

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> AVL	<u>PROCEDURE NAME</u> ILS OR LOC RWY 35	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> ASHEVILLE	<u>STATE</u> NC
<u>AIRPORT ELEVATION</u> 2164	<u>TDZE</u> 2141	<u>SUPERSEDED</u> ILS OR LOC RWY 35	<u>ORIGINAL/AMENDMENT</u> 1	<u>DATED</u> 04/22/2021
<u>FACILITY</u> I-AVL	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 7W
				<u>EPOCH YEAR</u> 2020
				<u>CANCEL/SUSPEND</u>

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
SUG VORTAC		NURUE INT/I-AVL 11.42 DME					232.27	12.73	6200
FREEZ INT/SUG 18.40 DME		NURUE INT/I-AVL 11.42 DME					052.27 (SUG R-232)	5.67	6200
TUXDO INT/I-AVL 19.76 DME	IAF	NURUE INT/I-AVL 11.42 DME	NOPT				346.83 (I-AVL)	8.34	5200
NURUE INT/I-AVL 11.42 DME	IF/IAF	FASER INT/I-AVL 9.33 DME					346.83 (I-AVL)	2.09	4100
FASER INT/I-AVL 9.33 DME		UMUXE INT/I-AVL 7.25 DME/RADAR					346.83 (I-AVL)	2.09	4000

MISSED APPROACH

MAP:

ILS: DA
LOC: 5.74 NM AFTER UMUXE INT/I-AVL 7.25 DME/RADAR OR AT I-AVL 1.51 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3300 THEN CLIMBING RIGHT TURN TO 6800 ON HEADING 020.00 AND ON SUG VORTAC R-313 TO JUNOE INT/SUG 24.48 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 6800.
*MISSED APPROACH REQUIRES MINIMUM CLIMB OF 308 FEET PER NM TO 4000.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2. HOLD S	NURUE INT/I-AVL 11.42 DME, RT, 346.83 INBOUND, 5200 IN LIEU OF PT (IAF), MAX 6600.				
3. FAC:	346.83	FAF: UMUXE INT/I-AVL 7.25 DME/RADAR	DIST FAF TO MAP:	5.74	DIST FAF TO THLD: 5.74
4. MIN ALT:	NURUE INT/I-AVL 11.42 DME 5200, FASER INT/I-AVL 9.33 DME 4100, UMUXE INT/I-AVL 7.25 DME/RADAR 4000				
5. DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	GS ANT:	920
6. MIN GS INCPT:	4000	GS ALT AT PFAF:	UMUXE INT/I-AVL 7.25 DME/RADAR 4000	OM:	MM:
7. GS ANGLE:	3.00	34:1:	20:1:	TCH:	55.6
8. MSA FROM:	BRA NDB 7700				

QUALITY
35
CHECKED

NOTES:

CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 35.
CHART NOTE: CIRCLING NA W OF RWY 17-35.
CHART NOTE: PROCEDURE NA FOR ARRIVALS AT SUG VORTAC ON V20-35 NORTHEAST BOUND .

ADDITIONAL FLIGHT DATA:

HOLD SE, LT, 312.67 INBOUND.
FAS OBST: 2901 AAO 352033N/0823042W.
CHART VDP AT 4.71 DME.
DISTANCE VDP TO THLD 3.20 NM.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ ILS: CAT A, B, C, D 900-4, NA WHEN CONTROL TOWER CLOSED.; LOC: CAT A, B 1100-2, CAT C 1300-3, CAT D 1600-3, NA WHEN CONTROL TOWER CLOSED.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 35*	2360	2400	219	2360	2400	219	2360	2400	219	2360	2400	219			
S-ILS 35	3019	4	878	3019	4	878	3019	4	878	3019	4	878			
S-LOC 35	3200	4000	1059	3200	5500	1059	3200	2 1/2	1059	3200	2 1/2	1059			
CIRCLING	3200	1 1/4	1036	3200	1 1/2	1036	3460	3	1296	3720	3	1556			

