

**APPENDIX H**  
**NOISE SCREENING REPORT**

### 3 Noise Screening Tools

This section documents the methodology and limitations of noise screening tools in the Guidance to include the Operations test (OPS), the Traffic test (TRAF), the Lateral Movement test (LAT), the Altitude/Operations test (A/O), and the Area Navigation (RNAV) Overlay test (RNVO). These tools evaluate the potential noise impact of proposed air traffic actions relative to the noise screening thresholds identified in Table 3-1 and discussed in greater detail in the Guidance. The tests also consider FAA altitude limits for air traffic noise analyses, i.e., below 10,000 feet Above Ground Level (AGL) for departures, 7,000 feet AGL for arrivals, or up to 18,000 feet AGL over national parks or wilderness areas [6]. Based on the thresholds in Table 3-1, a detailed noise analyses is required when a proposed air traffic action would cause:

1. An increase of 1.5 decibel (dB) or greater for areas experiencing Day-Night Average Sound Levels (DNL) of 65 dB or greater.
2. An increase of 3 dB or more for areas experiencing DNL 60-65 dB.
3. An increase of 5 dB or more for areas experiencing DNL 45-60 dB.

**Table 3-1. Noise Screening Change Thresholds**

<b>Proposed Action DNL Value (dB)</b>	<b>DNL Increase with Proposed Action (dB)</b>
65 +	1.5 dB(1)
60-65	3.0 dB(2)
45-60	5.0 dB(3)

Source:

- (1) FAA Order 1050.1E, Appendix A, 14.3; Part 150, Sec. 150.21(2) (d); FICON 1992 [7]
- (2) FAA Order 1050.1E, Appendix A, 14.4c; FICON 1992
- (3) FAA Order 1050.1E, Appendix A, 14.5e.

Inputs to noise screening tests are developed on an average annual day (AAD) basis, i.e., data representative of long-term variations of airport operations such as runway configurations, fleet mix, number of operations, etc. The objective of updating noise screening tools is to provide additional flexibility to the users within the limitations of FAA policies. The following sections document the basis for the noise screening tests in detail.

#### 3.1 Operations Test

The OPS test helps determine if noise screening is required based on the total number of operations at the airport of interest. The OPS test is based on FAA Order 1050.1E, paragraph 14.6 requirement that no noise analysis is needed for proposals involving Design Group I and II airplanes (wingspan less than 79 feet) in Approach Categories A through D (landing speed less than 166 knots) operating at airports whose forecast operations in the period covered by the environmental review do not exceed 700 jet operations (2 average daily operations) or 90,000 annual propeller operations (247 average daily operations). To account for the increased

sensitivity to noise during certain periods, proposed operations between 10:00 p.m. and 07:00 a.m. must be multiplied by 10. In California, proposed operations between 7:00 p.m. and 10:00 p.m. must also be multiplied by 3.

Based on the above guidance, 700 jet operations were equated to 90,000 propeller operations such that the following direct relationship would be true:

$$\#Jet\ Ops = 700 - (0.0077778 \times \# Prop\ Ops)$$

# *Jet Ops* is the number of jet operations not to exceed 700

# *Prop Ops* is the number of propeller operations not to exceed 90,000

The above equation yields the maximum allowable number of jet operations given the number propeller operations (rounded to the nearest 5,000 operations) or vice versa.

Table 3-2 shows the resulting combinations of propeller and jet operations that must be exceeded to warrant further noise screening. The user can start with either the number of propeller operations or the number of jet operations. For example, if the annual number of jet operations was 700, the maximum allowable number propeller operations in order to pass the OPS test could not exceed zero (bold font). In a similar way, if the annual number of propeller operations was 5,000, the maximum allowable number jet operations in order to pass the OPS test could not exceed 662 (bold font).

**Table 3-2. OPS Test for Airports**

Annual Propeller Operations	Annual Jet Operations
<b>0</b>	<b>700</b>
<b>5,000</b>	<b>662</b>
10,000	622
15,000	584
20,000	544
25,000	506
30,000	466
35,000	428
40,000	388
45,000	350
50,000	310
55,000	272
60,000	232
65,000	194
70,000	154
75,000	116
80,000	76
85,000	38
90,000	0

## **Instrument Flight Procedure Changes Requiring Environmental Assessment**

1. The following LIT VORTAC relocation driven terminal and enroute Instrument Flight Procedures (IFPs) changes are categorized as minor amendments that will not require flight track or altitude changes and therefore may be considered for Categorical Exclusion (CATEX). IFPs that will be canceled without replacement and high altitude procedures or routes (FL 180 and above) are not included here as they are not subject to environmental assessment. NOTE: hover over procedure name and click to link to IFP chart.

### **Batesville Regional (BVX), Batesville, AR**

*RNAV (GPS) RWY 8:* The procedure will require the LIT VORTAC to HEPLU Initial Approach Fix (IAF) feeder route segment removed without replacement, no other changes required.

### **Bentonville Muni/Louise M Thaden Field (VBT), Bentonville, AR**

*BENTON SIX DEPARTURE:* RADAR vector departure procedure will require only minor change to update or remove the LIT VORTAC data block depicted on chart.

### **Bill and Hillary Clinton National/Adams Field (LIT), Little Rock, AR**

*RNAV (GPS) RWY 4R:* The procedure will require update to BRAUM Missed Approach Fix (MAF) fix-make up and depiction of BRAUM as a waypoint (WP). No other changes required.

*RNAV (GPS) RWY 4L:* The procedure will require update to BRAUM Missed Approach Fix (MAF) fix-make up and depiction of BRAUM as a waypoint (WP). No other changes required.

*RNAV (GPS) RWY 18:* Will require removal of the LIT to ALMOW IF/IAF feeder route segment without replacement. BIBBS IAF and DUMPI IAF will be retained as WPs (update fix make-up).

*RNAV (GPS) RWY 22L:* The procedure will require update to BAUDE Missed Approach Fix fix-make up and depiction of BAUDE as a waypoint (WP). No other changes required.

*RNAV (GPS) RWY 22R:* The procedure will require update to BAUDE Missed Approach Fix (MAF) fix-make up and depiction of BAUDE as a WP. No other changes required.

*RNAV (GPS) RWY 36:* Requires update to HIGHS MAF fix make-up and coding with future LIT facility location only.

### **Carlisle Muni (4M3), Carlisle, AR**

*RNAV (GPS) RWY 9:* Will require update to the fix make-up of DUMPI and QIXTO IAFs and a change to fix depiction from conventional fixes to WPs. No other changes required.

### **Drake Field (FYV), Fayetteville, AR**

*RAZORBACK THREE DEPARTURE:* RADAR vector departure procedure will require only minor change to update or remove the LIT VORTAC data block depicted on chart.

### **Holley Mountain Airpark (2A2), Clinton, AR**

*RNAV (GPS) RWY 5:* HAAWK IAF AND DUMPI feeder fix will require update to fix make-up and change to depiction as WPs.

**Malvern Muni (M78), Malvern, AR**

*RNAV (GPS) RWY 22:* Will require update to the fix make-up of TAYUV IAF and HERID feeder fixes, symbol depiction will change from conventional fixes to WPs. No other changes.

**Memorial Field (HOT) Hot Springs, AR**

*ILS or LOC RWY 5:* Will require amendment to the SOCKS MAF intersection radial from the current LIT VORTAC R-239 to future LIT R-236. No track, altitude, or other changes required.

