

Close



AIRPORT INFO, TAKE-OFF MNMS



KAVL/AVL



22 NOV 24 (10-9A)

ASHEVILLE, N CAR

ASHEVILLE REGL

GENERAL

Prior permission required for unscheduled air carrier operations with more than 30 passenger seats 0400-1200Z.

Low-level windshear alert system.

Flocks of migratory birds on and in vicinity of airport.

Rwy 35 right traffic pattern when Twr inop.

ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS LANDING BEYOND				TAKE-OFF	WIDTH
	Threshold	Glide Slope				
17 35	②HIRL CL ②MALSR ②PAPI-R (angle 3.00°)	RVR	6915'		8001'	150'
	②HIRL CL ②MALSR TDZ ②PAPI-L (angle 3.00°)	RVR	7082'			

① Grooved.

② Activate on 121.1 when Twr inop.

TERPS

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwy 17						
With Min Climb of 250' /NM to 4500'						For Visual Climb Over Airport
LOWER THAN STANDARD OpSpec Authorization Required				STANDARD		
Both RVRs are required & controlling			RCLM or CL or HIRL or Adequate Vis Ref			
CL & HIRL	CL, or RCLM & HIRL	RCLM (day only) or CL or HIRL		3 & 4 Eng	1 & 2 Eng	
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	TDZ RVR 12 Rollout RVR 10	TDZ RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	3600-3

Rwy 35						
With Min Climb of 390' /NM to 5500'						For Visual Climb Over Airport
LOWER THAN STANDARD OpSpec Authorization Required				STANDARD		
Both RVRs are required & controlling			RCLM or CL or HIRL or Adequate Vis Ref			
CL & HIRL	CL, or RCLM & HIRL	RCLM (day only) or CL or HIRL		3 & 4 Eng	1 & 2 Eng	
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	TDZ RVR 12 Rollout RVR 10	TDZ RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	3600-3

OBSTACLE DP

Rwy 17, climb heading 167° to 4500' before proceeding on course.

Rwy 35, climb heading 347° to 5500' before proceeding on course.

VISUAL CLIMB OVER AIRPORT (VCOA): Rwy 17/35, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Asheville Regl Airport at or above 5600' MSL before proceeding on course.

Note: Visual Climb Over Airport not authorized at night.

TAKE-OFF OBSTACLE NOTES

Rwy 17, lighting 1' from DER, 74' left of centerline, 2111' MSL. Vehicle on road 141' from DER, 294' left of centerline, 2122' MSL.

Rwy 35, trees beginning 544' from DER, 539' left of centerline, up to 2194' MSL. Trees beginning 954' from DER, 612' left of centerline, up to 2200' MSL. Trees, antenna beginning 1199' from DER, 641' left of centerline, up to 2203' MSL.

FOR FILING AS ALTERNATE

Authorized Only When Twr Operating			Authorized Only When Twr Operating		
ILS Rwy 17	ILS Rwy 35	RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35	LOC Rwy 17	LOC Rwy 35	
A	600-2	900-4	800-2	800-2	1100-2
B			1300-3	1400-3	1300-3
C			1600-3	1600-3	1600-3
D					

CHANGES: Take-off minimums.

