Supplemental Data

Today is October 14th, 2012. Not wanting to go back to classes at Virginia Tech you decide to take a flight around the mountains on this Sunday. You decide to drive up to Roanoke Regional Airport (KROA) to rent your favorite airplane for the jaunt. You will stop at several airports today, as your two roommates went home for the weekend and want to be picked up. You haven't flown an airplane for a while because of your crazy schedule so you decide to be extra meticulous today. Your airplane of choice is the Cessna 206, a six seat non pressurized fixed gear single with a 286HP engine.

You will first fly to Greenbrier Valley to pick up your first roommate, Phillip, and then to Raleigh County to pick up your other roommate Josh. You will then take them to Mountain Empire before returning back to Roanoke. Due to expensive fuel costs in Roanoke, you will top the plane off with fuel before leaving Mountain Empire.

Airplane/Weight and Balance-Cessna TU206F Skywagon N1234R (Configuration IV)

Annual inspection/100 hour inspection completed 10/10/2011 at 1101.1 hours, now 1244.5 hours

ELT inspection completed 5/12/2012 with pitot static, Transponder completed 9/30/2010

Use sample basic empty weight and moment/1000 for this airplane

This aircraft is equipped with long range tanks and it is topped off at KROA before departure

You carry a 50 lb flight kit that will go in the baggage area

Use average arms for all occupants and baggage (Fuel arm is 48.0")

Phillip weighs 195 lbs and will sit up front with you. He has a 40 pound backpack with him. Josh weighs 175 lbs and has a 40 pound backpack with him. He will sit in the center passenger seat. Both backpacks go in the baggage area

Pilot Information-DOB November 6, 1992

First Class medical issued on 6/6/2010 (You weigh 185 lbs)

Private Pilot's License issued 10/1/2010

High performance and high altitude endorsements earned 7/8/2012

Logbook Information-

7/17/2012-Cessna 206, 1.2 day hours, 1 full stop landing (KROA-KROA)

7/18/2012-Piper Super Cub, 1.0 day hours (with CFI), 1 full stop landing (KBCB-KBCB)

9/1/2012-Piper Seneca, 1.5 night hours (with CFI), 3 stop and go landings (KROA-KROA)

Performance-Climb-95 KTAS, 1100 FPM, 28 GPH (Include 2.0 gallons for start, and taxi)

Cruise-Use 10,000 Pressure Altitude Chart, Standard Temperature, 26" MP, 2500 RPM all legs

Descent-Cruise Groundspeed, 1000 FPM, 11 GPH

Assume all climbs and descents are from field elevation, and variation is 8W for the whole flight

It takes 3 minutes to start the engine and taxi to the runway, no extra time is added after landing

Use KROA winds aloft for all calculations. Use 3000 foot winds for climb, interpolate for cruise

For takeoff and landing distances, use maximum weight charts (round up to the next highest pressure altitude), interpolate for temperature (using specific METAR)

For 0˚ flap landings add 15% to the calculated landing distance

Land on the runway most aligned with the wind, if available

Assume METARs are valid for the entire day

Sunrise is at 8:05am local time, civil twilight 8:45am, Sunset is at 5:05pm, civil twilight 5:45pm

Weather-

```
DATA BASED ON 141000Z
VALID 140000Z   FOR USE 1200-2100Z. TEMPS NEG ABV 24000
FT  3000    6000    9000   12000   18000   24000  30000  34000  39000
ROA 1707 3011+16 2717+10 3109+06 3615-06 3417-18 291634 282244 263254
EKN      2411+14 2806+10 0213+06 3515-06 3323-18 312134 332044 362455
TRI      2610+16 2615+10 3208+06 0218-06 3613-18 331434 311543 281954
CRW 9900 2805+16 3205+10 0213+08 3517-06 3421-18 352434 362643 012854


DATA BASED ON 141000Z
VALID 141800Z   FOR USE 2100-0300Z. TEMPS NEG ABV 24000
FT  3000    6000    9000   12000   18000   24000  30000  34000  39000
ROA 9900 3110+15 2718+09 2817+05 3214-06 3016-18 262234 243943 234653
EKN      2405+13 2908+09 2911+06 3315-07 3523-18 342035 311245 262254
TRI      2812+15 2713+09 2813+05 3614-06 3613-18 311134 262143 252553
CRW 9900 2908+14 3208+10 3310+07 3518-06 3521-19 341735 311245 311554
```

