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GENERAL INFORMATION

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The Airport/Facility Directory section contains all public-use airports, seaplane bases and heliports, military facilities, and selected private use facilities specifically requested by the Department of Defense (DoD) for which a DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures Publication. Additionally, this publication contains communications data, navigational facilities and certain special notices and procedures.

Military data contained within this publication is provided by the National Geospatial–Intelligence Agency and is intended to provide reference data for military and/or joint use airports. Not all military data contained in this publication is applicable to civil users.

CORRECTIONS, COMMENTS, AND/OR PROCUREMENT

CRITICAL information such as equipment malfunction, abnormal field conditions, hazards to flight, etc., should be reported as soon as possible.

FOR COMMENTS OR CORRECTIONS: https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/

FAA, Aeronautical Information Services
1305 East West Highway
SSMC-4 Suite 4400
Silver Spring, MD 20910-3281
Telephone 1–800–638–9972

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*Airspace Information includes changes to preferred routes and graphic depictions on charts.

FOR PROCUREMENT:

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THIS PUBLICATION COMPRISSES PART OF THE FOLLOWING SECTIONS OF THE UNITED STATES AERONAUTICAL INFORMATION PUBLICATION (AIP): GEN, ENR AND AD.

NE, 5 NOV 2020 to 31 DEC 2020
## GENERAL INFORMATION

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## City/Military Airport Cross Reference

Military airports are listed alphabetically by state and official airport name. The following city/military airport cross-reference listing provides alphabetical listing by state and city name for all military airport published in this directory.

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<td>WESTOVER ARB/METROPOLITAN</td>
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<td>JOINT BASE ANDREWS</td>
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<td>PATUXENT RIVER NAS (TRAPNELL FLD)</td>
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<td>WRIGHTSTOWN</td>
<td>JOINT BASE MCGUIRE DIX LAKEHURST</td>
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<td>NY</td>
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<td>WHEELER SACK AAF</td>
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<td>MUIR AAF (FORT INDIANTOWN GAP)</td>
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<td>A P HILL AAF (FORT A P HILL)</td>
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<td>FORT BELVOIR</td>
<td>DAVISON AAF</td>
</tr>
<tr>
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<td>FORT EUSTIS</td>
<td>FELKER AAF</td>
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The following locations have Seaplane Landing Areas (Waterways). See alphabetical listing for complete data on these facilities.

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<td>AUGUSTA</td>
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<td>LUCKY LANDING MARINA AND SPB</td>
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<tr>
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<td>ME</td>
<td>NORCROSS/MILLINOCKET</td>
<td>BUCKHORN CAMPS</td>
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<tr>
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<td>MCLAUGHLIN SPB</td>
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### Abbreviations

The following abbreviations/acronyms are those commonly used within this Directory. Other abbreviations/acronyms may be found in the Legend and are not duplicated below. The abbreviations presented are intended to represent grammatical variations of the basic form. (Example—“req” may mean “request”, “requesting”, “requested”, or “requests”).

For additional FAA approved abbreviations/acronyms please see FAA Order JO 7340.2 —Contractions

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<td>A/G</td>
<td>air/ground</td>
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<tr>
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<td>AAS</td>
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<td>AB</td>
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<td>abv</td>
<td>above</td>
</tr>
<tr>
<td>ACC</td>
<td>Air Combat Command Area Control Center</td>
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<tr>
<td>act</td>
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<tr>
<td>ACLS</td>
<td>Automatic Carrier Landing System</td>
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<td>ADCUS</td>
<td>Advise Customs</td>
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<td>Army heliport</td>
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**NE, 5 NOV 2020 to 31 DEC 2020**
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<td>Controller Pilot Data Link Communication</td>
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<td>Control Area</td>
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<td>Contact</td>
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<td>Control Zone</td>
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<td>Controlled Visual Flight Rules Areas</td>
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<tr>
<td>CW</td>
<td>Clockwise, Continuous Wave, Carrier Wave</td>
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</table>

daigt        | Daylight |
<p>| D–ATIS       | Digital Automatic Terminal Information Service |
| daylt        | Daylight |
| db           | Decibel |
| DCL          | Departure Clearance |
| Dec           | December |
| decom        | Decommission |
| deg           | Degree |
| del          | Delivery |
| dep          | Depart |
| DEP          | Departure Control |
| destn        | Destination |
| det          | Detachment |
| DF           | Direction Finder |
| DH           | Decision Height |
| DIAP         | DoD Instrument Approach Procedure |
| direc         | Directional |
| disem        | Disseminate |
| displ        | Displace |
| dist         | District, Distance |
| div          | Division |
| DL           | Direct Line to FSS |
| dlt          | Delete |
| dly           | Daily |
| DME          | Distance Measuring Equipment (UHF standard, TACAN compatible) |
| DNVT          | Digital Non–Secure Voice Telephone |
| DoD          | Department of Defense |
| drct          | Direct |
| DSN          | Defense Switching Network (Telephone) |
| DSN          | Defense Switching Network |
| dspclid      | Displaced |
| DT           | Daylight Savings Time |
| dur           | During |
| durn          | Duration |
| DV           | Distinguished Visitor |
| E            | East |
| ea           | Each |
| EAT          | Expected Approach Time |
| ECN          | Enroute Change Notice |
| eff          | Effective, Effect |
| E–HA         | Enroute High Altitude |
| E–LA         | Enroute Low Altitude |
| elev          | Elevation |
| ELT          | Emergency Locator Transmitter |</p>
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<th>Description</th>
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<td>engine</td>
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<td>End of Runway</td>
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<td>ERDA</td>
<td>Energy Research and Development Administration</td>
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<td>Enroute Supplement</td>
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<td>flight level</td>
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<td>flight</td>
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<td>Foreign Object Damage</td>
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<td>Group</td>
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<td>GPI</td>
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<td>gross weight</td>
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<tr>
<td>H+</td>
<td>Hours or hours plus...minutes past the hour</td>
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<td>continuous operation</td>
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<td>Height Above Airport/Aerodrome</td>
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<td>Height Above Landing Area</td>
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<td>Height Above Runway</td>
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<td>Height Above Touchdown</td>
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<td>HDTA</td>
<td>High Density Traffic Airport/Aerodrome</td>
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<td>High Frequency (3000 to 30,000 KHz)</td>
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<td>Identification, Friend or Foe</td>
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**NE, 5 NOV 2020 to 31 DEC 2020**
GENERAL INFORMATION

Abbreviation Description
Inc. Incorporated
incl. include
incr. increase
indef. indefinite
info. information
inop. inoperative
inst. instrument
instl. install
instr. instruction
int. intersection
intcntl. intercontinental
intcpt. intercept
intl. international
intmt. intermittent
ints. intensity
invof. in the vicinity of
irreg. Irregularly

January January
JASU. Jet Aircraft Starting Unit
JATO. Jet Assisted Take-Off
JOAP. Joint Oil Analysis Program
JOSAC. Joint Operational Support Airlift Center
JRB. Joint Reserve Base
Jun. June
K or KT. Knots
kHz. kilohertz
KIAS. Knots Indicated Airspeed
KLIZ. Korea Limited Identification Zone
km. Kilometer
kw. kilowatt

L. Compass locator (Component of ILS system) under 25 Watts, 15 NM, Enroute Low Altitude Chart (followed by identification)

L. Local Time

LAHSO. Land and Hold–Short Operations
L–AOE. Limited Airport of Entry
LAWRS. Limited Aviation Weather Reporting Station
lb, lbs. pound (weight)
LC. local call
lcl. local
LCP. French Peripheral Classification Line
lctd. located
lctn. location
lctr. locator
LCVASI. Low Cost Visual Approach Slope Indicator
LMM. Compass locator at Middle Marker ILS
Lo. low
LoALT or LA. Low Altitude
LOC. Localizer
LOM. Compass locator at Outer Marker ILS
LR. Long Range, Lead Radial
LRA. Landing Rights Airport
LRRS. Long Range RADAR Station
LSB. lower side band
Ltd. limited

M. meters, magnetic (after a bearing), Military Circuit (Telephone)
MACC. Military Area Control Center
mag. magnetic
maint. maintain, maintenance
maj. major
MALS. Medium Intensity Approach Lighting System
MALSF. MALS with Sequenced Flashers
MALSRI. MALS with Runway Alignment Indicator Lights
Mar. March
MARA. Military Activity Restricted Area
MATO. Military Air Traffic Operations
MATZ. Military Aerodrome Traffic Zone
max. maximum
mb. millibars
MCAC. Military Common Area Control
MCALF. Marine Corps Auxiliary Landing Field
MCAS. Marine Corps Air Station
MCB. Marine Corps Base
MCC. Military Climbing Corridor
MCOLF. Marine Corps Outlying Field
MDA. Minimum Descent Altitude
MEA. Minimum Enroute Altitude
med. medium
MEHT. Minimum Eye Height over Threshold
mem. memorial
MET. Meteorological, Meteorology
METAR. Aviation Routine Weather Report (including international MET figure code)
METRO. Pilot–to–Metro voice cell
MF. Medium Frequency (300 to 3000 KHz), Mandatory Frequency (Canada)
MFA. Minimum Flight Altitude
mgr. management
MH. Megahertz
mi. mile
MID/ASIA. Middle East/Asia (ICAO Region)
MIU. Meaconing, Intrusion, Jamming, and Interference
mil. military
min. minimum
MISS. Medium Intensity Runway Lights
mis. missile
MK. marker (beacon)
MM. Middle Marker of ILS
mnt. monitor
MOA. Military Operations Area
<table>
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<tr>
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<td>MOCA</td>
<td>Minimum Obstruction Clearance</td>
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<tr>
<td>mod</td>
<td>modify</td>
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<td>MOG</td>
<td>Maximum (aircraft) on the Ground</td>
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<tr>
<td>MON</td>
<td>Minimum Operational Network</td>
</tr>
<tr>
<td>Mon</td>
<td>Monday</td>
</tr>
<tr>
<td>MP</td>
<td>Maintenance Period</td>
</tr>
<tr>
<td>MR</td>
<td>Medium Range</td>
</tr>
<tr>
<td>MRA</td>
<td>Minimum Reception Altitude</td>
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<tr>
<td>mrk</td>
<td>mark, marker</td>
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<tr>
<td>MSAW</td>
<td>minimum safe altitude warning</td>
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<td>msg</td>
<td>message</td>
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<td>Mean Sea Level</td>
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<td>Mission</td>
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<td>mount, mountain</td>
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<td>Mandatory Traffic Advisory Frequency</td>
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<td>Military Upper Area Control</td>
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<td>Major World Air Route Area</td>
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<td>N/A</td>
<td>not applicable</td>
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<td>NA</td>
<td>not authorized (For Instrument Approach Procedure take-off and alternate MINIMA only)</td>
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<td>Naval Air Development Center</td>
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<td>Naval Air Depot</td>
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### Abbreviation Description

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<td>Transition Altitude</td>
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<tr>
<td>TAC</td>
<td>Tactical Air Command</td>
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<tr>
<td>TAF</td>
<td>Aerodrome (terminal or alternate) forecast in abbreviated form</td>
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<td>Tanker Aircraft Control Element</td>
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<td>UACC</td>
<td>Upper Area Control Center (used outside US)</td>
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<td>United States Marine Corps</td>
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<td>United States Navy</td>
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<td>UTA</td>
<td>Upper Control Area</td>
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<tr>
<td>UTC</td>
<td>Coordinated Universal Time</td>
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<tr>
<td>V</td>
<td>Defense Switching Network (telephone, formerly AUTOVON)</td>
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<tr>
<td>V/STOL</td>
<td>Vertical and Short Take-off and Landing aircraft</td>
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<tr>
<td>VAL</td>
<td>Visiting Aircraft Line</td>
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<tr>
<td>vfr</td>
<td>variation (magnetic variation)</td>
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<td>VASI</td>
<td>Visual Approach Slope Indicator</td>
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<td>VDF</td>
<td>Very High Frequency Direction Finder</td>
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<td>FLIP VFR Supplement</td>
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<tr>
<td>VHF</td>
<td>Very High Frequency (30 to 300 MHz)</td>
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<tr>
<td>VIP</td>
<td>Very Important Person</td>
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<td>vis</td>
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<tr>
<td>VMC</td>
<td>Visual Meteorological Conditions</td>
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<tr>
<td>VOIP</td>
<td>Voice Over Internet Protocol</td>
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<tr>
<td>VOLMET</td>
<td>Meteorological Information for Aircraft in Flight</td>
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<td>VOT</td>
<td>VOR Receiver Testing Facility</td>
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<td>W</td>
<td>Warning Area (followed by identification), Watts, West, White</td>
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<td>WCH</td>
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<td>Wed</td>
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<tr>
<td>Z</td>
<td>Greenwich Mean Time (time groups only)</td>
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GENERAL INFORMATION

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**AIRPORT/FACILITY DIRECTORY LEGEND**

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<th>(ALTERNATE NAME)</th>
<th>(LTS)(KLTS)</th>
<th>CIV/MIL</th>
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<th>N34º41.93´ W99º20.20´</th>
<th>200 B</th>
<th>TPA—1000(800)</th>
<th>AOE</th>
<th>LRA</th>
<th>Class IV, ARFF Index A</th>
<th>NOTAM FILE ORL</th>
<th>Not insp.</th>
<th>MON Airport</th>
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**SAMPLE**

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<th>(ALTERNATE NAME)</th>
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<th>CIV/MIL</th>
<th>3 N UTC–6(–5DT)</th>
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<th>LRA</th>
<th>Class IV, ARFF Index A</th>
<th>NOTAM FILE ORL</th>
<th>Not insp.</th>
<th>MON Airport</th>
</tr>
</thead>
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**RWWY 18–36: H12004X200 (ASPH–CONC–GRVD)**

S–90, D–160, 2D–300 PCN 80 R/B/W/T HIRL CL

**RWWY 18: RLLS, MALSF, TDZL, REIL, PAPI(P2R)—GA 3.0º TCH 36´.**

**RWWY 36: ALSF1. 0.4% down.**

**RWY 09–27:**

H600X150 (ASPH–PFC) AUW PCN 59 F/A/W/T

**LAND AND HOLD–SHORT OPERATIONS**

**LDG RWY HOLD–SHORT POINT AVBL LDG DIST**

| RWY 18 | 09–27 | 6500 |
| RWY 36 | 09–27 | 5400 |

**RUNWAY DECLARED DISTANCE INFORMATION**

| RWY 18 | TORA–12004 TODA–12004 ASDA–11704 LDA–11504 |
| RWY 36 | TORA–12004 TODA–12004 ASDA–12004 LDA–11704 |

**ARRESTING GEAR/SYSTEM**

| RWY 18 | HOOK E5 (65´ OVRN) BAK–14 BAK–12B (1087´) HOOK E5 (74´ OVRN) |
| RWY 36 | |

**SERVICE:**

| S4 | FUEL | 100LL, JET A |
| OX | 1, 3 |
| FLUID | W SP PRESAIR LOX |
| OIL | O–128 |
| MAINT | S1 Mon–Fri 1000–2200Z‡ |

**TRAN ALERT**

Avbl 1300–0200Z‡ svc limited weekends.

**AIRPORT REMARKS:**


**MILITARY REMARKS:**


**AIRPORT MANAGER:**

(580) 481–5739

**WEATHER DATA SOURCES:**

AWOS–1 120.3 (202) 426–8000. LAWRS.

**COMMUNICATIONS:**

SFA CTAF 122.8 UNICOM 122.95 ATIS 127.25 273.5 (202) 426–8003 PTD 372.2

NAME RCO 112.2T 112.1R (NAME RADIO)

NAME APP/DEP CON 128.35 257.75 (1200–0400Z‡)

TOWER 119.65 255.6 (1200–0400Z‡) GND CON 121.7 GCO 135.075 (ORLANDO CLNC) CLNC DEL 125.55 CPDLC D–HZWXR, D–TAXI, DCL (LOGON KMEM)

NAME COMD POST (GERONIMO) 311.0 321.4 6761 PMSV METRO 239.8

**AIRSPACE:**

CLASS B See VFR Terminal Area Chart.

**VOR TEST FACILITY (VOT):**

116.7

**RADAR AIDS TO NAVIGATION:**

NOTAM FILE ORL. VHF/DF ctc FSS.

**COMM/NAV/WEATHER REMARKS:**

Emergency frequency 121.5 not avbl at twr.

**HELIPAD H1:**

H100X75 (ASPH)

**HELIPORT REMARKS:**

Helipad H1 lctd on general aviation side and H2 lctd on air carrier side of arpt.

**WATERWAY 15–33:**

5000X425 (WATER)

**SEAPLANE REMARKS:**

Birds roosting and feeding areas along river banks. Seaplanes operating adjacent to SW side of arpt not visible from twr and are required to ctc twr.
This directory is a listing of data on record with the FAA on public–use airports, military airports and selected private–use airports specifically requested by the Department of Defense (DoD) for which a DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures Publication. Additionally this listing contains data for associated terminal control facilities, air route traffic control centers, and radio aids to navigation within the conterminous United States, Puerto Rico and the Virgin Islands. Civil airports and joint Civil/Military airports which are open to the public are listed alphabetically by state, associated city and airport name and cross–referenced by airport name. Military airports and private–use (limited civil access) joint Military/Civil airports are listed alphabetically by state and official airport name and cross–referenced by associated city name. Nav aids, flight service stations and remote communication outlets that are associated with an airport, but with a different name, are listed alphabetically under their own name, as well as under the airport with which they are associated.

The listing of an airport as open to the public in this directory merely indicates the airport operator's willingness to accommodate transient aircraft, and does not represent that the airport conforms with any Federal or local standards, or that it has been approved for use on the part of the general public. Military airports, private–use airports, and private–use (limited civil access) joint Military/Civil airports are open to civil pilots only in an emergency or with prior permission. See Special Notice Section, Civil Use of Military Fields.

The information on obstructions is taken from reports submitted to the FAA. Obstruction data has not been verified in all cases. Pilots are cautioned that objects not indicated in this tabulation (or on the airports sketches and/or charts) may exist which can create a hazard to flight operation. Detailed specifics concerning services and facilities tabulated within this directory are contained in the Aeronautical Information Manual, Basic Flight Information and ATC Procedures.

The legend items that follow explain in detail the contents of this Directory and are keyed to the circled numbers on the sample on the preceding pages.

1. **CITY/AIRPORT NAME**
   Civil and joint Civil/Military airports which are open to the public are listed alphabetically by state and associated city. Where the city name is different from the airport name the city name will appear on the line above the airport name. Airports with the same associated city name will be listed alphabetically by airport name and will be separated by a dashed rule line. A solid rule line will separate all others. FAA approved helipads and seaplane landing areas associated with a land airport will be separated by a dotted line. Military airports and private–use (limited civil access) joint Military/Civil airports are listed alphabetically by state and official airport name.

2. **ALTERNATE NAME**
   Alternate names, if any, will be shown in parentheses.

3. **LOCATION IDENTIFIER**
   The location identifier is a three or four character FAA code followed by a four–character ICAO code, when assigned, to airports. If two different military codes are assigned, both codes will be shown with the primary operating agency's code listed first. These identifiers are used by ATC in lieu of the airport name in flight plans, flight strips and other written records and computer operations. Zeros will appear with a slash to differentiate them from the letter “O”.

4. **OPERATING AGENCY**
   Airports within this directory are classified into two categories, Military/Federal Government and Civil airports open to the general public, plus selected private–use airports. The operating agency is shown for military, private–use and joint use airports. The operating agency is shown by an abbreviation as listed below. When an organization is a tenant, the abbreviation is enclosed in parenthesis. No classification indicates the airport is open to the general public with no military tenant.

<table>
<thead>
<tr>
<th>Code</th>
<th>Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>US Army</td>
</tr>
<tr>
<td>AF</td>
<td>US Air Force</td>
</tr>
<tr>
<td>ANG</td>
<td>Air National Guard</td>
</tr>
<tr>
<td>AR</td>
<td>US Army Reserve</td>
</tr>
<tr>
<td>ARNG</td>
<td>US Army National Guard</td>
</tr>
<tr>
<td>CG</td>
<td>US Coast Guard</td>
</tr>
<tr>
<td>CIV/MIL</td>
<td>Joint Use Civil/Military Open to the Public</td>
</tr>
<tr>
<td>DOD</td>
<td>Department of Defense Canada</td>
</tr>
<tr>
<td>DOE</td>
<td>Department of Energy</td>
</tr>
<tr>
<td>MC</td>
<td>Marine Corps</td>
</tr>
<tr>
<td>MIL/CIV</td>
<td>Joint Use Military/Civil Limited Civil Access</td>
</tr>
<tr>
<td>N</td>
<td>Navy</td>
</tr>
<tr>
<td>NAF</td>
<td>Naval Air Facility</td>
</tr>
<tr>
<td>NAS</td>
<td>Naval Air Station</td>
</tr>
<tr>
<td>NASA</td>
<td>National Air and Space Administration</td>
</tr>
<tr>
<td>P</td>
<td>US Civil Airport Wherein Permit Covers Use by Transient Military Aircraft</td>
</tr>
<tr>
<td>PVT</td>
<td>Private Use Only (Closed to the Public)</td>
</tr>
</tbody>
</table>

5. **AIRPORT LOCATION**
   Airport location is expressed as distance and direction from the center of the associated city in nautical miles and cardinal points, e.g., 3 N.

6. **TIME CONVERSION**
   Hours of operation of all facilities are expressed in Coordinated Universal Time (UTC) and shown as "Z" time. The directory indicates the number of hours to be subtracted from UTC to obtain local standard time and local daylight saving time UTC–5(–4DT). The symbol † indicates that during periods of Daylight Saving Time (DST) effective hours will be one hour earlier than shown. In those areas where daylight saving time is not observed the (–4DT) and † will not be shown. Daylight saving time is in effect from 0200 local time the second Sunday in March to 0200 local time the first Sunday in November. Canada and all U.S. Conterminous States observe daylight saving time except Arizona and Puerto Rico, and the Virgin Islands. If the state observes daylight saving time and the operating times are other than daylight saving times, the operating hours will include the dates, times and no † symbol will be shown, i.e., April 15–Aug 31 0630–1700Z, Sep 1–Apr 14 0600–1700Z.

NE, 5 NOV 2020 to 31 DEC 2020
GEOGRAPHIC POSITION OF AIRPORT—AIRPORT REFERENCE POINT (ARP)
Positions are shown as hemisphere, degrees, minutes and hundredths of a minute and represent the approximate geometric center of all usable runway surfaces.

CHARTS
Charts refer to the Sectional Chart and Low and High Altitude Enroute Chart and panel on which the airport or facility is depicted. Pacific Enroute Chart will be indicated by P Area Enroute Charts will be indicated by A. Helicopter Chart depictions will be indicated as COPTER. IFR Gulf of Mexico West and IFR Gulf of Mexico Central will be referenced as GOMW and GOMC.

INSTRUMENT APPROACH PROCEDURES, AIRPORT DIAGRAMS
IAP indicates an airport for which a prescribed (Public Use) FAA Instrument Approach Procedure has been published. DIAP indicates an airport for which a prescribed DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures. See the Special Notice Section of this directory, Civil Use of Military Fields and the Aeronautical Information Manual 5–4–5 Instrument Approach Procedure Charts for additional information. AD indicates an airport for which an airport diagram has been published. Airport diagrams are located in the back of each Chart Supplement volume alphabetically by associated city and airport name.

AIRPORT SKETCH
The airport sketch, when provided, depicts the airport and related topographical information as seen from the air and should be used in conjunction with the text. It is intended as a guide for pilots in VFR conditions. Symbology that is not self-explanatory will be reflected in the sketch legend. The airport sketch will be oriented with True North at the top.

ELEVATION
The highest point of an airport’s usable runways measured in feet from mean sea level. When elevation is sea level it will be indicated as “00”. When elevation is below sea level a minus “−” sign will precede the figure.

ROTATING LIGHT BEACON
B indicates rotating beacon is available. Rotating beacons operate sunset to sunrise unless otherwise indicated in the AIRPORT REMARKS or MILITARY REMARKS segment of the airport entry.

TRAFFIC PATTERN ALTITUDE
Traffic Pattern Altitude (TPA)—The first figure shown is TPA above mean sea level. The second figure in parentheses is TPA above airport elevation. TPA will only be published if they differ from the recommended altitudes as described in the AIM, Traffic Patterns. Multiple TPA shall be shown as “TPA—See Remarks” and detailed information shall be shown in the Airport or Military Remarks Section. Traffic pattern data for USAF bases, USN facilities, and U.S. Army airports (including those on which ACC or U.S. Army is a tenant) that deviate from standard pattern altitudes shall be shown in Military Remarks.

AIRPORT OF ENTRY, LANDING RIGHTS, AND CUSTOMS USER FEE AIRPORTS
U.S. CUSTOMS USER FEE AIRPORT—Private Aircraft operators are frequently required to pay the costs associated with customs processing.

AOE—Airport of Entry. A customs Airport of Entry where permission from U.S. Customs is not required to land. However, at least one hour advance notice of arrival is required.

LRA—Landing Rights Airport. Application for permission to land must be submitted in advance to U.S. Customs. At least one hour advance notice of arrival is required.

NOTE: Advance notice of arrival at both an AOE and LRA airport may be included in the flight plan when filed in Canada or Mexico. Where Flight Notification Service (ADCUS) is available the airport remark will indicate this service. This notice will also be treated as an application for permission to land in the case of an LRA. Although advance notice of arrival may be relayed to Customs through Mexico, Canada, and U.S. Communications facilities by flight plan, the aircraft operator is solely responsible for ensuring that Customs receives the notification. (See Customs, Immigration and Naturalization, Public Health and Agriculture Department requirements in the International Flight Information Manual for further details.)

U.S. CUSTOMS AIR AND SEA PORTS, INSPECTORS AND AGENTS

| Northeast Sector (New England and Atlantic States—ME to MD) | 407–975–1740 |
| Southeast Sector (Atlantic States—DC, WV, VA to FL) | 407–975–1780 |
| Central Sector (Interior of the US, including Gulf states—MS, AL, LA) | 407–975–1760 |
| Southwest East Sector (OK and eastern TX) | 407–975–1840 |
| Southwest West Sector (Western TX, NM and AZ) | 407–975–1820 |
| Pacific Sector (WA, OR, CA, HI and AK) | 407–975–1800 |

CERTIFICATED AIRPORT (14 CFR PART 139)
Airports serving Department of Transportation certified carriers and certified under 14 CFR part 139 are indicated by the Class and the ARFF Index; e.g. Class I, ARFF Index A, which relates to the availability of crash, fire, rescue equipment. Class I airports can have an ARFF Index A through E, depending on the aircraft length and scheduled departures. Class II, III, and IV will always carry an Index A.

<table>
<thead>
<tr>
<th>Type of Air Carrier Operation</th>
<th>Class I</th>
<th>Class II</th>
<th>Class III</th>
<th>Class IV</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scheduled Air Carrier Aircraft with 31 or more passenger seats</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unscheduled Air Carrier Aircraft with 31 or more passengers seats</td>
<td>X</td>
<td>X</td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

NE, 5 NOV 2020 to 31 DEC 2020
**AIRPORT/FACILITY DIRECTORY LEGEND**

<table>
<thead>
<tr>
<th>Type of Air Carrier Operation</th>
<th>Class I</th>
<th>Class II</th>
<th>Class III</th>
<th>Class IV</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scheduled Air Carrier Aircraft with 10 to 30 passenger seats</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

**INDICES AND AIRCRAFT RESCUE AND FIRE FIGHTING EQUIPMENT REQUIREMENTS**

<table>
<thead>
<tr>
<th>Airport Index</th>
<th>Required No. Vehicles</th>
<th>Aircraft Length</th>
<th>Scheduled Departures</th>
<th>Agent + Water for Foam</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>1</td>
<td>&lt;90’</td>
<td>≥1</td>
<td>500#DC or HALON 1211 or 450#DC + 100 gal H2O</td>
</tr>
<tr>
<td>B</td>
<td>1 or 2</td>
<td>≥90’, &lt;126’</td>
<td>≥5</td>
<td>Index A + 1500 gal H2O</td>
</tr>
<tr>
<td></td>
<td></td>
<td>≥126’, &lt;159’</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>2 or 3</td>
<td>≥126’, &lt;159’</td>
<td>≥5</td>
<td>Index A + 3000 gal H2O</td>
</tr>
<tr>
<td></td>
<td></td>
<td>≥159’, &lt;200’</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>3</td>
<td>≥159’, &lt;200’</td>
<td>≥5</td>
<td>Index A + 4000 gal H2O</td>
</tr>
<tr>
<td>E</td>
<td>3</td>
<td>≥200’</td>
<td>≥5</td>
<td>Index A + 6000 gal H2O</td>
</tr>
</tbody>
</table>

> Greater Than; < Less Than; ≥ Equal or Greater Than; ≤ Equal or Less Than; H2O—Water; DC—Dry Chemical.

**NOTE:** The listing of ARFF index does not necessarily assure coverage for non–air carrier operations or at other than prescribed times for air carrier. ARFF Index Ltd.—indicates ARFF coverage may or may not be available, for information contact airport manager prior to flight.

**NOTAM SERVICE**
All public use landing areas are provided NOTAM service. A NOTAM FILE identifier is shown for individual landing areas, e.g., “NOTAM FILE BNA”. See the AIM, Basic Flight Information and ATC Procedures for a detailed description of NOTAMs. Current NOTAMs are available online from the Federal NOTAM System (FNS) NOTAM Search website [https://notams.aim.faa.gov/notamSearch/](https://notams.aim.faa.gov/notamSearch/), private vendors, or on request from Flight Service. Military NOTAMs are available using the Defense Internet NOTAM Service (DINS) at [https://www.notams.faa.gov](https://www.notams.faa.gov). Pilots flying to or from airports not available through the FNS or DINS can obtain assistance from Flight Service.

**FAA INSPECTION**
All airports not inspected by FAA will be identified by the note: Not insp. This indicates that the airport information has been provided by the owner or operator of the field.

**MINIMUM OPERATIONAL NETWORK (MON) AIRPORT DESIGNATION**
MON Airports have at least one VOR or ILS instrument approach procedure that can be flown without the need for GPS, WAAS, DME, NDB or RADAR. The primary purpose of the MON designation is for recovery in case of GPS outage.

**RUNWAY DATA**
Runway information is shown on two lines. That information common to the entire runway is shown on the first line while information concerning the runway ends is shown on the second or following line. Runway direction, surface, length, width, weight bearing capacity, lighting, and slope, when available are shown for each runway. Multiple runways are shown with the longest runway first. Direction, length, width, and lighting are shown for sea–lanes. The full dimensions of helipads are shown, e.g., 50X150. Runway data that requires clarification will be placed in the remarks section.

**RUNWAY DESIGNATION**
Runways are normally numbered in relation to their magnetic orientation rounded off to the nearest 10 degrees. Parallel runways can be designated L (left)/R (right)/C (center). Runways may be designated as Ultralight or assault strips. Assault strips are shown by magnetic bearing.

**RUNWAY DIMENSIONS**
Runway length and width are shown in feet. Length shown is runway end to end including displaced thresholds, but excluding those areas designed as overruns.

**RUNWAY SURFACE AND SURFACE TREATMENT**
Runway lengths prefixed by the letter “H” indicate that the runways are hard surfaced (concrete, asphalt, or part asphalt–concrete). If the runway length is not prefixed, the surface is sod, clay, etc. The runway surface composition is indicated in parentheses after runway length as follows:

(AFSC)—Aggregate friction seal coat  
(GRVL)—Gravel, or cinders  
(SAND)—Sand

**NE, 5 NOV 2020 to 31 DEC 2020**
Runway strength data shown in this publication is derived from available information and is a realistic estimate of capability at an average level of activity. It is not intended as a maximum allowable weight or as an operating limitation. Many airport pavements are capable of supporting limited operations with gross weights in excess of the published figures. Permissible operating weights, insofar as runway strengths are concerned, are a matter of agreement between the owner and user. When desiring to operate into any airport at weights in excess of those published in the publication, users should contact the airport management for permission. Runway strength figures are shown in thousand of pounds, with the last three figures being omitted. Add 000 to figure following S, D, 2S, 2T, AUW, SWL, etc., for gross weight capacity. A blank space following the letter designator is used to indicate the runway can sustain aircraft with this type landing gear, although definite runway weight bearing capacity figures are not available, e.g., S, D. Applicable codes for typical gear configurations with S=Single, D=Dual, T=Triple and Q=Quadruple:

<table>
<thead>
<tr>
<th>CURRENT</th>
<th>NEW</th>
<th>NEW DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>S</td>
<td>S</td>
<td>Single wheel type landing gear (DC3), (C47), (F15), etc.</td>
</tr>
<tr>
<td>D</td>
<td>D</td>
<td>Dual wheel type landing gear (BE1900), (B737), (A319), etc.</td>
</tr>
<tr>
<td>T</td>
<td>D</td>
<td>Dual wheel type landing gear (P3, C9).</td>
</tr>
<tr>
<td>ST</td>
<td>2S</td>
<td>Two single wheels in tandem type landing gear (C130).</td>
</tr>
<tr>
<td>TRT</td>
<td>2T</td>
<td>Two triple wheels in tandem type landing gear (C17), etc.</td>
</tr>
<tr>
<td>DT</td>
<td>2D</td>
<td>Two dual wheels in tandem type landing gear (B707), etc.</td>
</tr>
<tr>
<td>TT</td>
<td>2D</td>
<td>Two dual wheels in tandem type landing gear (B757, KC135).</td>
</tr>
<tr>
<td>SBTT</td>
<td>2D/D1</td>
<td>Two dual wheels in tandem/dual wheel body gear type landing gear (KC10).</td>
</tr>
<tr>
<td>None</td>
<td>2D/2D1</td>
<td>Two dual wheels in tandem/two dual wheels in tandem body gear type landing gear (A340–600).</td>
</tr>
<tr>
<td>DDT</td>
<td>2D/2D2</td>
<td>Two dual wheels in tandem/two dual wheels in double tandem body gear type landing gear (B747, E4).</td>
</tr>
<tr>
<td>TTT</td>
<td>3D</td>
<td>Three dual wheels in tandem type landing gear (B777), etc.</td>
</tr>
<tr>
<td>TT</td>
<td>D2</td>
<td>Dual wheel gear two struts per side main gear type landing gear (B52).</td>
</tr>
<tr>
<td>TDT</td>
<td>C5</td>
<td>Complex dual wheel and quadruple wheel combination landing gear (C5).</td>
</tr>
</tbody>
</table>

AUW—All up weight. Maximum weight bearing capacity for any aircraft irrespective of landing gear configuration.

SWL—Single Wheel Loading. (This includes information submitted in terms of Equivalent Single Wheel Loading (ESWL) and Single Isolated Wheel Loading).

PSI—Pounds per square inch. PSI is the actual figure expressing maximum pounds per square inch runway will support, e.g., (SWL 000/PSI 535).

Omission of weight bearing capacity indicates information unknown.

The ACN/PCN System is the ICAO standard method of reporting pavement strength for pavements with bearing strengths greater than 12,500 pounds. The Pavement Classification Number (PCN) is established by an engineering assessment of the runway. The PCN is for use in conjunction with an Aircraft Classification Number (ACN). Consult the Aircraft Flight Manual, Flight Information Handbook, or other appropriate source for ACN tables or charts. Currently, ACN data may not be available for all aircraft. If an ACN table or chart is available, the ACN can be calculated by taking into account the aircraft weight, the pavement type, and the subgrade category. For runways that have been evaluated under the ACN/PCN system, the PCN will be shown as a five–part code (e.g. PCN 80 R/B/W/T). Details of the coded format are as follows:

NOTE: Prior permission from the airport controlling authority is required when the ACN of the aircraft exceeds the published PCN or aircraft tire pressure exceeds the published limits.

1. The PCN NUMBER—The reported PCN indicates that an aircraft with an ACN equal or less than the reported PCN can operate on the pavement subject to any limitation on the tire pressure.

2. The type of pavement:
   R — Rigid
   F — Flexible

3. The pavement subgrade category:
   A — High
   B — Medium
   C — Low
   D — Ultra–Low

4. The maximum tire pressure authorized for the pavement:
   W — Unlimited, no pressure limit
   X — High, limited to 254 psi (1.75 MPa)
   Y — Medium, limited to 181 psi (1.25MPa)
   Z — Low, limited to 73 psi (0.50 MPa)

5. Pavement evaluation method:
   T — Technical evaluation
   U — By experience of aircraft using the pavement
RUNWAY LIGHTING

Lights are in operation sunset to sunrise. Lighting available by prior arrangement only or operating part of the night and/or pilot controlled lighting with specific operating hours are indicated under airport or military remarks. At USN/USMC facilities lights are available only during airport hours of operation. Since obstructions are usually lighted, obstruction lighting is not included in this code. Unlighted obstructions on or surrounding an airport will be noted in airport or military remarks. Runway lights nonstandard (NSTD) are systems for which the light fixtures are not FAA approved L–800 series: color, intensity, or spacing does not meet FAA standards. Nonstandard runway lights, VASI, or any other system not listed below will be shown in airport remarks or military service. Temporary, emergency or limited runway edge lighting such as flares, smudge pots, lanterns or portable runway lights will also be shown in airport remarks or military service. Types of lighting are shown with the runway or runway end they serve.

NOTE: Civil ALSF2 may be operated as SSALR during favorable weather conditions. When runway edge lights are positioned more than 10 feet from the edge of the usable runway surface a remark will be added in the “Remarks” portion of the airport entry. This is applicable to Air Force, Air National Guard and Air Force Reserve Bases, and those joint use airfields on which they are tenants.