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Airports



Maps



Plates



Documents



Imagery



Flights



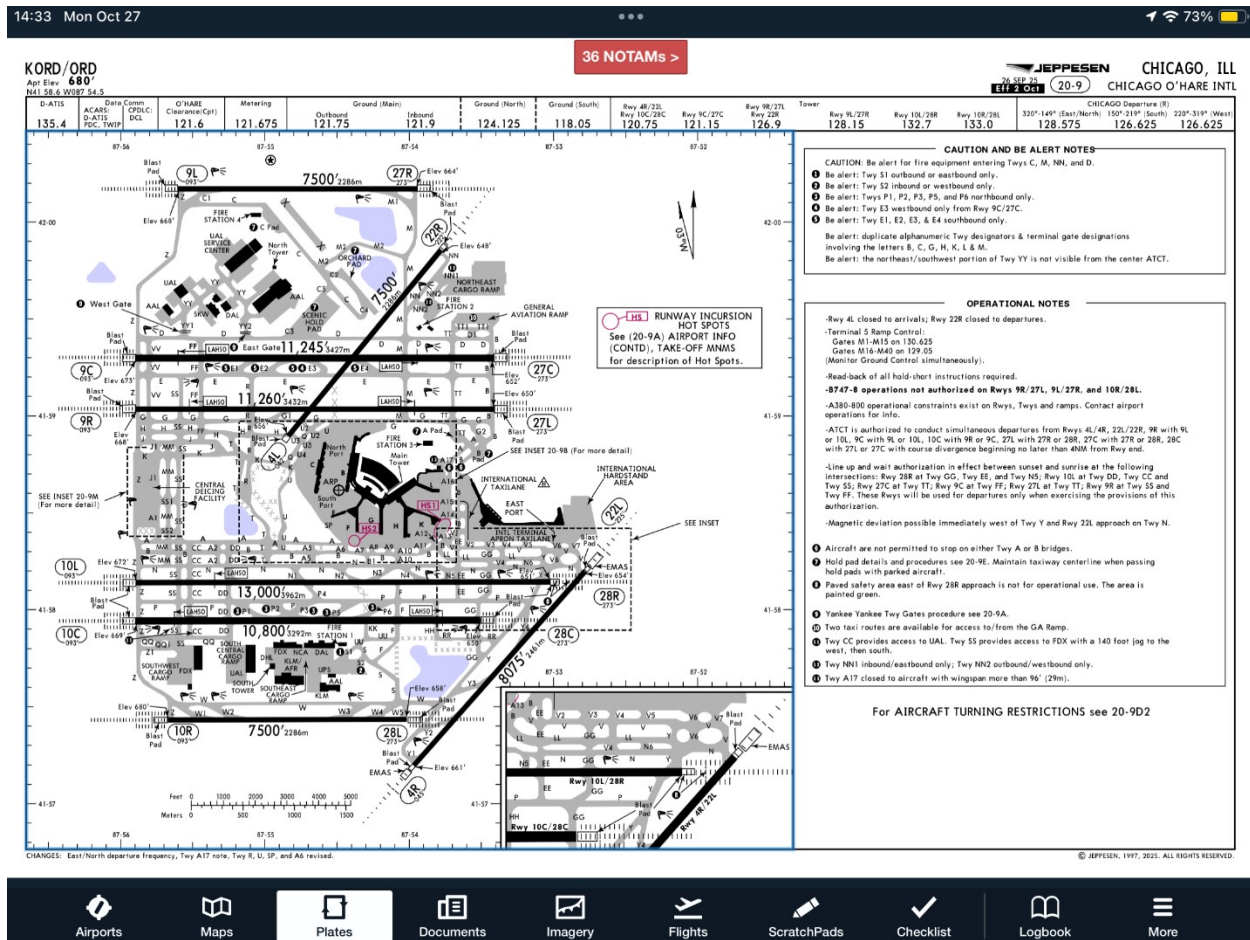
Logbook



More

Can you use the ILS runway 35 as an alternate if your weather is 800 ft and 2sm visibility?

How much runway do you have for landing runway 17?



What is a hot spot?

Risk for confusion or runway incursions. Need to be extra careful. Eyes outside.

