AND BELOW 5000' MSL

BILL AND HILARY CLINTON
NATIONAL/ADAMS FIELD LITTLE
ROCK, AR (KLIT)
RNAV (GPS) RWY 36 AMDT 1
LNAV, MA 1:100

MISSED LEVEL
SURFACE TOWER
(555) 05-001864

LNAV: KAGBE TO
RW36 TREE (506)
05-072973

KAGBE





CIRCLING CAT B
BUILDING (682)
05-000268

CIRCLING CAT C/D
ANTENNA (871)
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CIRCLING CAT A
TREE (464)
05-075789

BILL AND HILARY CLINTON NATIONAL/
ADAMS FIELD
LITTLE ROCK, AR (KLIT)
RNAV (GPS) RWY 36 AMDT 1
CIRCLING 1:500

Federal Aviation Administration Categorical Exclusion Declaration

Date: 06/09/20

IFP: Blanco, Ivan (ivan.blanco@faa.gov)

Airport Contact: -

Request ID: KLIT_20521

Single or Multiple Procedure: Single

Procedure Name(s): RNAV (GPS) RWY 36

Procedure Request Description:

PROCEDURE AMENDMENT REQUIRED FOR RWY 36 DISPLACED THRESHOLD RELOCATION.

DISPLACEMENT OF THRESHOLD INCREASED FROM 100 FT. TO 164 FT.

UPDATE PROCEDURE TO CURRENT CRITERIA. T-LEG IAF FIXES BAQXI AND DOVQA WILL MOVE OUTWARDS FROM 5 NM TO 7 NM TO COMPLY WITH CURRENT LEG LENGTH CRITERIA. THESE FIXES WILL ALSO BE RENAMED.

NO TRACKS OR ALTITUDE CHANGES.

Declaration of Exclusion:

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1.

Basis for this Determination:

This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.

The applicable Categorical Exclusion is:

5-6.5.k: Publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. (ATO, AVS)

The above flight procedure has been developed within the accepted parameters.

Concurrence/Reviewed By:

Veronda JohnsonDate: June 9, 2020

Title:

Environmental Protection Specialist

Approved By:

Charles J. GibsonDate: June 9, 2020

Title:

Manager, Environmental, CI & NAS Analytics