*VOR RWY 5:* Same amendment of SOCKS Missed Approach Fix (MAF) as above. No track, altitude, or other changes required.

**Memphis Intl (MEM), Memphis, TN**

*CONDOR THREE ARRIVAL (RNAV):* Will require renaming of the LIT transition to the LITTR WP transition and change of VORTAC symbol to waypoint (WP). LITTR WP is collocated with current LIT VORTAC therefore no track or altitude change required.

*HOBK THREE ARRIVAL (RNAV):* Rename the LIT transition to the LITTR transition and change VORTAC symbol to waypoint (WP). LITTR WP is collocated with current LIT VORTAC so no track or altitude change required.

**North Little Rock Muni (ORK) North Little Rock, AR**

*RNAV (GPS) RWY 5:* Will require removal of IAF PARON without replacement. Update fix make-up of IAF BEGAN and IF TADAW to remove LIT VORTAC and chart both as WPs. Update BRAUM MAF fix-make up. No other changes required.

**Northwest Arkansas Rgnl (XNA), Fayetteville/Springdale/Rogers, AR**

*HIGHFILL EIGHT DEPARTURE:* RADAR vector departure procedure will require only minor a change to update or remove the LIT VORTAC data block depicted on chart.

**Pine Bluff Regional (PBF) Pine Bluff, AR**

*ILS OR LOC RWY 18:* LIT VORTAC radial will be removed from NETAA INT fix make-up, changing NETAA to a DME fix. Monticello (MON) VOR/DME will also be removed from RISON MAF due to unrelated VOR MON program facility decommissioning. No other changes.

**Pine Bluff Regional (PBF) Pine Bluff, AR**

*RNAV (GPS) RWY 18:* MOMTE IAF should be depiction should change to a WP. No other changes.

**Russellville Regional (RUE), Russellville, AR**

*RNAV (GPS) RWY 25:* Will require removal of BIBBS IAF and deletion of HAAWK feeder segment without replacement, no other changes required.

**Saline Country Regional (SUZ), Benton, AR**

*RNAV (GPS) RWY 2:* Will require an update of PARON MAF and HERID feeder fix make-up and depiction of them as WPs. No track or altitude changes required.

### **Searcy Muni (SRC) Searcy, AR**

*ILS or LOC RWY 1:* Will require removal of TAFTE to CERCY LOM/IAF feeder route without replacement. Removal of LIT feeder route segment from LIT to CERCY without replacement and annotation with RADAR required.

### **Springdale Muni (ASG), Springdale, AR**

*SPRING FIVE DEPARTURE:* RADAR vector departure procedure will require only minor a change to update or remove the LIT VORTAC data block depicted on chart.

### **Stuttgart Muni Carl Humphrey Field (SGT), Stuttgart, AR**

*ILS or LOC RWY 36:* Will have the LIT VORTAC to STUTT LOM/IAF feeder route segment removed without replacement, no other changes required.

*RNAV (GPS) RWY 18:* Will require the LIT VORTAC to NIBIC IAF and HILLE to WILUS IAF feeder routes segments removed without replacement. No other changes.

### **Rogers Executive-Carter Field (ROG), Rogers, AR**

*ROGERS THREE DEPARTURE:* RADAR vector departure procedure will require only minor a change to update or removed the LIT VORTAC data block depicted on chart.

**2.** The following Victor Airway (routes below FL180) will be canceled and replaced with GPS routes (T-routes) to mitigate the LIT facility relocation impact on terminal and enroute ATC operations by not requiring track or altitude changes and therefore negating any environmental impact.

**V534** and **V532** from Fort Smith (FSM) VORTAC to LIT VORTAC would be canceled without replacement due to being redundant little utilized routes.

**V74** will be canceled from FSM VORTAC to Pine Bluff (PBF) VOR/DME and replaced with a T-route with identical tracks and altitudes.

**V124** will be canceled from Paris (PRX) VOR/DME (planned decommissioning FY23) to Gilmore VOR/DME (planned decommissioning TBD) and replaced with a T-route with identical tracks and altitudes.

**V573** will be canceled from Sulphur Springs (SLR) VOR/DME (planned decommissioning FY23) to LIT VORTAC and replace with a T-route with identical tracks and altitudes.

**V54** will be canceled from Texarkana (TXK) to Marvel (UJM) VOR/DME and replace with a T-route with identical tracks and altitudes.

**V305** will be canceled from El Dorado (ELD) VOR/DME to Malden (MAW) VORTAC (planned decommissioning TBD) and replaced with a T-route with identical tracks and altitudes.

**3.** The following Instrument Flight Procedures have been identified as requiring major amendments which may result in flight track or altitude changes.

**Bill and Hillary Clinton National/Adams Field (LIT), Little Rock, AR**

*ILS OR LOC RWY 4L:* Will require removal of MOMTE IAF arc initial without replacement, deletion of LIT to LASKY NDB feeder route and replacement with new feeder route from PBF VOR/DME to LASKY NDB. Update to ROLAN MAF and missed approach instructions from the current LIT R-303/16.7 DME to future LIT 279/14.7 DME. Amend the holding pattern at ROLAN from holding inbound on 123 heading to holding inbound on 099 heading.

*ILS or LOC RWY 4R:* Will require removal of MOMTE IAF arc initial without replacement. Removal of LIT to GETTY INT/IAF feeder route segment and replacement with new PBF VOR/DME to GETTY INT/IAF feeder route. Amend MAF/radial from current LIT VORTAC R-089 to future LIT VORTAC R-122 at 17 DME fix. Amend the ATERS MAF holding pattern from holding inbound heading 269 to holding inbound on heading 302. Update fix make-up on GETTY INT and OGRAY INT to DME fixes only.

*ILS OR LOC RWY 22L:* Will require removal of QIXTO IAF arc initial without replacement, deletion of DUMPI to CALAY feeder route and replacement with new feeder PBF VOR/DME to JOREG INT. Amend JOREG to make an INT IAF and add procedure turn (PT).

*ILS OR LOC RWY 22R, (SA CAT I) (CAT II & III):* Will require removal of LIT to SHERR INT feeder route and replacement with new PBF VOR/DME to SHERR INT feeder. Update to missed approach radial and MAF from current LIT R-250/22 DME to future LIT R-239/26.3 DME. Update fix make-up for IAFI DUMPI, IF HIGHS INT and BEGAN MAF holding. **Note:** ILS RWY 22R SA CAT I and ILS RWY 22R CAT II/III share identical flight profiles, therefore only one chart is depicted with the changes required in all three.

**North Little Rock Muni (ORK) North Little Rock, AR**

*LOC/DME RWY 5:* Will require removal of PARON IAF without replacement and annotation with RADAR required, update OCAPU MAF make-up from the current LIT R-352/25 DME fix to the future LIT R-351/17 DME fix at same altitude.

**Saline Country Regional (SUZ), Benton, AR**

*ILS or LOC/DME RWY 2:* Will require addition of a new feeder route from PBF VOR/DME to REMBE IF/IAF. Deletion of the LIT to REMBE feeder route and update to REMBE fix make-up. MAF holding will change from current LIT R-250/22 DME to future LIT R-239/26 DME. Missed approach holding pattern inbound heading will change from 070 to 059.

*RNAV (GPS) RWY 20:* Will require removal of ROLAN IAF without replacement, amendment of ZITPU from an IF to and IF/IAF and the addition of a holding in-lieu of procedure turn pattern. A straight-in "I" configuration TAA will be added. Update MALVE MAF fix make-up and depict as WP.