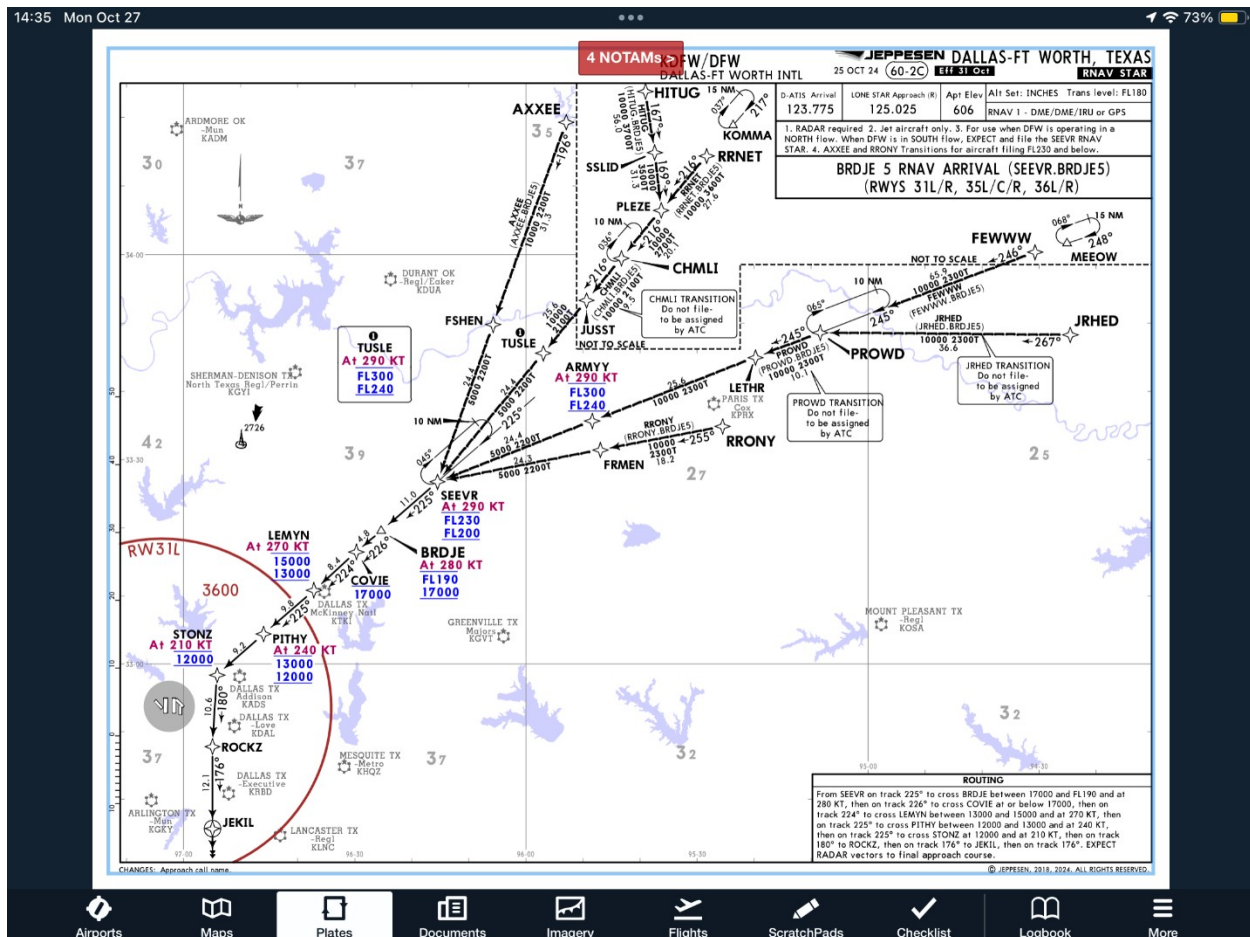
What would you brief for your taxi?

Route to assigned runway, hot spots, threats (ex: low vis, wind)



What departure control frequency would you use?

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Brief this STAR- RRNET transition.

How would you enter a hold at SEEVR?

How long are the legs?

What speed would you hold?

Where do you go after JEKIL?

What is the MSA?

Brief approach ILS.

How would you enter the hold for the missed approach? (Parallel)

Where is the highest obstacle?

What visibility do you need?

If TDZ and CL lights are out do the mins change?

If the weather is reporting 1/4 sm visibility, do you need a takeoff alternate?

