

NWKRAFT

NOTAMs (Taken from the end of the weather briefing)

KTIP- The only NOTAM that exists is a NOTAM for geese and deere on the runway. This is more a concern at night, however a pilot should be vigilant during the day as well.

KVYS- There is an instrument approach NOTAM that won't apply to my VFR flight. There are several obstruction NOTAMs for KVYS but these obstructions are more than 5 NM from the field and the top of the obstruction are mostly 500 feet AGL and below.

Weather

This information is on the weather summary page.

Known ATC Delays

I accessed the following website: <https://nasstatus.faa.gov/>

There are no known ATC delays for my route of flight.

Runway lengths

Runway lengths are all greater than 5,000 feet, and per the performance calculations that I have made, are sufficient for this flight. I assume that I am going to be using runway 18/36 at KVYS. If I end up using runway 7/25 I will be aware that the runway is 3,999 ft making it about 1,000 ft shorter than the runway I am used to using.

Alternate airport plan

Alternate airport at KTIP is KCMJ or KBMI. Alternate airport at KVYS are C09 to the east

Fuel requirements

Exact fuel requirements are shown on the navigation log. I will be taking off with 48 gallons of usable fuel. That is more than sufficient for the flight and also for VFR, daytime, alternate airport fuel requirements.

Takeoff and Landing distances

Exact takeoff and landing distances are shown on the distances performance charts. In general all takeoff and landing distances are under 3,000 feet.