LOC/DME I-LIT <b>110.3</b> Chan <b>40</b>	APP CRS <b>047°</b>	Rwy Idg <b>8273</b> TDZE <b>258</b> Apt Elev <b>266</b>
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# ILS or LOC RWY 4L

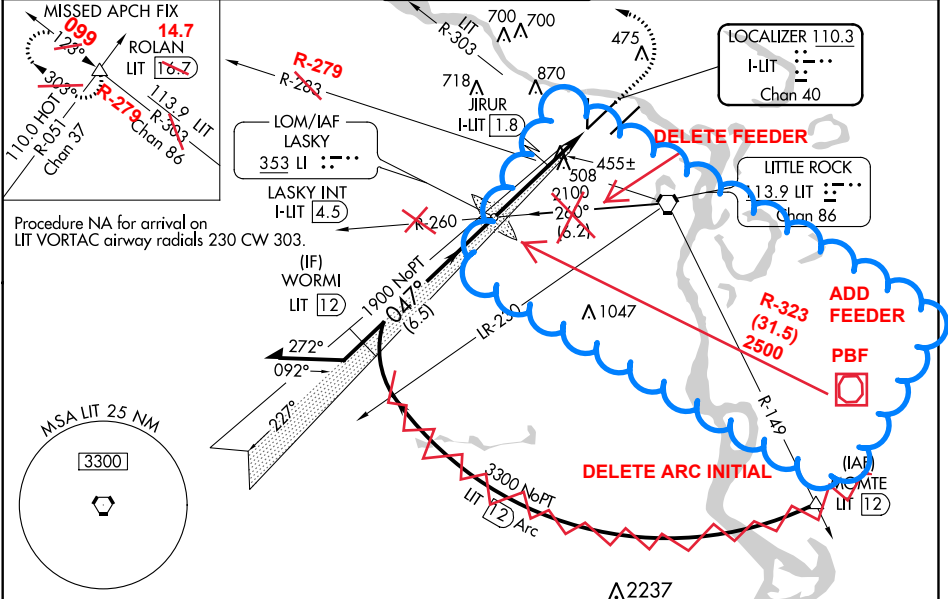
BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

**▼** Inop table does not apply to S-ILS 4L all Cats. Simultaneous approach authorized. Rwy 4L helicopter visibility reduction below RVR 4000 NA. LOC minimums: For inop ALS, increase S-LOC 4L Cats A/B visibility to 1 SM and Cats C/D visibility to 2 SM. JIRUR fix minimums: For inop ALS, increase S-LOC 4L Cats A/B visibility to 1 SM and Cats C/D visibility to 1 3/8 SM.

**▲** MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 on heading 260° and on LIT VORTAC R-303 to R-279 ROLAN INT/LIT 16-Z DME and hold. **14.7**

D-ATIS <b>125.65</b>	LITTLE ROCK APP CON <b>135.4 353.6</b>	ADAMS TOWER <b>118.7 257.8</b>	GND CON <b>121.9 339.8</b>	CLNC DEL <b>118.95</b>
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ELEV 266	<b>D</b>	TDZE 258
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Remain within 10 NM

2100 → 047° → 1900 → 047° → 1814 → 227° → LOM/INT I-LIT 4.5

GS 3.00° TCH 51

Use I-LIT DME when on the localizer course.

1500	3500	LIT	ROLAN
↑	hdg 260°	R-303	△

\* I-LIT 1 \* LOC only. \* I-LIT 0.2

2.7 NM | 0.8 NM | 1.2 NM

CATEGORY	A	B	C	D
S-ILS 4L	508/40 250 (300-3/4)			
S-LOC 4L	960-1	702 (700-3/4)	960-1 5/8	702 (700-1 5/8)
<b>C</b> CIRCLING	960-1 694 (700-1)	1000-1 734 (800-1)	1180-2 3/4 914 (1000-2 3/4)	1180-3 914 (1000-3)
JIRUR FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 4L	720-1	462 (500-3/4)	720-50	462 (500-1)
<b>C</b> CIRCLING	820-1 554 (600-1)	1000-1 734 (800-1)	1180-2 3/4 914 (1000-2 3/4)	1180-3 914 (1000-3)

047° 4.7 NM from FAF

TDZ/CL Rwy 22R  
HIRL Rwys 4R-22L, 4L-22R and 18-36  
FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



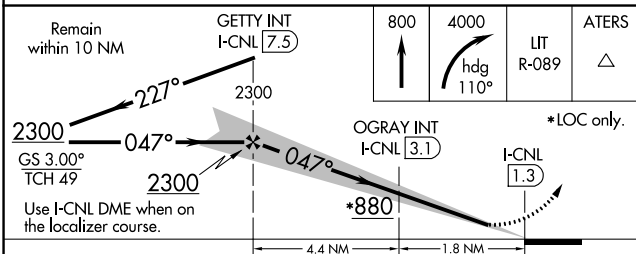
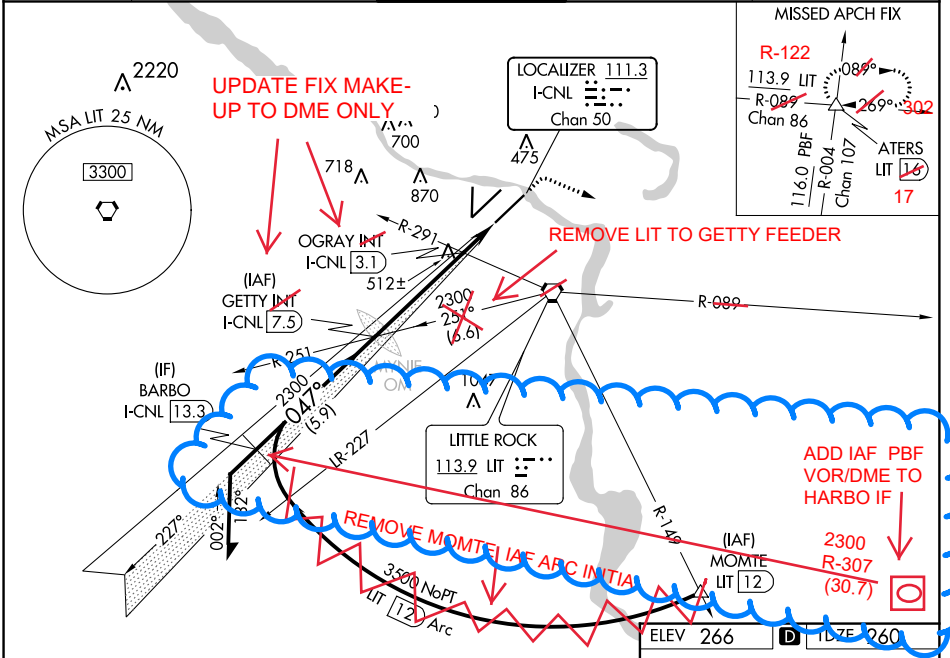
LOC/DME I-CNL <b>111.3</b> Chan 50	APP CRS <b>047°</b>	Rwy Idg TDZE Apt Elev	<b>7201</b> <b>260</b> <b>266</b>
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# ILS or LOC RWY 4R

BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

<p><b>▼</b> Inop table does not apply to S-ILS 4R. <b>▲</b> Rwy 4R helicopter visibility reduction below ¾ NA. Simultaneous approach authorized.</p>	<p>MALSR </p>	<p>MISSED APPROACH: Climb to 800 then climbing right turn to 4000 on heading <del>090°</del> and LIT VORTAC R-089 to ATERS INT/LIT <del>16.0</del> DME and hold. <b>R-122</b></p>
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D-ATIS <b>125.65</b>	LITTLE ROCK APP CON <b>135.4 353.6</b>	ADAMS TOWER <b>118.7 257.8</b>	GND CON <b>121.9 339.8</b>	CLNC DEL <b>118.95</b>
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Remain within 10 NM	GETTY INT I-CNL (7.5)	800	4000	LIT R-089	ATERS
GS 3.00° TCH 49	2300	2300	2300	047°	047°
Use I-CNL DME when on the localizer course.				*880	*LOC only.
CATEGORY	A	B	C	D	
S-ILS 4R		510/40	250 (300-¾)		
S-LOC 4R	880/40	620 (700-¾)	880-1¾	620 (700-1¾)	
CIRCLING	880-1	1000-1	1180-2¾	1180-3	
	614 (700-1)	734 (800-1)	914 (1000-2¾)	914 (1000-3)	
OGRAY (DUAL VOR RECEIVERS OR DME REQUIRED)					
S-LOC 4R	780/40	520 (600-¾)	780/55	520 (600-1)	
CIRCLING	820-1	1000-1	1180-2¾	1180-3	
	554 (600-1)	734 (800-1)	914 (1000-2¾)	914 (1000-3)	
FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

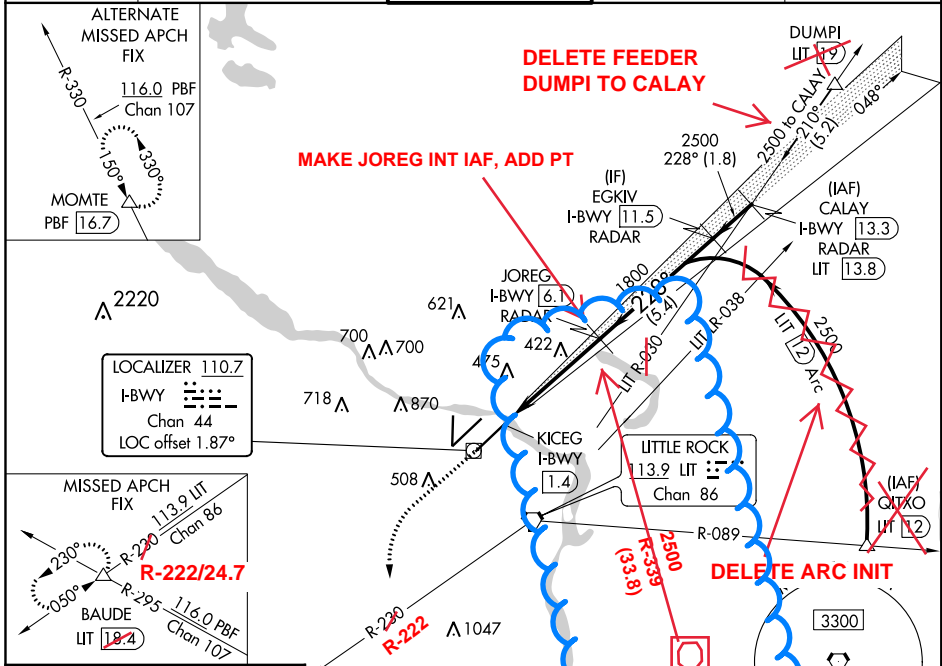
LOC/DME I-BWY <b>110.7</b> Chan <b>44</b>	APP CRS <b>228°</b>	Rwy Idg TDZE Apt Elev	<b>7200</b> <b>259</b> <b>266</b>
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# ILS or LOC RWY 22L

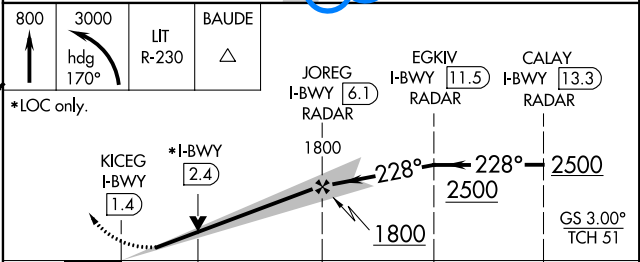
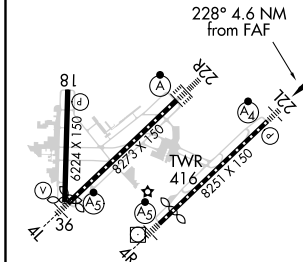
BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

D-ATIS <b>125.65</b>		LITTLE ROCK APP CON <b>135.4 353.6</b>		ADAMS TOWER <b>118.7 257.8</b>		GND CON <b>121.9 339.8</b>		CLNC DEL <b>118.95</b>	
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D-ATIS <b>125.65</b>					LITTLE ROCK APP CON <b>135.4 353.6</b>					ADAMS TOWER <b>118.7 257.8</b>					GND CON <b>121.9 339.8</b>					CLNC DEL <b>118.95</b>				
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ELEV 266	<b>D</b>	TDZE 259
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TDZ/CL Rwy 22R	800	3000	1800	2500	2500	2500
MIRL Rwy 18-36	hdg 170°	LIT R-230	EGKIV I-BWY 11.5 RADAR	CALAY I-BWY 13.3 RADAR	JOREG I-BWY 6.1 RADAR	KICEG I-BWY 1.4
HIRL Rwys 4R-22L and 4L-22R	*LOC only.					
FAF to MAP 4.6 NM	S-ILS 22L		509/40		250 (300-3/4)	
	S-LOC 22L		640/40		381 (400-3/4)	
Knots	60	90	120	150	180	
Min:Sec	4:36	3:04	2:18	1:50	1:32	
<b>C</b> CIRCLING	820-1 554 (600-1)	1000-1 734 (800-1)	1180-2 3/4 914 (1000-2 3/4)	1180-3 914 (1000-3)		

**NOTE: THESE SAME CHANGES ALSO APPLY TO ILS  
RWY 22R SA CAT I AND CAT III/III APPROACHES**

LITTLE ROCK, ARKANSAS

AL-233 (FAA)

18312

LOC/DME I-AAY <b>110.3</b> Chan <b>40</b>	APP CRS <b>227°</b>	Rwy Idg <b>8273</b> TDZE <b>262</b> Apt Elev <b>266</b>
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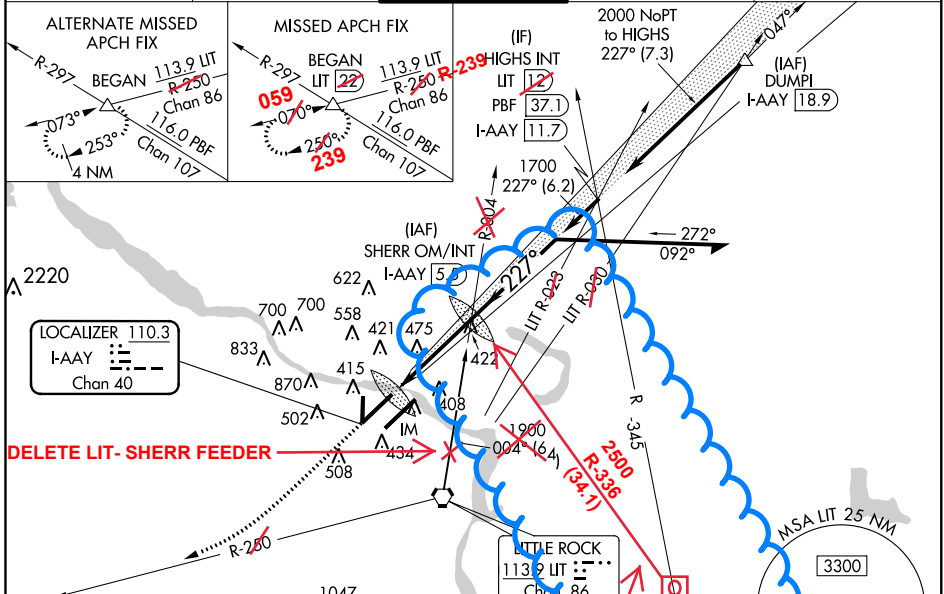
**ILLS or LOC RWY 22R**  
BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

DME required.