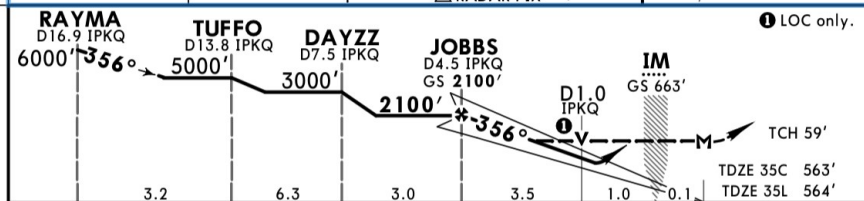
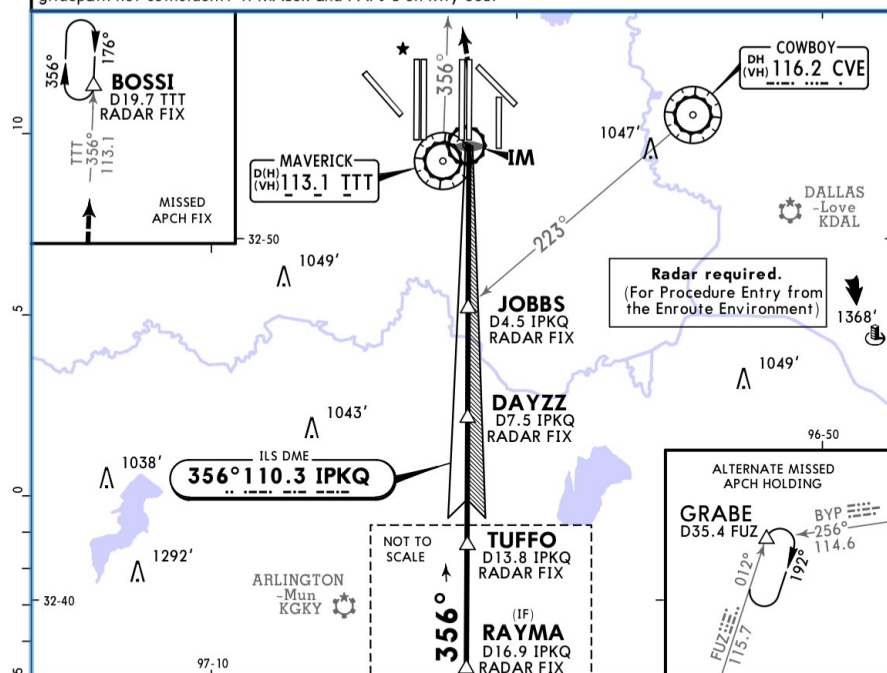
4 NOTAMs >

DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 25 OCT 24 (61-16) Eff 31 Oct ILS or LOC Rwy 35C

D-ATIS Arrival		LONESTAR Approach (R)		West		DFW Tower		East		West		Ground		East	
123.77		127.075		124.15		134.9		126.55		127.5		121.85		121.65 121.8	
BRIEFING STRIP	LOC IPKQ		Final Apch Crs		JOBBS		ILS DA(H)		Apt Elev 607'						
	110.3		356°		2100' (1537')		763' (200')		TDZE 35C 563'						
MISSED APCH: Climb to 3000' outbound on TTT VOR R-356 to BOSSI/ D19.7 TTT/RADAR FIX and hold, or as directed by ATC.											MSA TTT VOR				

Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'
1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 35R, 36L/R. 3. VGS and ILS glidepath not coincident. 4. MALS and PAPI-L on Rwy 35L.		



Gnd speed-Kts	70	90	100	120	140	160
GS	3.00°	372	478	531	637	743
JOBBS to MAP	4.6	3:57	3:04	2:46	2:18	1:58

3000' on

↑

TTT
113.1
R-356

BOSSI

TERPS		STRAIGHT-IN LANDING RWY 35C				SIDESTEP LANDING RWY 35L	
		ILS DA(H) 763' (200')		LOC (GS out) MDA(H) 1000' (437')		MDA(H) 1000' (436')	
		TDZ/CL out	ALS out		ALS out	RAIL/ALS out	
A							
B							
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	RVR 55 or 1	RVR 55 or 1
D				RVR 40 or 3/4	RVR 60 or 1 1/4	1 1/2	1 1/2
						2	2

