

# Little Rock National Airport

IATA/ICAO CODE: LIT/KLIT  
CITY: Little Rock  
STATE: AR  
COUNTRY: USA

## AIRPORT CONTACT

No changes reported by the airport in 2011  
[Verify information below with the airport](#)

Name:	Charles Jones	Tom Clarke
Title:	Director of Operations	Properties, Planning and Development Department
Airport:	Little Rock National Airport	
Address:	1 Airport Drive Little Rock, AR 72202-4402	
Phone:	+1 501-372-3439	
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Email:	cjones@fly-lit.com	tclarke@fly-lit.com
Airport Web Site:	<a href="http://www.fly-lit.com">www.fly-lit.com</a>	

ELEVATION: 260 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
18/36	6224	18/100 36/100	-	150
4L/22R	8273	4L/297	-	150
4R/22L	8251	4R/1050	-	150
<a href="#">Check FAA Airport Diagrams for current information.</a>				

## NOISE ABATEMENT PROCEDURES

Jet Departures:

Runways 22R or 4R are the preferred runways for all jet departures unless otherwise assigned by ATC. The following noise abatement procedures should be followed unless otherwise instructed by ATC: example would be "delete noise abatement procedure" or "make left/right turn."

Rwy 22R - Start left or right turn as soon as safe or practical.

Rwy 4R - Maintain runway heading until crossing the LIT VOR 357 radial (6500 ft from departure end of the runway), before turning left to ATC assigned heading. Right turns are unrestricted.

Rwy 22L - Maintain runway heading, until crossing the LIT VOR 303 radial (7000 ft from the departure end of the runway), before turning left or right to ATC assigned heading.

Rwy 4L - Maintain runway heading, until crossing the LIT VOR 350 radial (9000 ft from departure end of the runway), before turning left to ATC assigned heading. Start right turns as soon as safe and practical.

Jet Arrivals:

Runway 22L and 4L are preferred for all jet arrivals unless otherwise assigned by ATC.

**CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)**

**AIRPORT CURFEWS - [NONE](#)**

**PREFERENTIAL RUNWAYS**

Runways 22R or 4R are the preferred runways for all jet departures unless otherwise assigned by ATC.

Runway 22L and 4L are preferred for all jet arrivals unless otherwise assigned by ATC.

**OPERATING QUOTA - [NONE](#)**

**ENGINE RUN-UP RESTRICTIONS - [NONE](#)**

**APU OPERATING RESTRICTIONS - [NONE](#)**

**NOISE BUDGET RESTRICTIONS - [NONE](#)**

**NOISE SURCHARGE - [NONE](#)**

**NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION**

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	See comments under Source of Funding below.
Population within each noise contour level relative to aircraft	-	-

operations		
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	2005: AIP grants of \$5,322,179 to acquire land for noise compatibility within the 75 DNL contour and \$2 million for noise mitigation for residences within the 65-69 DNL contour.

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)