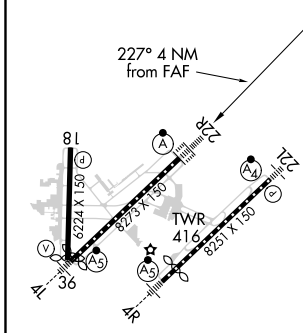
**⚠** Simultaneous approach authorized with Rwy 22L. VDP NA when using Stuttgart altimeter setting. When local altimeter setting not received, use Stuttgart altimeter setting; increase all DA to 544 feet and increase S-ILS all Cats visibility to RVR 2200; increase all MDAs 100 feet and increase S-LOC Cat C/D visibility to RVR 5500, and Circling Cat B visibility to 1¼ SM, Cat C visibility to 3 SM. For inop ALS, increase S-LOC Cat C/D visibility to RVR 6000. For inop ALS when using Stuttgart altimeter setting, increase S-ILS all Cats visibility to RVR 4500 and S-LOC Cat C/D visibility to 1½ SM.

ALSIF-2 **(A)** MISSED APPROACH: Climb to 1000 then climbing right turn to 2300 on LIT VORTAC R-250 to BEGAN INT/ LIT 22 DME and hold. **R-239/26.3**

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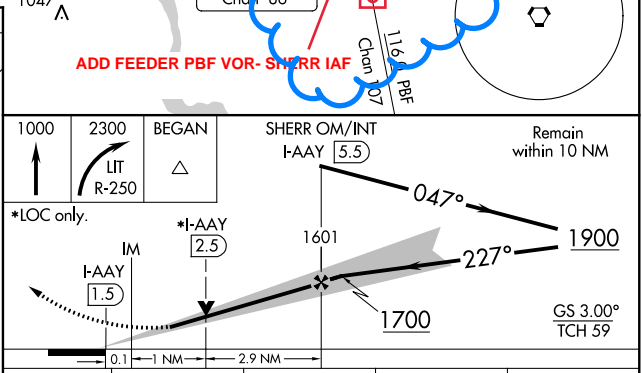


ELEV <b>266</b>	<b>D</b> TDZE <b>262</b>
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TDZ/CL Rwy 22R  
MIRL Rwy 18-36  
HIRL Rwys 4R-22L and 4L-22R  
FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D
S-ILS 22R	462/18 200 (200-½)			
S-LOC 22R	680/24	418 (500-½)	680/40	418 (500-¾)
<b>(C)</b> CIRCLING	800-1 534 (600-1)	1000-1 734 (800-1)	1180-2¾ 914 (1000-2¾)	1180-3 914 (1000-3)

LITTLE ROCK, ARKANSAS  
Amdt 3A 08NOV18

**ILLS or LOC RWY 22R**  
BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)  
34°44'N-92°13'W

LOC/DME I-SUZ <b>111.95</b> Chan <b>56 (Y)</b>	APP CRS <b>019°</b>	Rwy Idg <b>5002</b> TDZE <b>390</b> Apt Elev <b>390</b>
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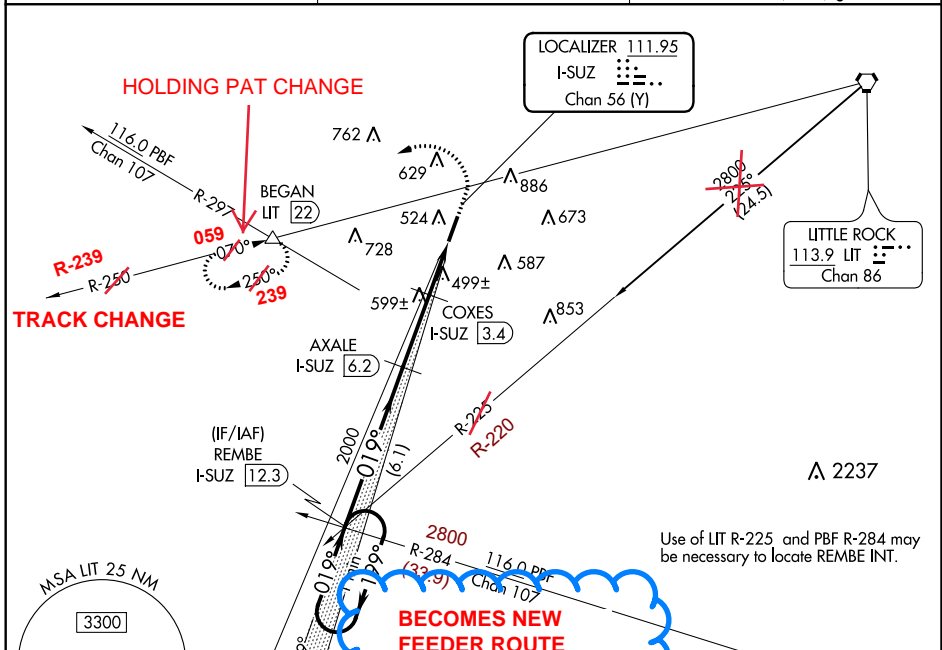
# ILS or LOC/DME RWY 2

SALINE COUNTY RGNL (SUZ)

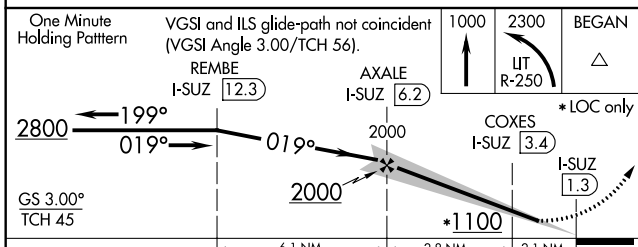
**NA** Visibility reduction by helicopters NA. Use Little Rock/Bill and Hillary Clinton National/Adams Field altimeter setting; when not received, use Hot Springs altimeter setting and increase all DA 41 feet and all MDA 60 feet. Increase S-ILS 2 all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2300 via LIT VORTAC R-250 to BEGAN INT/LIT 22 DME and hold.

