

## List of pages in this Trip Kit

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## General Information

Location: ARKADELPHIA AR USA  
ICAO: KADF  
Lat/Long: N34° 05.99', W093° 03.96'  
Elevation: 182 ft

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: +6:00 = UTC  
Magnetic Variation: 2.0° E  
Sectional Chart: Memphis

Fuel Types: 100 Octane (LL), Jet A  
Repair Types: Major Airframe, Major Engine  
Customs: No  
Airport Type: IFR  
Landing Fee: No  
Control Tower: No  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: Yes

Sunrise: 1130 Z  
Sunset: 0105 Z

## Runway Information

Runway: 04  
Length x Width: 5002 ft x 75 ft  
Surface Type: asphalt  
TDZ-Elev: 181 ft  
Lighting: Edge, REIL, Pilot controlled

Runway: 22  
Length x Width: 5002 ft x 75 ft  
Surface Type: asphalt  
TDZ-Elev: 181 ft  
Lighting: Edge, REIL, Pilot controlled

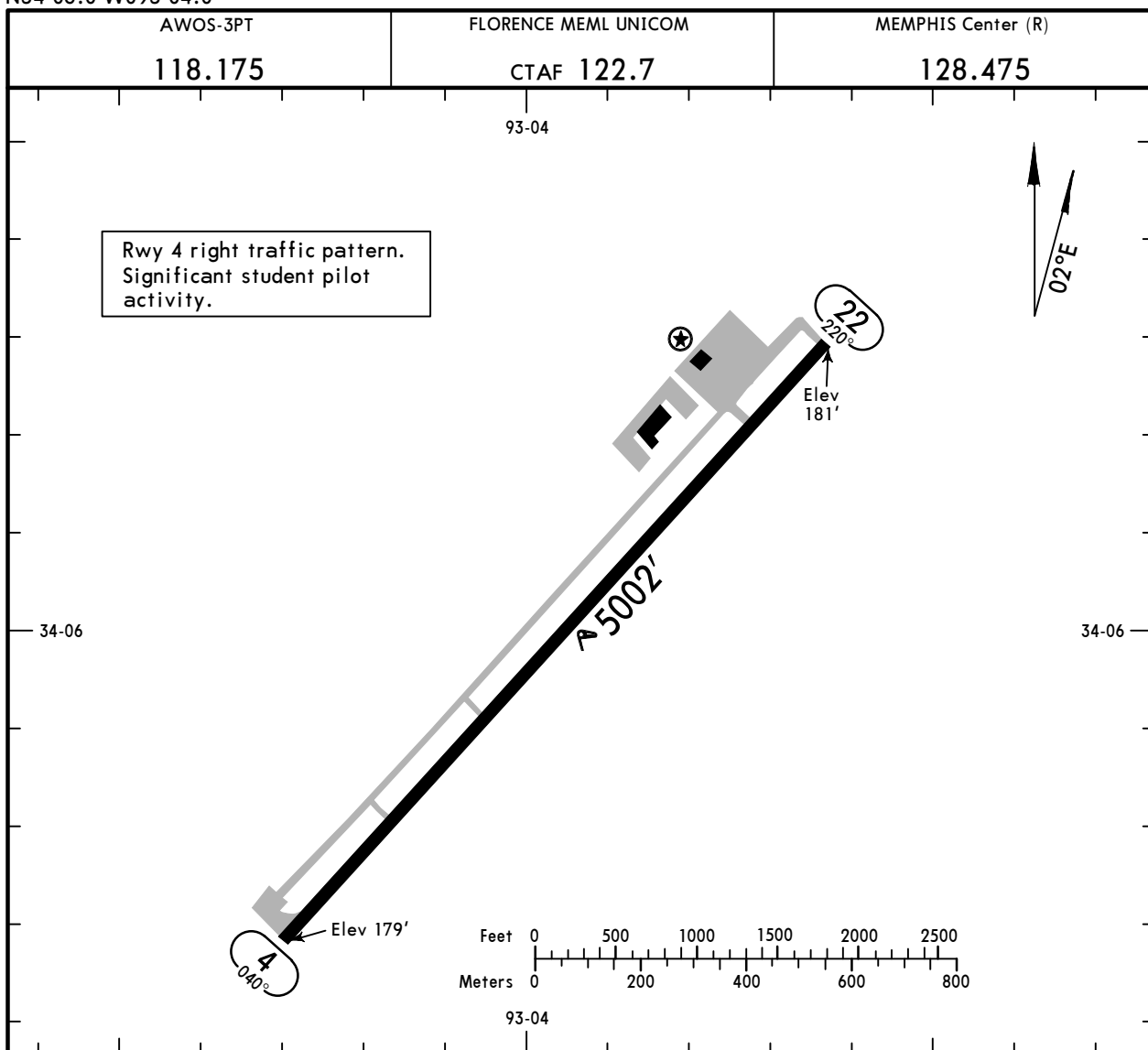
## Communication Information

AWOS: 118.175  
ASOS: 119.925 Secondary  
Florence Meml UNICOM: 122.700 CTAF PCL  
Memphis ACC: 128.475 Remote Communications Air-Ground

**KADF**  
 Apt Elev **182'**  
 N34 06.0 W093 04.0

**JEPPesen**  
 28 JUN 19 **(10-9)**

**ARKADELPHIA, ARK**  
**FLORENCE MEML**



**ADDITIONAL RUNWAY INFORMATION**

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				LANDING BEYOND			
				Threshold	Glide Slope		
4	① MIRL	① REIL	PAPI-L (angle 2.92°, TCH 24')				75'
22	① MIRL	① REIL	② PAPI-L (angle 3.17°)				

- ① Activate on 122.7.
- ② Unusable beyond 8° right of centerline.

**TAKE-OFF PROCEDURE**

FOR FILING AS ALTERNATE

	Rwys 22		Rwy 4			A B C D	NA
	Adequate Vis Ref	STD	① With Min climb of 237'/NM to 400'		Other		
			Adequate Vis Ref	STD			
1 & 2 Eng	1/4	1	1/4	1	300-1 1/4		
3 & 4 Eng		1/2		1/2			

① Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1900' prior to departure end of runway.