CHANGES - REASONS

1. TERMINAL ROUTES: FEEDER SEGMENT FROM FREEZ TO NURUE "(SUG R-232)" MOVED FROM DISTANCE COLUMN TO COURSE COLUMN. - IAW 8260.19J 8-6-4B.
2. TERMINAL ROUTES: REMOVED FEEDER SEGMENT "FROM SPA VORTAC TO TUXDO INT/I-AVL 19.76 DME." - DUE TO SPA VORTAC RELOCATION AND ATC REQUEST.
3. TERMINAL ROUTES: IAF SEGMENT FROM TUXDO INT/I-AVL 19.76 DME TO NURUE INT/I-AVL 11.42 DME ADDED "(I-AVL)" TO COURSE COLUMN AND REMOVED "(I-AVL R-167)" FROM DISTANCE COLUMN. - IAW 8260.19J 8-6-4B.
4. TERMINAL ROUTES: ADDED IF TO SDF SEGMENT "FROM NURUE INT/I-AVL 11.42 DME, IF/IAF, TO FASER INT/I-AVL 9.33 DME, COURSE 346.83 (I-AVL), DISTANCE 2.09 AND ALTITUDE 4100." - TO AVOID FAF UMUXE RELOCATION TO MEET AIRSPACE REQUIREMENTS IAW 8260.19J CHAPTER 5.
5. TERMINAL ROUTES: AMENDED IF SEGMENT FROM "FROM NURUE INT/I-AVL 11.42 DME, IF/IAF, TO UMUXE INT/I-AVL 7.25 DME/RADAR, COURSE 346.83, DISTANCE 4.17 (I-AVL R-167) AND ALTITUDE 4000" TO "FROM FASER INT/I-AVL 9.33 DME, TO UMUXE INT/I-AVL 7.25 DME/RADAR, COURSE 346.83 (I-AVL), DISTANCE 2.09, AND ALTITUDE 4000." - DUE TO ADDED SDF TO MEET AIRSPACE REQUIREMENTS IAW 8260.19J CHAPTER 5.
6. MISSED APPROACH INSTRUCTIONS: AMENDED INITIAL CLIMB TO ALTITUDE FROM "CLIMB TO 2700" TO "CLIMB TO 3300." - IAW 8260.3F 10-3-3B(2).
7. MISSED APPROACH INSTRUCTIONS: AMENDED CLIMB GRADIENT FROM "MISSED APPROACH REQUIRES MINIMUM CLIMB OF 340 FEET PER NM TO 4200" TO "'MISSED APPROACH REQUIRES MINIMUM CLIMB OF 308 FEET PER NM TO 4000." - DUE TO NEW OBSTACLE EVALUATION.
8. PROFILE: LINE 2, AMENDED NURUE HOLDING ALTITUDE FROM "5100" TO "5200." - DUE TO NEW AIRSPACE EVALUATION.
9. PROFILE: LINE 4, AMENDED NURUE MIN ALT FROM "5100" TO "5200" AND ADDED "FASER INT/I-AVL 9.33 DME 4100." - FOR NEW AIRSPACE EVALUATION AND NEW SDF FASER.
10. PROFILE: LINE 8, AMENDED MSA FROM "BRA NDB 7600" TO "BRA NDB 7700." - DUE TO UPDATED OBSTACLE INFORMATION.
11. NOTES: REMOVED "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON SPA VORTAC AIRWAY RADIALS 231 CW 325." - DUE TO SPA VORTAC FEEDER ROUTE REMOVAL.
12. NOTES: REMOVED NOTE "PROCEDURE NA FOR ARRIVALS AT SUG VORTAC ON V185 NORTHBOUND." - NO LONGER REQUIRED.
13. NOTES: ADDED "PROCEDURE NA FOR ARRIVALS AT SUG VORTAC ON V20-35 NORTHEAST BOUND." - IAW 8260.3F 2-3-1A(1).
14. NOTES: ADDED ": INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 35." - IAW 8260.19J 8-6-12 O(3).
15. ADDITIONAL FLIGHT DATA: UPDATED FAS OBST FROM "2880 AAO 352049N/0823041W" TO "2901 AAO 352033N/0823042W." - DUE TO NEW LOC CONTROLLING OBSTACLE.



COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☒

HAI

☐

NBAA

☒

OTHER: AVL APP CON, AVL ATCT, AVL ARPT MGR, ZTL

FLIGHT CHECKED BY

OFFICE

DATE

DEVELOPED BY
CORY SLANE

OFFICE
AJV-A433

DATE
04/11/2025

APPROVED BY
ROBERT G HAMILTON

OFFICE
AJV-A433

DATE

TITLE
MANAGER



**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
AVL	ILS OR LOC RWY 35	2	ASHEVILLE	NC	2164	I-AVL

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM SUG VORTAC **TO** NURUE INT/I-AVL 11.42 DME

<u>RNP</u>	<u>DISTANCE</u> 12.73	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	352424.00N/0821609.00W	4164	215	8	4B	2000					6200
TERRAIN	352424.00N/0821609.00W	3963 (4000)								AS1500	5500

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FEEDER

FROM FREEZ INT/SUG 18.40 DME **TO** NURUE INT/I-AVL 11.42 DME

<u>RNP</u>	<u>DISTANCE</u> 5.67	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (37-002085)	351320.00N/0823258.00W	4149	500	125	5E	2000					6200
TERRAIN	351348.00N/0823221.00W	3759 (3800)								AS1500	5300

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

UNABLE INITIAL SEGMENT FREEZ TO NURUE; INTERMEDIATE SEGMENT 0.5 NM TOO SHORT TO ACCOMMODATE TURN.



INITIAL

FROM

TUXDO INT/I-AVL 19.76 DME

TO

NURUE INT/I-AVL 11.42 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	8.34										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	351351.00N/0823212.00W	3865	215	8	4B	1000				PR180	5100
TERRAIN	351351.00N/0823212.00W	3664 (3700)								AS1500	5200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

NURUE INT/I-AVL 11.42 DME (IF/IAF)

TO

FASER INT/I-AVL 9.33 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	2.09										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	351354.00N/0823245.00W	3659	215	8	4B	500				SA-99	4100
TERRAIN	351624.00N/0823121.00W	2814 (2800)								AS1000	3800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM

FASER INT/I-AVL 9.33 DME

TO

UMUXE INT/I-AVL 7.25 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	2.09										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	351842.00N/0823118.00W	3314	215	8	4B	500				DG186	4000
TERRAIN	351842.00N/0823118.00W	3113 (3100)								AS600	3700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS

FROM

UMUXE INT/I-AVL 7.25 DME/RADAR

TO

RW35

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	5.74		DA				219				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC			MA1 XP18	2360

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED CLIMB GRADIENT 308 TO 4000, XP; TO MAINTAIN CURRENT MINIMUMS



FINAL: ILS

FROM

UMUXE INT/I-AVL 7.25 DME/RADAR

TO

5.74 NM AFTER UMUXE INT/I-AVL 7.25 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	5.74		DA				878				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC			MA538 XP140	3019

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:

DA/HAT CAN BE LOWERED TO 2881/740 BASED ON OBSTACLES AT NEXT AMENDMENT. XP; TO MAINTAIN CURRENT CRITERIA.

FINAL: LOC

FROM

UMUXE INT/I-AVL 7.25 DME/RADAR

TO

5.74 NM AFTER UMUXE INT/I-AVL 7.25 DME/RADAR OR AT I-AVL 1.51 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>						
	5.74		5.74 NM AFTER UMUXE INT/I-AVL 7.25 DME/RADAR OR AT I-AVL 1.51 DME	1059							
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	352033.00N/0823042.00W	2901	215	8	4B	250				XP49	3200

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:

XP; TO MAINTAIN CURRENT MINIMUMS



HOLD-IN-LIEU OF PT

FROM

NURUE INT/I-AVL 11.42 DME

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-5	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	351400.00N/0823200.00W	3685	215	8	4B	1000				PR180 AT335	5200
TERRAIN	351400.00N/0823200.00W	3484 (3500)								AS1500	5000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: ILS

FROM

DA

TO

JUNOE/SUG 24.48 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 2544				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	353118.00N/0823015.00W	3688	215	8	4B		ASC	308	4000		6800
AAO	353336.00N/0822639.00W	4154	215	8	4B	1000				PR140	5300
TERRAIN	353424.00N/0823200.00W	3992 (4000)								AS1500	5500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: ILS