METAR KROA 141854Z 11011KT 10SM FEW038 SCT060 29/22 A3005 RMK AO2 SLP164 60005 T02940217 10294 20239 50001

METAR KLWB 141855Z AUTO 33004KT 10SM FEW050 25/18 A3013 RMK AO2

METAR KBKW 141851Z AUTO 27010KT 10SM FEW026 24/18 A3014 RMK AO2 SLP171 60016 T02440178 10256 20194 51007 TSNO

METAR KMKJ 141855Z AUTO 13013KT 10SM SCT045 27/21 A3015 RMK AO2 T02680214

TAF KROA 141723Z 1418/1518 08006KT P6SM SCT050
FM142100 06005KT P6SM BKN060
FM150300 00000KT 6SM BR OVC025
FM150700 02003KT 4SM -RADZ BR SCT005 OVC012
FM151500 VRB03KT P6SM OVC035
TAF KLWB 211723Z 1418/1518 24003KT P6SM SCT040 OVC080
FM142000 32003KT P6SM BKN060
FM150300 00000KT 6SM BR SCT015 OVC025
FM150600 00000KT 3SM BR OVC003
FM151700 VRB03KT P6SM OVC035
TAF KBKW 141726Z 1418/1518 31004KT P6SM SCT015
FM141900 28008KT P6SM BKN090
FM150100 00000KT P6SM BKN080
FM150300 00000KT P6SM SCT250
TAF KMKJ 141723Z 1418/1518 25006KT P6SM SCT050
FM142100 VRB03KT P6SM BKN090
FM150300 00000KT 6SM BR OVC022
FM150700 00000KT 4SM -RADZ BR SCT005 OVC012
FM151600 VRB03KT P6SM OVC035

ROA **10/002** ROA RCO FREQ 122.6/122.2 OTS TIL 1210311000
ROA **10/005** ROA OBST TOWER 1976 (230 AGL) 4.90 SSE LGTS OTS (ASR 1049890) UFN
LWB **01/028** LWB NAV RWY 4 ILS GP UNUSBL CPD APCH BLW 2700
LWB **08/004** LWB OBST TOWER 3034 (356 AGL) 11.68 E LGTS OTS (ASR 1264048) TIL 1210191128
LWB **04/014** LWB TWY A ADJ TO RAMP NON MOVEMENT AREA
BKW **07/022** BKW NAV VORTAC OTS TIL 1210302359
BKW **12/049** BKW OBST VORTAC 2516 (40 AGL) 3746N08107W LGTS OTS
BKW **10/002** BKW RWY 10/28 CLOSED TIL 1210152000
BKW **07/042** BKW OBST CRANE UNKN (250 AGL) 3.00 SW FLAGGED AND LGTD
MKJ **04/005** MKJ NAV RWY 26 ILS LLZ UNUSBL BYD 15 DEG LEFT OF COURSE

TAKEOFF DISTANCE
MAXIMUM WEIGHT 3600 LBS

CONDITIONS:
Flaps 20°
2700 RPM and 32.5 inches Hg Prior to Brake Release
Mixture Set at 28 GPH
Cowl Flaps Open
Paved, Level, Dry Runway
Zero Wind

NOTES:
1. Maximum performance technique as specified in Section 4.
2. Decrease distances 10% for each 10 knots headwind. For operation with tailwinds up to 10 knots, increase distances by 10% for each 2.5 knots.
3. For operation on a dry, grass runway, increase distances by 15% of the "ground roll" figure.