VISUAL GLIDESLOPE INDICATORS

APAP—A system of panels, which may or may not be lighted, used for alignment of approach path.

PAPI—Precision Approach Path Indicator

PVASI—Pulsating/steady burning visual approach slope indicator, normally a single light unit projecting two colors.

PSIL—PVIAS on left side of runway

PSIR—PVIAS on right side of runway

SAVEI—Simplified Abbreviated Visual Approach Slope Indicator

TRCV—Tri–color visual approach slope indicator, normally a single light unit projecting three colors.

TRIL—TRCV on left side of runway

TRIR—TRCV on right side of runway

VASI—Visual Approach Slope Indicator

V2L 2–box VASI on left side of runway

V2R 2–box VASI on right side of runway

V4L 4–box VASI on left side of runway

V4R 4–box VASI on right side of runway

V6L 6–box VASI on left side of runway

V6R 6–box VASI on right side of runway

V12 12–box VASI on both sides of runway

V16 16–box VASI on both sides of runway

NOTE: Approach slope angle and threshold crossing height will be shown when available; i.e., –GA 3.5º TCH 37˚.

PILOT CONTROL OF AIRPORT LIGHTING

Key Mike

Function

7 times within 5 seconds

Highest intensity available

5 times within 5 seconds

Medium or lower intensity (Lower REIL or REIL–Off)

3 times within 5 seconds

Lowest intensity available (Lower REIL or REIL–Off)

Available systems will be indicated in the Service section, e.g., LGT ACTIVATE HIRL Rwy 07–25, MALSR Rwy 07, and VASI Rwy 07—122.8.

Where the airport is not served by an instrument approach procedure and/or has an independent type system of different specification installed by the airport sponsor, descriptions of the type lights, method of control, and operating frequency will be
explained in clear text. See AIM, “Aeronautical Lighting and Other Airport Visual Aids,” for a detailed description of pilot control of airport lighting.

RUNWAY SLOPE

When available, runway slope data will be provided. Runway slope will be shown only when it is 0.3 percent or greater. On runways less than 8000 feet, the direction of the slope up will be indicated, e.g., 0.3% up NW. On runways 8000 feet or greater, the slope will be shown (up or down) on the runway end line, e.g., RWY 13: 0.3% up., RWY 31: Pole. Rgt tfc. 0.4% down.

RUNWAY END DATA

Information pertaining to the runway approach end such as approach lights, touchdown zone lights, runway end identification lights, visual glideslope indicators, displaced thresholds, controlling obstruction, and right hand traffic pattern, will be shown on the specific runway end. “Rgt tfc”—Right traffic indicates right turns should be made on landing and takeoff for specified runway end. Runway Visual Range shall be shown as “RVR” appended with “T” for touchdown, “M” for midpoint, and “R” for rollout; e.g., RVR-TMR.

LAND AND HOLD–SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for “Land and Hold–Short Operations” These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet. Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold–short operations and markings.

RUNWAY DECLARED DISTANCE INFORMATION

TORA—Take-off Run Available. The length of runway declared available and suitable for the ground run of an aeroplane take–off.

TODA—Take-off Distance Available. The length of the take-off run available plus the length of the clearway, if provided.

ASDA—Accelerate–Stop Distance Available. The length of the take–off run available plus the length of the stopway, if provided.

LDA—Landing Distance Available. The length of runway which is declared available and suitable for the ground run of an aeroplane landing.

ARRESTING GEAR/SYSTEMS

Arresting gear is shown as it is located on the runway. The a–gear distance from the end of the appropriate runway (or into the overrun) is indicated in parentheses. A–Gear which has a bi–direction capability and can be utilized for emergency approach end engagement is indicated by a (B). Up to 15 minutes advance notice may be required for rigging A–Gear for approach and engagement.

Following is a list of current systems referenced in this publication identified by both Air Force and Navy terminology:

<table>
<thead>
<tr>
<th>TYPE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>BAK–9</td>
<td>Rotary friction brake.</td>
</tr>
<tr>
<td>BAK–12A</td>
<td>Standard BAK–12 with 950 foot run out, 1-inch cable and 40,000 pound weight setting. Rotary friction brake.</td>
</tr>
<tr>
<td>BAK–12B</td>
<td>Extended BAK–12 with 1200 foot run, 1½ inch Cable and 50,000 pounds weight setting. Rotary friction brake.</td>
</tr>
<tr>
<td>E28</td>
<td>Rotary Hydraulic (Water Brake).</td>
</tr>
<tr>
<td>M21</td>
<td>Rotary Hydraulic (Water Brake) Mobile.</td>
</tr>
</tbody>
</table>

The following device is used in conjunction with some aircraft arresting systems:

<table>
<thead>
<tr>
<th>TYPE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>BAK–14</td>
<td>A device that raises a hook cable out of a slot in the runway surface and is remotely positioned for engagement by the tower on request. (In addition to personnel reaction time, the system requires up to five seconds to fully raise the cable.)</td>
</tr>
<tr>
<td>H</td>
<td>A device that raises a hook cable out of a slot in the runway surface and is remotely positioned for engagement by the tower on request. (In addition to personnel reaction time, the system requires up to one and one-half seconds to fully raise the cable.)</td>
</tr>
</tbody>
</table>

UNI–DIRECTIONAL CABLE

<table>
<thead>
<tr>
<th>TYPE</th>
<th>DESCRIPTION</th>
<th>US EQUIVALENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>MB60</td>
<td>Textile brake—an emergency one–time use, modular braking system employing the tearing of specially woven textile straps to absorb the kinetic energy.</td>
<td>E5</td>
</tr>
</tbody>
</table>

E5/E5–1/E5–3 Chain Type. At USN/USMC stations E–5 A–GEAR systems are rated, e.g., E–5 RATING–13R–1100 HW (DRY), 31U/R–1200 STD (WET). This rating is a function of the A–GEAR chain weight and length and is used to determine the maximum aircraft engaging speed. A dry rating applies to a stabilized surface (dry or wet) while a wet rating takes into account the amount (if any) of wet overrun that is not capable of withstanding the aircraft weight. These ratings are published under Service/Military/A-Gear in the entry.

FOREIGN CABLE

<table>
<thead>
<tr>
<th>TYPE</th>
<th>DESCRIPTION</th>
<th>US EQUIVALENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>44B–3H</td>
<td>Rotary Hydraulic (Water Brake)</td>
<td>E5</td>
</tr>
</tbody>
</table>

UNI–DIRECTIONAL BARRIER

<table>
<thead>
<tr>
<th>TYPE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>MA–1A</td>
<td>Web barrier between stanchions attached to a chain energy absorber.</td>
</tr>
<tr>
<td>BAK–15</td>
<td>Web barrier between stanchions attached to an energy absorber (water squeezer, rotary friction, chain). Designed for wing engagement.</td>
</tr>
</tbody>
</table>

NOTE: Landing short of the runway threshold on a runway with a BAK–15 in the underrun is a significant hazard. The barrier in the down position still protrudes several inches above the underrun. Aircraft contact with the barrier short of the runway
threshold can cause damage to the barrier and substantial damage to the aircraft.

**OTHER**

<table>
<thead>
<tr>
<th>TYPE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>EMAS</td>
<td>Engineered Material Arresting System, located beyond the departure end of the runway, consisting of high energy absorbing materials which will crush under the weight of an aircraft.</td>
</tr>
</tbody>
</table>

![Service—Civil](image)

**SERVICE**

### SERVICING—CIVIL

<table>
<thead>
<tr>
<th>CODE</th>
<th>FUEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>S1:</td>
<td>Minor airframe repairs.</td>
</tr>
<tr>
<td>S2:</td>
<td>Minor airframe and minor powerplant repairs.</td>
</tr>
<tr>
<td>S3:</td>
<td>Major airframe and minor powerplant repairs.</td>
</tr>
<tr>
<td>S4:</td>
<td>Major airframe and major powerplant repairs.</td>
</tr>
<tr>
<td>S5:</td>
<td>Major powerplant repairs.</td>
</tr>
<tr>
<td>S6:</td>
<td>Minor airframe and major powerplant repairs.</td>
</tr>
<tr>
<td>S7:</td>
<td>Major powerplant repairs.</td>
</tr>
<tr>
<td>S8:</td>
<td>Minor powerplant repairs.</td>
</tr>
</tbody>
</table>

**FUEL**

<table>
<thead>
<tr>
<th>CODE</th>
<th>FUEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>80</td>
<td>Grade 80 gasoline (Red)</td>
</tr>
<tr>
<td>100</td>
<td>Grade 100 gasoline (Green)</td>
</tr>
<tr>
<td>100LL</td>
<td>100LL gasoline (low lead) (Blue)</td>
</tr>
<tr>
<td>115</td>
<td>Grade 115 gasoline (115/145 military specification) (Purple)</td>
</tr>
<tr>
<td>A</td>
<td>Jet A, Kerosene, without FS-II*, FP** minus 40º C.</td>
</tr>
<tr>
<td>A+</td>
<td>Jet A, Kerosene, with FS-II*, FP** minus 40º C.</td>
</tr>
<tr>
<td>A++</td>
<td>Jet A, Kerosene, with FS-II*, Cl/Lif, SDA#, FP** minus 40º C.</td>
</tr>
<tr>
<td>A++100</td>
<td>Jet A, Kerosene, with FS-II*, Cl/Lif, SDA#, FP** minus 40º C, with +100 fuel additive that improves thermal stability characteristics of kerosene jet fuels.</td>
</tr>
<tr>
<td>A1</td>
<td>Jet A–1, Kerosene, without FS-II*, FP** minus 47º C.</td>
</tr>
<tr>
<td>A1+</td>
<td>Jet A–1, Kerosene with FS-II*, FP** minus 47º C.</td>
</tr>
<tr>
<td>B</td>
<td>Jet B, Wide-cut, turbine fuel without FS-II*, FP** minus 50º C.</td>
</tr>
<tr>
<td>B+</td>
<td>Jet B, Wide-cut, turbine fuel with FS-II*, FP** minus 50º C.</td>
</tr>
<tr>
<td>J4</td>
<td>(JP–4 military specification) FP** minus 58º C.</td>
</tr>
<tr>
<td>J5</td>
<td>(JP–5 military specification) Kerosene with FS-II, FP** minus 46ºC.</td>
</tr>
<tr>
<td>J8</td>
<td>(JP–8 military specification) Jet A–1, Kerosene with FS-II, Cl/Lif, SDA#, FP** minus 47º C.</td>
</tr>
<tr>
<td>J8+100</td>
<td>(JP–8 military specification) Jet A–1, Kerosene with FS-II*, Cl/Lif, SDA#, FP** minus 47º C, with +100 fuel additive that improves thermal stability characteristics of kerosene jet fuels.</td>
</tr>
<tr>
<td>J</td>
<td>(Jet Fuel Type Unknown)</td>
</tr>
<tr>
<td>MOGAS</td>
<td>Automobile gasoline which is to be used as aircraft fuel.</td>
</tr>
<tr>
<td>UL91</td>
<td>Unleaded Grade 91 gasoline</td>
</tr>
<tr>
<td>UL94</td>
<td>Unleaded Grade 94 gasoline</td>
</tr>
</tbody>
</table>

**NOTE:** Certain automobile gasoline may be used in specific aircraft engines if a FAA supplemental type certificate has been obtained. Automobile gasoline, which is to be used in aircraft engines, will be identified as “MOGAS”, however, the grade/type and other octane rating will not be published.

Data shown on fuel availability represents the most recent information the publisher has been able to acquire. Because of a variety of factors, the fuel list may not always be obtainable by transient civil pilots. Confirmation of availability of fuel should be made directly with fuel suppliers at locations where refueling is planned.

### OXYGEN—CIVIL

<table>
<thead>
<tr>
<th>CODE</th>
<th>FUEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>OX 1</td>
<td>High Pressure</td>
</tr>
<tr>
<td>OX 2</td>
<td>Low Pressure</td>
</tr>
<tr>
<td>OX 3</td>
<td>High Pressure—Replacement Bottles</td>
</tr>
<tr>
<td>OX 4</td>
<td>Low Pressure—Replacement Bottles</td>
</tr>
</tbody>
</table>

### SERVICE—MILITARY

Specific military services available at the airport are listed under this general heading. Remarks applicable to any military service are shown in the individual service listing.

**JET AIRCRAFT STARTING UNITS (JASU)—MILITARY**

The numeral preceding the type of unit indicates the number of units available. The absence of the numeral indicates ten or more units available. If the number of units is unknown, the number one will be shown. Absence of JASU designation indicates non-availability.

The following is a list of current JASU systems referenced in this publication:

**USAF JASU (For variations in technical data, refer to T.O. 35–1–7.)**

### ELECTRICAL STARTING UNITS:

**A/M32A–86**

- AC: 115/200v, 3 phase, 90 kva, 0.8 pf, 4 wire
- DC: 28v, 1500 amp, 72 kw (with TR pack)

**MC–1A**

- AC: 115/208v, 400 cycle, 3 phase, 37.5 kva, 0.8 pf, 108 amp, 4 wire
- DC: 28v, 500 amp, 14 kw

**MD–3**

- AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire
- DC: 28v, 1500 amp, 45 kw, split bus

**MD–3A**

- AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire
- DC: 28v, 1500 amp, 45 kw, split bus
MD–3M
AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire
DC: 28v, 500 amp, 15 kw

MD–4
AC: 120/208v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 175 amp, “WYE” neutral ground, 4 wire, 120v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 303 amp, “DELTA” 3 wire, 120v, 400 cycle, 1 phase, 62.5 kva, 0.8 pf, 520 amp, 2 wire

AIR STARTING UNITS

AM32–95
150 +/- 5 lb/min (2055 +/- 68 cfm) at 51 +/- 2 psia

AM32A–95
150 +/- 5 lb/min @ 49 +/- 2 psia (35 +/- 2 psig)

LASS
150 +/- 5 lb/min @ 49 +/- 2 psia

MA–1A
82 lb/min (1123 cfm) at 130° air inlet temp, 45 psia (min) air outlet press

MC–1
15 cfm, 3500 psia

MC–1A
15 cfm, 3500 psia

MC–2A
15 cfm, 200 psia

MC–11
8,000 cu in cap, 4000 psig, 15 cfm

COMBINED AIR AND ELECTRICAL STARTING UNITS:

AGPU
AC: 115/200v, 400 cycle, 3 phase, 30 kw gen
DC: 28v, 700 amp
AIR: 60 lb/min @ 40 psig @ sea level

AM32A–60*
AIR: 120 +/- 4 lb/min (1644 +/- 55 cfm) at 49 +/- 2 psia
AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire, 120v, 1 phase, 25 kva
DC: 28v, 500 amp, 15 kw

AM32A–60A
AIR: 150 +/- 5 lb/min (2055 +/- 68 cfm) at 51 +/- 2 psia
AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire
DC: 28v, 200 amp, 5.6 kw

AM32A–60B*
AIR: 130 lb/min, 50 psia
AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire
DC: 28v, 200 amp, 5.6 kw

*NOTE: During combined air and electrical loads, the pneumatic circuitry takes preference and will limit the amount of electrical power available.

USN JASU

ELECTRICAL STARTING UNITS:

NC–8A/A1
DC: 500 amp constant, 750 amp intermittent, 28v;
AC: 60 kva @ .8 pf, 115/200v, 3 phase, 400 Hz.

NC–10A/A1/B/C
DC: 750 amp constant, 1000 amp intermittent, 28v;
AC: 90 kva, 115/200v, 3 phase, 400 Hz.

AIR STARTING UNITS:

GTC–85/GTE–85
120 lbs/min @ 45 psi.

MSU–200NAV/A/U47A–5
204 lbs/min @ 56 psia.

WELLS AIR START
180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. Simultaneous multiple start capability.

SYSTEM

COMBINED AIR AND ELECTRICAL STARTING UNITS:

NCP–105/RCPT
180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. 700 amp, 28v DC. 120/208v, 400 Hz AC, 30 kva.

ARMY JASU

59B2–1B
28v, 7.5 kw, 280 amp.

OTHER JASU

ELECTRICAL STARTING UNITS (DND):

CE12
AC 115/200v, 140 kva, 400 Hz, 3 phase

CE13
AC 115/200v, 60 kva, 400 Hz, 3 phase

CE14
AC/DC 115/200v, 140 kva, 400 Hz, 3 phase, 28vDC, 1500 amp

CE15
DC 22–35v, 500 amp continuous 1100 amp intermittent

CE16
DC 22–35v, 500 amp continuous 1100 amp intermittent soft start

AIR STARTING UNITS (DND):

CA2
ASA 45.5 psig, 116.4 lb/min

COMBINED AIR AND ELECTRICAL STARTING UNITS (DND)

CEA1
AC 120/208v, 60 kva, 400 Hz, 3 phase DC 28v, 75 amp
AIR 112.5 lb/min, 47 psig

ELECTRICAL STARTING UNITS (OTHER)

C–26
28v 45kw 115–200v 15kw 380–800 Hz 1 phase 2 wire
C–26–B, C–26–C
28v 45kw; Split Bus: 115–200v 15kw 380–800 Hz 1 phase 2 wire
E3
DC 28v/10kw

AIR STARTING UNITS (OTHER):

A4
40 psi/2 lb/sec (LPAS Mk12, Mk12L, Mk12A, Mk1, Mk2B)
**FUEL—MILITARY**

Fuel available through US Military Base supply, DESC Into–Plane Contracts and/or reciprocal agreement is listed first and is followed by (Mil). At commercial airports where Into–Plane contracts are in place, the name of the refueling agent is shown. Military fuel should be used first if it is available. When military fuel cannot be obtained but Into–Plane contract fuel is available, Government aircraft must refuel with the contract fuel and applicable refueling agent to avoid any breach in contract terms and conditions. Fuel not available through the above is shown preceded by NC (no contract). When fuel is obtained from NC sources, local purchase procedures must be followed. The US Military Aircraft Identaplates DD Form 1896 (Jet Fuel), DD Form 1897 (Avgas) and AF Form 1245 (Avgas) are used at military installations only. The US Government Aviation Into–Plane Reimbursement (AIR) Card (currently issued by AVCARD) is the instrument to be used to obtain fuel under a DESC Into–Plane Contract and for NC purchases if the refueling agent at the commercial airport accepts the AVCARD. A current list of contract fuel locations is available online at [https://cis.energy.dla.mil/ip cis/](https://cis.energy.dla.mil/ip cis/). See legend item 14 for fuel code and description.

**SUPPORTING FLUIDS AND SYSTEMS—MILITARY**

<table>
<thead>
<tr>
<th>CODE</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADI</td>
<td>Anti–Detonation Injection Fluid—Reciprocating Engine Aircraft.</td>
</tr>
<tr>
<td>W</td>
<td>Water Thrust Augmentation—Jet Aircraft.</td>
</tr>
<tr>
<td>WAI</td>
<td>Water–Alcohol Injection Type, Thrust Augmentation—Jet Aircraft.</td>
</tr>
<tr>
<td>SP</td>
<td>Single Point Refueling.</td>
</tr>
<tr>
<td>PREAIR</td>
<td>Air Compressors rated 3,000 PSI or more.</td>
</tr>
</tbody>
</table>

**OXYGEN:**

<table>
<thead>
<tr>
<th>CODE</th>
<th>Grade, Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPOX</td>
<td>Low pressure oxygen servicing.</td>
</tr>
<tr>
<td>HPOX</td>
<td>High pressure oxygen servicing.</td>
</tr>
<tr>
<td>LHox</td>
<td>Low and high pressure oxygen servicing.</td>
</tr>
<tr>
<td>LOX</td>
<td>Liquid oxygen servicing.</td>
</tr>
<tr>
<td>OXRB</td>
<td>Oxygen replacement bottles. (Maintained primarily at Naval stations for use in aircraft where oxygen can be replenished only by replacement of cylinders.)</td>
</tr>
<tr>
<td>OX</td>
<td>Indicates oxygen servicing when type of servicing is unknown.</td>
</tr>
</tbody>
</table>

**NITROGEN:**

<table>
<thead>
<tr>
<th>CODE</th>
<th>Grade, Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPNIT</td>
<td>Low pressure nitrogen servicing.</td>
</tr>
<tr>
<td>HPNIT</td>
<td>High pressure nitrogen servicing.</td>
</tr>
<tr>
<td>LHNI t</td>
<td>Low and high pressure nitrogen servicing.</td>
</tr>
</tbody>
</table>

**OIL—MILITARY**

**US AVIATION OILS (MIL SPECS):**

<table>
<thead>
<tr>
<th>CODE</th>
<th>Grade, Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>0–113</td>
<td>1065, Reciprocating Engine Oil (MIL–L–6082)</td>
</tr>
<tr>
<td>0–117</td>
<td>1100, Reciprocating Engine Oil (MIL–L–6082)</td>
</tr>
<tr>
<td>0–117+</td>
<td>1100, 0–117 plus cyclohexanone (MIL–L–6082)</td>
</tr>
<tr>
<td>0–123</td>
<td>1065, (Dispersant), Reciprocating Engine Oil (MIL–L–22851 Type III)</td>
</tr>
<tr>
<td>0–128</td>
<td>1100, (Dispersant), Reciprocating Engine Oil (MIL–L–22851 Type II)</td>
</tr>
<tr>
<td>0–132</td>
<td>1005, Jet Engine Oil (MIL–L–6081)</td>
</tr>
<tr>
<td>0–133</td>
<td>1010, Jet Engine Oil (MIL–L–6081)</td>
</tr>
<tr>
<td>0–147</td>
<td>None, MIL–L–6085A Lubricating Oil, Instrument, Synthetic</td>
</tr>
<tr>
<td>0–148</td>
<td>None, MIL–L–7808 (Synthetic Base) Turbine Engine Oil</td>
</tr>
<tr>
<td>0–149</td>
<td>None, Aircraft Turbine Engine Synthetic, 7.5c St</td>
</tr>
<tr>
<td>0–155</td>
<td>None, MIL–L–6086C, Aircraft, Medium Grade</td>
</tr>
<tr>
<td>0–156</td>
<td>None, MIL–L–23699 (Synthetic Base), Turboprop and Turboshaft Engines</td>
</tr>
</tbody>
</table>

**JOAP/SOAP**

Joint Oil Analysis Program. JOAP support is furnished during normal duty hours, other times on request. (JOAP and SOAP programs provide essentially the same service, JOAP is now the standard joint service supported program.)

**TRANSIENT ALERT (TRAN ALERT)—MILITARY**

Tran Alert service is considered to include all services required for normal aircraft turn–around, e.g., servicing (fuel, oil, oxygen, etc.), debriefing to determine requirements for maintenance, minor maintenance, inspection and parking assistance of transient aircraft. Drag chute repack, specialized maintenance, or extensive repairs will be provided within the capabilities and priorities of the base. Delays can be anticipated after normal duty hours/holidays/weekends regardless of the hours of transient maintenance operation. Pilots should not expect aircraft to be serviced for TURN–AROUNDS during time periods when servicing or maintenance manpower is limited.

NE, 5 NOV 2020 to 31 DEC 2020
AIRPORT/FACILITY DIRECTORY LEGEND

is not available. In the case of airports not operated exclusively by US military, the servicing indicated by the remarks will not always be available for US military aircraft. When transient alert services are not shown, facilities are unknown. NO PRIORITY BASIS—means that transient alert services will be provided only after all the requirements for mission/tactical assigned aircraft have been accomplished.

24 AIRPORT REMARKS

The Attendance Schedule is the months, days and hours the airport is actually attended. Airport attendance does not mean watchman duties or telephone accessibility, but rather an attendant or operator on duty to provide at least minimum services (e.g., repairs, fuel, transportation).

Airport Remarks have been grouped in order of applicability. Airport remarks are limited to those items of information that are determined essential for operational use, i.e., conditions of a permanent or indefinite nature and conditions that will remain in effect for more than 30 days concerning aeronautical facilities, services, maintenance available, procedures or hazards, knowledge of which is essential for safe and efficient operation of aircraft. Information concerning permanent closing of a runway or taxiway will not be shown. A note “See Special Notices” shall be applied within this remarks section when a special notice applicable to the entry is contained in the Special Notices section of this publication.

Parachute Jumping indicates parachute jumping areas associated with the airport. See Parachute Jumping Area section of this publication for additional Information.

Landing Fee indicates landing charges for private or non–revenue producing aircraft. In addition, fees may be charged for planes that remain over a couple of hours and buy no services, or at major airline terminals for all aircraft.

Note: Unless otherwise stated, remarks including runway ends refer to the runway’s approach end.

25 MILITARY REMARKS

Joint Civil/Military airports contain both Airport Remarks and Military Remarks. Military Remarks published for these airports are applicable only to the military. Military and joint Military/Civil airports contain only Military Remarks. Remarks contained in this section may not be applicable to civil users. When both sets of remarks exist, the first set is applicable to the primary operator of the airport. Remarks applicable to a tenant on the airport are shown preceded by the tenant organization, i.e., (A) (AF) (N) (ANG), etc. Military airports operate 24 hours unless otherwise specified. Airport operating hours are listed first (airport operating hours will only be listed if they are different than the airport attended hours or if the attended hours are unavailable) followed by pertinent remarks in order of applicability. Remarks will include information on restrictions, hazards, traffic pattern, noise abatement, customs/agriculture/immigration, and miscellaneous information applicable to the Military.

Type of restrictions:

CLOSED: When designated closed, the airport is restricted from use by all aircraft unless stated otherwise. Any closure applying to specific type of aircraft or operation will be so stated. USN/USMC/USAF airports are considered closed during non–operating hours. Closed airports may be utilized during an emergency provided there is a safe landing area.

OFFICIAL BUSINESS ONLY: The airfield is closed to all transient military aircraft for obtaining routine services such as fueling, passenger drop off or pickup, practice approaches, parking, etc. The airfield may be used by aircrews and aircraft if official government business (including civilian) must be conducted on or near the airfield and prior permission is received from the airfield manager.

AF OFFICIAL BUSINESS ONLY OR NAVY OFFICIAL BUSINESS ONLY: Indicates that the restriction applies only to service indicated. PRIOR PERMISSION REQUIRED (PPR): Airport is closed to transient aircraft unless approval for operation is obtained from the appropriate commander through Chief, Airfield Management or Airfield Operations Officer. Official Business or PPR does not preclude the use of US Military airports as an alternate for IFR flights. If a non–US military airport is used as a weather alternate and requires a PPR, the PPR must be requested and confirmed before the flight departs. The purpose of PPR is to control volume and flow of traffic rather than to prohibit it. Prior permission is required for all aircraft requiring transient alert service outside the published transient alert duty hours. All aircraft carrying hazardous materials must obtain prior permission as outlined in AFJI 11–204, AR 95–27, OPNAVINST 3710.7.

Note: OFFICIAL BUSINESS ONLY AND PPR restrictions are not applicable to Special Air Mission (SAM) or Special Air Resource (SPAR) aircraft providing person or persons on aboard are designated Code 6 or higher as explained in AFJMAN 11–213, AR 95–11, OPNAVINST 3722–8J. Official Business Only or PPR do not preclude the use of the airport as an alternate for IFR flights.

26 AIRPORT MANAGER

The phone number of the airport manager.
WEATHER DATA SOURCES

Weather data sources will be listed alphabetically followed by their assigned frequencies and/or telephone number and hours of operation.

ASOS—Automated Surface Observing System. Reports the same as an AWOS–3 plus precipitation identification and intensity, and freezing rain occurrence;
- AWOS—Automated Weather Observing System
  - AWOS–A—reports altimeter setting (all other information is advisory only).
  - AWOS–AV—reports altimeter and visibility.
  - AWOS–1—reports altimeter setting, wind data and usually temperature, dew point and density altitude.
  - AWOS–2—reports the same as AWOS–1 plus visibility.
  - AWOS–3—reports the same as AWOS–1 plus visibility and cloud/ceiling data.
  - AWOS–3P reports the same as the AWOS–3 system, plus a precipitation identification sensor.
  - AWOS–3PT reports the same as the AWOS–3 system, plus precipitation identification sensor and a thunderstorm/lightning reporting capability.
  - AWOS–3T reports the same as AWOS–3 system and includes a thunderstorm/lightning reporting capability.
- See AIM, Basic Flight Information and ATC Procedures for detailed description of Weather Data Sources.
- AWOS–4—reports same as AWOS–3 system, plus precipitation occurrence, type and accumulation, freezing rain, thunderstorm and runway surface sensors.
- LAWRS—Limited Aviation Weather Reporting Station where observers report cloud height, weather, obstructions to vision, temperature and dewpoint (in most cases), surface wind, altimeter and pertinent remarks.
- LLWAS—indicates a Low Level Wind Shear Alert System consisting of a center field and several field perimeter anemometers.
- SAWRS—identifies airports that have a Supplemental Aviation Weather Reporting Station available to pilots for current weather information.
- SWSL—Supplemental Weather Service Location providing current local weather information via radio and telephone.
- TDWR—indicates airports that have Terminal Doppler Weather Radar.
- WSP—indicates airports that have Weather System Processor.
- When the automated weather source is broadcast over an associated airport NAVAID frequency (see NAVAID line), it shall be indicated by a bold ASOS or AWOS followed by the frequency, identifier and phone number, if available.

COMMUNICATIONS

Airport terminal control facilities and radio communications associated with the airport shall be shown. When the call sign is not the same as the airport name the call sign will be shown. Frequencies shall normally be shown in ascending order with the primary frequency listed first. Frequencies will be listed, together with sectorization indicated by outbound radials, and hours of operation. Communications will be listed in sequence as follows:
- Single Frequency Approach (SFA), Common Traffic Advisory Frequency (CTAF), Aeronautical Advisory Stations (UNICOM) or (AUNICOM), and Automatic Terminal Information Service (ATIS) along with their frequencies are shown, where available, on the line following the heading “COMMUNICATIONS.” When the CTAF and UNICOM frequencies are the same, the frequency will be shown as CTAF/UNICOM 122.8.
- Frequencies available for Flight Service Station (FSS) facilities will follow in descending order. Remote Communications Outlet (RCO) providing service to the airport followed by the frequency and FSS RADIO name will be shown when available. In Alaska, Airport Advisory Service (AAS) is provided on the CTAF by FSS for select non-tower airports or airports where the tower is not in operation. (See AIM, Para 4–1–9 Traffic Advisory Practices at Airports Without Operating Control Towers or AC 90–66B, “Non-Towered Airport Flight Operations.”)
- Remote Communications Outlet (RCO)—An unmanned air/ground communications facility that is remotely controlled and provides UHF or VHF communications capability to extend the service range of an FSS.
- Civil Communications Frequencies—Civil communications frequencies used in the FSS air/ground system are operated on 122.2,
123.6; emergency 121.5; plus receive–only on 122.1.

a. 122.2 is assigned as a common en route frequency.
b. In Alaska, 123.6 is assigned as the airport advisory frequency at select non–tower locations. At airports with a tower, FSS may provide airport advisories on the tower frequency when tower is closed.
c. 122.1 is the primary receive–only frequency at VORs.
d. Some FSSs are assigned 50 kHz frequencies in the 122–126 MHz band (e.g., 122.45). Pilots using the FSS A/G system should refer to this directory or appropriate charts to determine frequencies available at the FSS or remoted facility through which they wish to communicate.

Emergency frequency 121.5 and 243.0 are available at FSSs in Alaska, most Towers, Approach Control and RADAR facilities. Frequencies published followed by the letter “T” or “R”, indicate that the facility will only transmit or receive respectively on that frequency. All radio aids to navigation (NAVAID) frequencies are transmit only. In cases where communications frequencies are annotated with (R) or (E), (R) indicates Radar Capability and (E) indicates Emergency Frequency.

TERMINAL SERVICES

SFA—Single Frequency Approach.
CTAF—A program designed to get all vehicles and aircraft at airports without an operating control tower on a common frequency.
ATIS—A continuous broadcast of recorded non–control information in selected terminal areas.
D–ATIS—Digital ATIS provides ATIS information in text form outside the standard reception range of conventional ATIS via landline & data link communications and voice message within range of existing transmitters.
UNICOM—Automated UNICOM is a computerized, command response system that provides automated weather, radio check capability and airport advisory information selected from an automated menu by microphone clicks.
UNICOM—A non–government air/ground radio communications facility which may provide airport information.
PTD—Pilot to Dispatcher.
APP CON—Approach Control. The symbol ® indicates radar approach control.
TOWER—Control tower.
GCA—Ground Control Approach System.
GND CON—Ground Control.
GCO—Ground Communication Outlet—An unstaffed, remotely controlled, ground/ground communications facility. Pilots at uncontrolled airports may contact ATC and FSS via VHF to a telephone connection to obtain an instrument clearance or close a VFR or IFR flight plan. They may also get an updated weather briefing prior to takeoff. Pilots will use four “key clicks” on the VHF radio to contact the appropriate ATC facility or six “key clicks” to contact the FSS. The GCO system is intended to be used only on the ground.
DEP CON—Departure Control. The symbol ® indicates radar departure control.
CLNC DEL—Clearance Delivery.
CPDLC—Controller Pilot Data Link Communication. FANS ATC data communication capability from the aircraft to the ATC Data Link system.
PRE TAXI CLNC—Pre taxi clearance.
VFR ADVSY SVC—VFR Advisory Service. Service provided by Non–Radar Approach Control. Advisory Service for VFR aircraft (upon a workload basis) ctc APP CON.
COMD POST—Command Post followed by the operator call sign in parenthesis.
PMSV—Pilot-to–Metro Service call sign, frequency and hours of operation, when full service is other than continuous. PMSV installations at which weather observation service is available shall be indicated, following the frequency and/or hours of operation as “Wx obsn svc 1900–0000Z‡” or “other times” may be used when no specific time is given. PMSV facilities manned by forecasters are considered “Full Service”. PMSV facilities manned by weather observers are listed as “Limited Service”.
OPS—Operations followed by the operator call sign in parenthesis.
CON
RANGE
FLT FLW—Flight Following
MEDIVAC
NOTE: Communication frequencies followed by the letter “X” indicate frequency available on request.

NE, 5 NOV 2020 to 31 DEC 2020
AIRSPACE

Information concerning Class B, C, and part–time D and E surface area airspace shall be published with effective times, if available.

CLASS B—Radar Sequencing and Separation Service for all aircraft in CLASS B airspace.

CLASS C—Separation between IFR and VFR aircraft and sequencing of VFR arrivals to the primary airport.

TRSA—Radar Sequencing and Separation Service for participating VFR Aircraft within a Terminal Radar Service Area.

Class C, D, and E airspace described in this publication is that airspace usually consisting of a 5 NM radius core surface area that begins at the surface and extends upward to an altitude above the airport elevation (charted in MSL for Class C and Class D).

Class E surface airspace normally extends from the surface up to but not including the overlying controlled airspace.

When part–time Class C or Class D airspace defaults to Class E, the core surface area becomes Class E. This will be formatted as:

**AIRSPACE: CLASS C svc “times” ctc APP CON other times CLASS E:**

or

**AIRSPACE: CLASS D svc “times” other times CLASS E.**

When a part–time Class C, Class D or Class E surface area defaults to Class G, the core surface area becomes Class G up to, but not including, the overlying controlled airspace. Normally, the overlying controlled airspace is Class E airspace beginning at either 700’ or 1200’ AGL and may be determined by consulting the relevant VFR Sectional or Terminal Area Charts. This will be formatted as:

**AIRSPACE: CLASS C svc “times” ctc APP CON other times CLASS G, with CLASS E 700’ (or 1200’) AGL & abv:**

or

**AIRSPACE: CLASS D svc “times” other times CLASS G with CLASS E 700’ (or 1200’) AGL & abv:**

or

**AIRSPACE: CLASS E svc “times” other times CLASS G with CLASS E 700’ (or 1200’) AGL & abv.**

**NOTE: AIRSPACE SVC “TIMES” INCLUDE ALL ASSOCIATED ARRIVAL EXTENSIONS.** Surface area arrival extensions for instrument approach procedures become part of the primary core surface area. These extensions may be either Class D or Class E airspace and are effective concurrent with the times of the primary core surface area. For example, when a part–time Class C, Class D or Class E surface area defaults to Class G, the associated arrival extensions will default to Class G at the same time. When a part–time Class C or Class D surface area defaults to Class E, the arrival extensions will remain in effect as Class E airspace.

**NOTE: CLASS E AIRSPACE EXTENDING UPWARD FROM 700 FEET OR MORE ABOVE THE SURFACE, DESIGNATED IN CONJUNCTION WITH AN AIRPORT WITH AN APPROVED INSTRUMENT PROCEDURE.**

Class E 700’ AGL (shown as magenta vignette on sectional charts) and 1200’ AGL (blue vignette) areas are designated when necessary to provide controlled airspace for transitioning to/from the terminal and enroute environments. Unless otherwise specified, these 700’/1200’ AGL Class E airspace areas remain in effect continuously, regardless of airport operating hours or surface area status. These transition areas should not be confused with surface areas or arrival extensions.

*(See Chapter 3, AIRSPACE, in the Aeronautical Information Manual for further details)*

VOR TEST FACILITY (VOT)

The VOT transmits a signal which provides users a convenient means to determine the operational status and accuracy of an aircraft VOR receiver while on the ground. Ground based VOTs and the associated frequency shall be shown when available. VOTs are also shown with identifier, frequency and referenced remarks in the VOR Receiver Check section in the back of this publication.