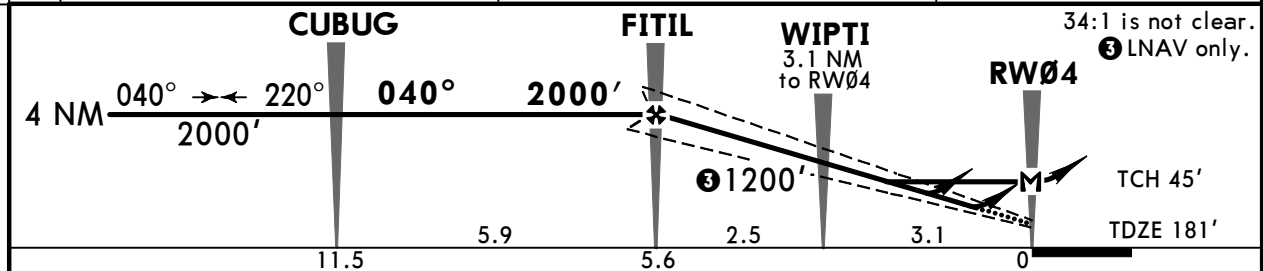
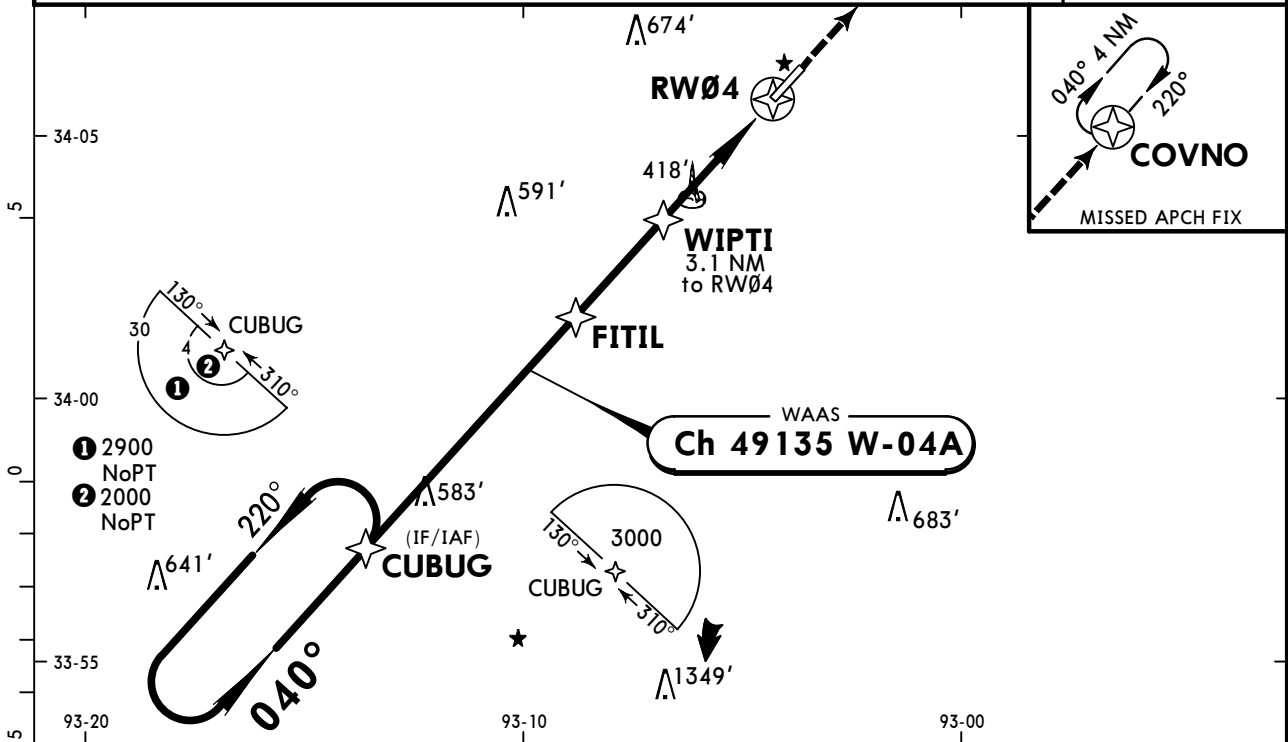
AMEND 3

# KADF FLORENCE MEML

**JEPPESEN**  
27 DEC 19 **(12-1)** **CAT A, B & C**

# ARKADELPHIA, ARK RNAV (GPS) Rwy 4

AWOS-3PT 118.175		MEMPHIS Center (R) 128.475		FLORENCE MEML UNICOM CTAF 122.7	
WAAS <b>Ch 49135</b> W-04A	Final Apch Crs <b>040°</b>	<b>FITIL</b> <b>2000'</b> (1819')	LPV DA(H) (CONDITIONAL) <b>431'</b> (250')	Apt Elev 182' TDZE 181'	
<b>MISSED APCH: Climb to 2100' direct COVNO and hold.</b>					TAA 30 NM IAF
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. Night landing: Rwy 22 not authorized. 2. Use local altimeter setting; if not received, use Hot Springs altimeter setting. 3. Baro-VNAV not authorized when using Hot Springs altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°). 5. DME/DME RNP-0.30 not authorized. 6. VGSI and RNAV glidepath not coincident. 7. Helicopter visibility reduction below 3/4 SM not authorized. 8. Pilot controlled lighting 122.7.					