WEIGHT LBS	TAKEOFF SPEED KIAS		PRESS ALT FT	0°C		10°C		20°C		30°C		40°C	
	LIFT OFF	AT 50 FT		GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS
3600	54	64	S.L.	800	1580	870	1730	950	1895	1035	2085	1130	2300
			1000	845	1665	925	1820	1005	2000	1100	2200	1200	2435
			2000	900	1755	980	1920	1070	2110	1165	2325	1275	2575
			3000	950	1845	1040	2025	1135	2225	1240	2460	1355	2725
			4000	1010	1950	1100	2135	1205	2355	1315	2600	1440	2890
			5000	1075	2055	1170	2260	1280	2490	1400	2755	1530	3065
			6000	1140	2175	1245	2390	1360	2635	1490	2920	1630	3260
			7000	1215	2300	1325	2530	1450	2795	1585	3105	1740	3470
			8000	1290	2435	1415	2685	1545	2970	1690	3300	1855	3695

Figure 5-4. Takeoff Distance (Sheet 1 of 2)

LANDING DISTANCE

CONDITIONS:
Flaps 40°
Power Off
Maximum Braking
Paved, Level, Dry Runway
Zero Wind

NOTES:
1. Maximum performance technique as specified in Section 4.
2. Decrease distances 10% for each 10 knots headwind. For operation with tailwinds up to 10 knots, increase distances by 10% for each 2.5 knots.
3. For operation on a dry, grass runway, increase distances by 40% of the "ground roll" figure.

WEIGHT LBS	SPEED AT 50 FT KIAS	PRESS ALT FT	0°C		10°C		20°C		30°C		40°C	
			GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS
3600	64	S.L.	695	1340	720	1375	750	1415	775	1450	800	1490
		1000	720	1375	750	1415	775	1450	800	1490	830	1530
		2000	750	1415	775	1455	805	1495	830	1530	860	1575
		3000	775	1455	805	1495	835	1540	865	1580	890	1615
		4000	805	1495	835	1540	865	1580	895	1625	925	1665
		5000	835	1540	870	1585	900	1630	930	1675	960	1715
		6000	870	1590	900	1630	935	1680	965	1725	995	1770
		7000	905	1635	935	1680	970	1730	1000	1775	1035	1825
		8000	940	1690	970	1730	1005	1780	1040	1830	1075	1880

Figure 5-10. Landing Distance

CRUISE PERFORMANCE

PRESSURE ALTITUDE 10,000 FEET

CONDITIONS:
3600 Pounds
Recommended Lean Mixture
Cowl Flaps Closed

		20°C BELOW STANDARD TEMP -25°C			STANDARD TEMPERATURE -5°C			20°C ABOVE STANDARD TEMP 15°C		
RPM	MP	% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2500	27.5	79	148	17.3	75	148	16.3	70	148	15.3
	26	74	144	16.1	70	144	15.2	65	143	14.3
	24	67	139	14.7	63	138	13.9	59	137	13.1
	22	61	133	13.3	57	132	12.7	54	130	12.0
2400	27.5	74	145	16.3	70	145	15.3	66	144	14.4
	26	70	141	15.2	66	141	14.4	62	140	13.5
	24	63	135	13.9	60	135	13.2	56	133	12.4
	22	57	129	12.6	54	128	12.0	51	126	11.4
2300	27.5	70	141	15.2	66	141	14.4	62	140	13.6
	26	65	137	14.3	62	137	13.5	58	135	12.8
	24	59	132	13.1	56	131	12.4	53	129	11.8
	22	54	126	12.0	51	124	11.4	47	121	10.8
2200	27.5	66	137	14.4	62	137	13.6	58	136	12.8
	26	62	134	13.5	58	133	12.8	54	131	12.1
	24	56	129	12.5	53	127	11.8	50	125	11.2
	22	51	122	11.4	48	120	10.8	45	117	10.3
	20	45	115	10.4	43	112	9.9	40	106	9.4

Figure 5-7. Cruise Performance (Sheet 5 of 12)