RADIO AIDS TO NAVIGATION

The Airport/Facility Directory section of the Chart Supplement lists, by facility name, all Radio Aids to Navigation that appear on FAA, Aeronautical Information Services Visual or IFR Aeronautical Charts and those upon which the FAA has approved an Instrument Approach Procedure, with exception of selected TACANs. All VOR, VORTAC, TACAN and ILS equipment in the National Airspace System has an automatic monitoring and shutdown feature in the event of malfunction. Unmonitored, as used in this publication, for any navigational aid, means that monitoring personnel cannot observe the malfunction or shutdown signal. The NAVAID NOTAM file identifier will be shown as “NOTAM FILE IAD” and will be listed on the Radio Aids to Navigation line. When two or more NAVAIDs are listed and the NOTAM file identifier is different from that shown on the Radio Aids to Navigation line, it will be shown with the NAVAID listing. NOTAM file identifiers for ILSs and its components (e.g., NDB (LOM) are the same as the associated airports and are not repeated. Automated Surface Observing System (ASOS) and Automated Weather Observing System (AWOS) will be shown when this service is broadcast over selected NAVAIDs.
NAVAID information is tabulated as indicated in the following sample:

**VOR unusable 020°–060° byd 26 NM blo 3,500’**

Restriction within the normal altitude/range of the navigational aid
(See primary alphabetical listing for restrictions on VORTAC and VOR/DME).

Note: Those DME channel numbers with a (Y) suffix require TACAN to be placed in the “Y” mode to receive distance information.

**ASR/PAR**—Indicates that Surveillance (ASR) or Precision (PAR) radar instrument approach minimums are published in the U.S. Terminal Procedures. Only part–time hours of operation will be shown.

### RADIO CLASS DESIGNATIONS

#### VOR/DME/TACAN Standard Service Volume (SSV) Classifications

<table>
<thead>
<tr>
<th>SSV Class</th>
<th>Altitudes</th>
<th>Distance (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>(T) Terminal</td>
<td>1000’ to 12,000’</td>
<td>25</td>
</tr>
<tr>
<td>(L) Low Altitude</td>
<td>1000’ to 18,000’</td>
<td>40</td>
</tr>
<tr>
<td>(H) High Altitude</td>
<td>1000’ to 14,500’</td>
<td>40</td>
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<tr>
<td></td>
<td>14,500’ to 18,000’</td>
<td>100</td>
</tr>
<tr>
<td></td>
<td>18,000’ to 45,000’</td>
<td>130</td>
</tr>
<tr>
<td></td>
<td>45,000’ to 60,000’</td>
<td>100</td>
</tr>
</tbody>
</table>

**NOTE:** Additionally, (H) facilities provide (L) and (T) service volume and (L) facilities provide (T) service. Altitudes are with respect to the station’s site elevation. Coverage is not available in a cone of airspace directly above the facility.

The term VOR is, operationally, a general term covering the VHF omnidirectional bearing type of facility without regard to the fact that the power, the frequency protected service volume, the equipment configuration, and operational requirements may vary between facilities at different locations.

- **AB** (Automatic Weather Broadcast)
- **DF** (Direction Finding Service)
- **DME** (UHF standard (TACAN compatible) distance measuring equipment)
- **DME(Y)** (UHF standard (TACAN compatible) distance measuring equipment that require TACAN to be placed in the “Y” mode to receive DME)
- **GS** (Glide slope)
- **H** (Non–directional radio beacon (homing), power 50 watts to less than 2,000 watts (50 NM at all altitudes))
- **HH** (Non–directional radio beacon (homing), power 2,000 watts or more (75 NM at all altitudes))
- **H–SAB** (Non–directional radio beacons providing automatic transcribed weather service)
- **ILS** (Instrument Landing System (voice, where available, on localizer channel))
- **IM** (Inner marker)
- **LDA** (Localizer Directional Aid)
- **LMM** (Compass locator station when installed at middle marker site (15 NM at all altitudes))
- **LOM** (Compass locator station when installed at outer marker site (15 NM at all altitudes))
- **MH** (Non–directional radio beacon (homing) power less than 50 watts (25 NM at all altitudes))
- **MM** (Middle marker)
- **OM** (Outer marker)
- **S** (Simultaneous range homing signal and/or voice)
- **SABH** (Non–directional radio beacon not authorized for IFR or ATC. Provides automatic weather broadcasts)
- **SDF** (Simplified Direction Facility)
- **TACAN** (UHF navigational facility–omnidirectional course and distance information)
- **VOR** (VHF navigational facility–omnidirectional course only)
- **VOR/DME** (Collocated VOR navigational facility and UHF standard distance measuring equipment)
- **VORTAC** (Collocated VOR and TACAN navigational facilities)
- **W** (Without voice on radio facility frequency)
- **Z** (VHF station location marker at a LF radio facility)
**ILS Facility Performance Classification Codes**

Codes define the ability of an ILS to support autoland operations. The two portions of the code represent Official Category and farthest point along a Category I, II, or III approach that the Localizer meets Category III structure tolerances.

**Official Category:** I, II, or III; the lowest minima on published or unpublished procedures supported by the ILS.

**Farthest point of satisfactory Category III Localizer performance for Category I, II, or III approaches:**
- A – 4 NM prior to runway threshold,
- B – 3500 ft prior to runway threshold,
- C – glide angle dependent but generally 750–1000 ft prior to threshold,
- T – runway threshold,
- D – 3000 ft after runway threshold, and
- E – 2000 ft prior to stop end of runway.

ILS information is tabulated as indicated in the following sample:

**ILS/DME**
- 108.5 I–ORL Chan 22 Rwy 18. Class IIE. LOM HERNY NDB.

**FREQUENCY PAIRING TABLE**

<table>
<thead>
<tr>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
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<td>117.25</td>
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</tr>
</tbody>
</table>

**NE, 5 NOV 2020 to 31 DEC 2020**
COMM/NAV/WEATHER REMARKS: These remarks consist of pertinent information affecting the current status of communications, NAVAIDs, weather, and in the absence of air-ground radio outlets identified in the Communications section some approach control facilities will have a clearance delivery phone number listed here.
BRIDGEPORT

IGOR I SIKORSKY MEM (BDR/KBDR) 3 SE UTC–5(–4DT) N41º09.81´ W73º07.57´
9 B TPA—See Remarks LRA Class IV, ARFF Index A NOTAM FILE BDR

RWY 11: REIL. PAPI(P4L)—GA 3.5º TCH 40’. Trees.

RWY 06–24: H4677X100 (ASPH–GRVD) S–57, D–80, 2S–135 HIRL
RWY 06: REIL. PAPI(P4R)—GA 3.0º TCH 51’. Road.
RWY 24: REIL. PAPI(P4L)—GA 3.0º TCH 52’. Thld dsplcd 320’. Road.

LAND AND HOLD–SHORT OPERATIONS
LDG RWY HOLD–SHORT POINT AVBL LDG DIST
RWY 06 11–29 3700
RWY 11 06–24 3350

RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–4677 TODA–4677 ASDA–4677 LDA–4677
RWY 11: TORA–4761 TODA–4761 ASDA–4761 LDA–4761
RWY 24: TORA–4761 TODA–4761 ASDA–4761 LDA–4397
RWY 29: TORA–4761 TODA–4761 ASDA–4761 LDA–4357

ARRESTING GEAR/SYSTEM
RWY 06: EMAS

SERVICE: FUEL 100LL, JET A OX 3, 4 LGT

AIRPORT REMARKS: Attended 1100–0500Z‡. Birds and wildlife frequently on and invof arpt. 120’ pole .75 NM south of arpt unlgtd. PAEW adjacent to all operational sfcs dalgt hrs Apr through Oct. There may be standing water adjacent to all sfcs. Uneven sfcs left side of Rwy 29. Uneven sfcs Rwy 29 safety area apch end left side. Extensive helicopter ops blw 10,000 ft 5–15 miles NW thru NE, for tfc information when invof arpt ctc Sikorsky ops on 133.6 (1200–2130Z‡). Touch and go ldgs permitted 1200–0200Z‡. NS ABTMT procedures in effect 0200–1200Z‡. Arpt clsd to scheduled air carriers more than 10 passengers and unscheduled air carriers more than 30 pax exc 90 day PPR. Rwy 29 clsd to takeoff acft more than 45,000 lb exc 30 min PPR 203–576–7497. Rwy 11–29 clsd to all air carrier ops. Avoid overflying residential areas NE and SE of arpt. Departing Rwy 24 avoid turns until 1/2 mile byd shoreline. TPA–1009(1000) for single engine acft, 1509(1500) all others. When winds are less than 5 kts requested use of Rwy 11 or Rwy 29. When the twr is clsd all engine runups are prohibited. However, if an acft reqrs nighttime engine maintenance, PPR from arpt manager is rqrd and the runups are to be performed on Twy G between Twy J and Twy K. Pilots are advised to use care in positioning their acft to prevent damage from prop wash to afld sign. Parking fee all acft except solo students. Flight Notification Service (ADCSUS) available.

AIRPORT MANAGER: 203-576-8163

WEATHER DATA SOURCES: ASOS 119.15 (203) 381–9453.

COMMUNICATIONS: CTAF 120.9 ATIS 119.15 UNICOM 123.0

NEW YORK APP/DEP CON 124.075 CLNC DEL 124.075 (when BDR twr clsd)
BRIDGEPORT TOWER 120.9 (1130–0300Z‡) GND CON 121.75 CLNC DEL 121.75

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc New York Apch at 516-683-2449 or 124.075

AIRSPACE: CLASS D svc 1130–0300Z‡; other times CLASS G.

TEST FACILITY (VOT) 109.25

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

VOR/DME 108.8 BDR Chan 25 N41º09.64´ W73º07.47´ at fld. 9/12W.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.
CONNECTICUT

BRIDGEPORT  N41°09.64´ W73°07.47´ NOTAM FILE BDR.
(L) VOR/DME 108.8 BDR Chan 25 at Igor I Sikorsky Mem. 9/12W.
VOR/DME unusable:
  106º–120º byd 30 NM b/o 2,500´
  121º–130º byd 15 NM b/o 3,000´
  161º–180º byd 30 NM b/o 1,300´
  181º–260º byd 30 NM b/o 2,500´
  261º–359º blo 5,500´
  261º–359º byd 30 NM
  360º–105º byd 30 NM b/o 3,000´
RCO 122.2 (BRIDGEPORT RADIO)

CANDLELIGHT FARMS  (See NEW MILFORD on page 37)

CANDLELIGHT HELIPORT  (See NEW MILFORD on page 37)

CHESTER  (SNC)(KSNC)  3 SW  UTC–5(–4DT)  N41°23.02´ W72º30.35´
416 B NOTAM FILE SNC
RWY 17–35: H2722X50 (ASPH) S–8.5 MIRL 0.5% up S
RWY 17: REIL. Thld dsplcd 559´. Trees.
RWY 35: REIL. Trees.
SERVICE:  S4  FUEL  100LL  LGT SS-SR. Rotating bcn opr 24 hrs.
AIRPORT REMARKS:  Attended Apr–Oct 1400–0100Z‡, Nov–Mar
  1400–2300Z‡. Self svc fuel avbl with credit card. Rwy 17 dsplcd thld
  marked but not lgtd, dsplcd thld 5´ higher than end of rwy. Rwy 17–35
  NSTD MIRL.
AIRPORT MANAGER:  860-718-2109
WEATHER DATA SOURCES:  AWOS–3
COMMUNICATIONS:  CTAF/UNICOM 122.725
RCO 122.25 (BRIDGEPORT RADIO)
® NEW YORK APP/DEP CON 124.075
RADIO AIDS TO NAVIGATION:  NOTAM FILE BDR.
MADISON  (L) VOR/DME 110.4 MAD Chan 41  N41°18.83´
  W72º41.53´ 077º 9.4 NM to fld. 216/13W.
VOR unusable:
  058º–090º byd 16 NM b/o 8,000´
DME unusable:
  330º–090º byd 30 NM b/o 4,000´
COMM/NAV/WEATHER REMARKS:  Rwy 17–35 UNICOM frequency marked on rwy.
DANBURY MUNI (DXR)(KDXR) 3 SW UTC–5(–4DT) N41°22.29’ W73°28.93’
457 B TPA—See Remarks NOTAM FILE DXR
RWY 08–26: H4422X150 (ASPH–GRVD) S–38, D–70, 2S–90 MIRL
RWY 08: REIL. Thld dsplcd 367’. Trees.
RWY 26: REIL. Thld dsplcd 734’. Trees.
RWY 17–35: H3135X100 (ASPH) S–50, D–65, 2S–92
RWY 17: Thld dsplcd 223’. Pole.
SERVICE: S4 FUEL 100LL, JET A OK LGT When twr clsd, ACTIVATE
REIL Rwy 08 and Rwy 26 and MIRL Rwy 08–26—CTAF.
AIRPORT REMARKS: Attended 1200Z‡–dusk. 24 hr self–serve fuel avbl. Deer
and birds on and inof arpt. Rwy 17–35 CLOSED ngts. Arpt CLOSED to
sked air carrier ops. Cond not monitored from 1630 lcl to 0730 lcl, Mon
thru Friday and from 0000 lcl to 2400 lcl, Sat thru Sun. Prohibited to
ultralight and unregistered acft. Ldg distance avbl NSTD; part 121 and
135 ops compute effective rwy lengths. All others be aware remaining
rwy length avbl after clearing controlling obstruction. Rwys 08 and 26
may be insufficient depending on type acft. Intersection tkfs, stop and
go tkfs not authorized. Acft using Rwy 35 not visible from twr
descending below 1300’ on base leg until approaching 1/2 mile final
due to natural terrain. TPA—2200 (1743) Turboprop/Jet. Noise
abatement procedures in effect ctc arpt manager 203–797–4624. PPR
for formation tkf/ldg, ctc arpt manager. Rotating bcn located one mile south of arpt on top of a hill.
AIRPORT MANAGER: 203-797-4624
WEATHER DATA SOURCES: ASOS 127.75 (203) 791–8227. LAWRS.
COMMUNICATIONS: CTAF 119.4 ATIS 127.75 UNICOM 122.95
NEW YORK APP/DEP CON 126.4
TOWER 119.4 (1200–0300Z‡) GND CON 121.6 CLNC DEL 128.6 (When DXR twr clsd)
AIRSPACE: CLASS D svc 1200–0300Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.
CARMEL (L) VORW/DME 116.6 CMK Chan 113 N41°16.81’ W73°34.88’ 051º 7.1 NM to fld. 694/12W.
LOC/DME 111.55 I–DXR Chan 52(Y) Rwy 08. LOC unmonitored when ATCT clsd. Localizer offset angle 3.00 deg.
LOC unusable byd 20º right side of course. DME unusable byd 10 NM; and 10º right of course and byd 20º left of
course.

DANIELSON (LZD)(KLZD) 2 NW UTC–5(–4DT) N41°49.19’ W71°54.06’
238 B NOTAM FILE BDR
RWY 13–31: H2700X75 (ASPH) S–29 MIRL
RWY 13: Tree.
RWY 31: REIL. Tree.
SERVICE: S4 FUEL 100LL
Ldg fee for business, corporate and revenue producing acft.
AIRPORT MANAGER: (860) 445-8549
COMMUNICATIONS: CTAF/UNICOM 123.0
PROVIDENCE APP/DEP CON 123.675 (Sun–Fri 1030–0530Z‡, Sat 1030–0500Z‡) other times ctc
BOSTON CENTER APP/DEP CON 124.85
CLEARANCE DELIVERY PHONE: For CD ctc Providence Apch at 401-738-8945, when Apch clsd ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
PUTNAM (H) VORW/DME 117.4 PUT Chan 121 N41°57.33’
W71°50.65’ 211º 8.5 NM to fld. 652/14W.
DME unusable: 265º–301º byd 36 NM blo 3,000’

NE, 5 NOV 2020 to 31 DEC 2020
EAST HADDAM
GOODSPEED (42B) 1 SE UTC–5(–4DT) N41°26.74′ W72°27.34′
9 NOTAM FILE BDR
RWY 14–32: H2120X50 (ASPH) S–8 LIRL
RWY 14: Trees.
RWY 32: Trees.
SERVICE: LGT Arpt lghts opr 24 hrs.
AIRPORT REMARKS: Unattended. Caution for deer, birds and waterfowl on and invof arpt. Deer occasionally on rwy at ngt.
Overnight parking fee. Ldg fee.
AIRPORT MANAGER: (860) 615-9068
COMMUNICATIONS: CTAF/UNICOM 122.8
WATERWAY 16W–34W: 4500X1000 (WATER)
WATERWAY 16W: Bridge.
WATERWAY 34W: Hill.

ELLINGTON (7B9) 2 N UTC–5(–4DT) N41°55.53′ W72°27.43′
253 NOTAM FILE BDR
RWY 01–19: H1800X50 (ASPH) S–9 LIRL(NSTD)
RWY 01: Trees.
RWY 19: Trees.
SERVICE: S4 FUEL 100LL LGT Dusk–0500Z†. NSTD LIRL Rwy 01–19 opr dusk–0500Z†, after 0500Z† for NSTD LIRL
AIRPORT MANAGER: 860-614-1854
COMMUNICATIONS: CTAF/UNICOM 123.0
CLEARANCE DELIVERY PHONE: For CD ctc Yankee Apch at 860-386-3597

GOODSPEED (See EAST HADDAM on page 33)
GROTON (NEW LONDON) (GON)(KGON) P (ARNG) 3 SE  UTC–5(–4DT) N41°19.80’

W72°02.71’

B  TPA—See Remarks  LRA  Class IV, ARFF Index A  NOTAM FILE GON

RWY 05–23: H5000x150 (ASPH–GRVD)  S–90, D–113, 2S–143,
2D–200  PCN 46 F/C/X/T  HIRL

RWY 05: MALSR. PAPI(P4L)—GA 3.0º TCH 40’. RVR–T


RWY 15–33: H4000x96 (ASPH–GRVD)  S–90, D–113, 2S–143,
PCN 12 R/C/X/T  HIRL

RWY 15: PAPI(P4R)—GA 4.0º TCH 45’. Thld dsplcd 307’. Tree.

RWY 33: REIL. PAPI(P4L)—GA 3.75º TCH 34’. Thld dsplcd 205’. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA–5000  TODA–5000  ASDA–5000  LDA–5000

RWY 15: TORA–4000  TODA–4000  ASDA–3798  LDA–3491

RWY 23: TORA–5000  TODA–5000  ASDA–5000  LDA–5000

RWY 33: TORA–4000  TODA–4000  ASDA–3871  LDA–3666

ARRESTING GEAR/SYSTEM

RWY 05: EMAS

RWY 23: EMAS

SERVICE: S4  FUEL  100LL, JET A  OK 1, 2, 3, 4  LGT When twr clsd

ACTIVATE HIRL Rwys 05–23 and 15–33, MALSR Rwy
05—CTAF. MILITARY—A–GEAR

Rwy 05 EMAS 130’ x 162’. Rwy 23 EMAS 340’ x 162’. FUEL (NC–100LL, A. After hr
fuel, call before 0200Z‡ day of arr C860–715–8800.)

AIRPORT REMARKS: Attended 1100–0200Z‡. For fuel after hrs call before 2100 lcl day of arr, 860–715–8800. Conditions not

monitored from 1800 local to 0600 local, Monday through Friday, and from 1500 local to 0700 local, Saturday through
Sunday. Deer, birds and waterfowl on and invof arpt. Tran pilots at general aviation ramp exit and re–enter arpt via pilot
pedestrian gate adjacent to main terminal with posted gate lock combination. This gate is lgtd with electronic surveillance
24 hrs a day. Clsd to unscheduled air carrier ops with more than 30 px seats exc 48 hr PPR call 860–250–4701. No

touch and go ops are permitted btn 0300–1100Z‡. Practice apchs/full–stop/touch and go ldgs prohibited by pure jet acft

and acft weighing 12,500 lbs and over exc by written apvl from the Connecticut Arpt Authority. TPA—1009 (1000) lgc

actf, 1509 (1500) all turbine powered acft. NS ABTMT procedures in effect are as follows Rwy 05, turn left hdg 020º

until reaching 1000’, then on crs, Rwy 23, turn left hdg 210º until reaching 1000’, then on crs, Rwy 33, fly rwy hdg

until reaching 1000’, then on crs. Terminal aerodrome forecast svc avbl. Ldg fee for business, corporate and revenue

producing acft. Flight Notification Service (ADCUS) avbl. U.S. Customs svc avbl with 6 hr PPR call Mon–Fri
1300–2100Z‡ on 203–773–2040 (or toll free in the U.S. 1–800–973–2867) and from Canada 407–975–1740. Call

before 2000Z‡ on Fri for weekend or holiday svc requests.

AIRPORT MANAGER: 860-445-8549

WEATHER DATA SOURCES: ASOS 127.0 (860) 449–8921. LAWRS.

COMMUNICATIONS: CTAF 125.6  ATIS 127.0

PROVIDENCE APP/DEP CON 125.75 (Sun–Fri 1030–0530Z‡ Sat 1030–0500Z‡ other times ctc)

BOSTON CENTER APP/DEP CON 124.85

TOWER 125.6 (1200–0300Z‡) GND CON 121.65  CLNC DEL 121.65  119.85

CLEARANCE DELIVERY PHONE: For CD when Apch clsd ctc Boston ARTCC at 603-879-6859.

AIRSPACE: CLASS D svc 1200–0300Z‡; other times CLASS G.

VOR TEST FACILITY (VT) 110.25

RADIO AIDS TO NAVIGATION: NOTAM FILE GON.

(T) VOR/DME 110.85  GON  Chan 45(Y) N41°19.82’ W72°03.12’ at fld. 9/14W.

VOR portion unusable:
241º–265º blo 5,000’

DME unusable:
365º–019º blo 3,000’

ILS/DME 111.3 I–GON  Chan 50 Rwy 05. Class IT. Unmonitored when ATCT closed.

GROTON–NEW LONDON (See GROTON (NEW LONDON) on page 34)
HARTFORD–BRAINARD (HFD)(KHFD) 3 SE UTC–5(–4DT) N41°44.20´ W72°38.97´

RWY 02–20: H4417X150 (ASPH–GRVD) S–30, D–43, 2D–70 HIRL
RWY 02: REIL. PAPI(P4L)—GA 4.0º TCH 42´. Thld dsplcd 411´. Trees.
RWY 11–29: H2314X71 (ASPH) S–10 HIRL
RWY 11: Trees.
RWY 29: Thld dsplcd 265´. Trees.
RWY NE–SW: 2309X150 (TURF)
RWY NE: Trees.
RWY SW: Trees.

SERVICE: S4 FUEL 100LL, JET A LGT

AIRPORT REMARKS: Attended Mon–Fri continuously, Sat–Sun 1100–0400Z‡. Birds and deer on and inv of airport. Be alert, (HFD) is located on west side of river. There is a clsd arpt 1 mile east northeast of (HFD). Turf Rwy NE–SW clsd during winter months from Nov 2 to Apr 30 exc for ski–equipped acft and helicopter training. Arpt clsd to air carrier ops. 20´ drop off departure end Rwy 20. Voluntary compliance requested, no touch and go ldg and practice instrument apch Mon–Sat 0300–1100Z‡ and Sun 0300–1400Z‡. Arpt located in noise sensitive area. Populated areas to south and west should be avoided. Apch/dep over river when possible. See Brainard twr letters to airmen. Rwy 02–20 grooving 130´ wide. Ldg fee for business, corporate and revenue producing acft.

AIRPORT MANAGER: 860-566-7037

COMMUNICATIONS: CTAF 119.6 ATIS 126.45 860–246–5929 UNICOM 122.95

AIRSPACE: CLASS D svc 1100–0500Z‡; other times CLASS G.

VOR TEST FACILITY (VOT)

HELIPORT REMARKS: Helipad H1 hangar (26´ high at 290º west) 234´ from helipad.
MERIDEN MARKHAM MUNI (MMK/KMMK) 3 SW UTC–5(–4DT) N41°30.52′ W72°49.77′ NEW YORK L–33B, 34I

103 B NOTAM FILE MMK

RWY 18–36: H3100X75 (ASPH) S–30  MIRL

RWY 18: Tree.

RWY 36: REIL. PAPI(P4L)—GA 3.5º TCH 38 ´. P–line.

SERVICE: S4 FUEL 100LL LGT ACTIVATE MIRL Rwy 18–36 and REIL

AIRPORT REMARKS: Attended Mon–Sun 1400–0000Z‡. Self svc fuel, credit card only (all major cards accepted). Crane 150’ AGL 1/4 mile northwest AER 18 opr intermittent dalgt hrs. Crane(s) 1/4 mile northwest arpt. PPR for jet. Rwy 36 no touch and go ldg. Std left ttc for both rwy. Calm wind Rwy 18. Rwy 36 VGS1 and descent angles not coincident.

AIRPORT MANAGER: 203-630-2878

WEATHER DATA SOURCES: ASOS 134.925 (203) 639–9405.

COMMUNICATIONS: CTAF/UNICOM 122.95

®

YANKEE APP/DEP CON 127.8

CLEARANCE DELIVERY PHONE: For CD ctc Yankee Apch at 860-386-3597.

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

MADISON (L) VOR/DME 110.4 MAD Chan 41 N41°18.83′ W72°41.53′ 345º 13.2 NM to fld. 216/13W.

VOR unusable: 058º–090º byd 16 NM bly 8,000′

DME unusable:

330º–090º byd 30 NM bly 4,000′

NEW HAVEN

TWEED–NEW HAVEN (HVN/KHVN) 3 SE UTC–5(–4DT) N41°15.82′ W72°53.21′ NEW YORK H–101, 121, L–33B, 34I

13 B TPA—See Remarks LRA Class I, ARFF Index A NOTAM FILE HVN


RWY 02: MALSF. PAPI(P4L)—GA 3.0º TCH 50 ′. RVR–T Trees.

RWY 20: VASI(V4L)—GA 4.0º TCH 57 ′. RVR–R Thld dsplcd 352 ′. Trees.

RWY 14–32: H3626X100 (ASPH) S–30, D–60 MIRL

RWY 14: Thld dsplcd 361 ′. Trees.

RWY 32: PAPI(P4L)—GA 3.5º TCH 50 ′. Thld dsplcd 300 ′. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02:

TORA–5600 TODA–5600 ASDA–5600 LDA–5600

RWY 14:

TORA–3630 TODA–3630 ASDA–3392 LDA–3028

RWY 20:

TORA–5600 TODA–5600 ASDA–5600 LDA–5248

RWY 32:

TORA–3630 TODA–3630 ASDA–3630 LDA–3329

SERVICE: S4 FUEL 100LL, JET A OX 1, 3 LGT

When twr clsd ACTIVATE MALSF Rwy 02; HIRL Rwy 02–20—CTAF.

AIRPORT REMARKS:


AIRPORT MANAGER: 203-466-8833

WEATHER DATA SOURCES: ASOS (203) 466–6205 LAWRS.

COMMUNICATIONS: CTAF 124.8 ATIS 133.65 UNICOM 122.95

®

NEW YORK APP/DEP CON 124.075

TOWER 124.8 (1100–0300Z‡) END CON 121.7 CLNC DEL 121.7 (When twr clsd)

CLEARANCE DELIVERY PHONE: For CD when twr clsd ctc New York Apch at 516-683-2449 or 121.7.

AIRSPACE: CLASS D svc 1100–0300Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE HVN.

NEW HAVEN (T) DME 109.8 HVN Chan 35 N41°15.74′ W72°53.11′ at fld. 6/0E.

ILS/DME 109.1 I HVN Chan 28 Rwy 02. Class IB. Unmonitored when ATCT clsd.

NEW YORK

N41°15.74′ W72°53.11′ NOTAM FILE HVN.

(T) DME 109.8 HVN Chan 35 at Tweed–New Haven. 6/0E.

L–33B, 34I

NE, 5 NOV 2020 to 31 DEC 2020
NEW MILFORD

CANDLELIGHT HELIPORT (6Y2) 2 W UTC–5(–4DT) N41°34.07´ W73°27.64´ NOTAM FILE BDR


AIRPORT MANAGER: (203) 648-6782

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 516-683-2849

CANDLELIGHT FARMS (11N) 3 SW UTC–5(–4DT) N41°34.15´ W73°27.73´ NOTAM FILE BDR

RWY 17–35: 2900X50 (TURF) 0.9% up N

RWY 17: Hill.

RWY 35: Trees.


AIRPORT MANAGER: 203-722-1629

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 516-683-2849

NORTHFIELD HELIPORT (See THOMASTON on page 39)

NORWICH N41°33.38´ W71°59.96´ NOTAM FILE BDR.

(L) VOR/DME 110.0 ORW Chan 37 338º 13.9 NM to Windham. 310/14W.

OXFORD

WATERBURY–OXFORD (OXC)(KOXC) 3 N UTC–5(–4DT) N41°28.70´ W73°08.11´ NOTAM FILE OXC

RWY 18–36: H5801X100 (ASPH–GRVD) S–50, D–85, 2S–107, 2D–145. HIRL 0.9% up N

RWY 18: PAPI(P4L)—GA 3.0º TCH 47´. Rgt tfc.


RUNWAY DECLARED DISTANCE INFORMATION


SERVICE: S4 FUEL 100LL, JET A LOT activates REIL Rwy 36; PAPI Rwy 18 and Rwy 36; HIRL Rwy 18–36—CTAF. Rwy 18 VGSI lgts baffled by 6” left of cntrln. Rwy 36 VGSI lgts baffled due to trees and power line twr by 5” rgt of cntrln.

AIRPORT REMARKS: Attended continuously. Deer and birds on and inofv arpt. 748´ electric transmission twrs running NE to SW 0.2 miles north of middle marker. PAEW vicinity Rwy 18–36 safety zone summer only SR–SS (mowing in progress daily). Arpt clsd to air carrier ops. Touch and go ldgs and practice low apchs prohibited between 0400–1200Z‡. Practice low apch Rwy 36 NA when Rwy 18 is active. All sod areas clsd. Rwy 36 calm wind rwy. TPA—1699 (973) for acft up to 12,500 lbs, 2199 (1473) acft over 12,500 lbs. Twy B, south of Twy A, Twy G, reflectors only. Twy D, reflectors only. Ldg fee for business, corporate and revenue producing acft. Steep drop off after safety area north and south of Twy A.

AIRPORT MANAGER: 203-264-8010

WEATHER DATA SOURCES: AWOS–3PT 132.975 (203) 262–1190.

COMMUNICATIONS: CTAF 118.475 ATIS 132.975 203–262–1190 UNICOM 122.95

NEW YORK APP/DEP CON 124.075 135.1 CLNC DEL 135.1 (When OXC twr clsd)

TOWER 118.475 (1100–0200Z‡) GND CON 121.65 CLNC DEL 121.65

CLEARANCE DELIVERY PHONE: For CD when twr clsd ctc New York Apch at 516-683-2449.

AIRSPACE: CLASS D svc 1100–0200Z‡; other times CLASS G.

CONTINUED ON NEXT PAGE
RADIO AIDS TO NAVIGATION:  NOTAM FILE BDR.

MADISON (L) VORW/DME  110.4  MAD  Chan 41  N41°18.83’ W72°41.53’  309° 22.3 NM to fld. 216/13W.
VOR unusable:
058°–090° byd 16 NM blo 8,000’
DME unusable:
330°–090° byd 30 NM blo 4,000’

PLAINVILLE

ROBERTSON FLD  (488)  2 N  UTC–5(–4DT)  N41°41.36’ W72°51.88’
202  B  TPA—See Remarks  NOTAM FILE BDR
RWY 02–20:  H3665X75 (ASPH)  S–25  MIRL  0.4% up N
RWY 02:  REIL.
RWY 20:  REIL.  Trees.
SERVICE:  S4  FUEL  100LL, JET A  OX 1  LGT REIL Rwy 02 and Rwy 20 opr when rwy lghts on high ints.  ACTIVATE MIRL Rwy 02–20—CTAF.
AIRPORT REMARKS:  Attended Mon–Fri 1300–0000Z‡, Sat–Sun 1300–2300Z‡.  TPA—1000(800) for acft less than 12,500 lbs, 1500(1300) for acft 12,500 lbs and above.  NS ABTMT procedure in effect.  Ctc 1–800–573–5519 or 860–747–5519 for details.  Ldg fee for commercial and corporate acft only.
AIRPORT MANAGER:  860-747-5519
COMMUNICATIONS:  CTAF/UNICOM 122.8
®  YANK MIC APP/DEP CON 123.95
CLNC DEL 134.5
CLEARANCE DELIVERY PHONE:  For CD ctc Yankee Apch at 860-386-3597
RADIO AIDS TO NAVIGATION:  NOTAM FILE HFD.
HARTFORD (L) VORW/DME  114.9  HFD  Chan 96  N41°38.47’ W72°32.85’  295° 14.6 NM to fld. 849/13W.

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PUTNAM

TOUTANT  (C44)  6 NW  UTC–5(–4DT)  N41°57.34’ W72°03.26’
770  NOTAM FILE BDR
RWY 17–35:  H1756X60 (ASPH)  RWY LGTS(NSTD)  0.9% up N
RWY 17:  Trees.
RWY 35:  Trees.
SERVICE.  LGT For lghts call 860–974–2099.
AIRPORT MANAGER:  860-974-2099
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Yankee Apch at 860-386-3597

PUTNAM

N41°57.33’ W71°50.65’  NOTAM FILE BDR.
(H) VORW/DME  117.4  PUT  Chan 121  211° 8.5 NM to Danielson.  652/14W.
DME unusable:
265°–301° byd 36 NM blo 3,000’

ROBERTSON FLD  (See PLAINVILLE on page 38)

SALMON RIVER AIRFIELD  (See MARLBOROUGH on page 35)

SIKORSKY HELIPORT  (See STRATFORD on page 39)
CONNECTICUT 39

Simsbury (4B9)  3 NE  UTC–5(–4DT)  N41°54.97´ W72°46.62´
195  NOTAM FILE BDR
RWY 03–21: H2205X50 (ASPH)  S–25  MIRL(NSTD)
RWY 03: Trees.
RWY 21: Thld dsplcd 270´. Road.
SERVICE:  FUEL  100LL  LGT  Rwy 03–21 NSTD MIRL, thld lgts green/green. ACTIVATE MIRL Rwy 03–21—CTAF.
AIRPORT REMARKS: Attended 1330–2200Z. Deer and birds frequently on and inv of arpt, particularly in apch to Rwy 03. Rwy 03–21 safety barrier 15´ northeast thld barricaded not lgtd. Rwy 03 has an up–hill grade.
AIRPORT MANAGER: 860-459-1575
COMMUNICATIONS: CTAF/UNICOM 122.7
CLEARANCE DELIVERY PHONE: For CD ctc Yankee Apch at 860-386-3597. If una, ctc FSS.

SKYLARK AIRPARK (See WAREHOUSE POINT on page 39)

Stratford

Sikorsky Heliport (JSD)(KJSD) PVT  3 N  UTC–5(–4DT)  N41°15.20´ W73°05.37´
AIRSPACE: CLASS D svc 0800–SS Mon–Fri, 0800–SS Sat–Sun as required; other times CLASS G.

Thomaston

Northfield Heliport (N09)  4 NW  UTC–5(–4DT)  N41°43.42´ W73°06.94´
HELIPAD H1: 100X100 (TURF)
AIRPORT MANAGER: 860-283-9490
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Yankee Apch at 860-386-3597

Toutant (See PUTNAM on page 38)

Tweed–New Haven (See NEW HAVEN on page 36)

Warehouse Point

Skylark Airpark (7B6)  2 E  UTC–5(–4DT)  N41°55.71´ W72°34.58´
120  NOTAM FILE BDR
RWY 10–28: H3242X60 (ASPH)  S–9  LIRL(NSTD)
RWY 28: Thld dsplcd 175´. Trees.
AIRPORT MANAGER: (413) 537-5121
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Yankee Apch at 860-386-3597
RADIO AIDS TO NAVIGATION: NOTAM FILE HFD.
HARTFORD (L) VOR/W/DME 114.9  HFD  Chan 96  N41°38.47´ W72°32.85´ 009º 17.3 NM to fld. 849/13W.

Waterbury (N41)  4 N  UTC–5(–4DT)  N41°38.01´ W73°02.81´
850  NOTAM FILE BDR
RWY 17–35: 2005X135 (TURF)
RWY 17: Trees.
RWY 35: Road.
RWY 02–20: 1600X250 (TURF)
RWY 02: Trees.
RWY 20: Trees.
AIRPORT REMARKS: Unattended. Poor drainage ldg/taxi AER 35 winter months and after heavy rain. Turf rwys are soft during wet periods.
AIRPORT MANAGER: 203-775-1604
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Yankee Apch at 860-386-3597.

Waterbury–Oxford (See OXFORD on page 37)
WINDHAM (IJD)(KUJD) 3 NE UTC–5(–4DT) N41º44.64´ W72º10.81´

246 B NOTAM FILE IJD

RWY 09–27: H4271X100 (ASPH) S–30 MIRL

RWY 09: Thld dsplcd 258’. Trees.

RWY 27: REIL. Tree.

RWY 18–36: H2799X75 (ASPH) S–30 0.4% up S

RWY 18: Trees.


SERVICE: S4 FUEL 100LL, JET A+ LGT ACTIVATE REIL Rwy 27; MIRL

Rwy 09–27–CTAF.

AIRPORT REMARKS: Unattended. Self svc fuel credit card only: Visa, Mastercard and Discover. Jet A has over wing and single point nozzles. Birds on and invof arpt. 4 obstruction lghts on surrounding hills OTS indef. Ldg fee for business/corporate acft.

