



ZTL ARTCC

ASHEVILLE REGIONAL AIRPORT

ASHEVILLE ATCT

ASHEVILLE, NORTH CAROLINA

STANDARD OPERATING PROCEDURES

EFFECTIVE: 1/19/2019

ZTL ARTCC

ASHEVILLE

GENERAL

OPERATIONAL HOURS: 0630-2300 LOCAL
 After hours Asheville becomes uncontrolled operations.

Callsign		Frequency	VOX Channel
ATIS		120.200	KAVL_ATIS
Ground Control	AVL_GND	121.900	AVL_GND
Local Control	AVL_TWR	121.200	AVL_TWR
Approach	AVL_APP	125.800	AVL_APP
Departure	AVL_DEP	124.650	AVL_DEP

GROUND CONTROL

Ground control will give all clearances for Asheville Regional. Ground control has operational control over all taxiways and ramp areas to include the discontinued runway 16/34.

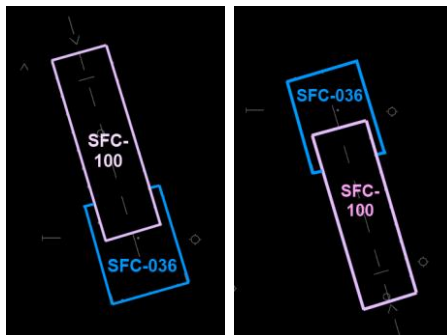
NOTE: Some scenery only has Rwy 16/34

Type	Altitude
IFR	8,000
VFR	3,500

LOCAL CONTROL

Local control owns the airspace within 10 miles of the departure end of the active runway, and 1.5 miles either side of the extended centerline, up to 10,000' MSL. It also owns two miles either side of the runway centerline, two miles from both the approach and departure ends, up to 3,600' MSL

Rwy 17 Rwy 35



MISSED APPROACH

Runway	Altitude	Heading
17	6,000	RH to AVEBE
35	5,500	350° to JUNOE

HELICOPTER OPERATIONS

One Helipad is located between the General Aviation Ramp and the Commercial Ramp. Advise to stay north of all RW or Air/Hover Taxi them to a position where it is feasible for them to depart for their direction of flight.

APPROACH / DEPARTURE

The AVL TRACON is delegated that airspace from the surface up to and including 10,000'

DEPARTURE PROCEDURES

Single IFR departure: ASHEVILLE 5 – radar vectors to first fix.

All Asheville departures will be assigned runway heading. Departures are required to maintain runway heading until leaving 3,700 feet MSL except for the following:

Runway	Upon Reaching Altitude	May Fly Heading
17	3,500	145° – 250°
	2,500	160° – 200°

INSTRUMENT APPROACHES

Approach	Runway	IAF	FAF
ILS	35	TUXDO/BRA	OBOVE
RNAV GPS	17	OPIME/LEDME/ONZIQ	STOSS
RNAV GPS	35	ZIKOL/FIMOV/AVEBE	UMUXE