CRUISE PERFORMANCE

PRESSURE ALTITUDE 12,000 FEET

CONDITIONS:
3600 Pounds
Recommended Lean Mixture
Cowl Flaps Closed

		20°C BELOW STANDARD TEMP -29°C			STANDARD TEMPERATURE -9°C			20°C ABOVE STANDARD TEMP 11°C		
RPM	MP	% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2500	27.5	79	151	17.3	74	151	16.3	70	150	15.3
	26	74	147	16.1	70	147	15.2	65	146	14.3
	24	67	141	14.7	63	141	13.9	59	140	13.1
	22	61	136	13.4	57	135	12.7	54	132	12.0
2400	27.5	74	147	16.2	70	147	15.3	66	146	14.4
	26	70	143	15.2	66	143	14.4	62	142	13.6
	24	63	138	13.9	60	137	13.2	56	135	12.5
	22	57	132	12.7	54	131	12.1	51	128	11.4
2300	27.5	70	144	15.2	66	143	14.4	62	142	13.6
	26	65	140	14.3	62	139	13.6	58	138	12.8
	24	60	134	13.1	56	133	12.5	53	131	11.8
	22	54	128	12.0	51	126	11.4	48	123	10.8
2200	27.5	66	140	14.4	62	140	13.6	58	138	12.9
	26	62	136	13.6	58	136	12.9	55	133	12.2
	24	57	131	12.5	53	129	11.9	50	127	11.3
	22	51	124	11.5	48	122	10.9	45	118	10.3
	20	46	117	10.5	43	113	10.0	41	108	9.5

Figure 5-7. Cruise Performance (Sheet 6 of 12)

SAMPLE LOADING PROBLEM	SAMPLE AIRPLANE Weight (lbs.)	SAMPLE AIRPLANE Moment (lb.-ins. /1000)	YOUR AIRPLANE Weight (lbs.)	YOUR AIRPLANE Moment (lb.-ins. /1000)
1. Basic Empty Weight (Use the data pertaining to your airplane as it is presently equipped. Includes unusable fuel and full oil)	2122	75.9		
2. Usable Fuel (At 6 Lbs./Gal.) Standard Tanks (59 Gal. Maximum)	354	17.0		
Long Range Tanks (76 Gal. Maximum)				
3. Pilot and Copilot (Sta. 34 to 48)	340	12.6		
4. Center Passengers (Sta. 69 to 79)	340	23.8		
Aft Passengers (Sta. 92 to 100)	340	34.0		
Baggage IV (Sta. 109 to 145; 120 Lbs. Maximum)	104	13.2		
5. *Cargo "A" (Sta. 10 to 50)				
*Cargo "B" (Sta. 50 to 84)				
*Cargo "C" (Sta. 84 to 109)				
*Cargo "D" (Sta. 109 to 145)				
6. Cargo Pack (Sta. 10 to 84; 300 Lbs. Maximum)				
7. TOTAL WEIGHT AND MOMENT	3600	176.5		

8. Locate this point (3600 at 176.5) on the Center of Gravity Moment Envelope, and since this point falls within the envelope, the loading is acceptable.

*Maximum allowable cargo loads will be determined by the type and number of tie-downs used, as well as by the airplane weight and C.G. limitations. Floor loading must not exceed 200 lbs. per square foot.

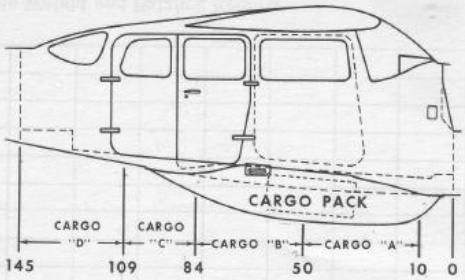
Figure 6-7. Sample Loading Problem

LOADING ARRANGEMENTS

* Pilot or passenger center of gravity on adjustable seats positioned for average occupant. Numbers in parentheses indicate forward and aft limits of occupant center of gravity range.

** Arms measured to the center of the areas shown.

NOTE: The aft baggage wall (approximate station 145) can be used as a convenient interior reference point for determining the location of baggage area fuselage stations.