AIRPORT MANAGER: (860) 445-8549

WEATHER DATA SOURCES: ASOS 133.675 (860) 456–8839.

COMMUNICATIONS: CTAF/UNICOM 122.975

YANKEE APP/DEP CON 127.8

BRADLEY CLNC DEL 128.6

CLEARANCE DELIVERY PHONE: For CD ctc Yankee Apch at 860-386-3597.

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

NORWICH (L) VOR/W DME 110.0 ORW Chan 37 N41º33.38´ W71º59.96´ 338º 13.9 NM to fld. 310/14W.

LOC/DME 108.35 I–IJD Chan 20(Y) Rwy 27. LOC unusable byd 20º right and left side of course. DME unusable byd 12 NM.

WINDHAM (See WILLIMANTIC on page 40)
WINDSOR LOCKS

BRADLEY INTL (BDL) (KBDL) P (ANG ARNG) 3 W UTC–5 (–4DT) N41°56.35’ W72°41.00’

173 B TPA—See Remarks LRA Class I, ARFF Index C NOTAM FILE BDL MON Airport


RWY 06: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 71’. RVR–TMR Trees.


RWY 06–24: H9510X200 (ASPH–GRVD) S–200, D–200, 2S–175, 2D–350, 2D/2D2–710 HIRL

RWY 06: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 71’. RVR–TMR Trees.

RWY 15–33: H6847X150 (ASPH–GRVD) S–200, D–200, 2S–175, 2D–350 HIRL


RWY 01–19: H4269X100 (ASPH) S–60, D–190, 2S–175, 2D–328 MIRL

RWY 01: Thld dspcld 476’. Acft.

RWY 19: Trees.

LAND AND HOLD–SHORT OPERATIONS

LDG RWY

HOLD–SHORT POINT

AVBL LDG DIST

RWY 06

01–19

6000

RWY 24

15–33

5850

RWY 33

06–24

4550

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA–4268 TODA–4268 ASDA–4268

RWY 06: TORA–9509 TODA–9509 ASDA–9509 LDA–9509

RWY 15: TORA–6847 TODA–6847 ASDA–6847 LDA–6847

RWY 19: LDA–4268

RWY 24: TORA–9509 TODA–9509 ASDA–9509 LDA–9509

RWY 33: TORA–6847 TODA–6847 ASDA–6847 LDA–6847

SERVICE:

FUEL

100LL, JET A

OX

1, 2, 3, 4

LGT

Unmonitored when afld clsd. Afd ops ltd to tenant acft when afld clsd.

MILITARY— JASU (MD)–3

FUEL

A++(Mil) A, A+ (C860–627–3300.) (NC–100LL) FLUID SP LOX OIL

O–128–133–148

SOAP

AIRPORT REMARKS:

Attended continuously. Numerous birds freq on or inv of arpt. No trng flts, no practice apchs, no touch and go ldgs btn Mon–Sat 0400–1200Z‡ and Sun 0400–1700Z‡. Exc for taxiing, Rwy 01–19 open for acft with wingspan less than 79’. Rwy 01 clsd for arrivals to all fixed wing acft. Rwy 19 clsd for dep to all fixed wing acft. Twy J clsd btn Twy S and Twy R to acft with wingspans in excess of 171’. BASH Phase II increased bird activity Sep–Oct and Mar–Apr.

Caution: ANG ramp markings may not be appropriate for large acft, follow marshallers instructions. ANG: When ckg ATIS, birds in vcy may indc heightened bird watch condition (BWC). USAF acft ctc ANG airfield ops on UHF for current BWC. KC35 acft use caution, fire hydrants are 33” and are less than 84’ from taxilane cntrln. Solar panel farm located 1.5 miles south of Rwy 33 thld. All acft overflight of solar farm will be at or above 500’ AGL. Parallel twp os on Rwy C and Rwy B rstd to acft with wingspan of 171’ or less. ASD–X in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Parallel twp acft use low idle for taxi, no engine checks or power runs allowed on the ARNG ramp due to possible FOD hazard. Rwy 06–24 245 ft by 200 ft blast pad SW end. Rwy 15–33 100 ft by 200 ft blast pad SE end. Ldg fee for business, corporate and revenue producing acft. Flight Notification Service (ADCUS) avbl. LRA: CSTMS by prior arrangement. Acft req U.S. CSTMS svc must park on the CSTMS spot with the nose of the acft facing SW. Ctc CSTMS at 860–292–1314 when parked. Ops ctc autovon 636–8385, cmd 860–627–3001.

AIRPORT MANAGER: 860-292-2003

WEATHER DATA SOURCES: ASOS 118.15 (860) 386–3480. WSP

COMMUNICATIONS: D–ATIS 118.15 (860–386–3570) UNICOM 122.95

YANKIE APP/DEP CON 123.95 (061º–240º) 125.35 (241º–060º) 127.225

TOWER 120.3 GND CON 121.9 CLNC DEL 121.75

CPDLC (LOGON KUSA)

AIRSPACE: CLASS C svc ctc APP CON.

VOR TEST FACILITY (VOT) 111.4

AIRPORT AIDS TO NAVIGATION: NOTAM FILE HFD.

HARTFORD (L) VOR/DME 114.9 HFD Chan 96 N41°38.47’ W72°32.85’ 354° 18.9 NM to fld. 849/13W.

ILS/DME 111.1 I–BDL Chan 48 Rwy 06. Class IIIE.

ILS/DME 111.1 I–MYQ Chan 48 Rwy 24. Class IIE. DME unusable fm .4 NM inbd to Rwy 24.

ILS/DME 108.55 I–IXK Chan 22(Y) Rwy 33. Class IE.

ASR

NE, 5 NOV 2020 to 31 DEC 2020
YALESVILLE HELIPORT (4C3) 2 N UTC–5(–4DT) N41º29.51´ W72º48.67´

65 B NOTAM FILE BDR
HELIPAD H1: H65X65 (CONC)
SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE rotating bcn—123.50
AIRPORT MANAGER: 203-294-8800
COMMUNICATIONS: CTAF/UNICOM 123.05
CLEARANCE DELIVERY PHONE: For CD ctc Yankee Apch at 860-386-3597.

NEW YORK

NE, 5 NOV 2020 to 31 DEC 2020
ALBANNA AVIATION  (See FELTON on page 46)

CHANDELLE  (See DOVER on page 43)

CHORMAN  (See FARMINGTON on page 46)

DELAWARE AIRPARK  (See DOVER/CHESWOLD on page 45)

DELAWARE COASTAL  (See GEORGETOWN on page 46)

DELDOT HELISTOP HELIPORT  (See DOVER on page 43)

DOVER

CHANDELLE  (0N4)  3 NE  UTC–5(–4DT)  N39º12.14´  W75º29.13´

22  B  NOTAM FILE MIV

RWY 04–22: H2533X28 (ASPH)  LIRL

RWY 04: Thld dsplcd 539´. Trees.


SERVICE:  S4  FUEL  100LL, MOGAS  LGT

AIRPORT REMARKS: Attended Mon–Fri 1300–2100Z‡, Sat–Sun on call. For svcs call (302) 287–9623. For svcs after hours call (302) 287–9623. Heavy bird activity on and inv of arpt Oct–Feb. Rwy 04 dsplcd thld marked with white line, dashed white lines leading to displaced thld is faded. Rwy 22 dsplcd thld marked with white line, dashed white lines leading to dsplcd thld is faded. Rwy 04–22 has vertical, horizontal and alligator cracking.

AIRPORT MANAGER:  (302) 287-9623

COMMUNICATIONS:  CTAF/UNICOM  122.8


DELDOT HELISTOP HELIPORT  (0N5)  0 N  UTC–5(–4DT)  N39º08.97´  W75º30.30´

30  NOTAM FILE MIV

HELIPAD H1: H60X60 (CONC)  PERIMETER LGTS

SERVICE:  LGT

HELIPORT REMARKS: Attended Mon–Fri 1300–2100Z, Sat–Sun on call. For svcs call (302) 287–9623. For svcs after hours call (302) 287–9623. Heavy bird activity on and inv of arpt Oct–Feb. Rwy 04 dsplcd thld marked with white line, dashed white lines leading to displaced thld is faded. Rwy 22 dsplcd thld marked with white line, dashed white lines leading to dsplcd thld is faded. Rwy 04–22 has vertical, horizontal and alligator cracking.

AIRPORT MANAGER:  (302) 760-4834

COMMUNICATIONS:  CTAF  122.9

CONTINUED ON NEXT PAGE
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SMYRNA (L) VORTACW 111.4 ENO Chan 51  N39°13.90’ W75°30.96’  168° 6.6 NM to fld. 15/9W.  
TACAN AZIMUTH unusable:  
140°–150° byd 36 NM bto 2,000’  
200°–300° byd 36 NM bto 3,000’  
VOR unusable:  
159°–169° bto 3,000.  325–335 byd 15NM bto 4,900’  
DME unusable:  
140°–150° byd 36 NM bto 2,000’  
200°–300° byd 36 NM bto 3,000’  
(T) TACAN Chan 37  DOV (110.0)  N39°07.94’ W75°28.04’ at fld. 17/12W. NOTAM FILE DOV.  
No NOTAM MP: 0500–1100Z‡ Mon–Fri.  
TACAN AZIMUTH unusable:  
095°–105° byd 13 mn bto 3,000’  
ILS 111.9 I–LIR Rwy 19. Class IE. ILS WHEEL crossing height data: GROUP 4 (18.1ft).


DOVER/CHESWOLD

DELAWARE AIRPARK (33N)  1 W  UTC–5(–4DT)  N39°13.12’ W75°36.03’  
55 B  NOTAM FILE MIV  
PCN 14 F/C/X/T  MIRL  
RWY 09: REIL. PAPI(P2L)—GA 3.0º TCH 43’.  
RWY 27: REIL. PAPI(P2L)—GA 3.0º TCH 43’.  
SERVICE: FUEL 100LL LGT  
ACTIVATE REIL Rwy 09 and Rwy 27, MIRL Rwy 09–27—CTAF.  
AIRPORT MANAGER: (302) 571-6312  
WEATHER DATA SOURCES: AWOS–3 120.125 (302) 735–9754.  
COMMUNICATIONS: CTAF/UNICOM 123.075  
SMYRNA RCO 122.5 (MILLVILLE RADIO)  
DOVER APP/DEP CON 132.425 CLNC DEL 125.55  
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.  
SMYRNA (L) VORTACW 111.4 ENO Chan 51  N39°13.90’ W75°30.96’  268° 4.0 NM to fld. 15/9W.  
TACAN AZIMUTH unusable:  
140°–150° byd 36 NM bto 2,000’  
200°–300° byd 36 NM bto 3,000’  
VOR unusable:  
159°–169° bto 3,000.  325–335 byd 15NM bto 4,900’  
DME unusable:  
140°–150° byd 36 NM bto 2,000’  
200°–300° byd 36 NM bto 3,000’  
DUPONT N39°40.69’ W75°36.43’ NOTAM FILE MIV.  
(L) VORTAC 114.0 DQQ Chan 87 at New Castle. 70/10W.  
DME unusable:  
210°–235° byd 30 NM bto 3,000’  
235°–265° byd 22 NM  
VOR unusable:  
230°–265° byd 22 NM  
TACAN AZIMUTH unusable:  
001°–050° byd 7 NM  
210°–235° byd 30 NM bto 3,000’  
235°–265° byd 22 NM  
RCO 122.1R 114.0T (MILLVILLE RADIO)
FARMINGTON

CHORMAN (D74) 2 SW UTC–5(–4DT) N38°50.97′ W75°36.77′

66 B NOTAM FILE MIV

RWY 16–34: H3588X37 (ASPH) LIRL

RWY 16: REIL.

RWY 34: REIL. Thld dpdct 438′. Pole.


AIRPORT REMARKS: Attended Mon–Fri 1300Z–dusk. AG spraying activity on and inv of arpt. Loading pad adjacent to east side Rwy 34.

AIRPORT MANAGER: 302-349-5055

COMMUNICATIONS: CTAF 122.9


RADIO AIDS TO NAVIGATION:

WATERLOO (L) VOR/DME 112.6 ATR Chan 73 N38°48.59′ W75°12.68′ 286º 19.0 NM to fld. 5/9W.

DME unusable: 179º–293º byd 30 NM blo 2,000′

FELTON

ALBANNA AVIATION (O6N) 2 NE UTC–5(–4DT) N39°00.77′ W75°32.04′

50 NOTAM FILE MIV

RWY 15–33: 2048X40 (TURF)

RWY 15: Bldg.

RWY 33: Trees.

SERVICE: S4

AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z.

AIRPORT MANAGER: 410-535-2045

COMMUNICATIONS: CTAF/UNICOM 123.0


GEORGETOWN

DELAVAR COASTAL (GED)(KGED) 2 SE UTC–5(–4DT) N38°41.26′ W75°21.56′

53 B NOTAM FILE GED


PCN 43 F/A/X/T MIRL

RWY 04: MALSR. REIL. PAPI(P4L)—GA 3.0º TCH 45′. Thld dpdct 370′. Trees.

RWY 22: REIL. PAPI(P4L)—GA 3.0º TCH 45′. Thld dpdct 169′. Trees.

RWY 10–28: H3109X75 (ASPH) S–50, D–91 PCN 36 F/A/X/T MIRL

RWY 10: REIL. PAPI(P2L)—GA 3.5º TCH 46′.

RWY 28: REIL. PAPI(P2L)—GA 3.0º TCH 40′.

SERVICE: S4 FUEL 100LL, JET A LGT ACTVT REIL Rwy 04, 22, 10, 28; PAPI Rwy 04 and 22; MIRL Rwy 04–22 and 10–28—CTAF.

AIRPORT REMARKS: Attended 1300–2300Z. Birds, deer, and other wildlife inv of rwy. PAEW within safety area of rwy and twy. U.S. Customs 72 hrs notice required ctc (302) 855–2355.

AIRPORT MANAGER: 302-855-7774

WEATHER DATA SOURCES: ASOS 118.375 (302) 855–1052.

COMMUNICATIONS: CTAF/UNICOM 123.0

WATERLOO RCO 122.1R 112.6T (MILLVILLE RADIO)

® DOVER APP/DEP CON 132.425

CLEARANCE DELIVERY PHONE: For CD if Dover Apch una via GCO 125.55, ctc Washington ARTCC at 703-771-3587.

RADIO AIDS TO NAVIGATION:

WATERLOO (L) VOR/DME 112.6 ATR Chan 73 N38°48.59′ W75°12.68′ 233º 10.1 NM to fld. 5/9W.

DME unusable: 179º–293º byd 30 NM blo 2,000′

HADIN

N39°34.88′ W75°36.84′ NOTAM FILE ILG.

NDB (LOMW) 248 IL 013º 5.9 NM to New Castle. 21/10W.

JENKINS (See WYOMING on page 50)
LAUREL  (NØ6)  1 SW UTC–5(–4DT)  N38º32.53´ W75º35.66´
30  B  NOTAM FILE MIV
RWY 15–33: 3175X270 (TURF)  LIRL
RWY 15: Trees.
RWY 33: Thd dispcld 270˚. Tree.
SERVICE: S4  LIRG  ACTIVATE LIRL Rwy 15–33—CTAF. ACTIVATE rotating bcn—CTAF
AIRPORT REMARKS: Attended 1300Z–dusk. Parachute Jumping. Significant sky diving ops all but winter months. Rwy 33 dispcld thld marked with 3 large orange cones each side.
AIRPORT MANAGER: (302) 349 5055
COMMUNICATIONS: CTAF/UNICOM 122.8
PATUXENT APP/DEP CON 127.95 (1200–0400Z‡ Mon–Sun. Other times by NOTAM) other times ctc
POTOMAC APP/DEP CON 127.2
CLEARANCE DELIVERY PHONE: For CD when NHK Apch is clsd ctc Potomac Apch at 866-640-4124.
RADIO AIDS TO NAVIGATION: NOTAM FILE SBY.
SALISBURY  (L) VORTACW 111.2 SBY Chan 49 N38º20.70´
W75º30.63´  354º 12.5 NM to fld. 48/12W.
VOR unusable:
007º–026º byd 20 NM blo 7,000´
027º–089º byd 13 NM blo 5,000´
090º–110º byd 20 NM blo 5,000´
111º–113º byd 19 NM blo 5,000´
114º–120º byd 16 NM blo 5,000´
261º–285º blo 6,000´
294º–007º blo 5,000´
TACAN AZIMUTH unusable:
009º–055º byd 20 NM
261º–285º blo 6,000´
294º–007º blo 5,000´
DME unusable:
009º–055º byd 20 NM
261º–285º blo 6,000´
294º–007º blo 5,000´

WASHINGTON  L–34F, 36I, A
IAP
MIDDLETOWN

SUMMIT (EVY/KEVY) 5 N UTC–5(–4DT) N39º31.26´ W75º43.42´

NOTAM FILE MIV

RWY 17–35: H4488X65 (ASPH) MIRL

RWY 17: REIL. PAPI(PAR)—GA 3.0º TCH 41´. Trees.

RWY 35: REIL. PAPI(PAR)—GA 3.0º TCH 41´.

RWY 11–29: 3601X200 (TURF) LIRL

RWY 11: REIL. Tree.

RWY 29: REIL.

SERVICE: S4 FUEL 100LL, JET A OX2 LIRL Rwy 11–29 OTS indef.

REIL Rwy 11 and Rwy 29 OTS indef. ACTIVATE LIRL and REIL Rwy 11–29—123.5.

AIRPORT REMARKS: Attended 1200–0000Z‡. Rwy 11–29 clsd for night ops.

Extensive medium/heavy helicopter training in progress all hrs on and inv of arpt, high rotor down wash velocities. When CH47 helicopters opr, req advisories on UNICOM. South end of parking ramp and mid–fld twy clsd.

AIRPORT MANAGER: 302-834-5400


COMMUNICATIONS: CTAF/UNICOM 122.725

PHILADELPHIA APP/DEP CON 118.35

CLNC DEL 125.3


RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

DUPONT (L) VORTAC 114.0 DQO Chan 87 N39º40.69´ W75º36.43´ 220º 10.9 NM to fld. 70/10/10W.

DME unusable:

210º–235º byd 30 NM blo 3,000´
235º–265º byd 22 NM

VOR unusable:

230º–265º byd 22 NM

TACAN AZIMUTH unusable:

001º–050º byd 7 NM
210º–235º byd 30 NM blo 3,000´
235º–265º byd 22 NM

NEW CASTLE (See WILMINGTON on page 49)

SMYRNA (38N) 1 E UTC–5(–4DT) N39º18.22´ W75º35.03´

18 B NOTAM FILE MIV

RWY 10–28: 2600X125 (TURF) LIRL

RWY 10: REIL. Trees.

RWY 28: REIL. Trees.

SERVICE: FUEL 100LL, MOGAS LT/LIGHT LIRL Rwy 10–28 OTS indef—CTAF.


AIRPORT MANAGER: 302-653-8314

COMMUNICATIONS: CTAF/UNICOM 122.8


SMYRNA N39º13.90´ W75º30.96´ NOTAM FILE MIV.

(L) VORTAC 111.4 ENO Chan 51 268º 4.0 NM to Delaware Airpark. 15/9W.

TACAN AZIMUTH unusable:

140º–150º byd 36 NM blo 2,000´
200º–300º byd 36 NM blo 3,000´

VOR unusable:

159º–169º blo 3,000 . 325–335 byd 15NM blo 4,900´

DME unusable:

140º–150º byd 36 NM blo 2,000´
200º–300º byd 36 NM blo 3,000´

RCO 122.5 (MILLVILLE RADIO)

SUMMIT (See MIDDLETOWN on page 48)
WATERLOO  N38°48.59’ W75°12.68’ NOTAM FILE MIV.
(L) VOR/DME 112.6 ATR  Chan 73  233º 10.1 NM to Delaware Coastal. 5/9W.
DME unusable:
179º–293º byd 30 NM blo 2,000’
RCO 122.1R 112.6T (MILLVILLE RADIO)

WILMINGTON  (ILG)(KILG) P (ANG ARNG)  4 S  UTC–5(–4DT)  N39°40.72’ W75°36.40’
80  B  LRA  Class I, ARFF Index B NOTAM FILE ILG
RWY 09–27: H275X150 (ASPH–GRVD) S–90, D–140, 2S–175,
2D–250 PCN 55 F/A/W/T HIRL
RWY 09: REIL. PAPI(P4L)—GA 3.0º TCH 61’. Trees.
RWY 27: REIL. PAPI(P4L)—GA 3.0º TCH 54’. Trees.
RWY 01–19: H7012X150 (ASPH–GRVD) S–90, D–140, 2S–175,
2D–250 PCN 59 F/A/W/T HIRL
RWY 01: MALSRS. RVR–T Road.
RWY 14–32: H4602X150 (ASPH) S–50, D–60 PCN 45 F/A/X/T MIRL
RWY 14: Trees.
RWY 32: VASI(V4L)—GA 3.0º TCH 28’.
LAND AND HOLD–SHORT OPERATIONS
LDG RWY  HOLD–SHORT POINT  AVBL LDG DIST
RWY 01  09–27  4050
RWY 14  RWY 01–19  4450
RWY 19  14–32  5750
RWY 32  09–27  3600
RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA–7012 TODA–7012 ASDA–7012 LDA–7012
RWY 09: TORA–7275 TODA–7275 ASDA–7000 LDA–7000
RWY 14: TORA–4602 TODA–4602 ASDA–4602 LDA–4602
RWY 19: TORA–7012 TODA–7012 ASDA–7012 LDA–7012
RWY 27: TORA–7275 TODA–7275 ASDA–7000 LDA–7000
RWY 32: TORA–4602 TODA–4602 ASDA–4602 LDA–4602
ARRESTING GEAR/SYSTEM
RWY 19: EMAS
SERVICE:  S4  FUEL  100LL, JET A  OK 1, 2, 3, 4  LGT
When twr clsd ACTIVATE MALSRS Rw 01; REIL Rw 09, Rw 19 and Rw 27; HIRL Rw 01–19 and Rw 09–27; MIRL Rw 14–32—CTAF.
AIRPORT REMARKS: Attended continuously. Birds on and inofv arpt. Rw 09–27 no touch and go ldg for turbo jet
0400–1200Z. When twr clsd, pilots must announce intentions over CTAF before ldg, tkf or gnd travel on rwys and twys.
When twr clsd announce emergencies on CTAF directly to ARFF station. Rwy 14–32 clsd to air carrier ops. Terminal apron
clsd exc air carrier. Private gnd vehicles cross Twy A between Twy A4 and Twy C. Taxilane G northwest of Twy H ltd to acft
with wingspan of 79’ or less. Taxilane G section between Twy H and Twy G1 ltd to act with wingspan of 49’ or less.
Terminal apron fence line 118 ft E of Twy A centerline. Rwy 14–32 NSTD mil assault ldg zone (ALZ) lggt. Ldg fee for all
acft over 7,500 lbs exc federal government and Mil.
AIRPORT MANAGER:  (302) 229-6315
WEATHER DATA SOURCES: ASOS  (302) 328–1536
COMMUNICATIONS:  CTAF  126.0 ATIS  123.95 UNICOM  122.95
DUPONT RCO:  122.1R 114.0T (MILLVILLE RADIO)
® PHILADELPHIA APP/DEP CON 118.35
WILMINGTON TOWER 126.0 (1130–0400Z) GND CON 121.7 CLNC DEL 119.95
CLEARANCE DELIVERY PHONE:  For CD when ATCT is clsd ctc phl Apch at (800) 354-9884.
AIRSPACE:  CLASS D svc 1130–0400Z; other times CLASS E.
RADAR AIDS TO NAVIGATION: NOTAM FILE MIV.
DUPONT (L) VORTAC 114.0 DQO Chan 87 N39°40.69’ W75°36.43’ at fld. 70/10W.
DME unusable:
210º–235º byd 30 NM blo 3,000’
235º–265º byd 22 NM
VOR unusable:
230º–265º byd 22 NM
TACAN AZIMUTH unusable:
001º–050º byd 7 NM
210º–235º byd 30 NM blo 3,000’
235º–265º byd 22 NM
HADIN NDB (LHWM) 248 IL N39°34.88’ W75°36.84’ 013º 5.9 NM to fld. 21/10W. NOTAM FILE ILG.
ILS 110.3 I–ILG Rw 01. Class IA. LOM HADIN NDB.
WYOMING

JENKINS (15N) 1 W UTC–5(–4DT) N39°07.04’ W75°35.07’

53  B  NOTAM FILE NIV

RWY 12–30: 2035X70 (TURF) 0.4% up SE

RWY 12: Trees.

RWY 30: Trees.

SERVICE: S4 LGT ACTIVATE rotating bcn—122.8.

AIRPORT REMARKS: Attended continuously.

AIRPORT MANAGER: 302-697-7743

COMMUNICATIONS: CTAF/UNICOM 122.8

**WASHINGTON**

**MANASSAS RGNL/HARRY P DAVIS FLD** (HEF)(KHEF) 28 WSW UTC–5(–4DT)

N38º43.26´ W77º30.91´

192 B TPA—See Remarks LRA NOTAM FILE HEF

RWY 16L–34R: H6200X100 (ASPH–GRVD) S–50, D–140 HIRL

RWY 16L: MALS R. PAPI(P4L)—GA 3.0º TCH 55´. Rgt tcf.

RWY 34R: MALS F. PAPI(P4L)—GA 3.0º TCH 40´. Lft tcf.

RWY 16R–34L: H3715X100 (ASPH) S–12.5 MIIRL 0.3% up N

RWY 16R: REIL. PAPI(P2L)—GA 3.0º TCH 50´. Rgt tcf.

RWY 34L: REIL. PAPI(P2L)—GA 3.0º TCH 40´.

**SERVICE:**

FUEL 100LL, JET A 0X1, 2, 4, LGT When ATCT clsd ACTIVATE HIRL Rwy 16L–34R, MALS Rwy 16L, MALS F Rwy 34R, MIRL Rwy 16R–34L, and REILS Rwy 16R and Rwy 34L—CTAF.

**AIRPORT REMARKS:**

Attended 1130–0330Z‡. Birds and deer on and in/of arpt. Helicopter ops over residential areas blo 1000´ should be avoided, ctc arpt manager 703–361–1882 for information. TPA—1200(1008) single engine and light twin acft, 1500(1308) med twin and turboprop acft, 1000(808) helicopter. U.S. Customs avbl Mon–Sun 1000–0400Z‡. Call Command Center 703–661–2800 for appointment. 24 hr notice required. All weekend flights must be arranged before 2200Z‡ on Fri before. Terminal apron for transient and US Customs parking.

**AIRPORT MANAGER:** 703-361-1882

**WEATHER DATA SOURCES:** AWOS–3PT (703) 361–6160

**COMMUNICATIONS:**

CTAF 133.1 ATIS 125.175 (703) 361–6160

POTOMAC APP/DEP CON 128.525

TOWER 133.1 (1130–0330Z‡) GND CON 121.8

CLNC DEL 120.2 (When twr clsd)

**CLEARANCE DELIVERY PHONE:** For CD when ATCT is clsd ctc Potomac Apch at 866-709-4993.

**AIRSPACE:** CLASS D svc 1130–0330Z‡; other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IAD.

ARML (L) VOR/DME 113.5 AML Chan 82 N38º56.08´ W77º28.00´ 198º 13.0 NM to fld. 296/BW.

VOR unusable:

- 055º–092º blo 4,500´
- 093º–115º
- 116º–210º blo 4,500´

DME unusable:

- 055º–210º byd 28 NM blo 2,500´
- 211º–230º byd 30 NM blo 3,000´

ILS 109.1 I–HEF Rwy 16L. Class IE. Localizer offset angle 2.44 deg. Unmonitored when arpt unattended.

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NE, 5 NOV 2020 to 31 DEC 2020
RONALD REAGAN WASHINGTON NATIONAL (DCA/KDCA)  
3 S UTC–5(–4DT)  

N38°51.09’ W77°02.26’  

14 B LRA Class I, ARFF Index C  
NOTAM FILE DCA  

RWY 01–19:  
H7169X150 (ASPH–GRVD)  
S–110, D–200, 2D–360  
PCN 57 F/B/X/T HIRL CL  
RWY 01:  
ALSF2. TDZL. PAPI(P4R)—GA 3.0º TCH 36’. RVR–TR Tower.  
RWY 19:  
MALSF. VASI(V12)—GA 3.0º TCH 50’. RVR–TR Tree. Rgt tfc.  
RWY 15–33:  
H5204X150 (ASPH–GRVD)  
S–110, D–200, 2D–360  
PCN 57 F/B/X/T HIRL  
RWY 15:  
REIL. PAPI(P4L)—GA 3.0º TCH 37’. Trees. Rgt tfc.  
RWY 33:  
REIL. PAPI(P4L)—GA 3.0º TCH 37’. Trees.  

RWY 04–22:  
H5000X150 (ASPH–GRVD)  
S–110, D–200, 2D–360  
PCN 57 F/B/X/T MIRL  
RWY 04:  
REIL. PAPI(P4L)—GA 3.25º TCH 52’. Thld dsplcd 200’. Road.  
RWY 22:  
REIL. PAPI(P4L)—GA 3.0º TCH 45º. Ground. Rgt tfc.  

RUNWAY DECLARED DISTANCE INFORMATION  
RWY 01:  
TORA–6869 TODA–6869 ASDA–6869 LDA–6869  
RWY 04:  
TORA–5000 TODA–5000 ASDA–5000 LDA–4800  
RWY 15:  
TORA–5204 TODA–5204 ASDA–5204 LDA–5204  
RWY 19:  
TORA–6869 TODA–6869 ASDA–6869 LDA–6869  
RWY 22:  
TORA–4540 TODA–4540 ASDA–4400 LDA–4400  
RWY 33:  
TORA–5204 TODA–5204 ASDA–5204 LDA–5204  

ARRESTING GEAR/SYSTEM  
RWY 04:  
EMAS  
RWY 15:  
EMAS  
RWY 33:  
EMAS  

SERVICE:  
S2  FUEL  JET A  

AIRPORT REMARKS:  
Attended continuously. Be advised some aircrews mistake Rwy 15 for Rwy 19. Left–hand turn–offs from Rwy 33 to Twy K prohibited. Ronald Reagan Washington National Arpt (KDCA) is an emerg use only fld for all DoD owned and opr acft. Hold block for Rwy 04 clsd for acft parking 0200–1330Z‡. Flocks of birds on and INVOF ARPT; FQT gull and geese and duck populations AB over ADJ river areas. Lgtg from vehicle parking lot lctd 1000’ southwest of Rwy 01 could give false indications of being part of Rwy 01 apch lgtg sys dur periods of reduced visibility and low ceilings. ASDE–X in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Twy K ends at Gate 5. Acft arr/dep the general aviation parking area are prohibited from taxying b/tm air carrier pushback ops and the gates. Trng flts that include multiple apchs and/or touch and go ops rqr prior permission from the arpt mgr. Rwy 19X exists to support the DCA LDA associated with the ILS. Rwy 19 VASI (V12) consists of two (2) VASI–V6 systems (L/R). Rwy 19 V6R rotated 20° to right and extends coverage to 24° right of centerline. The rotated VASI–V6R system supports visual and instrument apchs to Rwy 19. N BTN APCH end Rwy 15 and TWA K CLSD to ACFT wingspan more than 124 FT. Ldg fees. NOTE: See Special Notices —District of Columbia Ronald Reagan Washington National Airport. Noise Abatement and Prohibited Area (P–56) Avoidance Procedures.  

AIRPORT MANAGER: 703-417-8050  
WEATHER DATA SOURCES: ASOS 132.65 (703) 412–8140. LLWAS. TDWR.  
COMMUNICATIONS:  
D–ATIS 132.65 (703) 419–3917 UNICOM 122.95  
® POTOMAC APP CON 119.85 (West/South) 124.2 (East) 124.7  
WASHINGTON TOWER 119.1 (134.35 Helicopters) GND CON 121.7 CLNC DEL/PRE TAXI CLNC 128.25  
® POTOMAC DEP CON 118.95 (West) 125.65 (East) 124.7  
CPDLC (LOGON KUSA)  

CONTINUED ON NEXT PAGE
AIRSPACE: CLASS B  See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION:  NOTAM FILE DCA.

WASHINGTON (L) VOR/DME  111.0  DCA  Chan 47  N38°51.57’ W77°02.19’  at fld. 10/9W.

VOR unusable:
026°–070° byd 20 NM blo 5,000’
071°–075° byd 20 NM blo 7,000’
076°–105° byd 20 NM blo 5,000’
106°–111° byd 10 NM blo 2,500’
106°–125° byd 20 NM blo 8,000’
126°–145° byd 20 NM blo 5,500’
146°–155° byd 20 NM blo 6,000’
156°–170° blo 5,500’
171°–177° byd 20 NM blo 5,000’
178°–260° byd 20 NM blo 4,500’
261°–275° byd 20 NM blo 6,000’
276°–283° byd 20 NM blo 7,000’
284°–300° byd 20 NM blo 6,000’
301°–025° byd 20 NM blo 4,500’

DME unusable:
090°–165° byd 30 NM blo 3,000’
250°–270° byd 20 NM blo 2,500’
340°–404° byd 30 NM blo 2,500’

OXONN NDB (MHW)  332  DCA  N38°45.96’ W77°01.64’  006° 5.1 NM to fld. 11W.

GEORGETOWN NDB (MHW)  323  GTN  N38°55.79’ W77°07.45’  148° 6.2 NM to fld. 9W. unmonitored.

ILS/DME  109.9  I–DCA  Chan 36  Rwy 01.  Class IE.

LDA/DME  109.9  I–ASO  Chan 36  Rwy 19.  DME unusable byd 14 NM blw 1,600’; byd 25º r of course. LOC unusable byd 20º r of course.

LDA/DME  108.5  I–VWH  Chan 22  Rwy 19X.  LOC offset angle 40º 00 min 33 sec. LOC unusable byd 25º left and right of course.

COMM/NAV/WEATHER REMARKS:  Lcl flow tfc management turbo jet arr Ronald Reagan Washington National Twr in conjunction with the Washington ARTCC, has implemented a metering plan designed to minimize low alt holding, reduce radar vectors and speeds reqd the extn of flaps and to provide for an orderly flow of tfc to the final apch crs. Dependent upon the arpt acceptance rate, in-trail spacing bln successive arr may necessitate using speed adjustments prior to reaching the Washington Terminal Area. Descent, under most cond, will be from arr fixes established 30 to 36 miles from the rwy end. Advance ntc as to where to exp descent and when to exp base leg should be given. It is imperative that pilots ctl their descent at a uniform rate to preclude intermediate alt restrictions. Procedures are based on a near idle thrust, 300’ per mile descent in still air cond.

SOUTH CAPITOL STREET HELIPORT  (Ø9W)  0 N  UTC=(–4DT)  N38°52.12’ W77°00.45’

HELIPAD H1:  H60X60 (ASPH)  PERIMETER LGTS
HELIPAD H1:  RLLS.

SERVICE:  FUEL  JET A  LGT SS–SR. Helipad H1 perimeter.

HELIPORT REMARKS:  Attended Mon–Fri 1200–0000Z Sat–Sun 1600–0000Z. Open holidays upon reservation. Large loose grvl south and west of pavement. Helipad H1 75’ lgtd bridge 500’ east; 50’ stack 400’ west; 40’ bldg 60’ northeast. Ingress and egress routes northeast and southwest over Anacostia River.

AIRPORT MANAGER:  202-484-8616

COMMUNICATIONS:  CTAF/UNICOM  123.05

CLEARANCE DELIVERY PHONE:  For CD ctc Potomac Apch at 866-599-3874.
WASHINGTON DULLES INTL (IAD)(KIAD)  20 W UTC–5(–4DT)  N38°56.85´

313  B  LRA  Class I, ARFF Index E  NOTAM FILE IAD

RWY 01C–19C: H11500X150 (CONC–GRVD)  S–200, D–250,

2D–450, 2D/2D2–875 PCN 81 R/C/W/T  HI RL  CL

RWY 01C: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 70´. RVR–TMR

RWY 19C: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 72´. RVR–TMR

RWY 01R–19L: H11500X150 (CONC–GRVD)  S–200, D–250,

2D–450, 2D/2D2–875 PCN 81 R/C/W/T  HI RL  CL

RWY 01R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 72´. RVR–TMR

RWY 19L: ALSF2. PAPI(P4L)—GA 3.0° TCH 75´. RVR–TMR Pole.

0.3% up.

RWY 12–30: H10501X150 (CONC–GRVD)  S–200, D–250, 2D–450,

2D/2D2–875 PCN 81 R/C/W/T  HI RL  CL

RWY 12: MALSR. TDZL. PAPI(P4R)—GA 3.0° TCH 66´. RVR–TR

RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 84´. RVR–TR 0.4% up.

RWY 01L–19R: H9400X150 (CONC–GRVD)  S–200, D–250,

2D–450, 2D/2D2–875 PCN 81 R/C/W/T  HI RL  CL

RWY 01L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 70´. RVR–TMR

0.3% down.

RWY 19R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 70´. RVR–TMR

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01C: TORA–11500 TODA–11500 ASDA–11500 LDA–11500

RWY 01L: TORA–9400 TODA–9400 ASDA–9400 LDA–9400

RWY 01R: TORA–11500 TODA–11500 ASDA–11500 LDA–11500


RWY 19C: TORA–11500 TODA–11500 ASDA–11500 LDA–11089

RWY 19L: TORA–11500 TODA–11500 ASDA–11500 LDA–11500

RWY 19R: TORA–9400 TODA–9400 ASDA–9400 LDA–9400


SERVICE: S4  FUEL  100LL, JET A  OK 1, 3  LGT Rwy status lghts are in opr.