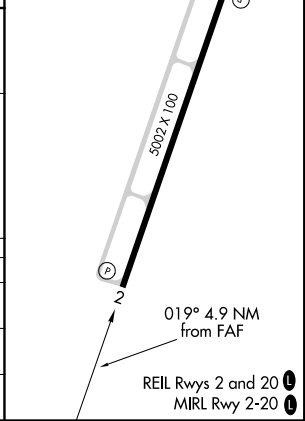
AWOS-3 <b>132.125</b>	LITTLE ROCK APP CON <b>119.5 306.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 390	TDZE 390
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CATEGORY	A	B	C	D
S-ILS 2	693-1 303 (400-1)			
S-LOC 2	820-1	430 (500-1)	820-1¼ 430 (500-1¼)	820-1½ 430 (500-1½)
CIRCLING	1040-1 650 (700-1)	1140-1¼ 750 (800-1¼)	1140-2¼ 750 (800-2¼)	1140-2½ 750 (800-2½)



WAAS CH <b>40309</b> W20A	APP CRS <b>199°</b>	Rwy Idg TDZE <b>387</b> Apt Elev <b>390</b>	<b>5002</b>
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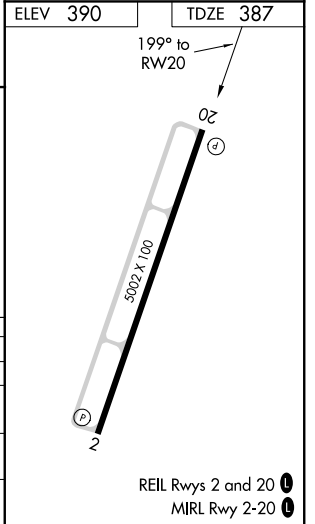
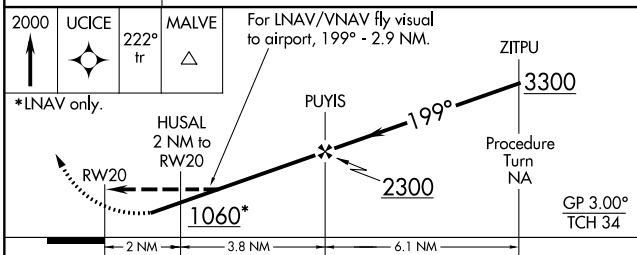
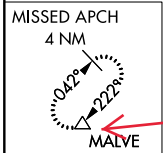
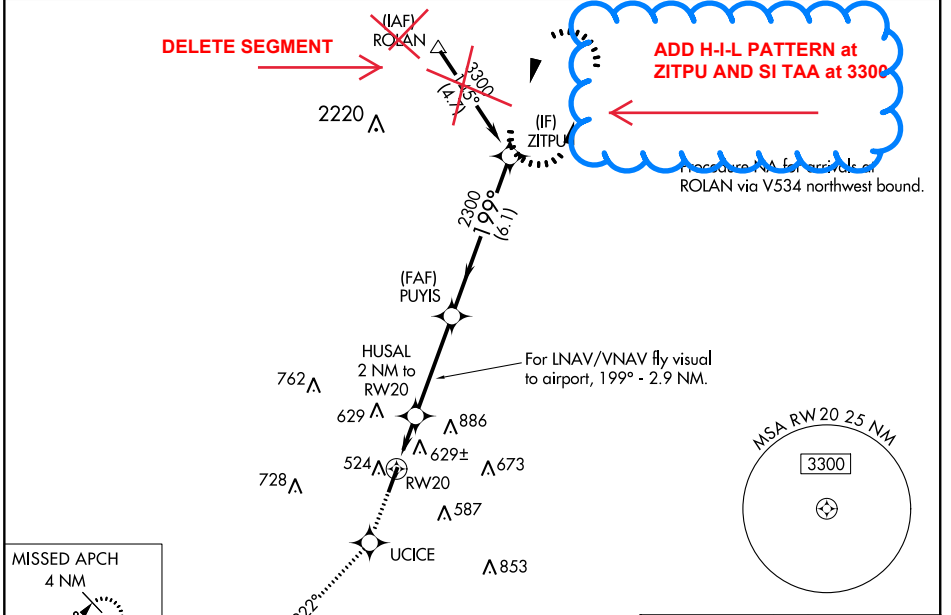
# RNAV (GPS) RWY 20

SALINE COUNTY RGNL (SUZ)

**Baro-VNAV NA.** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Little Rock/Bill and Hillary Clinton National/Adams Field altimeter setting; when not received, use Hot Springs altimeter setting and increase all DA 41 feet and all MDA 60 feet. Increase LPV visibility all Cats ¼ mile, LNAV/VNAV visibility Cat C ¼ mile and LNAV visibility Cat C, D ½ mile.

**MISSED APPROACH:** Climb to 2000 direct UCICE and via 222° track to MALVE and hold.

AWOS-3 <b>132.125</b>	LITTLE ROCK APP CON <b>119.5 306.2</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A		B		C		D	
LPV DA	827-1½		440 (500-1½)					
LNAV/VNAV DA	1330-2	943 (1000-2)	1330-2¾	943 (1000-2¾)	1330-3	943 (1000-3)		
LNAV MDA	960-1	573 (600-1)	960-1½	573 (600-1½)	960-1¾	573 (600-1¾)		
CIRCLING	1000-1	1140-1¼	1140-2¼	750 (800-2¼)	1140-2½	750 (800-2½)		

