

FLYING



ISSUE 958

BERRYVILLE, ARKANSAS (CARROLL COUNTY) RNAV GPS RWY 25

This small airport approach can get you out to the Ozarks quicker

JASON BLAIR

A TRIP to Eureka Springs, Arkansas, for some time in the Ozarks might just be on your vacation calendar. While there isn't a public airport with an approach right in the town,

Carroll County Airport (4M1) near Berryville is close enough to get you out to nature quickly. The approach to Runway 25 does have a few things worth noting as you prepare to go there.

A. GPS ONLY; STANDARD T-BAR AND HOLDING RESTRICTION

The approach starts pretty typically, with a standard T-Bar GPS depiction and IAF waypoints offered at ONITY, EYOWY, and IZPUF to use depending on the direction from which the pilot is approaching. If the pilot was going to hold at EYOWY for traffic or to establish onto the approach, you can see a holding altitude at or below 6,000 feet msl and above 3,200 feet is depicted. Expect to do so at or between these altitudes.

B. TURN AT THE FAF

Unlike most approaches, the pilot will initially follow a 231-degree path to the FAF

at RHUMB, and then make a turn from there. The pilot makes a turn at the FAF to a 248-degree track that will take them along a descent from the FAF crossing altitude at 3,200 feet msl to the MDA of 1,660 feet unless you are circling, at which altitude you would only descend to 1,700 feet msl or 1,980 feet depending on your approach speed.

C. WAAS, BUT NO GLIDE SLOPE

LP minimums are offered, which are the same as the LNAV MDA ones. LP (without the "V") means that WAAS approach functions are offered helping lateral precision and that a vertical descent WAAS capability is not offered

on this approach. This is not a "precision like" approach like so many LPVs, and the pilot should consider this a nonprecision approach.

D. SHORTER RUNWAY AND LIGHTS

Unlike many larger runways that have precision approach lighting systems, this runway only has Medium Intensity Runway Lighting (MIRL) and Runway End Identifier Lights (REIL) that will help you find the runway coming out of the clouds or at night. Looking at the airport diagram in the lower left of the chart, you can also see a symbol for a rotating beacon and a "P" with a darkened circle around it next to the runway depiction indicating that PAPI

will be available. These will all help you find the 3,500-foot runway, which doesn't exactly leave you lots of extra room, especially if you are in a larger or faster aircraft.

E. NOT FOR BIGGER/FASTER PLANES

Approach minimums are not offered for aircraft that fly in approach speed categories C or D. If your aircraft has an approach speed of 121 knots or faster, this isn't an approach for you. If you are flying a larger or faster aircraft, a flight to the slightly farther away executive airport in Rogers, Arkansas (KROG), with its longer 6,000-foot runway, might be where your conservative decision-making skills take you.

Jason Blair is a flight instructor, FAA examiner, and author in the general aviation and training communities.

BERRYVILLE, ARKANSAS

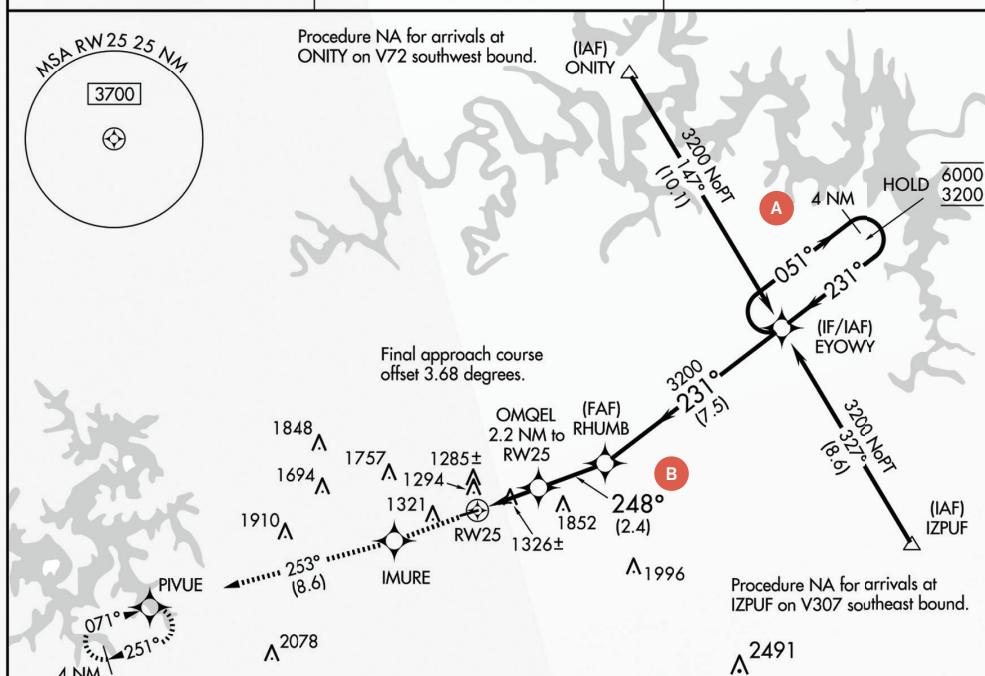
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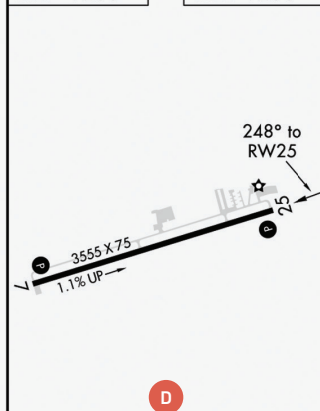
WAAS CH 86442 W25A	APP CRS 248°	Rwy Idg 3555 TDZE 1206 Apt Elev 1206
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RNAV (GPS) RWY 25 CARROLL COUNTY (4M1)

RNP APCH-GPS. Rwy 25 helicopter visibility reduction below 3/4 SM NA. Use Branson altimeter setting; when not received, use Rogers altimeter setting and increase all MDA 20 feet. Circling Rwy 7 NA at night.		MISSED APPROACH: Climb to 3300 direct IMURE and on track 253° to PIVUE and hold.
BBG AWOS-3 124.625	RAZORBACK APPROACH* 126.6 305.2	CTAF 122.9



ELEV 1206	TDZE 1206
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3300 IMURE	tr 253°	PIVUE	VGS and descent angles not coincident (VGS Angle 3.00/TCH 22).	
			RHUMB	EYOWY
			OMQEL 2.2 NM to RW25	4 NM Holding Pattern
			2180	6000
			248°	3200
			231°	051°
			2.2 NM	2.4 NM
			7.5 NM	

CATEGORY	A	B	C	D
LP MDA	C 1660-1	454 (500-1)	NA	
LNAV MDA	1660-1	454 (500-1)	NA	E
CIRCLING	1700-1 494 (500-1)	1980-1 774 (800-1)	NA	

REIL Rws 7 and 25
MIRL Rwy 7-25

BERRYVILLE, ARKANSAS
Amdt 1A 14JUL22

36°23'N-93°37'W

CARROLL COUNTY (4M1)
RNAV (GPS) RWY 25