AIRPORT REMARKS: Attended continuously. Svc for fuel and go only will be avbl. Large flocks of birds on and invof arpt/deer invof arpt. During periods of act saturation long term parking may not be avbl. Flt trng btn 0300–1200Z‡ prohibited. Itnrt act ctc FBO on 122.95 or 129.77 for svcs. ASDE–X in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Air carrier push backs and pwr from all apron positions rqr clnc from MWAA Ramp twr. B747–8 rstd to max taxi speed 17 kt (20 MPH) on Twy J. All acft with wingspan exceeding 118´ are rstd from using Taxilane A btn Taxilane A1 and A5. Twy E1 rstd to acft with a wingspan less than 79´. Engine run–ups btn 2200L and 0700L rqr prior apvl from arpt ops. Runup blx for Rwy 30 dsngd as non–movement area. Taxilane C active, pushback cncs on North side of midfield terminal are onto Taxilane D only unless otherwise authorized. All 180º turns out of apron positions shall be made using minimum pwr. Rwy 30 dep use upper antenna for twr communications. Ldg fee. Flight Notification Service (ADCUS) available.

AIRPORT MANAGER: 703-572-2730

WEATHER DATA SOURCES: ASOS (703) 661–2990 TDWR.

COMMUNICATIONS: D–ATIS 134.85 871–323–6374. UNICOM 122.95

POTOMAC APP CON 128.525 (091°–240°) 126.1 (331º–090º) 120.45 (241–330º) Air surveillance radar unavbl abv 15,000´.

TOWER 120.1 (Rwy 01R–19L) 120.25 (Rwy 01C–19C) 134.425 (Rwy 01L–19R, Rwy 12–30)

MIDFIELD RAMP CON 129.55

GND CON 121.625 (West) 121.9 (East) CLNC DEL 135.7

POTOMAC DEP CON 126.65 (190°–300°) 125.05 (300°–010°) Air surveillance radar unavbl abv 15,000´.

CPDLC (LOGON KUSA)

AIRCRAFT TRAFFIC: CLASS B See VFR Terminal Area Chart.

CONTINUED ON NEXT PAGE
RADIO AIDS TO NAVIGATION: NOTAM FILE IAD.

**ARMEL (L) VOR/DME 113.5 AML Chan 82 N38º56.08’ W77º28.00’ at fld. 296/8W.**

VOR unusable:
- 055º–092º blo 4,500´
- 093º–115º
- 116º–210º blo 4,500´

DME unusable:
- 055º–210º byd 28 NM blo 2,500´
- 211º–230º byd 30 NM blo 3,000´

**ILS 111.3 I–OSZ Rwy 01C. Class IIIE.**

**ILS/DME 110.75 I–OIU Chan 44(Y) Rwy 01L. Class IIIE. LOC unusable byd 25º left of course.**

**ILS/DME 110.1 I–IAD Chan 38 Rwy 01R. Class IIIE.**

**ILS 109.3 I–AJU Rwy 12. Class IIE.**

**ILS 111.3 I–DLX Rwy 19C. Class IIIE.**

**ILS/DME 110.1 I–SGC Chan 38 Rwy 19L. Class IIE.**

**ILS/DME 110.75 I–ISU Chan 44(Y) Rwy 19R. Class IIIE.**
ASHLAND  

BRADFORD CAMPS SPB (ME3) 30 SW UTC–5(–4DT) N46°23.75´ W69°00.30´ MONTREAL

815  NOTAM FILE BGR

WATERWAY 16W–34W 15000X1500 (WATER)


AIRPORT MANAGER: 207-433-0660

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

AUBURN/LEWISTON MUNI (LEW)(KLEW) 4 SW UTC–5(–4DT) N44°02.91´ W70°17.01´ MONTREAL

288  B TPA—See Remarks NOTAM FILE LEW


HIRL

RWY 04: MALS, PAPI(P4L)—GA 3.0º TCH 49´. Trees.

RWY 22: REIL. PAPI(P4L)—GA 3.5º TCH 35´. Trees.

RWY 17–35: H2750X75 (ASPH) S–30 MIRL 1.2% up S

SERVICE: S2 FUEL 100LL, JET A1+ OX 4 LGT ACTVT MALS Rwy 04;

REIL Rwy 22; HIRL Rwy 04–22 and MIRL Rwy 17–35—CTAF.


AIRPORT MANAGER: 207-786-0631

WEATHER DATA SOURCES: AWOS–3PT 118.025 (207) 783–2806.

COMMUNICATIONS: CTAF/UNICOM 122.8

PORTLAND APP/DEP CON 125.5 (1045–0500Z‡)

BOSTON CENTER APP/DEP CON 128.2 (0500–1045Z‡)

CLNC DEL 124.05 PRETAXI CLNC 124.05

CLEARANCE DELIVERY PHONE: For CD when Apch clsd ctc Boston ARTCC at 603-879-6859.

RADIO AIDS TO NAVIGATION: NOTAM FILE AUG.

AUGUSTA (L) VOR/DME 114.95 AUG Chan 96(Y) N44°19.20´ W69°47.79´ 250º 26.6 NM to fld. 349/18W.

VOR unusable:

005º–015º byd 10 NM bld 7,000´

075º–089º byd 25 NM bld 3,000´

090º–115º byd 15 NM

116º–189º byd 25 NM bld 3,000´

190º–205º byd 10 NM bld 5,000´

206º–220º byd 25 NM bld 3,000´

DME unusable:

010º–070º byd 25 NM bld 7,000´

071º–138º byd 25 NM bld 3,000´

144º–154º byd 25 NM bld 7,000´

155º–189º byd 25 NM bld 3,000´

190º–205º byd 10 NM bld 5,000´

206º–220º byd 25 NM bld 3,000´

221º–285º byd 15 NM bld 6,000´

LEWIE NDB (LOM) 240 LE N43º57.74´ W70º20.28´ 041º 5.7 NM to fld. NDB unusable byd 12 NM.

ILS 108.9 I–LEW Rwy 04. Class IA. LOM LEWIE NDB. NDB unusable byd 12 NM.

AUGUSTA

AUGUSTA SPB (MWL) 3 S UTC–5(–4DT) N44°16.05´ W69°46.90´ MONTREAL

23  NOTAM FILE BGR

WATERWAY 13W–31W 2500X100 (WATER)


WATERWAY 31W: Trees.

SEAPLANE REMARKS: Unattended. Daytime use only. Unmarked shoals east of sealane. Location has tidal fluctuation of 4´.

Sealane poorly marked, irregular shaped channel. Docks moved during winter months (Oct–May).

AIRPORT MANAGER: 207-626-2306

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Portland Apch at 207-874-7320, when Apch ctc Boston ARTCC at 603-879-6859.
MAINE 57

AUGUSTA STATE (AUG)(KAUG) H–11D, L–32H
N44º19.24´ W69º47.84´

352 B TPA—1400(1048) NOTAM FILE AUG

RWY 17–35: H5001X100 (ASPH–GRVD) S–50, D–60 HIRL

0.7% up S

RWY 17: MALSR. PAPI(P4L)—GA 3.0º TCH 53'.

RWY 35: REIL. PAPI(P4L)—GA 3.0º TCH 40'. Road.

RWY 08–26: H2703X75 (ASPH) S–30 MIRL

RWY 08: Trees.

RWY 26: Fence.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08: TORA–2703 TODA–2703 ASDA–2703 LDA–2703

RWY 17: TORA–5001 TODA–5001 ASDA–5001 LDA–5001

RWY 26: TORA–2703 TODA–2703 ASDA–2703 LDA–2703

RWY 35: TORA–5001 TODA–5001 ASDA–5001 LDA–5001

ARRESTING GEAR/SYSTEM

RWY 17: EMAS

RWY 35: EMAS

SERVICE: FUEL 100LL, JET A

LGT ACTIVATE MALSR Rwy 17, REIL Rwy 35, PAPI Rwy 17 and Rwy 35, HIRL Rwy 17–35, MIRL Rwy 08–26—CTAF.


AIRPORT MANAGER: 207-626-2306

WEATHER DATA SOURCES: ASOS 118.325 (207) 623–0432.

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.1R 111.4T 122.2 (BANGOR RADIO)

BOSTON CENTER APP/DEP CON 128.2 (112º–292º) 124.25 (293º–111º) (0500–1045Z‡)

CLNC DEL 119.95 299.2

CLEARANCE DELIVERY PHONE: For CD when Portland Apch clsd, ctc Boston ARTCC at 603-879-6859.

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE AUG.

(L) VOR/DME 114.95 AUG Channel 96(Y) N44º19.20´ W69º47.79´ at fld. 349/18W.

VOR unusable:

005º–015º byd 10 NM blo 7,000´

075º–089º byd 25 NM blo 3,000´

090º–115º byd 15 NM

116º–189º byd 25 NM blo 3,000´

190º–205º byd 10 NM blo 5,000´

206º–220º byd 25 NM blo 3,000´

DME unusable:

010º–070º byd 25 NM blo 7,000´

071º–143º byd 25 NM blo 3,000´

144º–154º byd 25 NM blo 7,000´

155º–189º byd 25 NM blo 3,000´

190º–205º byd 10 NM blo 5,000´

206º–220º byd 25 NM blo 3,000´

221º–285º byd 15 NM blo 6,000´

DUNNS NDB (LOMW) 366 AU N44º24.66´ W69º51.64´ 171º 6.1 NM to fld. 238/18W.

ILS 108.7 I–AUG Rwy 17. Class IB. LOM DUNNS NDB. Glideslope unusable byd 5º right side of LOC course; blw 430´; byd 9 NM. LOC unusable frm 0.5 NM to thld abv 1,500´.
BANGOR INTL (BGR)(KBGR) P (ANG ARNG) 3 W UTC–5(–4DT) N44º48.45´ W68º49.69´

192 B TPA—See Remarks LRA ARFF Index—See Remarks NOTAM FILE BGR

RWY 15–33: H11440X200 (ASPH–GRVD) S–100, D–210, 2D–400
PCN 120R/A/W/T HIRL CL

RWY 15: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 55´. RVR–TMR 0.4% down.

RWY 33: MALSR. PAPI(P4L)—GA 3.0º TCH 57´. RVR–TMR Trees.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 15:
TORA–11440 TODA–11440 ASDA–11440 LDA–11440

RWY 33:
TORA–11440 TODA–11440 ASDA–11440 LDA–11440

SERVICE:
S4 FUEL 100LL, JET A OX 2, 4 MILITARY—JASU 1(MD–3) 1(MC–11) (MA–1A) FUEL A++(Mil), A, A+ (C207–992–4600)

OIL O–133–148(Mil) TRAN ALERT Opr 1130–0200Z‡ Mon–Thu, 1130–1900Z‡ Fri, clsd weekend and hol. Unvbl outside of ANG Tran Alert opr hrs without prior coord.

AIRPORT REMARKS:
Attended continuously. TPA for turbo jet acft is 2000(1808) unless otherwise instructed. ARFF Index B with Index E capabilities avbl 24/7. Flight Notification Service (ADCUUS) available.

MILITARY REMARKS:
Transit acft may be diverted to civilian side during non–duty hrs & weekends. Fee required; no ANG transient alert.


AIRPORT MANAGER:
207-992-4600

WEATHER DATA SOURCES: ASOS
127.75 (207) 561–2515.

COMMUNICATIONS: ATIS
127.75 (207–561–2524) UNICOM
122.95

RCO
122.2 (BANGOR RADIO)

APP/DEP CON
118.925 124.5

TOWER
120.7 GND CON
121.9 CLNC DEL
135.9

AIRSPACE:
CLASS C svc ctc APP CON.

RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.

VORTACW
114.8 BGR Chan 95 N44º50.51´ W68º52.44´ 155º 2.8 NM to fld. 360/19W.

ILS/DME
109.5 I–JVH Chan 32 Rwy 15. Class IIIE. DME also serves Rwy 33.

ILS/DME
109.5 I–BGR Chan 32 Rwy 33. Class IE. DME also serves Rwy 15. DME unusable byd 26º r of course.

ASR

HANDHELD H1: 100X100 (CONC)

BANKS (See SWANS ISLAND on page 82)

LUCKY LANDING MARINA AND SPB (86B) 7 N UTC–5(–4DT) N44º54.42´ W68º48.30´

115 NOTAM FILE BGR

WATERWAY 02W–20W: 15000X4000 (WATER)

WATERWAY 02W: Rgt tlc.

SERVICE:
S2 FUEL 100LL

SEAPLANE REMARKS:

AIRPORT MANAGER:
(207) 951-2406

COMMUNICATIONS:
CTAF
122.9

CLEARANCE DELIVERY PHONE:
For CD ctc Bangor Apch at 207-561-2521.
BAR HARBOR

HANCOCK CO–BAR HARBOR (BHB)(KBHB) 8 NW UTC–5(–4DT) N44º26.98´ W68º21.69´
83 B Class I, ARFF Index A NOTAM FILE BHB
RWY 04–22: H5200X100 (ASPH) D–72, 25–91, 2D–100
PCN 40 F/D/X/T HIRL
RWY 04: REIL. VASI(V4L)—GA 3.0º TCH 55´. Trees.
RWY 22: MALSE. VASI(V4L)—GA 3.0º TCH 55´.
RWY 17–35: H3363X75 (ASPH) S–13, 2D–100 1.1% up N
RWY 17: Thld dsplcd 684´. Tree.
RWY 35: Thld dsplcd 111´.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 04: TORA–5200 TODA–5200 ASDA–5200 LDA–5200

SERVICE: S4 FUEL 100LL, JET A OX 3, 4 LGT ACTIVATE MALSF Rwy 22, REIL Rwy 04 and Rwy 22, HIRL Rwy 04–22—122.7.

AIRPORT REMARKS: Attended Oct–Apr 1300–2300Z‡, May–Sep 1200–0200Z‡. Grass areas UNAVBL for ACFT OPS. Seaplane ramp unavbl for acft ops exc PPR 207–667–7329. Rwy conds may not be current and/or avbl on weekends, hols, and 2100–1230Z‡ Mon–Fri. Birds on and inv of arpt. Glider ops on and inv of arpt. Rwy 04–22 due to hump at midpoint, opposite ends of rwy not visible at gnd level. Rwy 17–35 not avbl for takeoffs and ldgs for air carriers with 10 or more passenger seats. PPR for overweight ldgs ctc arpt manager 207–667–7329. Twy B clsd to all act greater than 10,000 lbs. Twy F and Twy G clsd Dec 1–Mar 31 annually. During VFR conditions when wind speed is less than 5 kts as reported by AWOS or UNICOM, all acft using Rwy 04–22 are requested to tkof and land on Rwy 22 for noise abatement proc.

AIRPORT MANAGER: 207-667-7329

WEATHER DATA SOURCES: AWOS–3PT
WEATHER DATA SOURCES: AWOS–AV

COMMUNICATIONS: CTAF/UNICOM 122.975 (207) 930–7071.

COMMUNICATIONS: CTAF/UNICOM 122.975 (207) 930–7071.

AIRSPACE: CLASS E
COMM/NAV/WEATHER REMARKS: AWOS avbl via CTAF–2 clicks or call (207) 930–7071 or go to www.digiwx–bst.com.

Belfast Muni (BST)(KBST) 1 SW UTC–5(–4DT) N44º24.56´ W69º00.71´
198 B NOTAM FILE BGR
RWY 15–33: H4000X100 (ASPH) S–30 MIRL 1.0% up NW
RWY 15: REIL.
RWY 33: REIL.

SERVICE: S2 LGT ACTIVATE REIL Rwy 15 and Rwy 33 and MIRL Rwy 15–33—CTAF.


AIRPORT MANAGER: 603-970-1947

WEATHER DATA SOURCES: AWOS–AV
WEATHER DATA SOURCES: AWOS–AV

COMMUNICATIONS: CTAF/UNICOM 122.975 (207) 930–7071.

COMMUNICATIONS: CTAF/UNICOM 122.975 (207) 930–7071.
BETHEL RGNL (0B1) 2 NW UTC–5(–4DT) N44°25.51´ W70°48.60´
674 B NOTAM FILE BGR
RWY 14–32: H3818X75 (ASPH) MIRL 0.5% up NW
RWY 32: REIL.
SERVICE: FUEL 100LL LGT Lgtd windsock and apron lghts on continuously at night. ACTIVATE REIL 32; MIRL Rwy 14–32—CTAF.
AIRPORT MANAGER: 207-824-2669
WEATHER DATA SOURCES: AWOS–AV
122.9 (207) 512–2516. Actvt AWOS–av via phone or 122.9. Wnd/cig/t/dp unreliable.
COMMUNICATIONS: CTAF/UNICOM 123.0
PORTLAND APP/DEP CON 119.75 (1045–0500Z‡)
BOSTON CENTER APP/DEP CON 128.2 (0500–1045Z‡)
CLEARANCE DELIVERY PHONE: For CD ctc Portland Apch at 207-874-7320, when Apch clsd ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BML.
BERLIN (H) DME 116.55 BML Chan 112(Y) N44º38.01´ W71º11.17´ 128º 20.4 NM to fld. 1730/0E.
COMM/NAV/WEATHER REMARKS: ACTIVATE AWOS–AV via phone (207–512–2516) or key CTAF 3 times.

BIDDEFORD MUNI (B19) 2 S UTC–5(–4DT) N43º27.85´ W70º28.34´
157 B TPA—995(B38) NOTAM FILE BGR
RWY 06–24: H3000X75 (ASPH) S–25 MIRL 0.3% up NE
RWY 06: REIL. VASI(V4L)—GA 3.75º TCH 33´.
RWY 24: Brush.
SERVICE: FUEL 100LL LGT VASI Rwy 06 oprs 24 hrs. ACTIVATE MIRL Rwy 06–24 and REIL Rwy 06—CTAF.
AIRPORT MANAGER: 207-282-1893
COMMUNICATIONS: CTAF/UNICOM 123.0
PORTLAND APP/DEP CON 119.75 (1045–0500Z‡)
BOSTON CENTER APP/DEP CON 128.2 (0500–1045Z‡)
CLNC DEL 126.05
CLEARANCE DELIVERY PHONE: For CD when Portland Apch clsd, ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.
KENNEBUNK (H) VOR/DME 117.1 ENE Chan 118 N43º25.54´ W70º36.81´ 086º 6.6 NM to fld. 192/17W.
DME unusable:
030º–184º byd 25 NM b/o 2,000’
185º–230º byd 25 NM b/o 2,500’
268º–278º byd 30 NM b/o 4,600’

BOWDOINHAM MERRYMEETING FLD (08B) 1 SE UTC–5(–4DT) N44º00.00´ W69º53.23´
61 NOTAM FILE BGR
RWY 14–32: 1935X100 (TURF)
RWY 32: Thld dsplcd 143´. Trees.
AIRPORT REMARKS: Attended irregularly. Call for rwy conditions prior to ldg. Wildlife on or inv of arpt. Winter ops (Nov 1–May 1) skis only, rwy not plowed. Rwy 14 has +15´ roadway 95´ rgt and +15´ building 125´ left at thld. No line of sight between rwy ends.
AIRPORT MANAGER: 781-864-7011
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Portland Apch at 207-874-7320, ctc Boston ARTCC at 603-879-6859.
MAINE 61

BOWMAN FLD  (See LIVERMORE FALLS on page 71)

BRADFORD CAMPS SPB  (See ASHLAND on page 56)

BRANDY POND SPB  (See NAPLES on page 73)

BREWER  (Q2B)  2 S  UTC–5(–4DT)  N44º45.83´ W68º46.07´
125 TPA—725(600)  NOTAM FILE BGR
RWY 01–19: 1730X30 (TURF)  0.3% up N
RWY 01: Brush. Rgt tcf.
RWY 19: Trees.
SERVICE: S2
AIRPORT REMARKS: Unattended. +25´ power line 460´ N of Rwy 19 end. Rwy 01–19 +35´ trees and brush 30´ to 125´ from centerline along east side. Rwy 19 +25´ house 80´ from thld, 50´ rgt of centerline. Wildlife on or inv of arpt. Public golf course at EOR 01. During winter ski only ops. Make all apch/deps to east of arpt. Rwy 01–19 cntr 50 ft mowed.
AIRPORT MANAGER: 207-299-4086
COMMUNICATIONS: CTAF
122.9 CLNC DEL
125.3 (Bangor APP CON)
CLEARANCE DELIVERY PHONE: For CD ctc Bangor Apch at 207-561-2521.

BRUNSWICK EXECUTIVE  (BXM)(KBXM)  2 SE  UTC–5(–4DT)  N43º53.54´ W69º56.33´
75 B  NOTAM FILE BGR
RWY 01L–19R: H8000X200 (ASPH–CONC)  HIRL
RWY 01L: PAPI(P4L)—GA 3.0º TCH 50´. Rgt tcf.
RWY 19R: PAPI(P4L)—GA 3.0º TCH 52´.
RWY 01R–19L: H8000X200 (ASPH–CONC)  HIRL
RWY 01R: MALSR. PAPI(P4L)—GA 3.0º TCH 51´. Rgt tcf.
RWY 19L: REIL. PAPI(P4L)—GA 3.0º TCH 53´.
SERVICE: S4
FUEL 100LL, JET A+. OK 1, 2, 3, 4 LGT ACTIVATE MALSR Rwy 01R, REIL Rwy 19L, PAPI Rwy 01R and Rwy 19L, HIRL Rwy 01R–19L—CTAF.
AIRPORT MANAGER: 207-406-2081
WEATHER DATA SOURCES: AWOS–AV
134.875 (207) 409–1747. Frequency: 2 clicks to actvt.
COMMUNICATIONS: CTAF/UNICOM
122.725
PORTLAND APP/DEP CON
119.75 (112º–292º) 120.4 (293º–211º) 1045–0500Z‡
BOSTON CENTER APP/DEP CON
128.2 (112º–292º) 124.25 (293º–211º) 0500–1045Z‡
CLEARANCE DELIVERY PHONE: For CD ctc Portland Apch at 207-874-7320, when Apch clsd ctc Boston ARTCC at 603-879-6859.
AIRSPACE: CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE AUG.
AUGUSTA (L) VOR/DME
114.95 AUG  Chan 96(Y) N44º19.20´ W69º47.79´ 212º 26.4 NM to fld. 349/18W.
VOR unusable:
005º–015º byd 10 NM blo 7,000´
075º–089º byd 25 NM blo 3,000´
090º–115º byd 15 NM
116º–189º byd 25 NM blo 3,000´
190º–205º byd 10 NM blo 5,000´
206º–220º byd 25 NM blo 3,000´
DME unusable:
010º–070º byd 25 NM blo 7,000´
071º–143º byd 25 NM blo 3,000´
144º–154º byd 25 NM blo 7,000´
155º–189º byd 25 NM blo 3,000´
190º–205º byd 10 NM blo 5,000´
206º–220º byd 25 NM blo 3,000´
221º–285º byd 15 NM blo 6,000.
ILS/DME
109.3 I–BXM  Chan 30  Rwy 01R. Class IT. ILS Rwy 01R unmonitored btn 0300–1100Z‡.

BUCKHORN CAMPS SPB  (See NORCROSS(MILLINOCKET) on page 73)

BUCKS HARBOR  N44º37.68´ W67º23.70´  NOTAM FILE BGR.
RC0 122.5 (BANGOR RADIO)

BURNHAM  N44º41.86´ W69º21.52´  NOTAM FILE BGR.
NDB (MHW) 348 BUP 009º 4.3 NM to Pittsfield Muni. 195/18W.
NDB unusable:
Byd 20 NM

NE, 5 NOV 2020 to 31 DEC 2020
CARIBOU MUNI (CAR)(KCAR) 1 NW UTC–5(–4DT) N46º52.30´ W68º01.09´

620 B TPA—See Remarks AOE NOTAM FILE CAR

RWY 01–19: H4003X100 (ASPH) S–30 MIRL

RWY 01: Ground.

RWY 11–29: H3016X75 (ASPH) S–30 MIRL

RWY 29: Thld dspclcd 398´, Bldg.

SERVICE: FUEL 100LL LGT ACTIVATE MIRL Rwys 01–19 and 11–29—CTAF.

AIRPORT REMARKS: Unattended. 24 hr fuel avbl with credit card. TPA 800´ AGL light actf, 1000´ AGL multi and large single engine actf. Rwys power pole and trees approximately 950´ from thld across apch. Rwys obstruction lghts along both sides of primary sfc and tree line. Flight Notification Service (ADCUS) available.

AIRPORT MANAGER: 207-493-3324

WEATHER DATA SOURCES: ASOS 135.125 (207) 496–3153.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.3 (BANGOR RADIO)

BOSTON CENTER APP/DEP CON 124.75 CLNC DEL 124.75 (Boston Center)

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Boston ARTCC at 603-879-6859.

RADIO AIDS TO NAVIGATION: NOTAM FILE PQI.

PRESQUE ISLE (H) VOR/DME 116.4 PQI Chan 111 N46º46.45´ W68º05.67´ 049º 6.6 NM to fld. 592/21W. DME portion unusable: 180º–200º byd 30 NM blo 3,400´

CARRABASSETT

SUGARLOAF RGNL (B21) 1 N UTC–5(–4DT) N45º05.13´ W70º12.99´

885 TPA—2885(2000) NOTAM FILE BGR

RWY 17–35: H2900X75 (ASPH) S–12 0.8% up N

RWY 17: Road.

RWY 35: Bldg.

SERVICE: FUEL 100LL, MOGAS


AIRPORT MANAGER: 207-235-2646

COMMUNICATIONS: CTAF/UNICOM 122.8

BOSTON CENTER APP/DEP CON 120.25 124.25 CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

RADIO AIDS TO NAVIGATION: NOTAM FILE AUG.

AUGUSTA (L) VOR/DME 114.95 AUG Chan 96(Y) N44º19.20´ W69º47.79´ 357º 49.3 NM to fld. 349/18W. VOR unusable:

005º–015º byd 10 NM blo 7,000´
075º–089º byd 25 NM blo 3,000´
090º–115º byd 15 NM
116º–189º byd 25 NM blo 3,000´
190º–205º byd 10 NM blo 5,000´
206º–220º byd 25 NM blo 3,000´

DME unusable:

010º–070º byd 25 NM blo 7,000´
071º–143º byd 25 NM blo 3,000´
144º–154º byd 25 NM blo 7,000´
155º–189º byd 25 NM blo 3,000´
190º–205º byd 10 NM blo 5,000´
206º–220º byd 25 NM blo 3,000´
221º–285º byd 15 NM blo 6,000´

CENTRAL MAINE ARPT OF NORRIDGEWOCK (See NORRIDGEWOCK on page 74)

CHARLES A CHASE JR MEM FLD (See DOVER/FOXCROFT on page 64)
MAINE

CHESUNCOOK

CHESUNCOOK LAKE HOUSE SPB (1ME) 0 N UTC–5(–4DT) N46º03.65´ W69º24.57´

WATERWAY ALL–WAY: 15000X1100 (WATER)


AIRPORT MANAGER: 207-745-5330

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

NUGENT CHAMBERLAIN LAKE SPB (39B) 11 NE UTC–5(–4DT) N46º12.15´ W69º14.42´

WATERWAY 13W–31W: 15000X1100 (WATER)


AIRPORT MANAGER: 207-944-5991

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

CURRIER’S SPB (See GREENVILLE JUNCTION on page 67)

CUTLER RGNL (ME2) 2 W UTC–5(–4DT) N44º40.80´ W67º15.86´

RWY 09–27: 2950X40 (GRVL)

RWY 09: P-line.

RWY 27: Tree. Rgt tfc.


AIRPORT MANAGER: (207) 259-4484

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

DEBLOIS FLIGHT STRIP (43B) 2 SE UTC–5(–4DT) N44º43.61´ W67º59.48´

RWY 15–33: H4500X75 (ASPH) S–84, D–200, 2D–400

AIRPORT REMARKS: Unattended. Clsd during winter months exc to ski acct. Pavement drops–off at thlds of Rwy 15 and Rwy 33 in excess of 5º. Rwy could have gravel tracked onto sfc by vehicular traffic. Men and equipment could be near or on rwy sfc during summer months. Dalgt use only. Rwy 15 and Rwy 33 nrs and cntrln faded.

AIRPORT MANAGER: (207) 941-4502

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

DEWITT FLD, OLD TOWN MUNI (See OLD TOWN on page 75)

NE, 5 NOV 2020 to 31 DEC 2020
Dexter RGNL  (1BØ)  3 E  UTC–5(–4DT)  N45°00.27’ W69°14.25’
533  B  NOTAM FILE BGR
RWY 16–34:  H3008X75 (ASPH)  S–30  MIRL
RWY 16:  Tree.
RWY 34:  Trees.
RWY 07–25:  1249X120 (TURF)  0.6% up W
RWY 07:  Trees.
RWY 25:  Trees.

Service:  Fuel  100LL, MOGAS  LGT
Activate MIRL Rwy 16–34—CTAF.

Airport remarks:  Unattended. 24 hr fuel with major credit card, no ethanol in MOGAS. Wildlife on or inوف arpt.

Airport manager:  (207) 270-0239

Communications:  CTAF/UNICOM 122.8

BANGOR APP/DEP CON 118.925

Clearance delivery phone:  For CD ctc Boston ARTCC at 603-879-6859.

Radio aids to navigation:  NOTAM FILE BGR.

BANGOR (H) VORTACW 114.8 BGR Chan 95 N44º50.51’ W68º52.44’ 321º 18.3 NM to fld. 360/19W.

DIXFIELD

Swans FLD  (3S2)  3 SE  UTC–5(–4DT)  N44°30.85’ W70°24.41’
418  B  NOTAM FILE BGR
RWY 12–30:  1808X40 (TURF)
RWY 12:  Trees.
RWY 30:  Trees.


Airport manager:  (207) 491-5025

Communications:  CTAF

Clearance delivery phone:  For CD ctc Portland Apch at 207-874-7320, when Apch clsd ctc Boston ARTCC at 603-879-6859.

DOVER/FOXcroft

Charles A Chase Jr Mem Fld  (44B)  1 SW  UTC–5(–4DT)  N45°10.65’ W69°14.68’
520  B NOTAM FILE BGR
RWY 09–27:  2926X75 (TURF)  1.3% up E
RWY 09:  Trees.
RWY 27:  Trees.


Airport manager:  207-279-0156

Communications:  CTAF

Clearance delivery phone:  For CD ctc Boston ARTCC at 603-879-6859.

DUNNS  N44°24.66’ W69°51.64’  NOTAM FILE AUG.

NB (LOMW) 366  AU  171º 6.1 NM to Augusta State. 238/18W.

East WInthrop

Lakeside Marina SPB  (Ø3M)  4 E  UTC–5(–4DT)  N44°18.91’ W69°53.22’
165  B NOTAM FILE BGR

Waterway 02W–20W:  3800X200 (WATER)
Sea plane remarks:  Attended 1300–0300Z‡. Daytime use only. For fuel check at motel. Rwy 02W end east of lighthouse, Rwy 20W east end of south tip Hershey Island.

Airport manager:  207-395-6741

Communications:  CTAF

Clearance delivery phone:  For CD ctc Portland Apch at 207-874-7320, when Apch clsd ctc Boston ARTCC at 603-879-6859.
EASTPORT MUNI  
(EPM)(KEPM)  
1 W  
UTC–5(–4DT)  
N44°54.61’ W67°00.76’  
HALIFAX  
L–32I  
RWY 15–33:  
H4002X75 (ASPH) S–30 MIRL 0.3% up SE  
RWY 15:  
REIL. Tree.  
RWY 33:  
REIL. PAPI(P2L)—GA 3.28º TCH 44´.  
SERVICE:  
S4  
FUEL  
100LL, JET A  
LGT  
Bcn OTS indef. Rwy 33 REIL right side fixture opr only. ACTIVATE REIL Rwy 15, Rwy 33, PAPI Rwy 33, MIRL Rwy 15–33—CTAF.  
AIRPORT REMARKS:  
Unattended. 24 hr self-svc fuel avbl with credit card.  
Deer and birds on and inof rwy. 40˚ to 50˚ obstruction lights on poles 250˚ right of centerline near Rwy 15 end and apch area. Request customs at 207–853–4313.  
AIRPORT MANAGER: 207-853-6060  
COMMUNICATIONS:  
CTAF/UNICOM 122.8  
BOSTON CENTER APP/DEP CON 124.25  
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.  
RADIO AIDS TO NAVIGATION:  
NOTAM FILE BGR.  
PRINCETON (L) DME 114.3 PNN Chan 90 N45º19.75´ W67º42.25´ 130º 38.7 NM to fld. 398/0E.  
DME unusable:  
300˚–330˚ byd 25 NM blo 4,500˚  
COMMUNICATIONS:  
CTAF 122.9  
BOSTON APP/DEP CON 125.05  
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5551.  
RADIO AIDS TO NAVIGATION:  
NOTAM FILE PSM.  
PEASE (L) VOR/W/DM 116.5 PSM Chan 112 N43º05.07´ W70º49.92´ 052° 4.4 NM to fld. 108/16W.  
DME unusable:  
029°–071° byd 35 NM blo 2,500˚  
080°–085° byd 35 NM blo 2,500˚  
115°–120° byd 37 NM blo 2,500˚  
190°–205° byd 35 NM blo 2,500˚  
225°–240° byd 25 NM blo 2,500˚  
VOR unusable:  
010°–019° byd 30 NM blo 6,000˚  
080°–085° byd 35 NM blo 2,500˚  
ROLLINS NDB (MHW) 260 ESG N43º13.21´ W70º49.70´ 168° 5.2 NM to fld. 72/16W.  
NDB unusable:  
Byd 10 NM
FRENCHVILLE
NORTHERN AROOSTOOK RGNL (FVE)(KFVE) 3 E UTC–5(–4DT) N47°17.13´ W68°18.76´
987  B  LRA  NOTAM FILE FVE
RWY 14–32: H4600X75 (ASPH) S–25  MIRL
  RWY 14: REIL. Tree.
  RWY 32: REIL. PAPI(P4L)—GA 3.0º TCH 40´.
SERVICE: FUEL  100LL, JET A  LGT ACTIVATE REIL Rwy 14 and 32,
PAPI Rwy 32, and MIRL Rwy 14–32—CTAF
AIRPORT REMARKS: Attended Mon–Fri 1330–2200Z‡, Sat and Sun
1500–2100Z‡. For fuel after hrs call arpt manager 207–436–1379.
  Wildlife on or inv of arpt. Ldg fee.
AIRPORT MANAGER: 207-543-6300
WEATHER DATA SOURCES: ASOS 135.725 (207) 543–7456.
COMMUNICATIONS: CTAF/UNICOM 122.7
BOSTON CENTER APP/DEP CON 124.75
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE PQI.
  PRESQUE ISLE (H) VORW/DME 116.4  PQI Chan 111 N46º46.45´
  W68º05.67´ 005º 32.0 NM to fld. 592/21W.
  DME portion unusable:
    180º–200º byd 30 NM blo 3,400´

FRYEBURG
EASTERN SLOPES RGNL (IZG)(KIZG) 3 SE UTC–5(–4DT) N43º59.47´ W70º56.87´
455  B  NOTAM FILE IZG
RWY 14–32: H4200X75 (ASPH) S–30  MIRL 0.8% up NW
  RWY 14–32: REIL. VASI(V2L)—GA 3.0º TCH 17´. Trees.
SERVICE: S4  FUEL  100LL, JET A+  LGT ACTIVATE MIRL Rwy
14–32—CTAF.
AIRPORT REMARKS: Attended 1300–2200Z‡. 24 hr credit card fuel: For
100LL, call-out fee, for Jet A after hrs 207–935–4711 (FBO). Birds
and deer on and inv of arpt. Ldg hills in apch to Rwy 14, 4500´ north,
7000´ southwest, 10000´ northwest. Cold temperature airport.
  Altitude correction required at or below –29C.
AIRPORT MANAGER: 207-890-7636
WEATHER DATA SOURCES: ASOS 135.775 (207) 935–2882.
COMMUNICATIONS: CTAF/UNICOM 122.8
FRYEBURG RCO 122.55 (BANGOR RADIO)
PORTLAND APP/DEP CON 119.75 (1045–0500Z‡)
BOSTON CENTER APP/DEP CON 128.2 (0500–1045Z‡)
CLNC DEL 122.55 (Bangor RADIO)
CLEARANCE DELIVERY PHONE: For CD ctc Portland Apch at 207-874-7320,
  when Apch clsd ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.
  KENNEBUNK (H) VORW/DME 117.1  ENE  Chan 118 N43º25.54´
  W70º36.81´ 354º 36.9 NM to fld. 192/17W.
  DME unusable:
    030º–184º byd 25 NM blo 2,000´
    185º–230º byd 25 NM blo 2,500´
    268º–278º byd 30 NM blo 4,600´

GILLESPIE FLD (See MEDDYBEMPS on page 72)
GREATON AIRFIELD (See Saco on page 80)
GREENVILLE