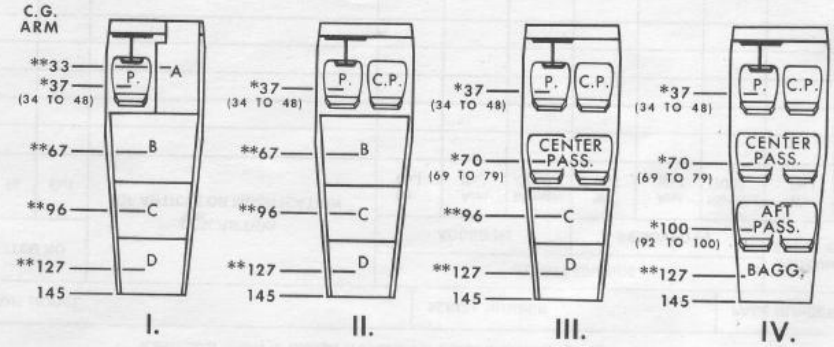


Figure 6-3. Loading Arrangements

RATE OF CLIMB

MAXIMUM

CONDITIONS:
Flaps Up
2700 RPM
Cowl Flaps Open

PRESS ALT	MP	GPH
S.L. to 19,000	32.5	28
20,000	31.5	26
22,000	29.5	24
24,000	27.5	22

WEIGHT LBS	PRESS ALT FT	CLIMB SPEED KIAS	RATE OF CLIMB - FPM				
			-40°C	-20°C	0°C	20°C	40°C
3600	S.L.	90	- - -	1265	1130	995	850
	4000	90	- - -	1150	1015	875	730
	8000	90	- - -	1025	890	750	610
	12,000	90	1020	890	760	625	- - -
	16,000	90	860	730	600	470	- - -
	20,000	89	640	510	390	- - -	- - -
	24,000	86	345	235	115	- - -	- - -
3300	S.L.	88	- - -	1435	1295	1155	1005
	4000	88	- - -	1315	1175	1030	880
	8000	88	- - -	1190	1045	905	760
	12,000	88	1180	1045	910	775	- - -
	16,000	88	1015	880	745	610	- - -
	20,000	88	780	650	530	- - -	- - -
	24,000	85	475	365	250	- - -	- - -
3000	S.L.	86	- - -	1635	1490	1340	1185
	4000	86	- - -	1495	1350	1205	1045
	8000	86	- - -	1370	1225	1075	925
	12,000	86	1365	1225	1085	945	- - -
	16,000	86	1190	1055	920	775	- - -
	20,000	86	945	810	685	- - -	- - -
	24,000	83	625	510	395	- - -	- - -

Figure 5-5. Rate of Climb

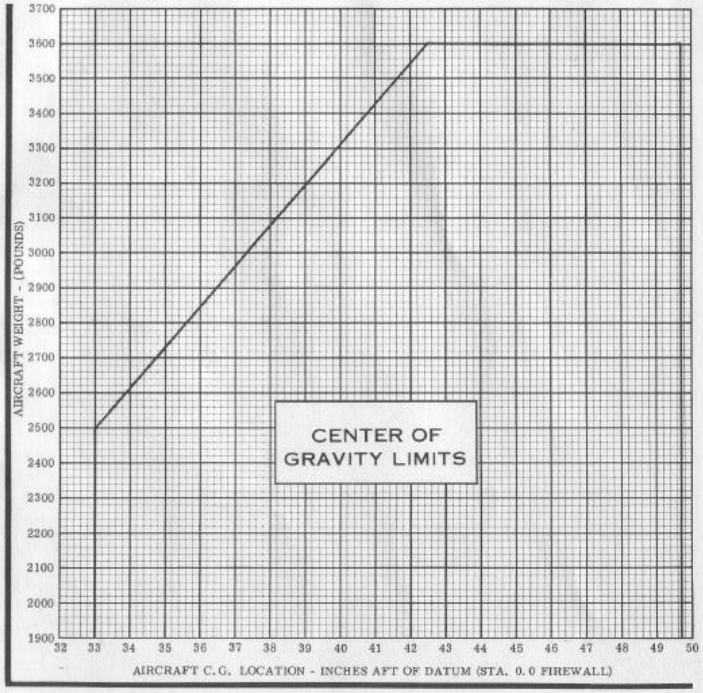


Figure 6-10. Center of Gravity Limits

ROANOKE RGNL/WOODRUM FIELD (ROA) 3 NW UTC−5(−4DT)
N37°19.53′ W79°58.53′
1175 B S4 **FUEL** 100LL, JET A OX 1, 2, TPA—1975(800) Class I, ARFF Index B
NOTAM FILE ROA