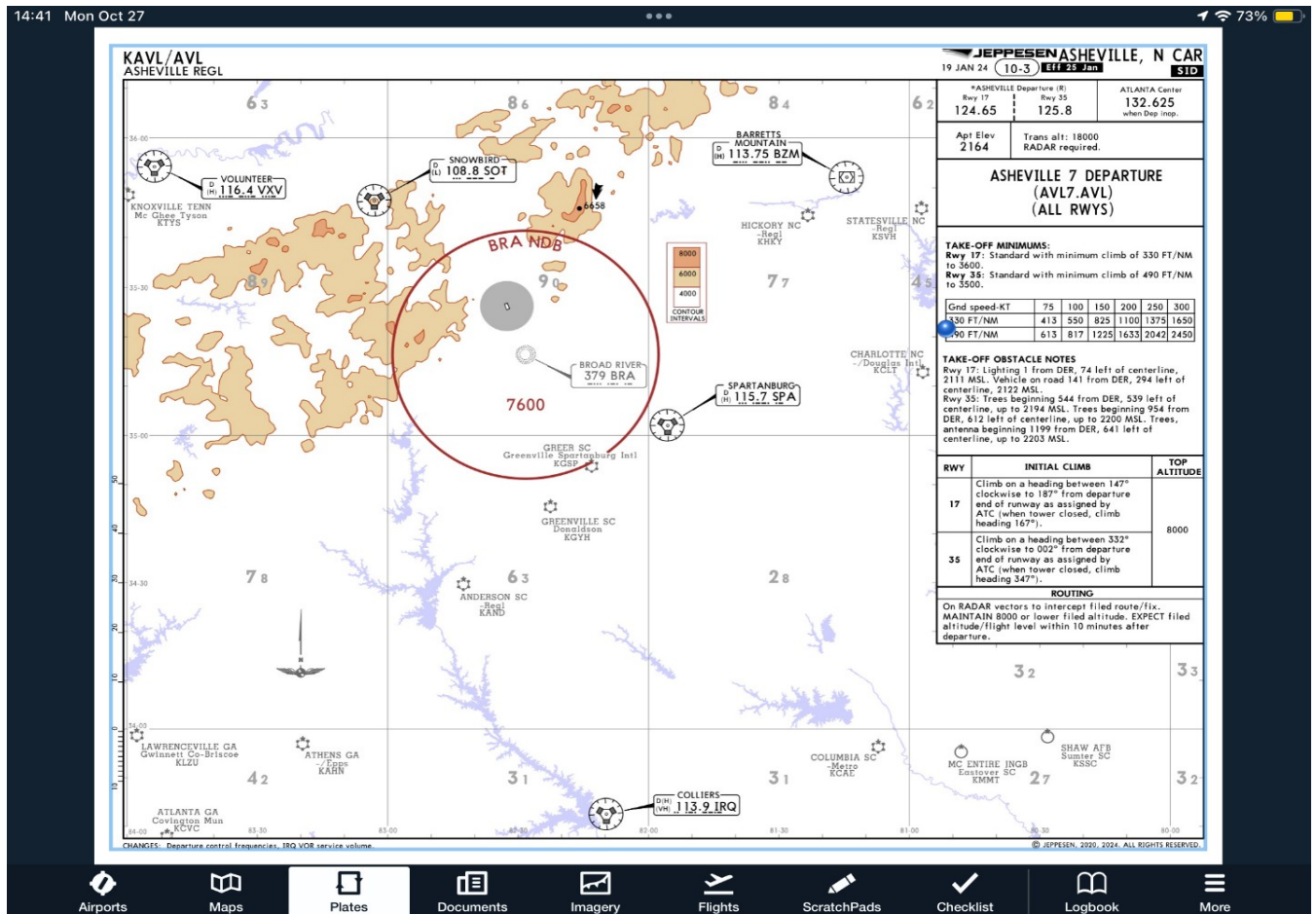
1	RVR 18 with Flight Director or Autopilot or HUD to DA.
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CHANGES: Approach call name, service volume, chart format, topo, mims.

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Brief SKYWA transition landing 36L

What is the 21.2 between PHAYE and JJENY?



Brief departure.

Runway 35- include terrain in brief.