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2100'	D → COVNO
Glide Path Angle 3.00°	372	478	531	637	743	849			
LPV, LNAV/VNAV: MAP at DA									
LNAV: MAP at RWY 4									

TERPS		STRAIGHT-IN LANDING RWY 4			CIRCLE-TO-LAND	
		With Local Altimeter Setting			With Local Altimeter Setting	
		LPV	LNAV/VNAV	LNAV	Max Kts MDA(H)	
		DA(H) 431' (250')	DA(H) 669' (488')	MDA(H) 680' (499')		
A				1	90	760' (578') -1
B	1		15/8		120	800' (618') -1
C				1 3/8	140	1040' (858') -2 1/2
D	NA		NA	NA		NA
		With Hot Springs Altimeter Setting			With Hot Springs Altimeter Setting	
		LPV	LNAV/VNAV	LNAV	Max Kts MDA(H)	
		DA(H) 534' (353')	DA(H) 772' (591')	MDA(H) 800' (619')		
A				1	90	880' (698') -1
B	1 1/8		2 1/8		120	920' (738') -1
C				1 3/4	140	1160' (978') -3
D	NA		NA	NA		NA

# KADF FLORENCE MEML

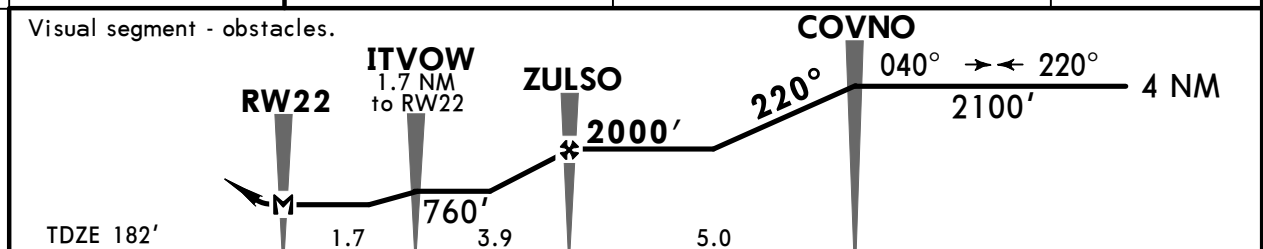
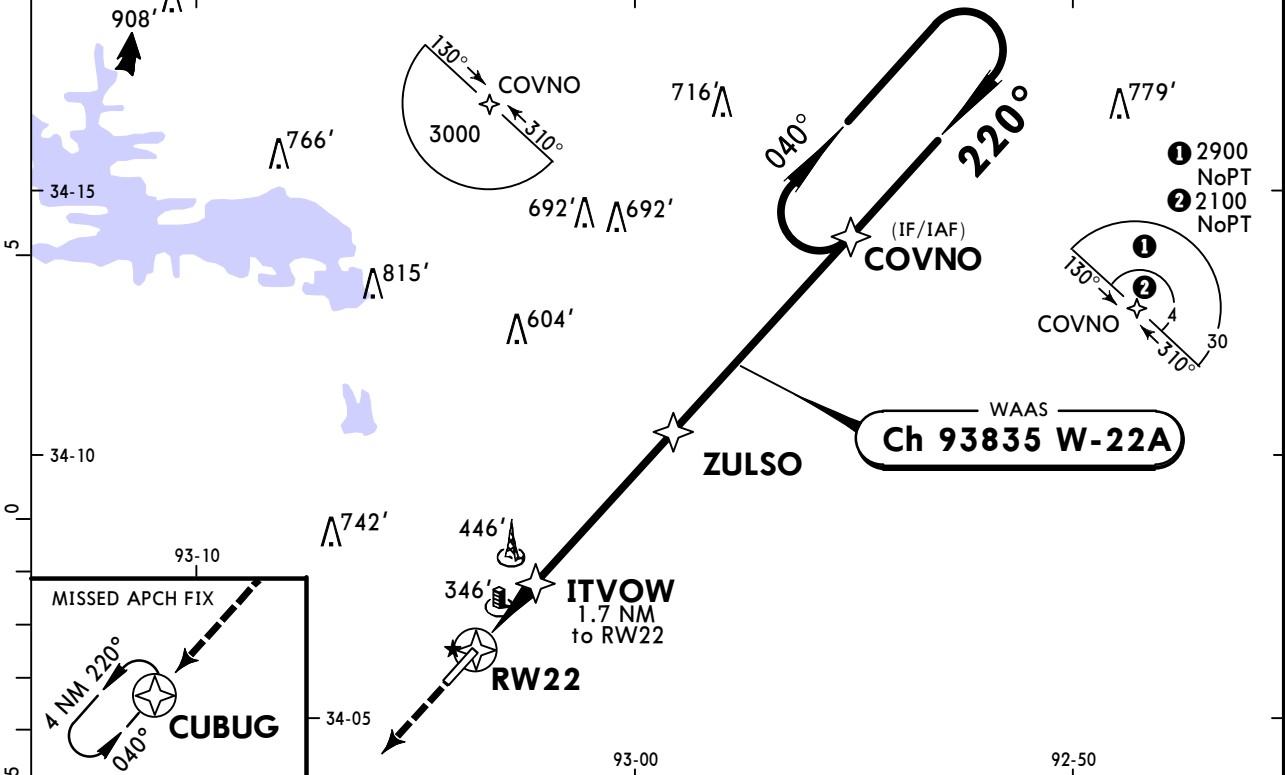