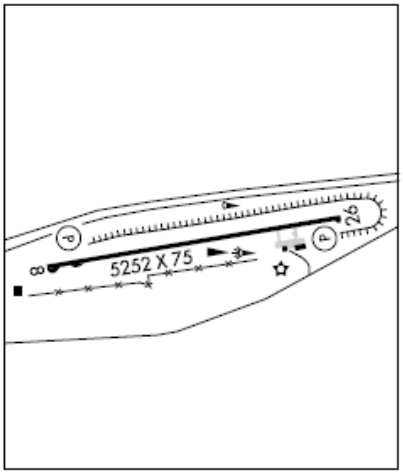
CINCINNATI
H–10H, 12H, L–26I
IAP, AD

RWY 06–24: H6800X150 (ASPH–GRVD) S–150, D–200, 2S–175, 2D–310 HIRL
RWY 06: REIL. MALSR. VASI(V4L)—GA 3.0°TCH 58′.
RWY 24: REIL. Thld dsplcd 790′.
RWY 16–34: H5810X150 (ASPH–GRVD) S–150, D–200, 2S–175, 2D–310 HIRL 0.4% up NW
RWY 34: MALSR. PAPI (P4L)—GA 3.0° TCH 56′. Tower.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–6800 TODA–6800 ASDA–6800 LDA–6800
RWY 16: TORA–5810 TODA–5810 ASDA–5810 LDA–5810
RWY 24: TORA–6800 TODA–6800 ASDA–6800 LDA–6010
RWY 34: TORA–5810 TODA–5810 ASDA–5810 LDA–5810
ARRESTING GEAR/SYSTEM
RWY 34: EMAS
AIRPORT REMARKS: Attended continuously. Large flocks of birds invof arpt. Take off Rwy 34 and landings Rwy 16 not authorized at night nor during IFR conditions due to terrain. Rwy 34 visual glideslope indicator and glidepath not coincident. Transient pilots ctc FBO UNICOM freq 122.95 for acft parking and escort.
WEATHER DATA SOURCES: ASOS (540) 265–0680. LLWAS.
COMMUNICATIONS: ATIS 132.375 **UNICOM** 122.95
ROANOKE RCO 122.6 122.2 122.1R 109.4T (LEESBURG RADIO)
Ⓡ **ROANOKE APP/DEP CON** 126.9 (Rwy 16–34 151°–359°, Rwy 06 075°–234°) 118.15 (Rwy 16–34 360°–150°, Rwy 06 235°–074°)
TOWER 118.3 **GND CON** 121.9 **CLNC DEL** 119.7
AIRSPACE: CLASS C svc continuous ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE ROA.
(L) VORTAC 109.4 ROA Chan 31 N37°20.61′ W80°04.22′ 107° 4.7 NM to fld. 3072/04W. DME unusable 270°–005° beyond 20 NM below 6000′.
WOODRUM (T) VORW 114.9 ODR N37°19.45′ W79°58.74′ at fld.
VINTON NDB (MHW) 277 VIT N37°12.24′ W79°52.90′ 336° 8.6 NM to fld. NDB unusable beyond 11 NM.
ILS 109.7 I–ROA Rwy 34. CLASS IB.
LDA/DME 111.1 I–SZK Chan 48 Rwy 06. LDA located 1202′ inboard of Rwy 06 thld and 1100′ right of rwy centerline, offset angle 14° 41″. GS aimed parallel to localizer course. ILS unusable 1.4 DME (JOKNI) inbound. DME unusable byd 30° left of course.
ASR

