

**Asheville Regional Airport
Asheville, North Carolina
(KAVL)**

Airfield Re-development Project Overview

September 26th, 2017

Background:

The Asheville Regional Airport (AVL) during the summer of 2014 undertook a multi-year phased re-development of its single runway airfield. This project is required for several reasons; first, the existing runway is nearing the end of its useful life and requires major re-construction; second, the existing runway does not meet current FAA requirements for parallel runway/taxiway separation; and finally, it does not meet grade requirements, all of which must be brought up to meet current standards.

Because AVL is a single runway airport, the possibility of undertaking this project without impacts to flight operations is not practical. For that reason, the airport and the FAA have planned and approved the construction of a parallel temporary runway which will be in use for approximately two years while the main runway is re-constructed and re-aligned.

Temporary Runway (Now Operational):

The temporary runway (Runway 17/35) has been constructed 475 feet west of the now decommissioned Runway 16/34 at AVL. The temporary runway is 7,001 feet long, by 100 feet wide, and is able to support the maximum weights of the entire aircraft fleet mix presently using the airport, including MD-88 and Airbus A319/320 aircraft. The temporary runway surface is constructed of asphalt, and is also grooved. Furthermore, it is equipped with a single Category I Instrument Landing System (ILS) that serves temporary Runway 35. It is also equipped with a PAPI and REIL's on both Runways 17 and 35, but it does not have a MALSR. It has all customary pavement markings and lighting systems installed on it. It also has an RNAV/GPS approach to both ends. Runway 17 has a Landing Distance Available (LDA) of 6,600 feet, due to the inability to provide a full 1,000' safety area off the south end of the temporary runway. During the period that the temporary runway is operational, taxi routes to and from the runway and other parts of the airport will occasionally change as construction on the new permanent runway progresses.

Turnaround and Connector Taxiways:

Although Temporary Runway 17/35 is 100 feet wide, it is served by multiple connector taxiways that meet the **new** Airplane Design Group V standards. Upon commissioning of the new permanent runway, the temporary runway will revert to a permanent taxiway which will meet all Airplane Design Group V criteria, and as such, all connector taxiways were constructed to these design standards from the very beginning. This ensures that no aircraft of any size operating on the temporary runway encounters any issues while turning on or off the runway as it navigates the fillets and turn radius of any connector taxiway. Additionally, at both ends of the temporary runway, an oversized paved turnaround area has been constructed which ensures that the full mix of aircraft using the temporary runway, including MD88 aircraft, are capable of conducting a 180 degree turn on the runway with a safety margin.

New Permanent Runway 17/35:

With the commissioning of the temporary runway, the existing main runway has been demolished, and a new permanent main runway is being constructed in its place, with a minor re-alignment to meet current FAA standards. The line of sight grade issues are also being corrected. Upon commissioning of the new permanent main runway, the temporary runway will revert permanently to a taxiway.

Schedule:

The temporary runway was completed and commissioned in December, 2015 on its original two-year construction schedule. Construction on the new permanent runway began in April 2016, and was originally scheduled to be complete in December, 2017. However, the contractor for the final phase has experienced some issues during construction, coupled with an unusually wet summer, which also had some effects on progress. Completion of the final phase of work is therefore being postponed through the upcoming winter, with a new **commissioning date to be determined in 2018.**

Runway Closures:

The FAA does not permit construction activity to take place inside a Runway Safety Area (RSA) while that runway is operational. For that reason, at different times throughout the remaining term of the project, extended periods of overnight closures of the temporary runway will be required in order for the needed construction activity to take place. Although the actual times may vary depending upon flight schedules and circumstances, during these periods, the runway will generally be closed between the hours of midnight and 5:30 AM daily.

Taxiway Closures:

Throughout Phase IV, intermittent periods of closure will take place on each of the connector taxiways that provide aircraft access between Taxiway A and Temporary

Runway 17/35. This is required in order to permit work to take place inside the safety areas of those taxiways, as well as the reconstruction of those taxiway intersections, which is required as part of the overall project.

Coordination:

To date, the AVL Operations Department has made significant efforts to communicate with the flight dispatch departments of each airline utilizing AVL to ensure they were aware of this upcoming project, its current status, and its potential impacts.

An on-going issue is that with certain airlines, the point of contact occasionally changes, and the new point of contact is unaware of this upcoming project, since information about the program was not passed on.

PROJECT STATUS AS OF: September 26th, 2017:

All information contained above in this Project Overview remains current. Construction activity began in 2014 on schedule. Phase I, II and III construction is complete, and **Phase IV construction is now underway, although work on Phase IV is now scheduled to be completed in 2018.**

Partial paving of the new permanent runway was carried out during the summer of 2018, but due to a variety of issues encountered, was not able to be completed.

NAVAID OUTAGES:

As the time approaches to transition from the temporary runway to the new permanent runway, full or partial outages of the airports ILS system will need to occur, as equipment is relocated and re-commissioned for the new runway.

An updated schedule of Navaid outages and impacts will be provided as soon as it is available as the 2018 construction schedule is more evident.