SC-1, 18 JUN 2020 to 16 JUL 2020

SC-1, 18 JUN 2020 to 16 JUL 2020

# TFMSC Report (Airport)

From 01/01/2019 To 01/01/2020 | Airports/LIT\_PBF

#	Date Airport	Physical Class	Aircraft Type	Departures	Arrivals	Total Operations
373	1/9/2019 LIT - Little Rock	Jet	C56X - Cessna Excel/XLS	2	3	5
410	1/9/2019 PBF - Pine Bluff	Jet	C56X - Cessna Excel/XLS	0	1	1
478	1/11/2019 LIT - Little Rock	Jet	C56X - Cessna Excel/XLS	1	1	2
509	1/11/2019 PBF - Pine Bluff	Jet	C56X - Cessna Excel/XLS	1	0	1
798	1/18/2019 LIT - Little Rock	Jet	C56X - Cessna Excel/XLS	3	2	5
837	1/18/2019 PBF - Pine Bluff	Jet	C56X - Cessna Excel/XLS	1	1	2
1188	1/27/2019 LIT - Little Rock	Jet	PRM1 - Raytheon Premier 1390 Premier 1	0	1	1
1203	1/27/2019 PBF - Pine Bluff	Jet	PRM1 - Raytheon Premier 1390 Premier 1	1	0	1
1389	1/31/2019 LIT - Little Rock	Jet	PRM1 - Raytheon Premier 1390 Premier 1	2	2	4
1387	1/31/2019 PBF - Pine Bluff	Jet	PRM1 - Raytheon Premier 1390 Premier 1	1	1	2
1704	2/8/2019 LIT - Little Rock	Jet	C680 - Cessna Citation Sovereign	1	1	2
1745	2/8/2019 PBF - Pine Bluff	Jet	C680 - Cessna Citation Sovereign	1	1	2
1919	2/13/2019 LIT - Little Rock	Jet	C25A - Cessna Citation C12	2	2	4
1971	2/13/2019 PBF - Pine Bluff	Jet	C25A - Cessna Citation C12	1	1	2
2102	2/18/2019 LIT - Little Rock	Jet	EA50 - Eclipse 500	0	1	1
2178	2/18/2019 PBF - Pine Bluff	Jet	EA50 - Eclipse 500	1	1	2
2253	2/20/2019 LIT - Little Rock	Jet	H258 - BAe HS 125/700-800Hawker 800	1	0	1
2282	2/20/2019 PBF - Pine Bluff	Jet	H258 - BAe HS 125/700-800Hawker 800	1	0	1
2417	2/24/2019 LIT - Little Rock	Jet	C56X - Cessna Excel/XLS	1	1	2
2448	2/24/2019 PBF - Pine Bluff	Jet	C56X - Cessna Excel/XLS	0	1	1
2563	2/27/2019 LIT - Little Rock	Jet	C56X - Cessna Excel/XLS	1	1	2
2605	2/27/2019 PBF - Pine Bluff	Jet	C56X - Cessna Excel/XLS	1	0	1
2965	3/8/2019 LIT - Little Rock	Jet	C25A - Cessna Citation C12	1	0	1
2980	3/8/2019 PBF - Pine Bluff	Jet	LJ75 - Learjet 75	0	1	1
2988	3/8/2019 PBF - Pine Bluff	Jet	C25A - Cessna Citation C12	1	2	3
2990	3/8/2019 PBF - Pine Bluff	Jet	LJ75 - Learjet 75	1	1	2
3545	3/21/2019 LIT - Little Rock	Jet	C25M - Cessna Citation M2	1	1	2
3579	3/21/2019 PBF - Pine Bluff	Jet	C25M - Cessna Citation M2	1	1	2
3639	3/23/2019 LIT - Little Rock	Jet	C510 - Cessna Citation Mustang	1	1	2
3669	3/23/2019 PBF - Pine Bluff	Jet	C510 - Cessna Citation Mustang	1	1	2
3737	3/25/2019 LIT - Little Rock	Jet	F2TH - Dassault Falcon 2000	0	1	1
3738	3/25/2019 LIT - Little Rock	Jet	F2TH - Dassault Falcon 2000	3	4	7
3767	3/25/2019 PBF - Pine Bluff	Jet	F2TH - Dassault Falcon 2000	1	1	2
3891	3/28/2019 LIT - Little Rock	Jet	ES0P - Embraer Phenom 100	1	1	2
3923	3/28/2019 PBF - Pine Bluff	Jet	ES0P - Embraer Phenom 100	1	1	2
4171	4/3/2019 LIT - Little Rock	Jet	C510 - Cessna Citation Mustang	1	1	2
4214	4/3/2019 PBF - Pine Bluff	Jet	C510 - Cessna Citation Mustang	1	1	2
5118	4/24/2019 LIT - Little Rock	Jet	C525 - Cessna CitationJetC1J1	1	2	3
5180	4/24/2019 PBF - Pine Bluff	Jet	C525 - Cessna CitationJetC1J1	1	1	2
5387	4/29/2019 LIT - Little Rock	Jet	F2TH - Dassault Falcon 2000	1	2	3
5371	4/29/2019 LIT - Little Rock	Jet	LJ31 - Bombardier Learjet 31A/B	4	2	6
5389	4/29/2019 PBF - Pine Bluff	Jet	F2TH - Dassault Falcon 2000	2	2	4
5390	4/29/2019 PBF - Pine Bluff	Jet	LJ31 - Bombardier Learjet 31A/B	0	1	1
5683	5/6/2019 LIT - Little Rock	Jet	C25A - Cessna Citation C12	1	0	1
5729	5/6/2019 PBF - Pine Bluff	Jet	C25A - Cessna Citation C12	0	1	1
5740	5/7/2019 LIT - Little Rock	Jet	C525 - Cessna CitationJetC1J1	1	1	2
5778	5/7/2019 PBF - Pine Bluff	Jet	C525 - Cessna CitationJetC1J1	1	1	2
6168	5/16/2019 LIT - Little Rock	Jet	BE40 - RaytheonBeech Beechjet 400T-1	8	6	14
6208	5/16/2019 PBF - Pine Bluff	Jet	BE40 - RaytheonBeech Beechjet 400T-1	1	1	2
6217	5/17/2019 LIT - Little Rock	Jet	BE40 - RaytheonBeech Beechjet 400T-1	3	7	10
6221	5/17/2019 LIT - Little Rock	Jet	C510 - Cessna Citation Mustang	1	0	1
6259	5/17/2019 PBF - Pine Bluff	Jet	BE40 - RaytheonBeech Beechjet 400T-1	1	1	2
6259	5/17/2019 PBF - Pine Bluff	Jet	C510 - Cessna Citation Mustang	1	1	2
6280	5/18/2019 LIT - Little Rock	Jet	F2TH - Dassault Falcon 2000	1	1	2
6288	5/18/2019 PBF - Pine Bluff	Jet	F2TH - Dassault Falcon 2000	1	1	2
6711	5/27/2019 LIT - Little Rock	Jet	C525 - Cessna CitationJetC1J1	1	1	2
6770	5/29/2019 LIT - Little Rock	Jet	F2TH - Dassault Falcon 2000	2	1	3
6771	5/29/2019 LIT - Little Rock	Jet	F2TH - Dassault Falcon 2000	2	2	4
6800	5/28/2019 PBF - Pine Bluff	Jet	F2TH - Dassault Falcon 2000	2	2	4
6818	5/29/2019 LIT - Little Rock	Jet	C68A - Cessna Citation Latitude	1	3	4
6851	5/29/2019 PBF - Pine Bluff	Jet	C68A - Cessna Citation Latitude	1	1	2
7222	6/8/2019 LIT - Little Rock	Jet	H258 - BAe HS 125/700-800Hawker 800	2	1	3
7239	6/8/2019 PBF - Pine Bluff	Jet	H258 - BAe HS 125/700-800Hawker 800	1	1	2
7782	6/18/2019 LIT - Little Rock	Jet	C25A - Cessna Citation C12	1	2	3
7826	6/18/2019 PBF - Pine Bluff	Jet	C25A - Cessna Citation C12	1	1	2
8095	6/24/2019 LIT - Little Rock	Jet	C550 - Cessna Citation II/Bravo	0	1	1
8140	6/24/2019 PBF - Pine Bluff	Jet	C550 - Cessna Citation II/Bravo	0	1	1
8217	6/26/2019 LIT - Little Rock	Jet	F2TH - Dassault Falcon 2000	2	0	2
8246	6/26/2019 PBF - Pine Bluff	Jet	F2TH - Dassault Falcon 2000	1	1	2
8275	6/27/2019 LIT - Little Rock	Jet	F2TH - Dassault Falcon 2000	1	2	3