MARION/WYTHEVILLE

MOUNTAIN EMPIRE (MKJ) 9 NE UTC−5(−4DT) N36°53.69′ W81°21.00′
2558 B S4 **FUEL** 100LL, JET A NOTAM FILE MKJ
RWY 08–26: H5252X75 (ASPH) S–20 MIRL 1.1% up W
RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 26: REIL. PAPI(P2L)—GA 3.75° TCH 47′. Road.
AIRPORT REMARKS: Attended Apr–Oct Mon–Fri 1230–0100Z‡, Sat 1300–0000Z‡, Sun 1800–0000Z‡, Nov–Mar Mon–Fri 1230–0000Z‡, Sat 1300–0000Z‡, Sun 1800–0000Z‡. Located 9 NM NE Marion. MIRL Rwy 08–26 preset low ints, ACTIVATE higher ints—CTAF.
WEATHER DATA SOURCES: AWOS–3 123.875 (276) 686–6420. Dewpoint unreliable.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **ATLANTA CENTER APP/DEP CON** 127.85
RADIO AIDS TO NAVIGATION: NOTAM FILE PSK.
PULASKI (H) VORTAC 116.8 PSK Chan 115 N37°05.26′ W80°42.77′ 256° 32.7 NM to fld. 2120/06W. **HIWAS.**
SUZZE NDB (MHW/LOM) 335 MK N36°55.21′ W81°14.60′ 260° 5.4 NM to fld. NOTAM FILE MKJ. Unmonitored when arpt unattended.
ILS 110.5 I–MKJ Rwy 26. LOM SUZZE NDB. (LOC only.) LOC unmonitored when arpt unattended. LOC unusable byd 15° left of course.

CINCINNATI
H–9B, 12H, L–26I
IAP



LEWISBURG

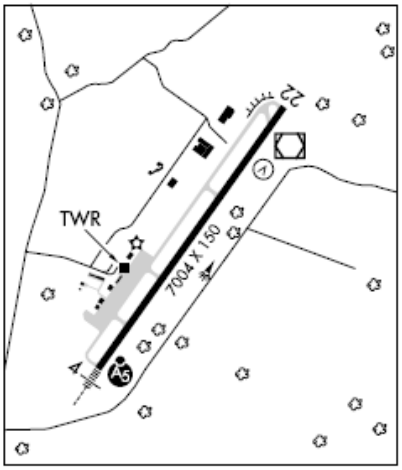
GREENBRIER VALLEY (LWB) 3 N UTC−5(−4DT) N37°51.50′ W80°23.97′ — **CINCINNATI**

2301 B S2 **FUEL** 100LL, JET A Class I, ARFF Index B NOTAM FILE LWB — **H–10H, 12H, L–26I**

RWY 04–22: H7004X150 (ASPH–GRVD) S–90, D–120, 2S–152, 2D–160 HIRL — **IAP, AD**

RWY 04: MALSR. Tree.

RWY 22: REIL. VASI(V4L)—GA 3.0°TCH 59′. Tree.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA–7004 TODA–7004 ASDA–7004 LDA–7004

RWY 22: TORA–7004 TODA–7004 ASDA–7004 LDA–7004

AIRPORT REMARKS: Attended continuously. Birds and deer on and invof arpt. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 304–645–3961. Use CTAF 118.9 when twr clsd. Frequency 121.5 is not avbl at twr. ACTIVATE HIRL Rwy 04–22, MALSR Rwy 04, and twy lgts—CTAF. VASI Rwy 22 opr continuously. Ldg fee. Multi engine only, fee waived if purchase fuel.

WEATHER DATA SOURCES: AWOS–3 121.4 (304) 645–4533.

COMMUNICATIONS: CTAF 118.9 **UNICOM** 122.95

WASHINGTON CENTER APP/DEP CON 134.4 **CLNC DEL** 120.85 (when twr closed)

LEWISBURG TOWER 118.9 (1400–0000Z‡) **GND CON** 121.9

AIRSPACE: CLASS D svc effective 1400–0000Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE LWB.