**KSFB 152036Z 27021G47KT 220V320 1/4SM
+TSRA FG SCT008 BKN029 BKN035 19/18
A3004 RMK AO2 PK WND 23047/2034 WSHFT
2017 LTG DSNT ALQDS RAB21 TSB1955
PRESRR P0050 T01940178**

KORD 221751Z 18009KT 2 1/2SM -FZDZ BR BKN010 OVC024 M04/M06 A3005 RMK AO2 SLP187 4/004 933004
P0000 60001 I1000 I6005 T10441056 11044 21083 56022

KORD 221432Z 2215/2318 17014G21KT P6SM OVC040
TEMPO 2216/2218 3SM -FZDZ OVC020
FM221800 18015G23KT 3SM -FZRAPL OVC020
FM222000 18013G21KT 5SM -FZRA OVC010
FM222300 17010KT 3SM -FZRA BR OVC007
FM230200 17006KT 2SM -RA BR OVC005
FM231200 29012KT 2SM -SN BR OVC006

KDSM 221710Z 04005KT 2SM BR OVC003 M03/M03 A2993 RMK AO2 SFC VIS 2 1/2 FZDZE10 P0000 I1001
T10281033

KDSM 221739Z 2218/2318 02006KT 3SM -FZDZSN OVC003
FM222300 01013KT 3/4SM -SN OVC005
FM230600 35016G24KT 2SM -SN OVC008
FM231100 32014G22KT P6SM -SN BKN015
FM231400 30009KT P6SM BKN025

KDEN 221715Z 34018KT 2SM -SN BR FEW009 BKN026 OVC034 M05/M07 A3009 RMK AO2 PK WND 34029/1654
TWR VIS 2 1/2 P0000 T10501067

KDEN 221737Z 2218/2324 36015G30KT 2SM -SN BR FEW012 BKN025 OVC035
FM221900 36015G25KT P6SM SCT020 BKN035
FM222200 34014G25KT P6SM SCT050 SCT120
FM230100 05007KT P6SM FEW050 SCT110
FM230500 20012KT P6SM BKN220
FM231300 25008KT P6SM SCT120 BKN220
FM231600 22012KT P6SM BKN120 BKN220

KDFW 221653Z 19017G24KT 10SM OVC024 16/11 A2982 RMK AO2 PK WND 18026/1557 SLP095 T01610111

KDFW 221735Z 2218/2324 19018KT P6SM OVC025
FM222200 33020KT P6SM VCSH BKN040
FM230100 33022G32KT P6SM SCT050 BKN250
FM231100 33018KT P6SM FEW035 BKN120

METAR
TAF
MOS
Daily
Winds

● Marginal VFR
28m ago

**METAR KATL 271452Z 06015G20KT 3SM RA
BR SCT008 BKN014 OVC033 11/09 A3005 RMK
AO2 SLP177 VIS 2V4 CIG 012V016 P0038 60079
T01060089 50006 \$**

**KDAB 131720Z 10007KT 070V130 10SM TS
SCT025CB SCT038 BKN080 28/24 A3011 RMK
AO2 LTG DSNT SE-SW TSB17 FRQ LTGICCG
OHD-S-SW TS OHD-S-SW MOV NE VCSH S-
SW T02780244**

1) When can you go below mins on an instrument approach?

91.175

Make a decent to landing using normal maneuvers and normal descent rate.

Visibility you see must meet or exceed the mins published for the approach.

Must be able to identify one of the visual references for the runway (runway environment).

If you can see the white approach light system, you can descend to 100 ft above the TDZE.

Then if you see the other lights, markings, runway environment, you can descend to land.

1) Explain a kind of hypoxia.

Hypoxic hypoxia- Not enough oxygen such as at high altitudes.

1) Stages of a Thunderstorm?

Developing- cumulus and updrafts

Mature- precip, lightening, up and downdrafts

Dissipating- Downdrafts and rain stops

1) What is the speed restriction under class B? 200 kts

1) When is a takeoff alternate required?

When the departure airport weather is less than landing minimums.

1) What are the oxygen requirements?

12,500-14,000 MSL- crew if greater than 30 mins

14,000-15,000 MSL- crew at all times

Above 15,000 MSL- crew and passengers

1) How do you calculate VDP?

Divide the MDA in AGL by 300

1) What is the descent planning rule?

You need 3nm for every 1,000 ft of altitude you need to lose. Take the total altitude to lose and divide it by 1,000 and then multiply it by 3. This will give you distance in nm.

1) Required rate of descent.

Multiply GS by 5 to get descent rate in fpm. Ex: 120 kts X 5 = 600 fpm