GREENVILLE SPB (52B) 0 N UTC–5(–4DT) N45°28.48´ W69°36.23´
1028 NOTAM FILE BGR
WATERWAY 14W–32W: 6000X1200 (WATER)
WATERWAY 18W–36W: 5000X1000 (WATER)
SEAPLANE REMARKS: Unattended.
AIRPORT MANAGER: (207) 299-4522
COMMUNICATIONS: CTAF 122.9
BOSTON CENTER APP/DEP CON 120.25
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE MLT.
MILLINOCKET (H) VOR/DME 117.9 MLT Chan 126 N45°35.20´ W68°30.93´ 282° 46.4 NM to fld. 553/20W.
DME unusable:
330°–350° byd 35 NM bly 6,000´
VOR portion unusable:
330°–340° byd 35 NM bly 6,000´

GREENVILLE MUNI (3B1) 2 E UTC–5(–4DT) N45°27.77´ W69°33.10´
1402 B NOTAM FILE BGR
RWY 14–32: H4000X75 (ASPH) S–12.5 MIRL 0.3% up NW
RWY 14: RELI. PAPI(P4R)–GA 3.0º TCH 40´.
RWY 32: PAPI(P4L)–GA 3.1º TCH 40´. Trees.
RWY 03–21: H3001X75 (ASPH) S–12.5 0.9% up NE
RWY 03: Ground.
RWY 21: Tree.
AIRPORT REMARKS: Attended 1300–2200Z. 24 hr fuel avbl with major credit card. Moose, deer and other wildlife on or inof arpt. Cold temperature airport. Altitude correction required at or below –18C.
AIRPORT MANAGER: 207-695-2421
WEATHER DATA SOURCES: AWOS–A 122.8 (207) 695–2581. Altim relayed through unicom on request.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.3 (BANGOR RADIO)
④ BOSTON CENTER APP/DEP CON 120.25 CLNC DEL 122.3 (Bangor RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE MLT.
MILLINOCKET (H) VOR/DME 117.9 MLT Chan 126 N45°35.20´ W68°30.93´ 281° 44.3 NM to fld. 553/20W.
DME unusable:
330°–350° byd 35 NM bly 6,000´
VOR portion unusable:
330°–340° byd 35 NM bly 6,000´

GREENVILLE JUNCTION

CURRIER’S SPB (21M) 0 N UTC–5(–4DT) N45°28.70´ W69°37.16´
1029 NOTAM FILE BGR
WATERWAY 18W–36W: 10000X3000 (WATER)
WATERWAY 36W: Rgt tlc.
SEAPLANE REMARKS: Attended May–Oct daigt hrs. Nov–Apr unattended. SPB may be unusable from mid–Nov to mid–May due to fall ice formation, spring ice break-up and other adverse conditions. Actf may rqr skis during winter months due to frozen sfc conditions. For SPB conditions call 207-695–2778. 150° radio twr 200´ W of sealane and 150` radio twr 1000´ SW of sealane. Be alert for recreational boats during summer months and snowmobiles during winter months. Be alert, nearby Greenville SPB (1.1 mile east) and Greenville Muni (3.3 mile east) utilize 122.8 for UNICOM/CTAF.
AIRPORT MANAGER: 207-695-2778
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

GRiffin FLD (See LEVANT on page 69)

HANcock CO–BAR HarBOUR (See BAR HarBOUR on page 59)

NE, 5 NOV 2020 to 31 DEC 2020
HOUTON INTL  (HUL/KHUL)  2 E  UTC–5(–4DT)  N46º07.48´ W67º47.54´  
489 B AOE LRA NOTAM FILE HUL  
RWY 05–23:  H5015X100 (ASPH)  S–30, D–57  MIRL  
RWY 05:  REIL. PAPI(P4L)—GA 3.0º TCH 43´. Tree.  
RWY 23:  REIL. Tree.  
RWY 01–19:  H2700X60 (ASPH)  
RWY 19:  Tree.  
SERVICE:  S4  FUEL  100LL, JET A  LGT  ACTIVATE REIL Rwy 05 and Rwy 23; PAPI Rwy 05; MIRL Rwy 05–23—CTAF.  
AIRPORT MANAGER:  (207) 532-1325  
WEATHER DATA SOURCES:  ASOS 132.025 (207) 532–1584.  
COMMUNICATIONS:  CTAF/UNICOM 122.8  
©  BOSTON CENTER APP/DEP CON 120.25  
CLEARANCE DELIVERY PHONE:  For CD if una to ctc on FSS freq, ctc Boston ARTCC at 603-879-6859.  
AIRSPACE:  CLASS E  
RADIO AIDS TO NAVIGATION:  NOTAM FILE HUL.  
(H) VOR/DME 116.1  HUL Chan 10B  N46º02.37´ W67º50.05´ 040º 5.4 NM to fld. 862/21W.  
VOR unusable:  175º–190º byd 20 NM blo 6,000´  

ISLESBORO  (57B)  1 W  UTC–5(–4DT)  N44º18.15´ W68º54.64´  
88  NOTAM FILE BGR  
RWY 01–19:  H2400X50 (ASPH)  0.7% up N  
RWY 01:  Thld dsplcd 250´. Trees.  
RWY 19:  Road.  
AIRPORT REMARKS:  Unattended. Arpt clsd nghts, daytime use only. Deer on and inflf arpt. No touch and go ops. Ns abtmt maintain rwy heading to 1000´ AGL. Helipad northwest corner of ramp.  
AIRPORT MANAGER:  207-734-2253  
©  BANGOR APP/DEP CON 118.925  
CLEARANCE DELIVERY PHONE:  For CD ctc Bangor Apch at 207-561-2521.  
••••••••••••••••••  
HELIPAD H1:  H40X40 (ASPH)  

JACKMAN  
MOOSE RIVER SPB  (60B)  0 W  UTC–5(–4DT)  N45º38.00´ W70º15.97´  
1157 LRA NOTAM FILE BGR  
WATERWAY 08W–27W:  5500X200 (WATER)  
WATERWAY 01N–19W:  4000X4000 (WATER)  
SEAPLANE REMARKS:  Unattended. For attendant call 207–668–7777 or 207–356–8794 (cell) or 207–399–2503. Taxi past dock, make left-hand turn–a–round in river at wide area and be aware of boat canopies. No wake rule in effect on river. Flight Notification Service (ADCUS) avbl.  
AIRPORT MANAGER:  (207) 356-8794  
COMMUNICATIONS:  CTAF 122.9  
CLEARANCE DELIVERY PHONE:  For CD ctc Boston ARTCC at 603-879-6859.  

NE, 5 NOV 2020 to 31 DEC 2020
NEWTON FLD  (59B)  1 W  UTC–5(–4DT)  N45°37.97´ W70°14.93´
1178  B  LRA  NOTAM FILE BGR
RWY 13–31: H2898X60 (ASPH)  MIRL
RWY 13:  Tree.
RWY 31:  REIL.
SERVICE:  FUEL  100LL  LGT  ACTIVATE REIL Rwy 31 and MIRL Rwy
13–31 —CTAF.
AIRPORT REMARKS:  Unattended. Fuel avbl 24 hrs with major credit card.
Geese, deer and moose on and invof arpt. Flight Notification Service
(ADCUS) available. Cold temperature airport. Altitude correction
required at or below –21C.
AIRPORT MANAGER:  207-668-2111
WEATHER DATA SOURCES:  AWOS–3 122.9.
COMMUNICATIONS:  CTAF 122.9
® BOSTON CENTER APP/DEP CON 120.25
CLEARANCE DELIVERY PHONE:  For CD ctc Boston ARTCC at 603-879-6859.
COMM/NAV/WEATHER REMARKS:  Monitor UNICOM frequency 122.9 within
vicinity of arpt.

KENNEBUNK  N43°25.54´ W70°36.81´  NOTAM FILE BGR.
(H) VOR/DME 117.1  ENE  Chan 118  262° 4.6 NM to Sanford Seacoast Rgnl. 192/17W.
030°–184°  byd 25 NM  blo 2,000´
185°–230°  byd 25 NM  blo 2,500´
268°–278°  byd 30 NM  blo 4,600´

LEVANT  GRIFFIN FLD  (PG1)  2 E  UTC–5(–4DT)  N44°52.06´ W68°58.63´
200  NOTAM FILE BGR
RWY 11–29:  2440X175  (TURF)
RWY 11:  P–line.
RWY 29:  Trees.
RWY 04–22:  1800X60 (TURF)  LIRL (NSTD)
RWY 04:  Trees.
RWY 22:  Trees.
SERVICE:  FUEL  MOGAS  LGT  ACTIVATE NSTD LIRL Rwy 04–22 —CTAF. Rwy 04–22 NSTD LIRL 300´ between lgts, single
green thld lgt on each side of thld.
AIRPORT REMARKS:  Unattended. Phone 207–884–8283. Deer on and invof arpt. Windsock mounted on top of swing set,
additional windsock near midpoint of Rwy 04–22. Rwy 04 additional 500´ clear area byd thld at northeast end. Rwy
22–additional 160´ clear area beyond thld lights at SW end. Rwy 11 preferred rwy for take off under calm wind cond.
Rwy 04 clearance slope to lights 5:1 due to 58´ trees 315´ from end of rwy, 135´ left of centerline.
AIRPORT MANAGER:  (207) 951-2281
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Bangor Apch at 207-561-2521.
LIMINGTON–HARMON  (63B)  3 N UTC–5(–4DT)  N43°45.78´ W70°40.35´  

NOTAM FILE BGR  

RWY 11–29: H2973X50 (ASPH)  LIRL(NSTD)  0.4% up W  
RWY 11: Trees.  
RWY 29: Trees.  

SERVICE: FUEL  100LL  LGT  ACTIVATE LIRL Rwy 11–29 5 clicks—CTAF.  

AIRPORT REMARKS: Unattended. 24 hr self-serve fuel with major credit card. 
Wildlife on or invof arpt. Rwy 11–29 NSTD LIRL. Rwy 29 has 1 thld lg 175´ from thld. Rwy 11 has 2 thld lg 320´ from thld. Rwy lgts spaced at 400´, many lgts missing. Rwy 11 marked as basic. Numbers dsplcd 145´ from thld. Rwy 29 marked as basic. Numbers dsplcd 167´ from thld.  

AIRPORT MANAGER: (207) 318-4427  

COMMUNICATIONS: CTAF/UNICOM 122.7  

APP/DEP CON 119.75  

CLEARANCE DELIVERY PHONE: For CD ctc Portland Apch at 207-874-7320, when Apcb clsd ctc Boston ARTCC at 603-879-6859.  

RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.  

KENNEBUNK (H) VOR/DME 117.1 ENE Chan 118  N43°25.54´ W70°36.81´ 010º 20.4 NM to fld. 192/17W.  

DME unusable:  
030º–184º byd 25 NM blo 2,000´  
185º–230º byd 25 NM blo 2,500´  
268º–278º byd 30 NM blo 4,600´  

LINCOLN RGNL  (LRG) (KLRG)  2 SW UTC–5(–4DT)  N45°21.73´ W68°32.08´  

NOTAM FILE BGR  

RWY 17–35: H2804X75 (ASPH)  S–25 MIRL  0.4% up S  
RWY 17: Trees.  
RWY 35: Trees.  

SERVICE: FUEL  100LL  LGT  ACTIVATE MIRL Rwy 17–35—CTAF.  

AIRPORT REMARKS: Unattended. 24 hr fuel with major credit card. Wildlife on or invof arpt. Cold temperature rstd arpt. Altitude correction required at or blo –31C/–24F.  

AIRPORT MANAGER: 207-794-3372  

COMMUNICATIONS: CTAF/UNICOM 122.8  

APP/DEP CON 124.25  

CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.  

RADIO AIDS TO NAVIGATION: NOTAM FILE MLT.  

MILLINOCKET (H) VOR/DME 117.9 MLT Chan 126  N45°35.20´ W68°30.93´ 203º 13.5 NM to fld. 553/20W.  

DME unusable:  
330º–350º byd 35 NM blo 6,000´  
VOR portion unusable:  
330º–340º byd 35 NM blo 6,000´  

WATERWAY 06W–24W: 2400X100 (WATER)  
WATERWAY 06N: P-line.  
WATERWAY 24W: Trees.  

SEAPLANE REMARKS: Rwy 06W–24W follow buoys under bridge during low water in summer.  

LITTLEBROOK AIR PARK  (See ELIOT on page 65)  

NEW YORK  L–32H  

NE, 5 NOV 2020 to 31 DEC 2020
LIVERMORE FALLS

BOWMAN FLD  (B10)  4 SE  UTC–5(–4DT)  N44°24.60´ W70°08.77´
324  TP—1674(1350)  NOTAM FILE BGR
RWY 02–20: 2201X120 (TURF)  0.3% up N
RWY 02:  Tree.
RWY 20:  Tree.
AIRPORT REMARKS:  Unattended. Rwy not plowed in winter, no ngt ops except in emerg. Rwy 02–20 soft in places after rain, call arpt manager for conditions. Rwy 02–20 190´X200´ clear area byd thld to the northeast. Rwy 02–20 800´X160´ clear area byd thld to Rwy 02 (southwest). Rwy 02 +40–70´ trees first 800´ from thld both sides. Rwy 02 end marked with yellow barrels at thlds, white 2´ x 2´ markers along sides. Rwy 20 end marked with yellow at thld and white 2´ x 2´ markers along sides.
AIRPORT MANAGER:  207-897-5104
COMMUNICATIONS:  CTAF
CLEARANCE DELIVERY PHONE:  For CD ctc Portland Apch at 207-874-7320, when Apch clsd ctc Boston ARTCC at 603-879-6859.

LONG LAKE SPB  (See SINCLAIR on page 81)

LONG LAKE SPB  (See NAPLES on page 73)

LUBEC MUNI  (65B)  2 W  UTC–5(–4DT)  N44°50.19´ W67°01.62´
85  B  LRA  NOTAM FILE BGR
RWY 08–26: 2024X100 (TURF–GRVL)  LIRL
RWY 08:  Trees.
RWY 26:  Tree.
SERVICE:  LGT ACTVT LIRL Rwy 08–26 and rotating bcn—CTAF.
AIRPORT REMARKS:  Unattended. Deer on and inv of arpt. 24 hour emergency calls to Fire Station 733–4641. Customs on request 207–733–4331.
AIRPORT MANAGER:  207-733-2341
COMMUNICATIONS:  CTAF/UNICOM
CLEARANCE DELIVERY PHONE:  For CD ctc Boston ARTCC at 603-879-6859.

LUCKY LANDING MARINA AND SPB  (See BANGOR on page 58)

MACHIAS VALLEY  (MVM) (KMVM)  1 SW  UTC–5(–4DT)  N44°42.19´ W67°28.72´
96  B  NOTAM FILE BGR
RWY 18–36: H2880X60 (ASPH)  S–12.5  MIRL  0.9% up N
RWY 36:  REIL. Pole.
SERVICE:  LGT ACTVT REIL Rwy 36; MIRL Rwy 18–36—CTAF.
AIRPORT REMARKS:  Unattended. Deer and wildlife on and inv of arpt.
AIRPORT MANAGER:  207-255-6621
WEATHER DATA SOURCES:  AWOS–AV
COMMUNICATIONS:  CTAF/UNICOM
BOSTON CENTER APP/DEP CON 124.25
CLNC DEL 122.5 (Bangor RADIO)
CLEARANCE DELIVERY PHONE:  For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION:  NOTAM FILE BGR.
BANGOR (H) VORTACW 114.8  BGR Chan 95  N44°50.51´ W68°52.44´ 116º 60.2 NM to fld. 360/19W.
MEDDYBEMPS
GILLESPIE FLD (66B) 1 W UTC–5(–4DT) N45°01.78´ W67°21.96´

200 NOTAM FILE BGR
RWY 16–34: 1635X50 (TURF) LIRL(NSTD)
RWY 16: Trees.
RWY 34: Trees.
SERVICE: LGT Rwy 16–34 LIRL NSTD spacing and number; 2–red/green thld lights each end. Call ahead to 312–502–8307 for light activation.
AIRPORT REMARKS: Unattended. Rwy 16–34 temporarily CLOSED and not being monitored. Rwy not plowed winter months.
AIRPORT MANAGER: (312) 502-8307
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

MERRYMEETING FLD (See BOWDOINHAM on page 60)

MILLINOCKET
MILLINOCKET SPB (70B) 7 NW UTC–5(–4DT) N45°43.70´ W68°50.67´

492 NOTAM FILE BGR
WATERWAY ALL–WAY: 4000X500 (WATER)
SERVICE: FUEL 100LL
AIRPORT MANAGER: 207-723-8378
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

MILLINOCKET MUNI (MLT)(KMLT) 1 SE UTC–5(–4DT) N45°38.87´ W68°41.13´

408 B NOTAM FILE MLT Mon Airport
RWY 11: Bldg.
RWY 29: REIL VASI(V4R)—GA 3.0º TCH 51´. Trees.
RWY 16–34: H4000X100 (ASPH) S–30, D–44 0.5% up NW
RWY 16: Trees.
RWY 34: Road.
SERVICE: FUEL 100LL, JET A
LGT ACTIVATE REIL Rwy 29, VASI Rwy 29 and MIRL Rwy 11–29—CTAF.
AIRPORT MANAGER: 207-723-6649
WEATHER DATA SOURCES: ASOS 135.225 (207) 723–8396.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 117.9T 122.6 (BANGOR RADIO)
BOSTON CENTER APP/DEP CON 120.25
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE MLT.
(V) VOR/DME 117.9 MLT Chan 126 N45º35.20´ W68º30.93´ 317º 8.0 NM to fld. 553/20W.
DME unusable:
330º–350ºbyd 35 NM bio 6,000´
VOR portion unusable:
330º–340º byd 35 NM bio 6,000´

MILNOT NDB (H) 344 LNT N45º38.92´ W68º33.02´ 287º 5.7 NM to fld. 277/17W. NDB unmonitored.
NDB unusable:
Byd 15 NM
LOC 108.9 1–MLT Rwy 29.
### Maine

#### Millinocket

- **VOR/DME**: 117.9 MLT Chan 126 317° 8.0 NM to Millinocket Muni. 553/20W.
- **DME unusable:** 330°–350° byd 35 NM blo 6,000’
- **VOR portion unusable:** 330°–340° byd 35 NM blo 6,000’
- **RCO**: 122.1R 117.9T (BANGOR RADIO)
- **RCO**: 122.6 (BANGOR RADIO)

#### Naples

- **Brandy Pond SPB (5ME)**: 1 SE UTC–5(–4DT) N43°57.23’ W70°35.25’
  - **Waterway**: 17W–35W: 7200X600 (WATER)
  - **Service**: 52 FUEL MOGAS
  - **SEAPLANE REMARKS**: Attended May–Oct Mon–Fri 1300–2200Z1, Nov–Apr unattended. Follow channel markers to avoid shallow water, turn west after 3rd marker to dock. Jun–Aug heavy boat traffic on lake.
  - **Airport Manager**: (207) 693-6254
  - **Communications**: CTAF 122.9
  - **Clearance Delivery Phone**: For CD ctc Portland Apch at 207-874-7320, when Apch clsd ctc Boston ARTCC at 603-879-6859.

#### Long Lake SPB

- **Waterway**: 16W–34W: 15000X3960 (WATER)
- **Service**: FUEL 100LL
- **SEAPLANE REMARKS**: Attended Jun–Aug 1400Z1–dusk. Emergency fuel only.
- **Airport Manager**: (207) 838-3548
- **Communications**: CTAF 122.9
- **Clearance Delivery Phone**: For CD ctc Portland Apch at 207-874-7320, when Apch clsd ctc Boston ARTCC at 603-879-6859.
- **Comm/Nav/Weather Remarks**: Monitor CTAF within 5 NM of Naples.

#### Newton FLd

(See JACKMAN on page 69)

#### Norcross (Millinocket)

- **Waterway NW**: 4000X500 (WATER)
- **Waterway NE**: 3000X500 (WATER)
- **SEAPLANE REMARKS**: Unattended. Many shallow rocky areas during low water conditions in middle of lake. Many shallow rocky areas around the docking area. Shallow areas with rocks near island west of the NW/SE sea lane.
- **Airport Manager**: 508-400-6274
- **Communications**: CTAF 122.9
- **Clearance Delivery Phone**: For CD ctc Boston ARTCC at 603-879-6859.
NORRIDGEWOCK

CENTRAL MAINE ARPT OF NORRIDGEWOCK (OWK/KOWK)  W69°51.99’  N44°42.93’
270°  B NOTAM FILE BGR
RWY 15–33: H4000X100 (ASPH) S–30, D–60 MIRL
RWY 15: REIL. PAPI(P2L)—GA 3.0º TCH 43’.
RWY 33: REIL. Trees.
RWY 03–21: H3998X80 (ASPH) S–30, D–60
RWY 03: Trees.
RWY 21: Trees.
SERVICE: S4 FUEL 100LL, MOGAS  LGT ACTIVATE REIL Rwy 15 and Rwy 33. PAPI Rwy 15, MIRL Rwy 15–33—CTAF.
AIRPORT REMARKS: Attended Mon, Thu, Sat 1200–2000Z‡. Unattended Sun, Tue, Wed, Fri. 24 hr fuel avbl with major credit card. Birds and deer on and invof arpt. Rwy 21 has 30’ dropoff 100’ from end of rwy.
Rwy 03–21 markings faded, cntrl missing.
AIRPORT MANAGER: 207-634-2252
WEATHER DATA SOURCES: AWOS–AV 122.8.
COMMUNICATIONS: CTAF/UNICOM 122.8
PORTLAND APP/DEP CON 128.35 (1045–0500Z‡)
BOSTON CENTER APP/DEP CON 128.2 (112°–292°) 124.25 (293°–111°) (0500–1045Z‡)
CLEARANCE DELIVERY PHONE: For CD ctc Portland Apch at 207-874-7320. when Portland Apch clsd, ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE AUG.
AUGUSTA (L) VOR/DME 114.95  AUG Chan 96(Y) N44°19.20’ W69°47.79’ 011° 23.9 NM to fld. 349/18W.
VOR unusable:
005º–015º by 10 NM blo 7,000’
075º–089º by 25 NM blo 3,000’
090º–115º by 15 NM
116º–189º by 25 NM blo 3,000’
190º–205º by 10 NM blo 5,000’
206º–220º by 25 NM blo 3,000’
DME unusable:
010º–070º by 25 NM blo 7,000’
071º–143º by 25 NM blo 3,000’
144º–154º by 25 NM blo 7,000’
155º–189º by 25 NM blo 3,000’
190º–205º by 10 NM blo 5,000’
206º–220º by 25 NM blo 3,000’
221º–285º by 15 NM blo 6,000’

NORTHERN AROOSTOOK RGNL (See FRENCHVILLE on page 66)

NUGENT CHAMBERLAIN LAKE SPB (See CHESUNCOOK on page 63)
OLD TOWN
DEWITT FLD, OLD TOWN MUNI (OLD) (KOLD) 2 NW UTC–5 (–4DT) N44°57.14’ W68°40.47’
127 B LRA NOTAM FILE BGR
RWY 12–30: H4001X75 (ASPH) S–30 MIRL
RWY 12: Trees.
RWY 30: PAPI(P4L)—GA 4.0º TCH 40’. Thld dsplcd 689’. Trees.
RWY 04–22: H2802X75 (ASPH) S–37, D–45 MIRL
RWY 04: REIL. Trees.
RWY 22: PAPI(P4L)—GA 4.0º TCH 41’.
SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE REIL Rwy 04, PAPI Rwy 22 and Rwy 30, MIRL Rwy 04–22—CTAF.
AIRPORT REMARKS: Attended 1300–2200Z‡. Fuel self–svc. 24 hr fuel with major credit card. Credit card also avbl at dock. Waterfowl, turkeys and deer on or inv of arpt. FBO clsd Sundays. Flight Notification Svc (ADCUAS) avbl.
AIRPORT MANAGER: (207) 827-7175
COMMUNICATIONS: CTAF/UNICOM 122.8
® BANGOR APP/DEP CON 118.925 124.5
CLEARANCE DELIVERY PHONE: For CD ctc Bangor Apch at 207-561-2521.
RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.
BANGOR (H) VORTACW 114.8 BGR Chan 95 N44º50.51’ W68º52.44’ 071º 10.8 NM to fld. 360/19W.
WATERWAY 17W–35W: 8400X100 (WATER)
MAINE

PATTEN

SHIN POND SPB (858)  8 NW UTC–5(–4DT) N46º05.60´ W68º33.86´

WATERWAY 02W–20W: 6000X200 (WATER)

SERVICE:  FUEL


AIRPORT MANAGER:  207-528-2626

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

PITTSFIELD MUNI (2B7)  1 SE UTC–5(–4DT) N44º46.11´ W69º22.47´

RWY 18–36: H4003X100 (ASPH) S–38, D–49 MIRL 0.5% up N

RWY 18: REIL.

RWY 36: REIL. PAPI(P4L)–GA 3.0º TCH 40´. Brush.

SERVICE: S4 FUEL 100LL, JET A1+ LGT

ACTIVATE MIRL Rwy 18–36 and PAPI Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF.


AIRPORT MANAGER:  207-487-3136

COMMUNICATIONS: CTAF/UNICOM 122.8

BANGOR APP/DEP CON 118.925

CLEARANCE DELIVERY PHONE: For CD ctc Bangor Apch at 207-561-2521.

RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.

BANGOR (H) VORTACW 114.8 BGR Chan 95 N44º50.51´ W68º52.44´ 278º 21.8 NM to fld. 360/19W.

BURNHAM NDB (MHW) 348 BUP N44º41.86´ W69º21.52´ 009º 4.3 NM to fld. 195/18W.

NDB unusable:

Byd 20 NM

PORTAGE LAKE MUNI SPB (87B)  1 W UTC–5(–4DT) N46º45.62´ W68º28.85´

WATERWAY 02W–20W: 5000X500 (WATER)

WATERWAY 15W–33W: 5000X500 (WATER)

SEAPLANE REMARKS: Unattended. Shallow water near dock, 2´ to 3´ deep at end of dock.

AIRPORT MANAGER:  207-435-4361

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
PORTLAND INTL JETPORT (PWM)(KPWM) 2 W UTC–5(–4DT) N43°38.74´ W70°18.52´

RWY 11–29: H7200X150 (ASPH–GRVD) S–75, D–169, 2S–175, 2D–300 PCN 96 F/C/X/T HIRL CL 0.5% up W
RWY 11: ALSF2. TDZL. PAPI(P4R)—GA 3.0º TCH 52´. RVR–TMR
Treess.
RWY 29: MALSR. PAPI(P4L)—GA 3.0º TCH 50´. RVR–TMR Tree.
RWY 18–36: H6100X150 (ASPH–GRVD) S–75, D–165, 2D–300 PCN 91 F/C/X/T MIRL
RWY 18: REIL. PAPI(P4L)—GA 3.0º TCH 50´. Thld dsplcd 450´. Tree.

LAND AND HOLD–SHORT OPERATIONS
LDG RWY HOLD–SHORT POINT AVBL LDG DIST
RWY 11 18–36 5800
RWY 18 11–29 3100

RUNWAY DECLARED DISTANCE INFORMATION
RWY 11: TORA–7200 TODA–7200 ASDA–7200 LDA–7200
RWY 18: TORA–6100 TODA–6100 ASDA–5600 LDA–5150
RWY 29: TORA–7200 TODA–7200 ASDA–7200 LDA–7200
RWY 36: TORA–6100 TODA–6100 ASDA–5600 LDA–5150

SERVICE: FUEL 100LL, JET A

COMMUNICATIONS: CTAF 120.9
ATIS 119.05 (207) 775–1039
UNICOM 122.8

VOR TEST FACILITY (VOT)
KENNEBUNK (H) VOR/DME 117.1 ENE Channel 118 N43°25.54´ W70°36.18´ 062º 18.7 NM to fld. 192/17W.
DME unusable:
030º–184º byd 25 NM bIo 2,000´
185º–230º byd 25 NM bIo 2,500´
268º–278º byd 30 NM bIo 4,600´

ILS/DME 109.9 I–PWM Chan 36 Rwy 11. Class II.
ILS/DME 109.9 I–GCS Chan 36 Rwy 29. Class IIIE.

COMM/NAV/WEATHER REMARKS: Twr occasionally stays open byd 0500Z during adverse wx.

PRESQUE ISLE

PRESQUE ISLE SPB (83B) 2 NW UTC–5(–4DT) N46°42.36´ W68°03.64´

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
PRESQUE ISLE INTL (PQI)(KPQI) 1 NW UTC–5(–4DT) N46°41.34’ W68°02.69’

534 B LRA ARFF Index—See Remarks NOTAM FILE PQI MON Airport

Rwy 01–19: H7441X150 (ASPH) S–100, D–150, 2D–240

PCN 94 F/A/W/T HIRL 1.1% up N

Rwy 01: MALSR.

Rwy 19: REIL. PAPI(P4L)—GA 3.7º TCH 50’. Trees.

Rwy 10–28: H6000X100 (ASPH) S–100, D–150, 2D–240

PCN 94 F/A/W/T MIRL


SERVICE: S2 FUEL 100LL, JET A LGT ACTIVATE MALSR Rwy 01, REIL Rwy 19, PAPI Rwy 19 and 28, HIRL Rwy 01–19, MIRL Rwy 10–28—122.6.

AIRPORT REMARKS: Attended 1100–0000Z‡. ARFF Index clsd to unscheduled air carrier ops with more than 30 passenger seats, exc PPR call arpt manager 207–764–2550. PAEW adjacent to rws and twys (mowing) May 1 thru Nov 1. Cold temperature rstd arpt. Altitude correction required at or blo –30ºC. Caution small UAS activity fm sfc to 400–AGL (1040–MSL) 3.5 NM south of afld dur dalgt hrs. Flight Notification Service (ADCU) available.

AIRPORT MANAGER: 207-764-2550

WEATHER DATA SOURCES: AWOS–3PT 118.025 (207) 764–7248.

COMMUNICATIONS: CTAF/UNICOM 122.8

© BOSTON CENTER APP/DEP CON 124.75 CLNC DEL 121.6

CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

AIRSPACE: CLASS E svc 1000–0200Z‡ Mon–Sat, 1300–0200Z‡ Sun; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE PQI.

(h) VOR/DME 116.4 PQI Chan 111 N46°46.45’ W68°05.67’ 179º 5.5 NM to fld. 592/21W.

DME portion unusable:

180º–200º byd 30 NM b2 3,400’

ILS 108.7 1–PQI Rwy 01. Class IE. Unmonitored indef.

PRESQUE ISLE N46°46.45’ W68°05.67’ NOTAM FILE PQI.

(h) VOR/DME 116.4 PQI Chan 111 179º 5.5 NM to Presque Isle Intl. 592/21W.

DME portion unusable:

180º–200º byd 30 NM b2 3,400’

PRINCETON MUNI (PNN)(KPNN) 2 S UTC–5(–4DT) N45°12.04’ W67°33.86’

265 B LRA NOTAM FILE BGR

Rwy 15–33: H4007X75 (ASPH) S–31, D–38 MIRL 0.3% up NW

Rwy 15: PAPI(P4L)—GA 3.5º TCH 45’.

Rwy 06–24: H3998X150 (ASPH)

Rwy 06: Trees.

Rwy 24: Thld dsplcd 503’. Trees.

SERVICE: FUEL 100LL LGT ACTIVATE MIRL Rwy 15–33 and PAPI Rwy 15—CTAF.


Wildlife on or invof arpt. Rwy 06–24 mkd with yellow closure at both ends and middle of rwy. Other mkgs are not visible. Flight Notification Service (ADCU) available.

AIRPORT MANAGER: 207-214-5144

WEATHER DATA SOURCES: AWOS–AV 122.7.

COMMUNICATIONS: CTAF/UNICOM 122.7

© BOSTON CENTER APP/DEP CON 124.25

CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.

(l) DME 114.3 PNN Chan 90 N45º19.75’ W67º42.25’ 142º 9.7 NM to fld. 398/0E.

DME unusable:

300º–330º byd 25 NM b2 4,500’

COMM/NAV/WEATHER REMARKS: Activate “Digiwix” UNICOM using three clicks.
RANGELEY LAKE SPB (M57)  2 N  UTC–5(–4DT)  N44°57.20´ W70°39.78´
1518   NOTAM FILE BGR
WATERWAY 06W–24W:  7000X1000 (WATER)
SERVICE:  FUEL 100LL
AIRPORT MANAGER: 207-864-5307
COMMUNICATIONS: CTAF 122.9
BOSTON CENTER APP/DEP CON 124.25
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION:  NOTAM FILE BML.
  BERLIN (H) DME 116.55  BML  Chan 112(Y)  N44°38.01´ W71°11.17´  046° 31.0 NM to fld. 1730/0E.
  NDB (MHW) 221  ROM  N44°56.08´ W70°45.07´  091° 3.9 NM to fld. 1593/18W.  NOTAM FILE BGR. NDB unmonitored.
  NDB unusable:
    Byd 18 NM

STEPHEN A BEAN MUNI (8BØ)  2 NW  UTC–5(–4DT)  N44°59.51´ W70°39.88´
1825  B  NOTAM FILE BGR
RWY 14–32:  H3201X75 (ASPH)  S–13  MIRL
  RWY 14:  REIL. PAPI(P4L)—GA 3.0º TCH 40º.
  RWY 32:  REIL. PAPI(P4L)—GA 3.0º TCH 54º. Tree.
SERVICE:  FUEL 100LL, JET A LGT
  ACTVT REIL Rwy 14 and 32; PAPI Rwy 14 and 32; MIRL Rwy 14–32—CTAF. Rwy 14 VGSI unusbl byd 3 NM.
AIRPORT MANAGER: 207-864-3326
WEATHER DATA SOURCES: AWOS–3PT 118.000 (207) 864–5250.
COMMUNICATIONS: CTAF/UNICOM 122.8
BOSTON CENTER APP/DEP CON 124.25
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION:  NOTAM FILE BML.
  BERLIN (H) DME 116.55  BML  Chan 112(Y)  N44°38.01´ W71°11.17´  046° 31.0 NM to fld. 1730/0E.
  RANGELEY NDB (MHW) 221  ROM  N44°56.08´ W70°45.07´  065° 5.0 NM to fld. 1593/18W.  NOTAM FILE BGR. NDB unmonitored.
  NDB unusable:
    Byd 18 NM

NE, 5 NOV 2020 to 31 DEC 2020
ROCKLAND

KNOX CO RGNL  (RKD)(KRKD)  3 S  UTC–5(–4DT)  N44º03.61´ W69º05.98´

55  B1  NOTAM FILE RKD


Brush.

RWY 31:  REIL. PAPI(P4L)—GA 3.0º TCH 50´. Trees.

RWY 03–21:  H4000X100 (ASPH)  S–65, D–80, 2S–83  MIRL

RWY 03:  REIL. PAPI(P4L)—GA 3.0º TCH 34´. Trees.

RWY 21:  Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03:  TORA–4000  TODA–4000  ASDA–4000  LDA–4000


RWY 21:  TORA–4000  TODA–4000  ASDA–4000  LDA–4000

RWY 31:  TORA–5412  TODA–5412  ASDA–5412  LDA–5412

SERVICE:  S4  FUEL  100LL, JET A

OX 2, 4  LGT ACTIVATE MALSR Rwy 13, REIL Rwys 03 and 31, PAPI Rwys 03, 13, 31, HIRL Rwy 13–31

and MIRL Rwy 03–21—CTAF.

AIRPORT REMARKS:  Attended Mon–Fri 1100–2200Z‡. Arpt may be

unattended from 0300–1100Z‡. Rwy conditions may not be avbl

weekends and SS–1200Z‡ Mon, Thu, Fri. Seagulls and deer on and

invol arpt. Voluntary ngt curfew in effect 0330–1100Z‡. NS ABTMT

procedures in effect, call 207–596–0617 or visit website for specific

instructions.

AIRPORT MANAGER:  207-594-4131

WEATHER DATA SOURCES:  AWOS–3PT  119.025 (207) 594–7946.

COMMUNICATIONS:  CTAF/UNICOM  123.05

PORTLAND APP/DEP CON  120.4 (1045–0500Z‡)

BOSTON CENTER APP/DEP CON  124.25 (293º–111º) (0500–1045Z‡)

CLNC DEL  123.8

CLEARANCE DELIVERY PHONE:  For CD when Apch clsd ctc Boston ARTCC at 603-879-6859.

RADIO AIDS TO NAVIGATION:  NOTAM FILE AUG.

AUGUSTA (L) VOR/DME  114.95  AUG Chan 96(Y)  N44º19.20´ W69º47.79´  135º 33.9 NM to fld. 349/18W.

VOR unusable:

005º–015º byd 10 NM b/o 7,000´

075º–089º byd 25 NM b/o 3,000´

090º–115º byd 15 NM

116º–189º byd 25 NM b/o 3,000´

190º–205º byd 10 NM b/o 5,000´

206º–220º byd 25 NM b/o 3,000´

DME unusable:

010º–070º byd 25 NM b/o 7,000´

071º–143º byd 25 NM b/o 3,000´

144º–154º byd 25 NM b/o 7,000´

155º–189º byd 25 NM b/o 3,000´

190º–205º byd 10 NM b/o 5,000´

206º–220º byd 25 NM b/o 3,000´

221º–285º byd 15 NM b/o 6,000´

SPRUCEHEAD NDB  (MHV)  356  SUH  N44º03.01´ W69º06.30´ at fld. 35/18W. NOTAM FILE RKD. NDB

unmonitored.

ILS/DME  111.7  I–RMZ  Chan 54  Rwy 13. Class IT.

SACO

GREATON AIRFIELD  (98M)  6 NW  UTC–5(–4DT)  N43º34.54´ W70º31.13´

170  NOTAM FILE BQR

RWY 06–24:  2200X50 (TURF)

RWY 06:  Trees.