# ARKADELPHIA, ARK

27 DEC 19 (12-2) CAT A, B & C

# RNAV (GPS) Rwy 22

AWOS-3PT 118.175		MEMPHIS Center (R) 128.475		FLORENCE MEML UNICOM CTAF 122.7	
WAAS <b>Ch 93835</b> W-22A	Final Apch Crs <b>220°</b>	<b>ZULSO</b> 2000' (1818')	LP MDA(H) (CONDITIONAL) <b>600'</b> (418')	Apt Elev 182'	TDZE 182'
<b>MISSED APCH: Climb to 2000' direct CUBUG and hold.</b>					TAA 30 NM IAF
Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000'					
1. Night landing: Rwy 22 not authorized. 2. Use local altimeter setting; if not received, use Hot Springs altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. Helicopter visibility reduction below 1 SM not authorized. 5. Pilot controlled lighting 122.7.					



					REIL PAPI-L	2000'	→	CUBUG
MAP at RW22								

TERPS		STRAIGHT-IN LANDING RWY 22 With Local Altimeter Setting		CIRCLE-TO-LAND With Local Altimeter Setting		
	LP MDA(H)	600' (418')	LNAV MDA(H)	680' (498')	Max Kts	MDA(H)
A	1		1		90	760' (578') -1
B	1		1		120	800' (618') -1
C	1 3/8		1 3/8		140	1040' (858') -2 1/2
D	NA		NA		D	NA
TERPS		With Hot Springs Altimeter Setting		CIRCLE-TO-LAND With Hot Springs Altimeter Setting		
	LP MDA(H)	720' (538')	LNAV MDA(H)	800' (618')	Max Kts	MDA(H)
A	1		1		90	880' (698') -1
B	1		1		120	920' (738') -1
C	1 3/4		1 3/4		140	1160' (978') -3
D	NA		NA		D	NA

TERPS AMEND 08 17 AUG 2017

### Chart changes since cycle 04-2025

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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**ARKADELPHIA, AR (FLORENCE MEML - KADF)**

## TERMINAL CHART CHANGE NOTICES

### No Chart Change Notices for Airport KADF

### Chart Change Notices for Country USA

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

MALSRL & SSALRL RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSRL and SSALRL approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSRL or SSALRL approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.