

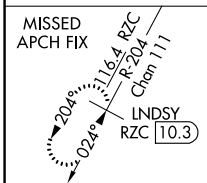
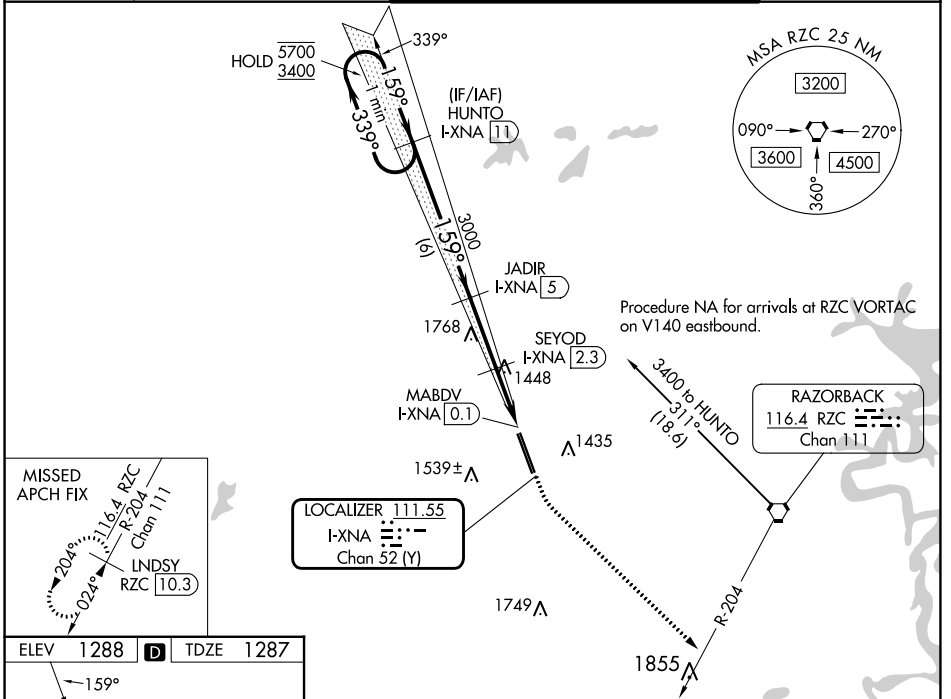
LOC/DME I-XNA <b>111.55</b> Chan 52 (Y)	APP CRS <b>159°</b>	Rwy ldg TDZE Apt Elev <b>8800</b> <b>1287</b> <b>1288</b>
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# ILS or LOC RWY 16L

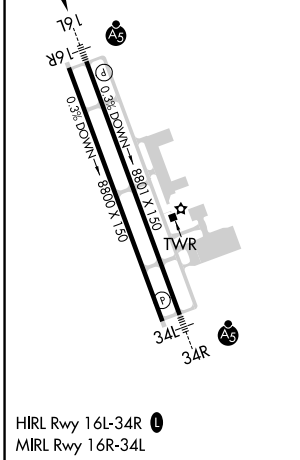
NORTHWEST ARKANSAS NTL (XNA)

DME required.	MALSR	MISSED APPROACH: Climb to 1800 then climbing left turn to 3400 on heading 133° and RZC VORTAC R-204 to LNSDY/RZC 10.3 DME and hold.
<p>▼ For inop ALS, increase S-ILS 16L Cat E visibility to RVR 4000 and S-LOC 16L Cats C, D, and E visibility to RVR 6000.</p> <p>▲ * RVR 1800 authorized with use of FD or AP or HUD to DA.</p>		

ATIS <b>119.425</b>	RAZORBACK APP CON * <b>121.0 244.575</b>	NORTHWEST ARKANSAS NTL TOWER * <b>127.1 (CTAF) 0</b>	GND CON <b>121.9</b>
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ELEV 1288	D	TDZE 1287
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One Minute Holding Pattern	VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 52).		1800	3400	RZC R-204	LNSDY RZC 10.3
	HUNTO I-XNA 11		hdg 133°			
5700 ← 339°		3400 → 159°		JADIR I-XNA 5		
3400		3000		SEYOD I-XNA 2.3		
GS 3.00° TCH 57		159°		I-XNA 1		
		3000		I-XNA DME ANTENNA		
		2140		MABDV I-XNA 0.1		
		6 NM		2.7 NM		1.4 NM
		0.9		0.2		
CATEGORY	A	B	C	D	E	
S-ILS 16L*	1487/24 200 (200-½)					
S-LOC 16L	1700/24	413 (500-½)	1700/40 413 (500-¾)			
CIRCLING	1740-1	1760-1	2040-2¼	2080-2½	2080-2¾	
	452 (500-1)	472 (500-1)	752 (800-2¼)	792 (800-2½)	792 (800-2¾)	

SC-1, 13 JUN 2024 to 11 JUL 2024

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