RWY 24:  Trees.

AIRPORT REMARKS:  Unattended. Rwy not plowed during winter months. Tiedowns not supplied. Wildlife invol arpt. Rwy 06–24 has +35–85´ trees 60´ to 90´ from centerline both sides. Rwy 06–24 is gently rolling for entire length.

AIRPORT MANAGER:  207-283-1298

COMMUNICATIONS:  CTAF  122.9

CLEARANCE DELIVERY PHONE:  For CD ctc Portland Apch at 207-874-7320, when Apch clsd ctc Boston ARTCC at 603-879-6859.
SANFORD SEACOAST RGNL (SFM)(KSFM) 4 SE UTC–5(–4DT) N43°23.63´ W70°42.48´

RWY 07–25: H6389X100 (ASPH–GRVD) S–65, D–100 HIRL
RWY 07: REIL, PAPI(P4L)—GA 3.0º TCH 53´. Tree.
RWY 14–32: H4999X100 (ASPH) D–72, 2S–91 MIRL 0.3% up NW

SERVICE: 54 FUEL 100LL, JET A, MOGAS 0X 3, 4 LGT ACTVT ODALS Rwy 25; REIL Rwy 07; PAPI Rwy 07 and Rwy 25; HIRL 07–25; MIRL 14–32; twy lgts—CTAF. Twy lgts inop dalgt hrs.


AIRPORT MANAGER: 207-324-3172

COMMUNICATIONS: CTAF/UNICOM 123.075
© PORTLAND APP/DEP CON 119.75
© BOSTON CENTER APP/DEP CON 128.2
CLNC DEL 121.725

CLEARANCE DELIVERY PHONE: For CD when Apch clsd ctc Boston ARTCC at 603-879-6859.

SPRUCEHEAD N44º03.01´ W69º06.30´ NOTAM FILE RKD.

NDB (MHW) 356 SUH at Knox Co Rgnl. 35/18W. NDB unmonitored.

STONINGTON MUNI (93B) 1 NW UTC–5(–4DT) N44º10.39´ W68º40.82´ HALIFAX

RWY 07–25: H2099X60 (ASPH) 0.3% up W
RWY 07: Trees.

AIRPORT REMARKS: Unattended. Dalgt use only. Use extreme care seagulls and deer on and inv of arpt. Trees and brush in primary sfc some as close as 60´ from centerline. Rwy 07 and Rwy 25 nrs and cntrln non–std and faded.

AIRPORT MANAGER: 207-367-2351
COMMUNICATIONS: CTA 122.9
© BANGOR APP/DEP CON 133.6

CLEARANCE DELIVERY PHONE: For CD ctc Bangor Apch at 207-561-2521.

HELIPAD H1: H40X40 (ASPH)
**SWANS ISLAND**

**BANKS** (ME5) 5 N UTC–5(–4DT) N44°09.92´ W68°25.69´

100 NOTAM FILE BGR

**RWY 10–28:** 1500X30 (GRVL) 2.0% up W

**RWY 16:** Tree.

**RWY 28:** Thld dsplcd 300´. Bldg.

**RUNWAY DECLARED DISTANCE INFORMATION**

**RWY 10:**
- TORA–1500
- TODA–1500
- ASDA–1500
- LDA–1500

**RWY 28:**
- TORA–1500
- TODA–1500
- ASDA–1500
- LDA–1200

**AIRPORT REMARKS:** Unattended. Prior to using arpt call 207–460–1113. All ops rstd to dalgt VFR only. Wildlife on or inv of arpt. Rwy 10–28 +6´ rock ledge 50´ from centerline south side of arpt. Rwy 10 has +15´ trees 50´ rgt of centerline 430´ from thld. Rwy 10–28 sfc rough with large stones, steep gradients and no line of sight between ends. Rock drainage swale across 600´ from Rwy 28, approximately 40´ wide at centerline.

**AIRPORT MANAGER:** 207-596-7500

**COMMUNICATIONS:**
- CTAF
- 122.9

**CLEARANCE DELIVERY PHONE:** For CD ctc Bangor Apch at 207-561-2521.

**HELIPAD H1:** H40X40 (CONC)

**HELIPORT REMARKS:** Helipad coords 44 09 54.80N 68 25 48.80W; helipad elev 86´. Ingress and egress to helipad between 130º and 320º mag.

**WATERWAY 04W–22W:** 10000X1000 (WATER)

**WATERWAY 15W–33W:** 5000X1000 (WATER)

**TWITCHELL** (3B5) 4 S UTC–5(–4DT) N44°11.34´ W70°13.97´

355 NOTAM FILE BGR

**RWY 11–29:** 2151X100 (TURF)

**RWY 11:**
- Road.

**RWY 29:**
- Trees.

**RWY 12–36:** H2104X50 (ASPH) S–8.5 0.3% up W

**RWY 12:**
- Trees.

**RWY 36:**
- Trees.

**SERVICE:**
- S4 FUEL 100LL, MOGAS

**AIRPORT REMARKS:** Attended 1300–2200Z‡. For fuel, maintenance or seaplane information call 207–225–3490 or 207–312–4165. Turkeys, geese on or inv of arpt. Rwy 12, first 300´ of rwy unmarked. Rwy 11, +38´ F–line 140–180˚ from thld marked with balls across apch. Rwy 29, +20´ pole 145´ from end of rwy. 30´ right of centerline; +25´ bldg 145´ from end of rwy. 90´ right of centerline. Rwy 12–30 numbers and centerline NSTD length and width.

**AIRPORT MANAGER:** 207-225-3490

**COMMUNICATIONS:**
- CTAF/UNICOM
- 122.8

**APP/DEP CON** 125.5

**CLEARANCE DELIVERY PHONE:** For CD ctc Portland Apch at 207-874-7320, when Apch clsd ctc Boston ARTCC at 603-879-6859.

**WATERWAY 04W–22W:** 10000X1000 (WATER)

**WATERWAY 15W–33W:** 5000X1000 (WATER)

**TWITCHELL** (See TURNER on page 82)
MAINE

WALES  (ME6)  2 SSW UTC–5(–4DT)  N44°10.47’ W70°01.14’
210  NOTAM FILE BGR
RWY 04–22: 2100X80 (TURF)
RWY 04: Ground.
RWY 22: Tree.
AIRPORT REMARKS: Unattended. Arpt CLOSED Nov–May, exc for skiing. Rwy 04–22 soft in spring, call prior to ldg
207–754–1372. Acft should monitor 122.8 invof arpt. Rwy 04 NSTD markings, has white plastic barrel markers along side of rwy with thld marked with single plastic white barrel. Rwy 22 NSTD markings, has white plastic barrel markers along side of rwy with thld marked with single plastic white barrel. FCLP equipment directly adjacent to left side of Rwy 10 1335–1725’ approach end. FCLP equipment directly adjacent to left side of Rwy 28 1340–1725’ from approach end.
AIRPORT MANAGER: (207) 754-1372
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc Portland Apch at 207-874-7320, when Apch clsd ctc Boston ARTCC at 603-879-6859.

WATERVILLE ROBERT LAFLEUR  (WVL)(KWVL)  2 SW UTC–5(–4DT)  N44°32.00’ W69°40.53’
333  B  NOTAM FILE WVL  MON Airport
RWY 05–23: H5500X100 (ASPH–GRVD)  S–40, D–60, 2D–105  HIRL
1.2% up NE
RWY 05: MALSF. VASI(V4L)—GA 3.0º TCH 51’.
RWY 23: REL. PAPI(P4L)—GA 3.0º TCH 40’.
RWY 14–32: H2301X60 (ASPH)  S–25  0.4% up NW
RWY 14: Trees.
RWY 32: Trees.
SERVICE: FUEL  100LL, JET A+
AIRPORT MANAGER: 207-861-8013
WEATHER DATA SOURCES: AWOS–3PT 118.375 (207) 877–0519.
COMMUNICATIONS: CTAF/UNICOM 122.7
© BOSTON CENTER APP/DEP CON 128.2 (112º–292º) 124.25 (293º–111º) (0500–1045Z‡)
CLEARANCE DELIVERY PHONE: For CD when Apch clsd ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE AUG.
AUGUSTA (L) VOR/DME  114.95  AUG 42 (Y)  N44°19.20’ W69°47.79’ 040º 13.8 NM to fld. 349/18W.
VOR unusable:
005º–015º byd 10 NM blo 7,000’
075º–089º byd 25 NM blo 3,000’
090º–115º byd 15 NM
116º–189º byd 25 NM blo 3,000’
130º–205º byd 10 NM blo 5,000’
206º–220º byd 25 NM blo 3,000’
DME unusable:
010º–070º byd 25 NM blo 7,000’
071º–143º byd 25 NM blo 3,000’
144º–154º byd 25 NM blo 7,000’
155º–189º byd 25 NM blo 3,000’
190º–205º byd 10 NM blo 5,000’
206º–220º byd 25 NM blo 3,000’
221º–285º byd 15 NM blo 6,000’
ILS/DME 110.5 I–RLU  Chan 42  Rwy 05. Class IB. Glideslope unusable byd 9 NM and unusable byd 5º left and right side of course.
WISCASSET  (IWI)(KIWI)  3 SW  UTC–5(–4DT)  N43º57.69´ W69º42.75´  
70  B  NOTAM FILE IWI  
RWY 07–25: H3397X75 (ASPH) S–22  MIRL  0.4% up W  
    Rwy 07: PAPI(P4R)—GA 4.0º TCH 40´. Trees.  
    Rwy 25: REIL. PAPI(P4L)—GA 3.5º TCH 40´. Rgt tfc.  
SERVICE: FUEL 100LL, JET A  
       LGT ACTIVATE REIL Rwy 25, PAPI Rwys 07 and 25, MIRL Rwy 07–25—CTAF.  
AIRPORT REMARKS: Attended May–Labor Day 1300–2100Z‡, Sep–Nov Fri–Sun 1400–2100Z‡, Jan–Mar not attended, Dec–Apr Sat–Sun 1500–1900Z‡. 24 hr credit card fuel opr. Deer and wildlife on and invof arpt. Rwy 7 apch obstn lghts on 60´ poles along right side of apch lctd in 60´ to 70´ tall trees. Noise sensitive area southeast off end of Rwy 07, climb straight out to 700´ AGL. Arpt has NS ABTMT procedures ctc arpt manager 207–882–5475.  
AIRPORT MANAGER: (207) 882-5475  
WEATHER DATA SOURCES: ASOS 135.725 (207) 882–8094.  
COMMUNICATIONS: CTAF/UNICOM 122.8  
⑦ PORTLAND APP/DEP CON 120.4 (293º–111º) 119.75 (112º–292º) (Mon–Fri 1045–0500Z‡)  
⑦ BOSTON CENTER APP/DEP CON 128.2 (112º–292º) 124.25 (293º–111º) (Mon–Fri 0500–1045Z‡)  
CLEARANCE DELIVERY PHONE: For CD ctc Portland Apch at 207-874-7320. when Portland Apch clsd, ctc Boston ARTCC at 603-879-6859.  
RADIO AIDS TO NAVIGATION: NOTAM FILE AUG.  
    AUGUSTA (L) VOR/DME 114.95  AUG  Chan 96(Y) N44º19.20´ W69º47.79´ 188º 21.8 NM to fld. 349/18W.  
    VOR unusable:  
    005º–015º byd 10 NM b1o 7,000´  
    075º–089º byd 25 NM b1o 3,000´  
    090º–115º byd 15 NM  
    116º–189º byd 25 NM b1o 3,000´  
    190º–205º byd 10 NM b1o 5,000´  
    206º–220º byd 25 NM b1o 3,000´  
    DME unusable:  
    010º–070º byd 25 NM b1o 7,000´  
    071º–143º byd 25 NM b1o 3,000´  
    144º–154º byd 25 NM b1o 7,000´  
    155º–189º byd 25 NM b1o 3,000´  
    190º–205º byd 10 NM b1o 5,000´  
    206º–220º byd 25 NM b1o 3,000´  
    221º–285º byd 15 NM b1o 6,000´  

NE, 5 NOV 2020 to 31 DEC 2020
MARYLAND

ANDREWS N38°48.43’ W76°51.98’ NOTAM FILE ADW.
(L) VORTACW 113.1 ADW Chan 78 at Joint Base Andrews. 263/10W.
VOR unusable:
035°–045° blo 2,500‘
089°–182°
183°–227° blo 4,000‘
230°–236° byd 20 NM
237°–270°
333°–048°
TACAN AZIMUTH unusable:
035°–045° blo 2,500‘
220°–280°
295°–310°
DME unusable:
035°–045° blo 2,500‘
220°–280°

ANNAPOLIS

LEE (ANP)(KANP) 5 SW UTC–5(–4DT) N38°56.57’ W76°34.10’
34 B NOTAM FILE DCA
RWY 12–30: H2500X48 (ASPH) LIRL
SERVICE: S4 FUEL 100LL LGT Arpt bcn opr dusk–0300Z‡. ACTVT LIRL Rwy 12–30—CTAF. Lighting inop btw
0300–1200Z‡.
AIRPORT REMARKS: Attended 1200–2200Z‡. Arpt CLOSED 0300–1200Z‡, ctc arpt manager for details. Ctc arpt manager
410–956–1280 for approval of any flt ops between 0300–1200Z‡. Arpt unattended New Years Day, Memorial Day, July
full length. No tkf after 0300Z‡ daily. Touch and go opr prohibited. VGSI apchs to be flown. Rwy 12 VGSI reliable on
centerline only. No grass crossover fm Rwy 12–30 to twy rollout to end of rwy. No landing on grass. Ldg fee after one hr
or overnight.
AIRPORT MANAGER: 410-956-1280
COMMUNICATIONS: CTAF 122.9
POTOMAC APP/DEP CON 119.7
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-429-5882.
RADIO AIDS TO NAVIGATION: NOTAM FILE BWI.
BALTIMORE (L) VORTACW 115.1 BAL Chan 98 N39°10.26’ W76°39.68’ 173° 14.4 NM to fld. 150/11W.
TACAN AZIMUTH & DME unusable:
133°–155° byd 20 NM blo 10,000‘
300°–349° byd 35 NM
TACAN DME unusable:
133°–155° byd 36 NM
VOR unusable:
133°–155° byd 20 NM blo 10,000‘
197°–217° byd 17 NM
282°–292°
TACAN AZIMUTH unusable:
029°–042° byd 30 NM
180°–190° byd 17 NM

WASHINGTON COPTER H–10H, 12I, L–29E, 34F, 36I, A
WASHINGTON COPTER L–29E, 34F, 36I, A
WASHINGTON COPTER IAP
MARYLAND

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)(KBWI) 9 S UTC–5(–4DT)

Baltimore/Washington Int'l Thurgood Marshall (BWI)

N39º10.54´ W76º40.14´

143 B LRA Class I, ARFF Index D NOTAM FILE BWI


RWY 28: MALSR. PAPI(P4L)—GA 3.0º TCH 72´. RVR–TMR Tdld dspcl 700´. Tree. 0.3% up.

RWY 15R–33L: H95001X150 (ASPH–GRVD) S–80, D–220, 2D–675, 2D/2D2–1340 PCN 105F/A/W/T HIRL CL

RWY 15R: MALSR. PAPI(P4R)—GA 3.0º TCH 55´. RVR–TMR Tdld dspcl 301´. Antenna.

RWY 33L: MALSR. TDZL. PAPI(P4L)—GA 3.0º TCH 73´. RVR–TMR Tdld dspcl 550´. Tower.

RUNWAY DECLARED DISTANCE INFORMATION


RWY 15L: TORA–5000 TODA–5000 ASDA–5000 LDA–5000

RWY 15R: TORA–9501 TODA–9501 ASDA–8601 LDA–8301


RWY 33L: TORA–9501 TODA–9501 ASDA–8801 LDA–8301

RWY 33R: TORA–5000 TODA–5000 ASDA–5000 LDA–5000

SERVICE: S4 FUEL 100LL, JET A OX

AIRPORT REMARKS: Attended continuously. Deer and birds ocenly on and inv of arpt. Major const on arpt dly. Acft movement and parking areas subject to short ntcl change/closure. For current info phone BWI ops ctr 410–859–7018. Rwy status lgts in operation. NS ABTMT procedures in effect, restriction for Rwy 15L–33R exc for emergs or mercy flts, ctc arpt mgmt for info. Practice lgts and aprnts by turbo–pwrd acft (if equipped) enabled on all airport surfaces. Acft departing Rwy 28 exp dep from Twy U1. No apron parking for unscheduled air carriers. General aviation acft ctc UNICOM prior to arr at General Aviation ramp for security purposes. Midfield RVR sensor shared by Rwy 10–28 and Rwy 15R–33L. Taxiing prohibited b/t concourse C and adjacent bldg structure SW of concourse C. Access to gate C12 must be via Twy A. Taxiways T–1 and H, rstd to Group III acft with max wingspan of 118´. Twy A is rstd to Group IV acft with wingspan less than 171´ or less. Twy T between Twy H and Twy E rstd to Group IV acft with wingspan less than 171´. Twy T between Twy E and Twy B rstd to Group IV acft with wingspan less than 214´. Twa group V acft are on Twy T, Twa is rstd to max wingspan of 110´. Twa S, south of Twy P rstd to actld 60,000 lbs and less. Dual parallel taxiways have been added to the D/E alleyway, Taxiway N and Taxiway N1. Taxiway N is designated a Group IV taxiway with a max wingspan of 175´. Taxiway N1 is designated a Group IV taxiway with a max wingspan of 170´. Rwy 15L–33R rstd to acft producing less than 90 decibels exc for emergs. Continuous mowing ops adjacent all rwys and twys Apr through Nov. Distracting lgts (golf driving range) rgt side extd cntrln Rwy 33L from apch end rwy to 1/4 mile final. Actld on visual apchs to maintain 3000´ until 10 DME from BAL VORTAC, dep acft should exp turns based on Baltimore DME. Rwy 15R deice pad, position 1 rstd to acft with wingspan of 156´ 1’ or less and length of 180´ 3’ or less. Positions 2 and 3 are rstd to acft with wingspan of 156´ 1’ or less. Position 3 is rstd to acft with wingspan of 156´ 1’ or less and length of 180´ 3’ or less. Position 4 rstd to acft with wingspan of 213’ or less and length of 229’ 2’ or less. Rwy 28 deice pad lane 1 rstd to acft with wingspan of 171´ or less, lane 2 rstd to acft with wingspan 135´ or less, lane 3 is used by large acft maximum wingspan 215´ and when in use lanes 2 and 4 are unavbl. Lanes 4, 5 and 6 are rstd to acft wingspan 135´ or less. Concourse A alt deicing area is rstd to RWY 10–28 800 size acft with winglets or smrr on spots 6, 7, and 8. B737–700 size acft with winglets or smaller are rstd to spots 6A, 7B and 8B. Ldg fee. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER: 410-859-7018

WEATHER DATA SOURCES: ASOS (410) 691–1278 TDWR.

COMMUNICATIONS: D–ATIS 115.1 127.8 UNICOM 122.95

BALTIMORE RCO (410) 691-1278

® POTOMAC APP CON 119.0 (020º–130º) 124.55 (101º–130º) 128.7 (181º–019º) 119.0 (131º–180º)

® POTOMAC DEP CON 124.55 (East) 128.7 (West)

CONTINUED ON NEXT PAGE

NE, 5 Nov 2020 to 31 Dec 2020
AIRSPACE: CLASS B  See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE BWI.

(L) VORTACW  115.1  BAL  Chan 98  N39º 10.26’  W76º 39.68’  at fld. 150/11W.
TACAN AZIMUTH & DME unusable:
133º–155º byd 20 NM blo 10,000’
300º–349º byd 35 NM
TACAN DME unusable:
133º–155º byd 36 NM
VOR unusable:
133º–155º byd 20 NM blo 10,000’
197º–217º byd 17 NM
282º–292º
TACAN AZIMUTH unusable:
029º–042º byd 30 NM
180º–190º byd 17 NM

ELLICOTT NDB (MHW) 371 FND  N39º 17.24’  W76º 46.62’  154º  8.4 NM to fld. 381/11W.
NDB unusable:
140º–320º byd 12 NM blo 10,500’
ILS 109.7  I–BAL  Rwy 10.  Class IIIE.
ILS 111.95  I–UQC  Rwy 15L.  Class ID.  LOC unusable byd 30º left of course.
ILS 111.7  I–FND  Rwy 15R.  Class IIE.
ILS 109.7  I–OEH  Rwy 28.  Class IIE.
ILS/DME 111.7  I–RUX  Chan 54  Rwy 33L.  Class IIE.
ILS/DME 111.95  I–BWI  Chan 56(Y)  Rwy 33R.  Class IIE.  DME component status:  DME OTS indef.

ESSEX SKYPARK  (W48)  3 SE  UTC–5(–4DT)  N39º 15.75’  W76º 25.93’

14 B  NOTAM FILE DCA

RWY 16–34: H2081X30 (ASPH)  MIRL
RWY 16:  REIL.  PAPI(P2L)—GA 4.5º  TCH 19’.  Trees.
RWY 34:  REIL.  PAPI(P2R)—GA 4.5º  TCH 20’.  Thid dsplcd 192’.  Trees.

SERVICE:  LGT  ACTVT REIL Rwy 16 and Rwy 34;  MIRL Rwy 16–34—CTAF.

AIRPORT REMARKS:  Unattended.  No touch and go ldgs.  Pla and hel pat NA.  PPR for mil, emerg and med acft.

AIRPORT MANAGER:  443-996-1743

COMMUNICATIONS:  CTAF/UNICOM  122.7

CLEARANCE DELIVERY PHONE:  For CD ctc Potomac Apch at 866-429-5882.

WATERWAY 16W–34W:  3000X300 (WATER)
MARYLAND

MARTIN STATE

(MTN)(KMTN) P (ANG) 9 E UTC–5(–4DT) N39º19.54’ W76º24.83’

22 B TPA—See Remarks NOTAM FILE MTN

RWY 15–33: H6997X180 (ASPH–GRVD) S–65, D–82, 2S–175, 2D–140 HIRL

RWY 15: REIL PVASI(PSIL)—GA 4.01º TCH 37˚. Trees.

RWY 33: REIL PVASI(PSIL)—GA 2.91º TCH 44˚. Trees.

SERVICE:

S2 FUEL: 100LL, JET A, A+ LGT

When twr clsd ACTIVATE HIRL Rwy 15–33, REIL Rwy 15 and Rwy 33—CTAF. When twr clsd ACTIVATE Tfw F lgts—UNICOM. MILITARY—FUEL: 100LL, A, A+—100LL 24 hr self svc 100LL avbl with credit card. TRAN ALERT Min tran maint and prk avbl for nml duty hr and Unit Training Assemblies. No fleet svc avbl.

AIRPORT REMARKS:

Attended 1100–0400Z‡. Arpt conditions unmonitored 0400–1100Z‡. 24 hr self serve 100LL avbl with credit card.

Helicopters not authorized to access the 100LL self svc station under own pwr. Seagulls on and inofr arpt. NS ABTMT procedures in effect.

When twr clsd no practice ldgs or apchs. PPR for practice tfk and ldg for acft weighing more than 12,500 lbs. TPA reciprocating engine acft 999(978), turbo prop and civil jet acft 1500(1478), military jet acft 1999(1978), 8,100’ avbl for tfk Rwy 15 and ldg Rwy 33 for mil acft only. ARFF svc avbl 24 hrs daily. For ARFF svcs when ATCT clsd ctc ARFF station: CTAF or 410–918–6257/410–918–6911. No acft access to Tfw 9 from Strawberry Point ramp. Helipad 800’ left of AER 33. Recreational sailboat masts +50’ and motor boats in waterway at AER 33 813’ from thld 0B. Mowing ops conducted during dalgt. For additional information ctc arpt manager 410–682–8800. Rwy 15 PVASI unusable byd 5º either side of centerline. Rwy 15 PVGSI and descent angles not coincident. Rwy 33 PVASI unusable byd 8º rgt of course.

MILITARY REMARKS: RSTD


AIRPORT MANAGER: 410-682-8800

WEATHER DATA SOURCES: AWOS–3PT 124.925 (410) 682–8848.

COMMUNICATIONS:

CTAF 121.3 ATIS 124.925 UNICOM 122.95

POTOMAC APP/DEP CON 119.0 119.7 282.275 290.475 POTOMAC CLNC DEL 121.8 (When twr clsd)

TOWER 121.3 254.425 (1100–0300Z‡) GND CON 121.8 253.4

175 WG COMD POST 139.9 275.7

AIRSPACE: CLASS D svc 1100–0300Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION:

NOTAM FILE BWI.

ATC

BALTIMORE (L) VORTACW 115.1 BAL Chan 98 N39º10.26’ W76º39.68’ 062º 14.8 NM to fld. 150/11W.

TACAN AZIMUTH & DME unusable:

133º–155º byd 20 NM blo 10,000’

300º–349º byd 35 NM

TACAN DME unusable:

133º–155º byd 36 NM

VOR unusable:

133º–155º byd 20 NM blo 10,000’

197º–217º byd 17 NM

282º–292º

TACAN AZIMUTH unusable:

029º–042º byd 30 NM

180º–190º byd 17 NM

LOC/DME 110.7 I–BQG Chan 44 Rwy 15. Localizer offset. DME also serves Rwy 33. Unmonitored when ATCT clsd.

ILS/DME 110.7 I–MTN Chan 44 Rwy 33. Class II. Unmonitored when ATCT closed. DME also serves Rwy 15.

COMM/NAV/WEATHER REMARKS: Potomac Clnc Del 121.8 or 866–429–5882 (When twr clsd).

HELIPORT REMARKS: Perimeter lgts.
PIER 7 HELIPORT (4MD)  3 SE UTC–5(–4DT)  N39º16.33´ W76º34.30´

HELIPAD H: HS50X50 (CONC) PERIMETER LGTS
SERVICE: FUEL  JET A LGT ACTIVATE perimeter lighting on PCL—123.075—7 clicks.
HELIPORT REMARKS: Attended 1330–0600Z‡. Perimeter lghts. Ldg fee.
AIRPORT MANAGER: (443) 500-2355
COMMUNICATIONS: CTA 123.025
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-429-5882.

BAY BRIDGE (See STEVENSVILLE on page 111)

BENNETT (See SALISBURY on page 109)

BOWIE

FREEWAY (W00)  2 NW UTC–5(–4DT)  N38º56.48´ W76º46.34´

168  B TPA—See Remarks NOTAM FILE DCA
RWY 18–36: H2420X40 (ASPH) MIRL  0.7% up N
RWY 18: PAPI(P2R)—GA 6.0º TCH 47´. P–line.
tfe.
SERVICE: S4 FUEL 100LL LGT ACTIVATE MIRL Rwy 18–36 and PAPI
Rwy 18 and Rwy 36—CTAF.
AIRPORT REMARKS: Attended 1300Z‡—dark. Unattended major holidays. 24
hr self serve 100LL avbl with credit card. –15´ drop 80´ from AER 36.
7´ drop 50´ from apch to Rwy 18. Lgtd antenna 135´ AGL 600´
northwest AER 18. TPA—1000(832) for acft less than 4000 lbs max
gross weight. TPA—1200(1032) for acft greater than 4000 lbs. Twy
runup area for Rwy 36 clsd.
AIRPORT MANAGER: 301-390-6424
COMMUNICATIONS: CTA/UNICOM 123.075
POTOMAC APP/DEP CON 128.0
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-599-3874.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
NOTTINGHAM (L) VORTACW 113.7 OTT Chan 84 N38º42.35´
W76º44.68´ .005º 14.2 NM to fld. 210/10W.
TACAN AZIMUTH unusable:  
006º–194º blo 12,500´

DME portion unusable:  
031º–050º blo 20 NM bly 4,000´
051º–065º blo 20 NM bly 5,000´
066º–076º blo 20 NM bly 3,000´
066º–076º blo 32 NM bly 5,000´
077º–086º blo 20 NM bly 5,000´
087º–122º blo 20 NM bly 7,000´
087º–143º blo 36 NM
123º–143º blo 20 NM bly 6,000´
123º–143º blo 32 NM bly 7,000´
144º–180º blo 20 NM bly 5,000´
181º–259º blo 20 NM bly 2,500´
260º–030º blo 20 NM bly 3,000´

VOR unusable:  
006º–194º blo 12,500´
072º–138º blo 6,000´
139º–234º blo 10,000´
311º–349º
CAMBRIDGE–DORCHESTER RGNL (CGE) (KCGE) 3 SE UTC–5 (–4 DT) N38°32.36´ W76°01.82´

20 B NOTAM FILE DCA

RWY 16–34: H4477X75 (ASPH–GRVD) S–14 MIRL

RWY 16: REIL. PAPI(P2L)—GA 3.5º TCH 46’. Trees.

RWY 34: REIL. PAPI(P2L)—GA 3.25º TCH 35’. Road.

SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 16–34, REIL Rwy 16 and Rwy 34, and PAPI Rwy 16 and Rwy 34—121.9.

AIRPORT REMARKS: Attended 1300–2200Z‡. Unattended Thanksgiving, Christmas and New Years day.

AIRPORT MANAGER: 410-228-4571

WEATHER DATA SOURCES: AWOS–3 120.675 (410) 228–7559.

COMMUNICATIONS: CTAF/UNICOM 122.7

PATUXENT APP/DEP CON 121.0 (1200–0400Z‡ Mon–Sun. Other times by NOTAM) other times ctc POTOMAC APP/DEP CON 135.625 135.629

CLEARANCE DELIVERY PHONE: For CD when NHK Apch is clsd ctc Potomac Apch at 866-640-4124.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

PATUXENT (L) VORTAC 117.6 PXT Chan 123 N38º17.27´ W76º24.01´ 059º 23.1 NM to fld. 18/10W.

VOR unusable:
023º byd 10 NM blo 2,500´
024º–174º byd 11 NM blo 2,500´
175º–239º byd 10 NM blo 5,000´
240º–347º
348º–022º byd 11 NM blo 2,500´

TACAN AZIMUTH unusable:
150º–155º byd 25 NM blo 2,500´
155º–237º byd 11 NM blo 2,500´
DME unusable:
150º–155º byd 25 NM blo 2,500´
155º–237º byd 11 NM blo 2,500´

CARROLL CO RGNL/JACK B POAGE FLD (See WESTMINSTER on page 112)

CHURCHVILLE

HARFORD CO (0W3) 3 E UTC–5 (–4 DT) N39º34.09´ W76º12.18´

412 B NOTAM FILE DCA

RWY 01–19: H2856X75 (ASPH) MIRL 0.5% up S

RWY 01: REIL. Pole.

RWY 19: REIL. Trees.

RWY 10–28: H2000X40 (ASPH) LIRL(NSTD) 1.4% up W

RWY 10: REIL. PAPI(P2L)—GA 4.5º TCH 5’. Trees.

RWY 28: REIL. PAPI(P2L)—GA 5.5º TCH 13’. Thld dsplcd 100´. Trees.

SERVICE: S4 FUEL 100LL, JET A LGT ACTVT REILS Rwy 01 and Rwy 19; MIRL Rwy 01–19—CTAF. Arpt bcn opr dusk–0600Z‡. Rwy 10–28 LIRL NSTD; no dsplcd thld lgts.


AIRPORT MANAGER: 410-836-2828

COMMUNICATIONS: CTAF/UNICOM 122.8

POTOMAC APP/DEP CON 125.525

CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-429-5882.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

DUPONT (L) VORTAC 114.0 DQO Chan 87 N39º40.69´ W75º36.43´ 267º 28.4 NM to fld. 70/10W.

DME unusable:
210º–235º byd 30 NM blo 3,000´
235º–265º byd 22 NM

VOR unusable:
210º–235º byd 22 NM

TACAN AZIMUTH unusable:
001º–050º byd 7 NM
210º–235º byd 30 NM blo 3,000´
235º–265º byd 22 NM

NE, 5 NOV 2020 to 31 DEC 2020
CLINTON

WASHINGTON EXECUTIVE/HYDE FLD (W32) 2 SW UTC–5 (–4 DT) N38°44.90’ W76°55.97’

249 B TPA—See Remarks NOTAM FILE DCA

RWY 05–23: H3000X60 (ASPH) LIRL

RWY 05: REIL. APAP(PNIL)—GA 3.5º TCH 19’. Trees.

RWY 23: APAP(PNIL)—GA 4.0º TCH 43’. Trees.

SERVICE: 54 FUEL 100LL, JET A

AIRPORT REMARKS: Attended Mon–Fri 1500–1900Z‡, Sat–Sun 1400–2200Z‡. Self serve credit card fueling avbl 24 hrs. Compliance with CFR 93.335 is req before pilots may op from this arpt. Rwy 05–23—no line of sight between rwy ends. Birds and wildlife on and in the arpt. For flight restriction zone (FRZ) flight plan filing ctc 703–771–3476. Soft shoulders all twys. Rgt tfc pat for helicopters. TPA—1049(800), helicopters 849(600).

AIRPORT MANAGER: 301-297-7290

COMMUNICATIONS: CTAF/UNICOM 122.8

© POTOMAC APP/DEP CON 124.7 DC–FRZ

CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-599-3874.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

(L) VOR/DME 111.0 DCA Chan 47 N38°51.57’ W77°02.19’ 153º 8.2 NM to fld. 10/9W.

VOR unusable:

026º–070º byd 20 NM blo 5,000’
071º–075º byd 20 NM blo 7,000’
076º–105º byd 20 NM blo 5,000’
106º–111º byd 10 NM blo 2,500’
106º–125º byd 20 NM blo 8,000’
126º–145º byd 20 NM blo 5,000’
146º–155º byd 20 NM blo 6,000’
156º–170º blo 5,500’
171º–177º byd 20 NM blo 5,000’
178º–260º byd 20 NM blo 4,500’
261º–275º byd 20 NM blo 6,000’
276º–283º byd 20 NM blo 7,000’
284º–300º byd 20 NM blo 6,000’
301º–025º byd 20 NM blo 4,500’

DME unusable:

090º–165º byd 30 NM blo 3,000’
250º–270º byd 20 NM blo 2,500’
340º–040º byd 30 NM blo 2,500’

OXONN NDB (MHW) 332 DCA N38°45.96’ W77°01.64’ 114º 4.6 NM to fld. 11W.

COMM/NAV/WEATHER REMARKS: UNICOM unmonitored.

NE, 5 NOV 2020 to 31 DEC 2020
COLLEGE PARK (CGS)(KCGS) 1 E UTC–5(–4DT) N38°58.84’ W76°55.34’

RWY 15–33: H2607X60 (ASPH) MIRL 0.4% up NW
RWY 15: Thld dsplcd 416’. Trees.
RWY 33: Thld dsplcd 201’. Trees.

SERVICE: FUEL
100LL, JET A1+ LGT
ACTVT MIRL Rwy 15–33—CTAF.

AIRPORT REMARKS: Attended 1200–0300Z‡. Deer and other wildlife on and inv of arpt. Compliance with 14 CFR Section 93.335 is req before pilots may opt to/from this arpt. AER 15 heavy smoke and firefighting training ops intermittently in progress. No student touch and go ldg or solo ops permitted. No acft over 12,500 lbs manufacturer GWT, helicopters only with 24 hr PPR, call arpt mgr 301–864–5844. No tfks 0300–1200Z‡, ldg only. Bldg 0.1 NM S of arpt 23’ AGL ldg. NS ABTMT procedures in effect ctc arpt mgr 301–864–5844. Transient parking: first 4 hrs free; fee aft, waived w/min fuel purchase; overnight fee. Hel ramp fee; waived if under 3500 lbs or min fuel purchase. Acft handling fee if relocation to/from fuel area reqd by arpt pers.

AIRPORT MANAGER: 301-864-5844
WEATHER DATA SOURCES: AWOS–3 121.225 (301) 864–5497.

COMMUNICATIONS: CTAF/UNICOM 122.975
PATOMAC APP/DEP CON 125.65 124.7
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-599-3874.

RADIO AIDS TO NAVIGATION: NOTAM FILE BWI.

BALTIMORE (L) VORTACW 115.1 BAL Chan 98 N39º10.26’ W76º39.68’ 238º 16.7 NM to fld. 150/11W.

TACAN AZIMUTH & DME unusable:
133º–155º byd 20 NM bto 10,000’
300º–349º byd 35 NM

TACAN DME unusable:
133º–155º byd 36 NM

VOR unusable:
133º–155º byd 20 NM bto 10,000’
197º–217º byd 17 NM
282º–282º

TACAN AZIMUTH unusable:
029º–042º byd 30 NM
180º–190º byd 17 NM

CRISFIELD–SOMERSET CO (W41) 3 NE UTC–5(–4DT) N38º01.09’ W75º49.61’

RWY 14–32: H2397X75 (ASPH) S–12 MIRL
RWY 14: REIL. PAPI(P2L)—GA 3.0º TCH 39’. Trees.
RWY 32: REIL. PAPI(P2L)—GA 3.25º TCH 33’. Trees.
RWY 06–24: 1060X120 (TURF)
RWY 06: Trees.
RWY 24: Trees.

SERVICE: FUEL
100LL LGT
ACTIVATE MIRL Rwy 14–32, REIL Rwy 14 and Rwy 32—CTAF.


AIRPORT MANAGER: 410-968-3062
COMMUNICATIONS: CTAF/UNICOM 122.8
PATUXENT APP/DEP CON 127.95 (1200–0400Z‡ Mon–Sun. Other times by NOTAM) other times ctc POTOMAC APP/DEP CON 127.2 135.62
CLEARANCE DELIVERY PHONE: For CD when NHK Apch is clsd ctc Potomac Apch at 866-640-4124.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

SNOHILL (L) VORTACW 112.4 SWL Chan 71 N38º03.40’ W75º27.83’ 270º 17.4 NM to fld. 34/8W.