8301	6/27/2019 PBF - Pine Bluff	Jet	F2TH - Dassault Falcon 2000	1	1	2
8330	6/28/2019 LIT - Little Rock	Jet	F2TH - Dassault Falcon 2000	2	2	4
8382	6/28/2019 PBF - Pine Bluff	Jet	F2TH - Dassault Falcon 2000	2	2	4
8727	7/8/2019 PBF - Pine Bluff	Jet	C501 - Cessna VSP	1	1	2
8801	7/10/2019 LIT - Little Rock	Jet	LJ80 - Bombardier Learjet 80	0	1	1
8817	7/10/2019 PBF - Pine Bluff	Jet	LJ80 - Bombardier Learjet 80	1	1	2
8856	7/11/2019 LIT - Little Rock	Jet	LJ80 - Bombardier Learjet 80	1	1	2
8877	7/11/2019 PBF - Pine Bluff	Jet	LJ80 - Bombardier Learjet 80	1	0	1
8969	7/12/2019 LIT - Little Rock	Jet	LJ45 - Bombardier Learjet 45	1	1	2
8933	7/12/2019 PBF - Pine Bluff	Jet	LJ45 - Bombardier Learjet 45	1	1	2
9181	7/18/2019 LIT - Little Rock	Jet	LJ80 - Bombardier Learjet 80	1	1	2
9183	7/18/2019 PBF - Pine Bluff	Jet	LJ80 - Bombardier Learjet 80	1	1	2
9680	7/29/2019 LIT - Little Rock	Jet	F2TH - Dassault Falcon 2000	2	2	4
9704	7/29/2019 PBF - Pine Bluff	Jet	F2TH - Dassault Falcon 2000	2	2	4
10683	8/6/2019 PBF - Pine Bluff	Jet	EA50 - Eclipse 500	2	0	2
10132	8/7/2019 PBF - Pine Bluff	Jet	EA50 - Eclipse 500	1	2	3
10388	8/13/2019 LIT - Little Rock	Jet	C510 - Cessna Citation Mustang	0	1	1
10410	8/13/2019 PBF - Pine Bluff	Jet	C510 - Cessna Citation Mustang	1	1	2
10680	8/19/2019 LIT - Little Rock	Jet	C25A - Cessna Citation C12	1	1	2
10688	8/19/2019 PBF - Pine Bluff	Jet	C25A - Cessna Citation C12	0	1	1
10689	8/19/2019 PBF - Pine Bluff	Jet	C25A - Cessna Citation C12	1	0	1
10685	8/20/2019 PBF - Pine Bluff	Jet	MG17 - Mikoyan MIG-17	1	1	2
11085	8/28/2019 LIT - Little Rock	Jet	C525 - Cessna CitationJetC1J1	1	1	2
11108	8/28/2019 PBF - Pine Bluff	Jet	C525 - Cessna CitationJetC1J1	1	1	2
11216	8/31/2019 LIT - Little Rock	Jet	F2TH - Dassault Falcon 2000	1	2	3
11228	8/31/2019 PBF - Pine Bluff	Jet	F2TH - Dassault Falcon 2000	2	2	4
11910	9/15/2019 PBF - Pine Bluff	Jet	MG17 - Mikoyan MIG-17	1	1	2
12130	9/20/2019 LIT - Little Rock	Jet	C56X - Cessna Excel/XLS	2	4	6
12182	9/20/2019 PBF - Pine Bluff	Jet	C56X - Cessna Excel/XLS	1	1	2
12290	9/30/2019 PBF - Pine Bluff	Jet	LJ80 - Bombardier Learjet 80	1	1	2
13024	10/9/2019 LIT - Little Rock	Jet	C25A - Cessna Citation C12	0	1	1
13075	10/9/2019 PBF - Pine Bluff	Jet	C25A - Cessna Citation C12	1	1	2
13157	10/11/2019 LIT - Little Rock	Jet	LJ45 - Bombardier Learjet 45	2	1	3
13210	10/12/2019 PBF - Pine Bluff	Jet	LJ45 - Bombardier Learjet 45	1	1	2
13304	10/15/2019 LIT - Little Rock	Jet	C25A - Cessna Citation C12	0	1	1
13341	10/15/2019 PBF - Pine Bluff	Jet	C25A - Cessna Citation C12	0	1	1
13388	10/16/2019 PBF - Pine Bluff	Jet	EA50 - Eclipse 500	1	1	2
13424	10/17/2019 LIT - Little Rock	Jet	EA50 - Eclipse 500	1	1	2
13605	10/21/2019 LIT - Little Rock	Jet	C25A - Cessna Citation C12	1	1	2
13642	10/21/2019 PBF - Pine Bluff	Jet	C25A - Cessna Citation C12	1	0	1
13643	10/21/2019 PBF - Pine Bluff	Jet	C25A - Cessna Citation C12	0	1	1
13788	10/24/2019 LIT - Little Rock	Jet	LJ45 - Bombardier Learjet 45	1	1	2
13818	10/24/2019 PBF - Pine Bluff	Jet	LJ45 - Bombardier Learjet 45	0	1	1
14689	11/10/2019 LIT - Little Rock	Jet	C525 - Cessna CitationJetC1J1	4	0	4
14623	11/10/2019 PBF - Pine Bluff	Jet	C525 - Cessna CitationJetC1J1	1	1	2
14835	11/15/2019 LIT - Little Rock	Jet	C56X - Cessna Excel/XLS	2	2	4
14878	11/15/2019 PBF - Pine Bluff	Jet	C56X - Cessna Excel/XLS	0	1	1
15087	11/20/2019 LIT - Little Rock	Jet	C525 - Cessna CitationJetC1J1	8	7	15
15113	11/20/2019 PBF - Pine Bluff	Jet	C525 - Cessna CitationJetC1J1	1	1	2
15198	11/20/2019 LIT - Little Rock	Jet	PRM1 - Raytheon Premier 1390 Premier 1	0	1	1
15210	11/22/2019 PBF - Pine Bluff	Jet	PRM1 - Raytheon Premier 1390 Premier 1	0	1	1
15462	11/28/2019 PBF - Pine Bluff	Jet	PRM1 - Raytheon Premier 1390 Premier 1	1	1	2
15601	12/2/2019 LIT - Little Rock	Jet	PRM1 - Raytheon Premier 1390 Premier 1	0	1	1
15614	12/2/2019 PBF - Pine Bluff	Jet	PRM1 - Raytheon Premier 1390 Premier 1	1	0	1
15718	12/5/2019 LIT - Little Rock	Jet	C510 - Cessna Citation Mustang	2	0	2
15758	12/5/2019 PBF - Pine Bluff	Jet	C510 - Cessna Citation Mustang	1	1	2
15991	12/10/2019 PBF - Pine Bluff	Jet	PRM1 - Raytheon Premier 1390 Premier 1	0	1	1
16229	12/15/2019 LIT - Little Rock	Jet	PRM1 - Raytheon Premier 1390 Premier 1	2	1	3
16241	12/15/2019 PBF - Pine Bluff	Jet	PRM1 - Raytheon Premier 1390 Premier 1	1	1	2
16294	12/17/2019 LIT - Little Rock	Jet	C525 - Cessna CitationJetC1J1	2	2	4
16307	12/17/2019 LIT - Little Rock	Jet	F2TH - Dassault Falcon 2000	1	1	2
16338	12/17/2019 PBF - Pine Bluff	Jet	C525 - Cessna CitationJetC1J1	1	1	2
16339	12/17/2019 PBF - Pine Bluff	Jet	F2TH - Dassault Falcon 2000	1	1	2
18481	12/20/2019 PBF - Pine Bluff	Jet	PC24 - Pilatus PC-24	1	0	1
18585	12/23/2019 LIT - Little Rock	Jet	PRM1 - Raytheon Premier 1390 Premier 1	2	2	4
16607	12/23/2019 PBF - Pine Bluff	Jet	PRM1 - Raytheon Premier 1390 Premier 1	2	1	3
<b>Total:</b>				<b>199</b>	<b>172</b>	<b>331</b>

Report created on Fri Dec 4 10:44:41 EST 2020

Sources: Traffic Flow Management System Counts (TFMSC), Aviation System Performance Metrics (ASPM)

137 total
12 unconfirmed
125 total "paired"
<b>62.5 total jet ops between PBF &amp; LIT</b>
<b>588 Allowed jet ops per the OPS Test 12-4-2020 (PBF - LIT)</b>
<b>688 Allowed jet ops per the OPS Test 12-4-2020 (SUZ - LIT)</b>
<b>700 Allowed jet ops per the OPS Test 12-4-2020 (PBF - SUZ)</b>