*Permanent Runway 35 is scheduled to open with a permanent Localizer, but a temporary Glideslope facility. Minimums may be temporarily higher than the minimums once the permanent Glideslope is commissioned. The commissioning of the temporary Glideslope is dependent upon an FAA Flight Check certifying it two weeks prior the runway opening. If it is unable to be certified, then Runway 35 will be commissioned with a Localizer approach only, and the commissioning of the permanent Runway 35 Glideslope will become a priority over any Runway 17 ILS work.

CLOSURES & RESTRICTIONS:

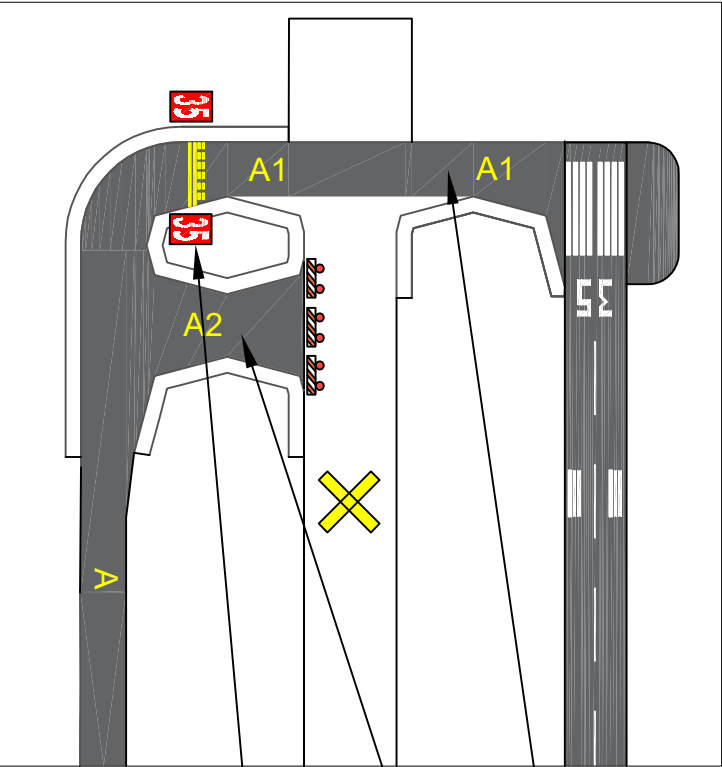
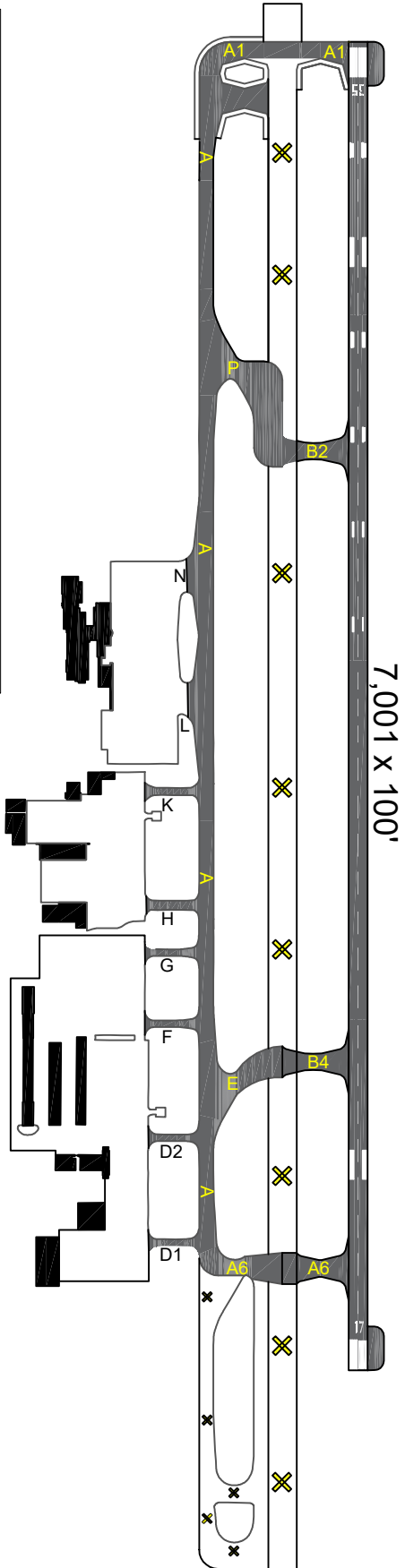
There are presently no closed portions of the airfield. Nighttime closures of temporary Runway 17/35 may continue on an infrequent basis while certain work is completed going into the winter months.

Please see the attached diagram for the current airfield configuration.

For additional Information contact:

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Diagram Effective: September 23, 2017
 (Revised - 9/24/17)
 Shaded pavement areas are components of the active
 movement area.



Entire length of connector taxiway designated as Taxiway A1.

Taxiway A2 closed to through traffic. Available only for small aircraft run-ups and holding - daytime only. Unlit at night.

Note: New location of runway hold position.

Asheville Regional Airport

Temporary Rwy 17/35 Airfield Configuration



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9/24/2017