FROM

DA

TO

JUNOE/SUG 24.48 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 2544			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	353118.00N/0823015.00W	3688	215	8	4B		ASC				6800
AAO	353336.00N/0822639.00W	4154	215	8	4B	1000				PR140	5300
TERRAIN	353424.00N/0823200.00W	3992 (4000)								AS1500	5500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LOC

FROM

5.74 NM AFTER UMUXE INT/I-AVL 7.25 DME/RADAR OR AT I-AVL 1.51 DME

TO

JUNOE/SUG 24.48 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 2950			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				6800
AAO	353336.00N/0822639.00W	4154	215	8	4B	1000				PR140	5300
TERRAIN	353424.00N/0823200.00W	3992 (4000)								AS1500	5500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
POLE (37-001086)	352656.00N/0823158.00W	1.33	1036	2486	20	3	1A	300		SI	3200
CATEGORY B											
TREE (37-092708)	352723.21N/0823058.91W	1.88	1036	2569	20	10	1B	300		SI	3200
CATEGORY C											
TOWER (37-001132)	352858.00N/0823033.00W	2.99	1296	3100	250	50	4D	300		AC50	3460
CATEGORY D											
AAO	352439.00N/0822736.00W	3.93	1556	3399	215	8	4B	300		XP21	3720

CIRCLING REMARKS:

XP; TO MAINTAIN CURRENT MINIMUMS

MSA

CENTER
BRA NDB

RADIUS
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	352203.00N/0825924.00W	290	26.1	6601	215	8	4B	1000			7700

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

AVL APP CON, AVL TOWER, ZTL ARTCC

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
ASOS	AVL	24	AVL	0.30	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>

WX REMARKS:

NO SUITABLE BACKUP ALTIMETER SOURCE AVAILABLE DUE TO INTERVENING TERRAIN BETWEEN KAVL AND NEAREST AIRPORTS IN THE AREA.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-AVL	AVL ATCT	TOWER OPEN	1
		TOWER CLOSED	3

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW17 - MALSR (PCL), HIRL (PCL), C/LINE, PAPI-4R (PCL)	PIR-G	APPROACH, ROLL OUT
RW35 - MALSR (PCL), HIRL (PCL), TDZ, C/LINE, PAPI-4L (PCL)	PIR-G	APPROACH, ROLL OUT

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
3.00	2117.4	55.6	2119.3	920	3.00	55.6

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	X	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	X	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
---------------------	----------------------	------------	----------------

CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

<u>PENETRATIONS REMARKS:</u>	QUALITY
	35

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

KAVL HAS LOW ALTITUDE CLASS C AIRSPACE FROM SURFACE TO 4000 AGL THAT EXTENDS OUT TO BROAD RIVER (BRA) NDB. HIGHEST TERRAIN IN PRIMARY AREA BETWEEN CLASS C BOUNDARY AND IF NURUE USED FOR AIRSPACE CALCULATIONS IN INTERMEDIATE SEGMENT.

100 FT VEGETATION USED PER FPT.

ALT MA NA FOR HUMAN FACTORS AND EQUIPMENT REQUIREMENTS.

FEEDER SEGMENTS FREEZ TO NURUE AND SUG VORTAC TO NURUE, TERRAIN IDENTIFIED AS PRECIPITOUS; ROC REDUCTIONS NOT AUTHORIZED/2000-FOOT ROC REQUIRED.

ORDER 8260.3 CHAPTER 2 APPLIED TO 3025 AAO 351909N/0823033W
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	4.80
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.25
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	339.83
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	2700
DISTANCE FROM	THLD	TO 1500FT POINT	8.12
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	5.46
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	339.83
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	3100

THRESHOLD COORDINATES (IF STR-IN)	352532.87N/0823214.70W
ARP COORDINATES	352610.01N/0823231.37W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 35 DISTANCE 0.66 NM
FAF COORDINATES	352009.26N/0822949.64W
FIX NAME COORDINATES	IF/IAF NURUE 351613.93N/0822804.31W

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
CORY SLANE	AJV-A433	04/11/2025	AERONAUTICAL INFORMATION SPECIALIST