(L) VORW/DME 116.05 LWB Chan 107(Y) N37°51.83′ W80°23.52′ at fld. 2318/08W. Unmonitored. DME unusable 095°–150°, 151°–185° byd 20 NM blo 10,000′.

186°–196° byd 20 NM blo 7000′

197°–094° byd 20 NM blo 10000′

BUSHI NDB (MHW/LOM) 346 LW N37°46.94′ W80°28.11′ 044° 5.6 NM to fld. NDB unusable byd 15 NM. NDB unmonitored 0300–1200Z‡.

ILS 110.35 I–LWB Rwy 04. LOM BUSHI NDB. GS unusable for coupled apchs blo 2700′.

COMM/NAV/WEATHER REMARKS: Freq 121.5 not avbl at twr.

BECKLEY

RALEIGH CO MEM (BKW) 3 E UTC−5(−4DT) N37°47.24′ W81°07.45′ — **CINCINNATI**

2504 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A. NOTAM FILE BKW — **H–10G, 12H, L–26I**

RWY 01–19: H6750X150 (ASPH–GRVD) S–75, D–150, 2S–140, 2D–200 HIRL 0.7% up S — **IAP**

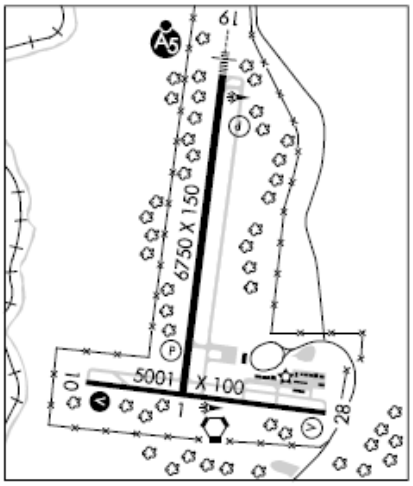
RWY 01: REIL. PAPI(P4L)—GA 3°TCH 40′. Trees.

RWY 19: MALSR. PAPI(P4L)—GA 3°TCH 55′.

RWY 10–28: H5001X100 (ASPH) S–45, D–60 MIRL 0.3% up E.

RWY 10: REIL. VASI(V4R)—GA 3.0° TCH 51′.

RWY 28: REIL. VASI(V4L)—GA 3.75° TCH 66′.



RUNWAY DECLARED DISTANCE INFORMATION:

RWY 01: TORA–6750 TODA–6750 ASDA–6750 LDA–6750

RWY 10: TORA–5000 TODA–5000 ASDA–5000 LDA–5000

RWY 19: TORA–6750 TODA–6750 ASDA–6750 LDA–6750

RWY 28: TORA–5000 TODA–5000 ASDA–5000 LDA–5000

AIRPORT REMARKS: Attended continuously. Deer; birds and wild turkeys on and invof arpt. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats, call aprt manager 304–255–0476. Rwy 28 visual glideslope indicator and descent angles not coincident. ACTIVATE MIRL Rwy 10–28; HIRL Rwy 01–19; MALSR Rwy 19, REIL Rwy 01, Rwy 10, Rwy 28; VASI Rwy 10 and twy lgts—CTAF. PAPI Rwy 01 and Rwy 19 set at medium, contact UNICOM 123.0 to change settings.

WEATHER DATA SOURCES: ASOS 121.55 (304) 253–5214. **HIWAS** 117.7 BKW.

COMMUNICATIONS: CTAF/UNICOM 123.0

BECKLEY RCO 122.1R 117.7T (ELKINS RADIO)

Ⓡ **CHARLESTON APP/DEP CON** 118.95

RADIO AIDS TO NAVIGATION: NOTAM FILE BKW.

BECKLEY (H) VORTAC 117.7 BKW Chan 124 N37°46.82′ W81°07.41′ at fld. 2517/06W. **HIWAS.**

ILS 111.7 I–MQU Rwy 19. CLASS IB.