

TRANSCRIPT

EDITED AUDIO FROM FLIGHT ASSIST

Steve Flickinger

Roanoke, Va.

Total time: 3:38

CONTROLLER STEVE FLICKINGER: Cherokee one eight Juliet, I understand you don't have the approach plate and you're going to shoot a LVA runway 6 approach. Are you familiar at all with what an LDA approach is?

PILOT: Um, no I'm not, one eight Juliet.

FLICKINGER: OK, it's an ILS approach that's not aligned up with the runway so basically it's an ILS approach that's offset from the runway by just fifteen degrees so you just fly the localizer and glideslope all the way down to the missed approach point and I'll tell you what that is, and at that point, just look for the runway and it's not going to be straight ahead of you. Just a slight left turn for you to line up with the runway. Are you cool with that?

PILOT: Cool with that, one eight Juliet.

FLICKINGER: Ok, good. Now when you're at the missed approach point and if you need to use the missed approach procedure, you'll ... of course you'll start a right turn and join the Woodrum, one five three radial, southeast bound. Um, if you get that far, we'll just talk you through the rest of it. But anyhow, I'll just put you on the localizer frequency, one, one, one point one here in a little bit. You'll fly that down to fifteen hundred and eighty feet and hopefully you're gonna see the runway.

FLICKINGER: Cherokee Juliet looks like you're heading not two forty, I'm sorry, two twenty. I gave you two twenty a little while ago. Turn back to the right, heading two three zero.

PILOT: OK, two three zero, one eight Juliet.

FLICKINGER: Cherokee Juliet, how much fuel do you have left and souls on board?

PILOT: Approximately one hour of fuel, one eight Juliet.

FLICKINGER: OK, and how many people do you have on there?

PILOT: Ah, just one.

FLICKINGER: OK. Cherokee Juliet descend and maintain five thousand two hundred.

PILOT: Five thousand two hundred, one eight Juliet.

FLICKINGER: Cherokee one eight Juliet do you have any questions so far?

PILOT: Uh, negative one eight Juliet.

FLICKINGER: OK good. Cherokee one eight Juliet I put a dash eight on the approach ahead of you. He's touching down now so he made it OK.

PILOT: Alright roger, one eight Juliet.

FLICKINGER: And he did report that that lower scattered layer four hundred was right at minimums, but the upper layer, which is actually ceiling at eleven hundred, he reported it being that twenty one hundred so it should be OK for you.

PILOT: Oh, roger, one eight Juliet.

FLICKINGER: One eight Juliet, I read to you things that I think you need off this approach plate. Is there anything that you can think of that you want me to tell you?

PILOT: Um, no I think the approach angle and the decision height and the frequency for the localizer will do fine.

FLICKINGER: OK, the inbound heading is going to be zero seven zero and I think I gave you the decision height of one five eight zero. And what was the other thing you asked?

PILOT: Uh, that is correct. Those are the things that I asked for and you also told me the ... for the VOR frequency.

FLICKINGER: yes, of course that's one one four point nine. We hope you don't need that cause it sounds like you're not going to have enough fuel to do anything beyond this approach.

PILOT: alright (unintelligible) one eight Juliet.

FLICKINGER: And one eight Juliet go ahead and start your approach down to forty three hundred til you're established on the localizer.

PILOT: OK down to forty three hundred, one eight Juliet.

FLICKINGER: And one eight Juliet go ahead and start down, I don't want you to be too high on this approach. Forty two hundred; are you established on the localizer?

PILOT: I'm established at this time, one eight Juliet.

FLICKINGER: OK come on down to the glideslope then.

FLICKINGER (To the tower at Roanoke): I'm sure you got the lights cranked for this guy.

TOWER CONTROLLER: Hey, they're all the way up and here comes five star.

FLICKINGER: Cherokee, one eight Juliet, I'm just going to keep you on my frequency. You are cleared to land runway 6. If you can, just let me know when you can see the runway.

PILOT: Roger, one eight Juliet.

FLICKINGER: One eight Juliet, low altitude alert. You are past the decision height. Do you see the runway?

PILOT: I see the runway, one eight Juliet.

FLICKINGER: Fantastic. Cleared to land. Winds calm.

PILOT: Cleared to land, one eight Juliet.

PILOT: Ok, approach, thanks for all your help, one eight Juliet.