VOR unusable:
005º–020º byd 25 NM bto 1,500’
020º–040º byd 20 NM bto 1,700’
040º–045º byd 10 NM bto 2,000’
210º–225º byd 13 NM bto 4,000’
210º–225º byd 18 NM bto 6,000’
210º–225º byd 37 NM
225º–265º byd 10 NM bto 2,500’
225º–265º byd 30 NM bto 9,000’
265º–005º byd 20 NM bto 1,500’

TACAN AZIMUTH OTS

W A S H I N G T O N
COPTER
L–29E, 34F, 361, A
IAP

N E, 5 NOV 2020 to 31 DEC 2020
**CUMBERLAND**

**GREATER CUMBERLAND RGNL** (CBE/(KCBE)) 2 S UTC–5(–4DT) N39°36.92´ W78°45.69´

**SERVICE:** S4 FUEL 100LL, JET A 01 1, 2, 3, 4 LGT ACTIVATE HIRL

**AIRPORT REMARKS:** Attended 1300–0100Z. Bottle oxygen avbl from 1300–0000Z. Bulk oxygen avbl from 1300–0000Z. Glider opns W of arpt use Rwy 11 for dep; Rwy 29 for arr. Rwy 05–23 markings and CL partially obscured by longitudinal and transverse crack fill. Cold temperature airport. Altitude correction required at or below –15C.

**AIRPORT MANAGER:** 304-738-0002

**WEATHER DATA SOURCES:** AWOS–3 128.625 (304) 738–0451.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**CLEARANCE DELIVERY PHONE:** For CD ctc Johnstown Apch at 814-532-5960, when Apch clsd ctc Cleveland ARTCC at 440-774-0234.

**RADIO AIDS TO NAVIGATION:** DME unusable byd 22º left of course. DME unusable byd 10 NM blw 3,500´.

**MEXICO FARMS** (1W3) 3 S UTC–5(–4DT) N39°36.32´ W78°45.65´


**AIRPORT MANAGER:** 301-724-5231

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**CLEARANCE DELIVERY PHONE:** For CD ctc Johnstown Apch at 814-532-5960, when Apch clsd ctc Cleveland ARTCC at 440-774-0234.

**WASHINGTON**

**NE, 5 NOV 2020 to 31 DEC 2020**
EASTON/NEWNAM FLD (ESN) (KESN) 2 N UTC–5(–4DT) N38º48.25´ W76º04.14´

72 B TPA—See Remarks NOTAM FILE ESN

Rwy 04–22: H5500X100 (ASPH–GRVD) S–40, D–60, 2D–100 HIRL 0.7% up NE

Rwy 04: PAPI(P4L)—GA 3.0º TCH 43’.


Rwy 15–33: H4003X100 (ASPH) S–40, D–60, 2D–100 MIRL 0.5% up SE

Rwy 15: REIL. PAPI(P2L)—GA 3.5º TCH 45’. Trees.

Rwy 33: REIL. PAPI(P2L)—GA 3.5º TCH 45’. Trees. Rgt tfe.

Rwys 15–33 distance markers every 1000´ west side of rwy. NOTE: See Special Notices—Easton, Maryland Noise Abatement Procedure.

AIRPORT REMARKS: Attended 1300–dusk. Deer, birds and other wildlife on and in the vicinity of the airport. Noise abatement, depart Rwy 22 avoid overflight of town of Easton, depart Rwy 04 left turn at end of rwy to parallel Highway 50 until passed trailer park. TPA for jet act 1598(1526), all other act 1098(1026). Rwy 15–33 distance markers every 1000´ west side of rwy.

AIRPORT MANAGER: 410-770-8055


COMMUNICATIONS: CTAF 118.525 ATIS 124.475

TOWER 118.525 (1100–0300Z‡), GND CON 119.075, CLNC DEL 119.075

CLEANCE DELIVERY PHONE: For CD when ATCT is closed ctc Potomac Apch at 866-429-5882.

AIRSPACE: CLASS D svc 1100–0300Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION:

PATUXENT (L) VORTAC W 117.6 PXT Chan 123 N38º17.27´ W76º24.01´ 037º 34.7 NM to fld. 18/10W.

VOR unusable:

023 byd 10 NM blo 2,500’
024º–174º byd 11 NM blo 2,500’
175º–239º byd 10 NM blo 5,000’
240º–347º
348º–022º byd 11 NM blo 2,500’

TACAN AZIMUTH unusable:

150º–155º byd 25 NM blo 2,500’
155º–237º byd 11 NM blo 2,500’

DME unusable:

150º–155º byd 25 NM blo 2,500’
155º–237º byd 11 NM blo 2,500’

ELKTON

CLAREMONT (58M) 3 SW UTC–5(–4DT) N39º34.45’ W75º52.19’
106   B  NOTAM FILE DCA
RWY 13–31: H2989X70 (ASPH–AFSC) MIRL 1.5% up NW
RWY 31: REIL. PAPI(P2L)—GA 4.0º TCH 6’. Thld dsplcd 601’. Trees.
SERVICE: S2 FUEL 100LL LGT ACTIVATE rotating bcn—123.0.
ACTIVATE REIL Rwy 13 and Rwy 31, PAPI Rwy 13 and Rwy 31,
MIRL Rwy 13–31—123.0.
AIRPORT MANAGER: (410) 398-0234
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Philadelphia Apch at (800) 354-9884.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
SMYRNA (L) VORTACW 111.4 ENO Chan 51 N39º13.90’ W75º30.96’ 330º 26.3 NM to fld. 15/9W.
TACAN AZIMUTH unusable: 140º–150º byd 36 NM bld 2,000’.
200º–300º byd 36 NM bld 3,000’.
VOR unusable: 159º–169º bld 3,000’. 325–335 byd 15NM bld 4,900’.
DME unusable: 140º–150º byd 36 NM bld 2,000’.
200º–300º byd 36 NM bld 3,000’

ELLICOTT N39º17.24’ W76º46.62’ NOTAM FILE BWI.
NDB (MHW) 371 FND 154º 8.4 NM to Baltimore/Washington Intl Thurgood Marshall. 381/11W.
NDB unusable: 140º–320º byd 12 NM bld 10,500’

ESSEX SKYPARK (See BALTIMORE on page 87)
FREDERICK MUNI (FDK)(KFDK) O E UTC-5(–4DT) N39°25.05’ W77°22.46’

306 B TPA—See Remarks NOTAM FILE FDK

RWY 05–23: H5219X100 (ASPH–GRVD) S–60 HIRL 0.4% up SW

RWY 05: REIL. PAPI(P4L)—GA 3.0º TCH 40’. Trees. Rgt tfc.

RWY 23: ODALS. REIL. PAPI(P4L)—GA 3.0º TCH 40’. Trees.

AIRPORT REMARKS: Attended 1300–2000Z. Arpt unattended Christmas Day. Fuel self serve 100LL avbl H24 with credit card. Rwy 23 –15 ft depression 400 ft long; 246 ft L of cntrln; parallel to apch end. TPA—1106 (800) helicopters, 1306(1000) single and lgt twins, 1806 (1500) large twins and jets.

AIRPORT MANAGER: 301-600-2201

WEATHER DATA SOURCES: AWOS–3 124.875 (301) 600–1457.

COMMUNICATIONS: CTAF IAP, AD

CONTINUED ON NEXT PAGE
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

WESTMINSTER (H) VORTAC 117.9  EMI Chan 126  N39°29.70’ W76°58.71’  264° 19.0 NM to fld. 820/8W.

VOR portion unusable:
- 128°–161° byd 20 NM blo 6,500’
- 221°–231° blo 4,500’
- 221°–231° byd 13 NM blo 16,000’
- 301°–334° blo 5,500’

TACAN AZIMUTH & DME unusable:
- 281°–055° byd 35 NM blo 3,000’

(T) VOR/W 109.0  FDK  N39°24.73’ W77°22.51’ at fld. 303/8W. NOTAM FILE FDK.

VOR unusable:
- 150°–160° byd 10 NM blo 3,000’
- 180°–190°

ILS 110.3  I–FDK  Rwy 23. Class IT.

COMM/NAV/WEATHER REMARKS: Potomac Clnc Del 126.9 or 866–429–5882 (When twr clsd)

FREEWAY (See BOWIE on page 89)

FRIENDLY

POTOMAC AIRFIELD  (VKX)(KVXK)  0 NE  UTC–5(–4DT)  N38°44.92’ W76°57.36’

118  B  NOTAM FILE DCA

RWY 06–24: H2665X40 (ASPH)  MIRL  0.3% up NE

RWY 06: PAPI(P2L)—GA 5.0° TCH 19’. Thld dsplcd 376’. Trees.


SERVICE: 54  FUEL  100LL  LGT REIL Rwy 06 and Rwy 24 opr SS–SR.

MIRL Rwy 06–24 SS–SR; ACTIVATE PAPI Rwy 06 and Rwy 24—CTAF.

AIRPORT REMARKS: Attended 1200–0300Z‡. Arpt within Flight Restricted Zone. Expect 24 hr security from police, mil and others on the grnd and in the air. Unlimited vehicle access to acft movement areas. NS ABTMT procedures, avoid tkf 0300–1200Z‡. Rotating bcn located 1000’ north of arpt. Visitors please tune 122.85 for parking instructions and grnd svcs. Rentals avbl 301–292–9700. Rwy 06 PAPI unusable 3º right of course.

AIRPORT MANAGER: 301-248-5720

COMMUNICATIONS: CTAF/AUNICOM 122.8

POTOMAC APP/DEP CON 124.7 125.65 (DC–FRZ)

CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-599-3874.

RADIO AIDS TO NAVIGATION: NOTAM FILE ADW.

ANDREWS (L) VORTAC 113.1  ADW Chan 78  N38°48.43’ W76°51.98’  240° 5.5 NM to fld. 263/10W.

VOR unusable:
- 035°–045° blo 2,500’
- 089°–182°
- 183°–227° blo 4,000’
- 230°–236° byd 20 NM
- 237°–270°
- 333°–048°

TACAN AZIMUTH unusable:
- 035°–045° blo 2,500’
- 220°–280°
- 295°–310°

DME unusable:
- 035°–045° blo 2,500’
- 220°–280°
GAITHERSBURG

MONTGOMERY CO AIRPARK (GAI)(KGAI) 3 NE UTC–5(–4DT) N39º10.10´ W77º09.96´

RWY 14–32: H4202X75 (ASPH) MIRL 1.1% up SE

RWY 14: REIL, VASI(V4L)—GA 3.0º TCH 53´. Trees.


SERVICE: S6 FUEL: 100LL, JET A OX 4 LGT ACTIVATE MIRL Rwy 14–32 and REIL Rwy 14 and Rwy 32—CTAF. Rwy 32 PAPI baffled byd 5º left of crs due to bldg.


AIRPORT MANAGER: 301-762-9080

WEATHER DATA SOURCES: AWOS–3PT 128.275 (301) 977–2971.

COMMUNICATIONS: CTAF/UNICOM 123.075

® POTOMAC APP/DEP CON 128.7

CLNC DEL 121.6

CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-429-5882.

RADIO AIDS TO NAVIGATION:

ARMEL (L) VOR/DME 113.5 AML Chan 82 N38º56.08´ W77º28.00´ 053º 19.8 NM to fld. 296/BW.

VOR unusable:
055º–092º blo 4,500´
093º–115º
116º–210º blo 4,500´

DME unusable:
055º–210º byd 28 NM blo 2,500´
211º–230º byd 30 NM blo 3,000´

FREDERICK (T) VOR/DME 109.0 FDK N39º24.73´ W77º22.51´ 154º 17.6 NM to fld. 303/BW. NOTAM FILE FDK.

VOR unusable:
150º–160º byd 10 NM blo 3,000´
180º–190º

GARRETTE CO

GRANTSVILLE N39º38.10´ W79º03.03´ NOTAM FILE EKN.

(L) DME 112.3 GRV Chan 70 095º 13.5 NM to Greater Cumberland Rgnl. 2640/0W.

DME unusable:
071º–306º byd 20 NM blo 6,000´
108º–113º byd 38 NM
307º–070º byd 20 NM blo 5,000´
325º–345º byd 35 NM

GREATER CUMBERLAND RGNL (See CUMBERLAND on page 93)

703 B Class I, ARFF Index B NOTAM FILE HGR

RWY 09–27: H7000X150 (ASPH–GRVD) S–100, D–150, 2S–175, 2D–250 PCN 62 F/B/X/T HIRL 0.3% up E

RWY 09: REIL. PAPI(P4L)—GA 3.0º TCH 55º.
RWY 27: MALSR. PAPI(P4L)—GA 3.0º TCH 55º.

RWY 02–20: H3165X100 (ASPH) S–80, D–100, 2S–127, 2D–170 MIRL 0.3% up N

RWY 02: REIL. PAPI(P2L)—GA 4.0º TCH 53º.
RWY 20: REIL. PAPI(P2L)—GA 4.0º TCH 33º.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02: TORA–3165 TODA–3165 ASDA–3165 LDA–3165
RWY 09: TORA–7000 TODA–7000 ASDA–7000 LDA–7000
RWY 20: TORA–3165 TODA–3165 ASDA–3165 LDA–3165

SERVICE: S4 FUEL 100LL, JET A, A1 OX 1, 2, 3, 4 LGT When twr clsd

ACTIVATE MALSR Rwy 27, REIL Rwy 09, HIRL Rwy 09–27—CTAF. MILITARY—FUEL A, A+ (Avbl 1000–0300Z‡, C301–791–9119, OT 3 hr PN C301–730–4700/301–730–4100, fee $100/hr.) (NC–100LL) OIL 0–128


AIRPORT MANAGER: 240–313–2777

WEATHER DATA SOURCES: ASOS 126.375 (301) 745–3497.

COMMUNICATIONS: CTAF 120.3 UNICOM 122.95

® POTOMAC APP/DEP CON 126.825 TOWER 120.3 (1200–0300Z‡) GND CON 120.8

CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc Potomac Apch at 866-709-4993.

AIRSPACE: CLASS D svc 1200–0300Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

ST THOMAS (L) VORTACW 115.0 THS Chan 97 N39º55.99´ W77º57.06´ 149º 17.0 NM to fld. 2338/7W.

(V) VORW 109.8 HGR N39º41.86´ W77º51.34´ 091º 6.0 NM to fld. 563/7W. NOTAM FILE HGR.

VOR unusable:
251º–280º byd 16 NM b/o 4,000`
281º–300º byd 24 NM b/o 8,000`
351º–360º

ILS/DME 111.9 I–UYK Chan 56 Rwy 09. ILS unavbl when ATCT clsd.

ILS/DME 111.9 I–HGR Chan 56 Rwy 27. Class IE. OM/LOM OTS indef.

HAVRE DE GRACE SPB (M06) 1 E UTC–5(–4DT) N39º32.49´ W76º04.18´ WASHINGTON NE, 5 NOV 2020 to 31 DEC 2020

COMMUNICATIONS: CTAF/UNICOM 123.0

INDIAN HEAD

MARYLAND (2W5) 4 E UTC–5(–4DT) N38°35.82´ W77°04.35´
175 B TPA—1005(830) NOTAM FILE DCA
RWY 02–20: H3740X75 (ASPH) MIRL 0.4% up N
RWY 02: REIL. PAPI(P4L)—GA 3.0º TCH 40´. Trees.
RWY 20: Trees.
SERVICE: S2 FUEL 100LL, JET A LGT ACTVT REIL Rwy 02 and MIRL
Rwy 02–20—CTAF.
AIRPORT REMARKS: Attended Mon–Sat 1300–2300Z‡, Sun 1400–2300Z‡.
Unattended Thanksgiving, Christmas and New Year’s Days. Birds and
wildlife on and inv of arpt. Arpt deactivates PAPI when winds favor Rwy
20.
AIRPORT MANAGER: 301-283-6202
COMMUNICATIONS: CTAF/UNICOM 122.7
POTOMAC APP/DEP CON 124.7 118.95 (DC–SFRA)
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-599-3874.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
NOTTINGHAM (L) VORTAC 113.7 OTT Chan 84 N38°42.35´
W76°44.68´ 257º 16.7 NM to fld. 210/10W.
TACAN AZIMUTH unusable:
006º–194º blo 12,500´
DME portion unusable:
031º–050º byd 20 NM blo 4,000´
051º–065º byd 20 NM blo 5,000´
066º–076º byd 20 NM blo 3,000´
066º–076º byd 32 NM blo 5,000´
077º–086º byd 20 NM blo 5,000´
087º–122º byd 20 NM blo 7,000´
087º–143º byd 36 NM
123º–135º byd 20 NM blo 6,000´
123º–143º byd 32 NM blo 7,000´
144º–180º byd 20 NM blo 5,000´
181º–259º byd 20 NM blo 2,500´
260º–030º byd 20 NM blo 3,000´
VOR unusable:
006º–194º blo 12,500´
072º–138º blo 6,000´
139º–234º blo 10,000´
311º–349º

JOINT BASE ANDREWS (ADW)(KADW) AF (A ANG AFRC DOE MC NAF) 3 E UTC–5(–4DT)
N38°48.65´ W76°52.02´
280 B NOTAM FILE ADW Not insp.
RWY 01R–19L: H9756X150 (ASPH–CONC–GRVD) PCN 54 R/B/W/T HIRL
RWY 01R: ALSF1. PAPI(P4L)—GA 3.0º TCH 62´. RVR-T
RWY 19L: ALSF1. PAPI(P4L)—GA 3.0º TCH 56´. RVR-T
RWY 01L–19R: H9318X200 (CONC–GRVD) PCN 72 R/B/W/T HIRL CL
RWY 01L: ALSF2. TDZL. PAPI(P4R)—GA 3.0º TCH 72´. RVR-TMR
RWY 19R: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 71´. RVR-TMR
ARRESTING GEAR/SYSTEM
RWY 01R HOOK MB60 (35’ OVRN) BAK–14 BAK–12B(B) (1500´).
RWY 01L BAK–14 BAK–12B(B) (2240´).
CONTINUED ON NEXT PAGE
MILITARY REMARKS: RSTD KADW rstd to Official Business Only (OBO). PPR for all acft. DVS, SAM, EVAC are exempt from SERVICE:

FUEL restrictions, however require PPR for tracking and ramp availability. DSN 858–3411. PPR must be req 72 hrs prior to arr but no earlier than 6 days prior to arr via email. Ctc 89 OSS Afl dmsg for PPR req form DSN 858–3411/9442 or C301–981–3411/9442. Effective Rwy 01L–19R (btn dispd thld) avbl for tfk and ldg is 9,318’. Do not land prior to mrkd rwy thld; dispd thld may not be used for tfk or ldg roll out. Off TERPS end of rwy for obst protection is mrkd thld. Do not use opposite end dispd thld for tkf computations or tkf roll. Rwy 01L–19R len of 11,318’ is for presidential airlift GP (PAG), 459 ARW actw, 1 accs and other 89 OG/CC apv act ops. OG/CC apv rqr for use of the dispd thlds for tfk or ldgs. Rwy 01L–19R Len of 11318’ is for Presidential Airlift GP (PAG), 459 ARW actw and 1 ACCS act and other 89 OG/CC apv act ops. Apv for use of the dispd thlds for tkf or ldgs rqr 89 OG/CC apv. Ctc 89 OSS AM Ops for waiver DSN 858–3411. Rwy 01R–19R Length including displaced threshold areas is 10,918’ X 200’. Operational use of Rwy 01L–19R displaced threshold areas for tfk and/or ldg rollout specifically authorized for Presidential Airlift Group (PAG), 459 ARW actw, 1 accs and other 89 OG/CC apv act. Northernmost 400’ of own displaced threshold areas can accommodate only idle thrust jet blast. Only southernmost 600’ of Rwy 19R displaced threshold areas (neth end of Rwy 01L–19R) is usable for tfk (i.e. point at which tfk power can be applied) due to proximity of localizer antenna install 1,200’ fm Rwy 19R ldg thld. PPR must req 72 hr prior to arr, DSN 858–3411. No arr/dep of tran fighter actw with live forward firing munitions. All inbd actw ctc Andrews Comd Post (316 WG comd Post) 1 hr out with DV codes, load msg, blocktime, EDT and rqr. AMC act opr rdstr dtrd bird watch condition moderate (tkf or ldg perms only when dep/arr rtrd ident bird act, no lclf IFR/VFR fc pt act) and severe (tkf or ldg proh wo OG/CC), ctc baseops for current bird watch cond. Current bird watch cond. E–4 act rqr afld mgr apv to use. Rwy 01L–19R South end underrun/overrun usable due to pavement degradation. Rwy 01R–19L due to weak feature at apch end Rwy 01R. All tws are 75’ wide exc Twy E1 and Twy E2. Twy E btw Twys E1 and E4 are only 50’ wide. Twy E, N, of E3 clsd to actw with wg span greater than 165’ (C5, B747, C17 KC10, etc). For RON svc call 316 WG Comd Post DSN 858–5058 or C301–981–5058.Wx flight DSN 858–2840/5826. ASD in use. Opr transponders with all reporting mode and ADS–B (if equipped) enabled in ctl movement area. Rwy 01R–19L B–747/AN–124 opr proh, exc 89AW actw, due foreign object damage potential; waiver authority is 316 OG/CC. PPR exc AMC, Sam, DOD courier svc, and evac MSN DSN 858–3411. All actw filing to ADW rqr for ramp freeze info, ramp freezes close afld up to 30 min, delays are possible. CAUTION Extremely heavy VFR conflicting tfc North and South quadrants. Visibility byd 3 miles rtrd by trees. Wind flow from 200°–300° disrupted by hangar on SE side of afl. Deer haz, pilots report any actw to twr/PTD. Obstruction (act tws) encroach upon 7:1 transition sfc, westside, between park rows 1–12, tail heights may encroach by 16´ 7”. East ramp, tail heights may encroach by 51´ 6”.Flight restricted zone and SFRA in the Washington DC metropolitan area. All non–DOD actw must ctc. Transportation Security Administration for SFRA Waiver IAC ZDC NOTAMS 5–7 days prior. TFC PAT Because of extremely hvy air tfc to the W, all actw on overhead pat will enter fm the east, regardless of ldg rwy. Overhead pat 2000’, rectangular pat 1500’, lght actw 1000’ coter 800’. Actw rqr vfr multid patterns must use twr VHF freq. NS ABTMT No practice apch bto 0300–1100Z‡, all act wtf exp full stop ldg. Quiet hr nmrly 0300–1100Z‡. Scramble/Alert mn exempt. 0000–1100Z‡, daily, no helicopter overflight or tfc pat west of Rwy 01L–19R (over base housing) blo 800’ AGL. Strict compliance with procedure rqr. 89 OSS AM OPS DSN 858–3411, C301–981–3411. NS ABTMT EAST RAMP Turboprop taxi low idle and secure outboard engines prior to ramp entry, exempt dur icw cond. MISG All tran actw will hold on Twy W for flw me vhr prior to entering prk ramp. First 4300’ and last 325’ of Rwy 01R concrete. Ftr/trng actw bring eng covers. Actw with VIP exp transfer to AF coppter must ctc Mussel OPS (141.2722.2) 15 min out if arr will be differ than skd. For flight planning, use DCA preferred IFR routes lcctd at http://fly.faa.gov/rmt/n.fdc–preferred–routes–database.jsp. Rwy 01R–19R grooved. West ramp rows 2, 3, and 4 closed when DV movement aircraft present on row 5. Runway 01L–19R mandatory runway hold signs at end intersections of Taxiways N, S and W contain incorrect legend. Runway 01L–19R and Runway 01R–19L hold signs at instrument critical areas on Taxiways W, N, S, and E contain incorrect legend. During winter weather events actw may receive may receive airfield status information at HTTP://RT3GRIP/COM/ANDREWS/LOGIN.PHP after retrieving the login information from AM ops at DSN 858–9442 or C301–981–9442. CSTM/AG/IMG Customs Border Protection hrs 1100–2300Z‡, after 2300Z‡ ctz Comd Post. OT agents drive to Andrews AFB. No notice actw that rqr Customs can exp min 2 hr delay. CBP rqr the following forms for arrival actw. CBP form 7507 (11/12) general declaration, CBP form 6059B (04/14) customs declaration ldcctd https://www.cbp.gov/newsroom/publications/forms. MISG NAVY East/Navy side tran svc not avbl 24/7. Exc for DV flights Navy hq bldg open 1230–2130Z Mon–Fri. For after hr arrivals ctz NAFW at C240–857–9259/C240–381–2739/C202–340–5954. ANG PPR for svg and use of prk ramps. No AVGAS or reciprocating eng oil avbl, ltd maint. Ctc 201 OPS DSN 857–7161/62, UHF 314.25, ltd w side ADW. 113 WG, DCANG DSN 857–4190/91, UHF 234.8 ltd east side ADW. No tran maint avbl.

CONTINUED ON NEXT PAGE
MARYLAND

CONTINUED FROM PREcedING PAGE

AIRPORT MANAGER: 301-981-3416
WEATHER DATA SOURCES: TDWR.
COMMUNICATIONS: D–ATIS 133.675 251.05 D
© POTOMAC APP CON 128.0 335.5
TOWER 118.4 349.0 GND CON 121.8 275.8 CLINC DEL 127.55 285.475
© POTOMAC DEP CON 118.95 257.2 (West) 125.65 348.725 (East)
CPDLC (LOGON KUSA)

ANDREWS COMD POST 141.55 378.1 (VHS O/S UFN) PMSV METRO 344.6 Wx svc avbl 24hrs. Afld wx monitored by
AN/FMQ–19 ASOS, Augmented by human observations during systems outage. Supported by 15th opr Wx Squardron
DSN 576–9755 C618–256–9755. AFRC OPS 143.8 351.2 A/G See Global HF Systems list in FIH.

AIRSPACE: CLASS B See VFR Terminal Area Chart.
RADIO AIDS TO NAVIGATION: NOTAM FILE ADW.
ANDREWS (L) VORTACW 113.1 ADW Chan 78 N38º48.43´ W76º51.98´ at fld. 263/10W.

VOR unusable:
035º–045º blo 2,500´
089º–182º
183º–227º blo 4,000´
230º–236º byd 20 NM
237º–270º
333º–048º

TACAN AZIMUTH unusable:
035º–045º blo 2,500´
220º–280º
295º–310º

DME unusable:
035º–045º blo 2,500´
220º–280º

ILS 111.5 I–RWS Rwy 01L. Class IIIE. LOC unusable inside rwy thr.
ILS 110.5 I–VJM Rwy 01R. Class IE.
ILS 110.5 I–GQZ Rwy 19L. Class IE.
ILS 111.5 I–MXK Rwy 19R. Class IIIE. LOC unusable 25º right of course.

COMM/NAV/WEATHER REMARKS: PTD: OTS UFN.
KENTMORR AIRPARK (See STEVENSVILLE on page 111)

LANDY N38º21.76´ W75º11.87´ NOTAM FILE OXB.
NDB (MHW/LOM) 609 TPA—1409(800) NOTAM FILE DCA
RWY 08–26: H2000X50 (ASPH) 0.7% up E
RWY 08: Trees.
RWY 26: Pole.
SERVICE: S2 FUEL 100LL
pos NA. Rwy 26, pond 80 ft R of thr.
AIRPORT MANAGER: 301-253-2897
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-429-5882.

LAYTONSVILLE

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LEONARDTOWN

ST MARY’S CO RGNL (2W6) 4 NE  UTC–5(–4DT)  N38º18.92 ´ W76º33.01 ´  B  NOTAM FILE DCA

RWY 11–29: H4150X75 (ASPH) S–12.5 MIRL  0.4% up W
RWY 11: REIL. PAPI(P2L)—GA 3.0º TCH 37 ´. Trees.
RWY 29: REIL. PAPI(P2L)—GA 3.0º TCH 32 ´. Trees.

SERVICE:  S4  FUEL  100LL, JET A

AIRPORT REMARKS:  Attended 1300–2200‡. Self serve 100LL avbl with credit card. Deer on and inv of Rwy 11–29 SS–SR. Glider and ultralight activity on and inv of arpt. Rwy 29 15 ´ depression (downslope) 300 ´ from thld 150 ´ rgt, 125 ´ left. When R–4007 in effect, acft operating VFR at arpt must remain within 1.5 NM of arpt, at or blw 1500 MSL, and above 700 ´ AGL. All VFR flt ops conducted within R–4007 shall be at or blw 1000 ´ MSL. IFR and VFR apchs within R–4077 will be coordinated with Patuxent Apch on 121.0 or by phone 301–342–3740.

AIRPORT MANAGER:  (301) 475-4200

WEATHER DATA SOURCES:  AWOS–3 119.575 (301) 373–6514.

COMMUNICATIONS:  CTAF/UNICOM 123.0

® PATUXENT APP/DEP CON 121.0 (1200–0400‡ Mon–Sun. Other times by NOTAM) other time ctc

® POTOMAC APP/DEP CON 135.625

CLEARANCE DELIVERY PHONE:  For CD when NHK Apch is clsd ctc Potomac Apch at 866-640-4124.

RADIO AIDS TO NAVIGATION:  NOTAM FILE DCA.

PATUXENT (L) VORTACW 117.6  PX1  Chan 123  N38º17.27 ´ W76º24.01 ´ 293º 7.3 NM to fld. 18/10W.

VOR unusable:
023 byd 10 NM blw 2,500 ´
024º–174º byd 11 NM blw 2,500 ´
175º–239º byd 10 NM blw 5,000 ´
240º–347º
348º–022º byd 11 NM blw 2,500 ´

TACAN AZIMUTH unusable:
150º–155º byd 25 NM blw 2,500 ´
155º–237º byd 11 NM blw 2,500 ´

DME unusable:
150º–155º byd 25 NM blw 2,500 ´
155º–237º byd 11 NM blw 2,500 ´

MARTIN STATE

(See BALTIMORE on page 88)

MARYLAND

(See INDIAN HEAD on page 100)

MASSEY AERODROME (MD1) 2 E  UTC–5(–4DT)  N39º17.96 ´ W75º47.96 ´

73  NOTAM FILE DCA

RWY 02–20: 3000X100 (TURF)

RWY 02:  Trees.

RWY 20:  Thld dsplcd 120 ´. Trees.

AIRPORT REMARKS:  Attended 1500–2200‡. Gliders, hang–gliders, powered parachutes, ultralight activity on and inv of arpt. Rwy thlds and sides marked with orange tfc cones. Rwy 20 dsplcd thld marked with 3 orange tfc cones on both sides.

AIRPORT MANAGER:  410-928-5270

COMMUNICATIONS:  CTAF 122.9

CLEARANCE DELIVERY PHONE:  For CD ctc Philadelphia Apch at 800-354-9884

MEXICO FARMS

(See CUMBERLAND on page 93)

MONTGOMERY CO AIRPARK (See GAITHERSBURG on page 98)
NOTTINGHAM

N38º42.35´ W76º44.68´ NOTAM FILE DCA.

(L) VORTACW 113.7 OTT Chan 84 328º 8.5 NM to Joint Base Andrews. 210/10W.

TACAN AZIMUTH unusable:
006º–194º blo 12,500´

DME portion unusable:
031º–050º byd 20 NM blo 4,000´
051º–065º byd 20 NM blo 5,000´
066º–076º byd 20 NM blo 3,000´
077º–086º byd 20 NM blo 5,000´
087º–122º byd 20 NM blo 7,000´
087º–143º byd 36 NM
123º–143º byd 20 NM blo 6,000´
123º–143º byd 32 NM blo 7,000´
144º–180º byd 20 NM blo 5,000´
181º–259º byd 20 NM blo 2,500´
260º–030º byd 20 NM blo 3,000´

VOR unusable:
006º–194º blo 12,500´
072º–138º blo 6,000´
139º–234º blo 10,000´
311º–349º

OAKLAND

GARRETT CO (2G4) 13 NE UTC–5(–4DT) N39º34.85´ W79º20.16´

2933 B TPA—3733(800) NOTAM FILE EKN

RWY 09–27: H5000X75 (ASPH–GRVD) MIRL 1.1% up W
RWY 09: REIL PAPI(P4L)—GA 3.0º TCH 44º.
RWY 27: REIL PAPI(P4R)—GA 3.0º TCH 45º.

SERVICE: S1 FUEL 100LL, JET A+ LGT ACTIVATE REIL Rwy 09–27, MIRL Rwy 09–27 and PAPI Rwy 09 and Rwy 27—CTAF.

AIRPORT REMARKS: Attended 1300–2300Z‡. Unattended Christmas and New Years Day. 24 hr self–serve 100LL and JET A avbl with credit card. Wildlife on and invof arpt.

AIRPORT MANAGER: 301-746-8599
WEATHER DATA SOURCES: AWOS–3 120.125 (301) 746–8443.

COMMUNICATIONS: CTAF/UNICOM 123.0

CLARKSBURG APP/DEP CON 119.425 (1200–0400Z‡)
CLEVELAND CENTER APP/DEP CON 124.4 (0400–1200Z‡)

CLEARANCE DELIVERY PHONE: For CD ctc Clarksburg Apch at 304-842-2011, when Apch clsd ctc Cleveland ARTCC at 440-774-0226.

RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.

GRANTSVILLE (L) DME 112.3 GRV Chan 70 N39º38.10´ W79º03.03´ 256º 13.6 NM to fld. 2640/0W.

DME unusable:
071º–306º byd 20 NM blo 6,000´
108º–113º byd 38 NM
307º–070º byd 20 NM blo 5,000´
325º–345º byd 35 NM
MARYLAND

OCEAN CITY MUNI (OXB)(KOKX)  2 SW  UTC–5(–4DT)  N38°18.63’ W75°07.44’

12  B  NOTAM FILE OXB

RWY 14–32: H4074X75 (ASPH)  S–20  MIRL

RWY 14: VASI(V4L)—GA 3.0º TCH 47’. Trees.

RWY 32: VASI(V4L)—GA 3.0º TCH 39’.

RWY 02–20: H3204X75 (ASPH)  MIRL

RWY 02: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Trees.

RWY 20: REIL. PAPI(P2L)—GA 4.0º TCH 42’. Trees.

SERVICE: S4  FUEL  100LL, JET A  LGT

ACTVT REIL Rwy 02 and Rwy 20; MIRL Rwy 14–32 and Rwy 02–20—CTAF. Rwy 14 and Rwy 32 VASI opr consly. Rwy 02 PAPI unusable 7 deg right of centerline.


AIRPORT MANAGER: (443) 235-4434

WEATHER DATA SOURCES: ASOS 119.025 (410) 213–1530

COMMUNICATIONS: CTAF/UNICOM 123.05

PATUXENT APP/DEP CON 127.95 (1200–0400Z† Mon–Sun. Other times by NOTAM) other times ctc

POTOMAC APP/DEP CON 127.2

CLNC DEL 127.25 (When NHK apch clsd)

CLEARANCE DELIVERY PHONE: For CD when NHK Apch is clsd ctc Potomac Apch at 866-640-4124.

RADIO AIDS TO NAVIGATION:

VOR unusable: 00º–026º byd 20 NM bl 7,000’, 027º–089º byd 13 NM bl 5,000’, 090º–110º byd 20 NM bl 5,000’, 111º–113º byd 19 NM bl 5,000’, 114º–120º byd 16 NM bl 5,000’, 261º–285º bl 6,000’, 294º–007º bl 5,000’.

TACAN AZIMUTH unusable: 009º–055º byd 20 NM, 261º–285º bl 6,000’, 294º–007º bl 5,000’.

DME unusable: 009º–055º byd 20 NM, 261º–285º bl 6,000’, 294º–007º bl 5,000’.

LANDY NDB (MHW/LOM) 407 OX N38°21.76’ W75°11.87’ 144º 4.7 NM to fld. 33/12W. NOTAM FILE OXB. NDB unmonitored.

LOC 109.15 I–OXB Rwy 14. LOM LANDY NDB. LANDY NDB unmonitored. LOC unusable byd 20º left and r of course.

PATUXENT  N38°17.37’ W76°25.45’

RCO 122.5 (LEESBURG RADIO)
PATUXENT RIVER NAS (TRAPNELL FLD) (NHK)(KNHK) N 0 N UTC–5(–4DT) N38º17.18´

WASHINGTON
H–101, L–34E, 36I, A
DIAP, AD

MARYLAND

W76º24.60´
39 B TPA—See Remarks NOTAM FILE DCA Not insp.
RWAY 06–24: H11799X200 (ASPH) PCN 70 R/B/W/T HI RL CL
RWAY 06: ALSF1. OLS. TDZL.
RWAY 24: OLS.
RWAY 14–32: H9732X200 (CONC) PCN 67 R/B/W/T HI RL
RWAY 14: OLS.
RWAY 32: OLS.
RWAY 02–20: H5021X75 (ASPH) PCN 79 R/B/W/T

ARRESTING GEAR/SYSTEM
RWAY 06 HOOK E28(B) (2180´).
RWAY 14 HOOK E28(B) (1280´).

SERVICE:
MILITARY—JASU (NCPP–105) (NC–8A) (NC–10C)
FUEL J5, 100LL, A
FLUID SP LHOX LOX
OIL O–128–133–148–156 (Mil)
TRAN ALERT Avbl 1200–2300Z‡ Mon–Fri exc hol.

MILITARY REMARKS:
Opr Class D svc Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays. OT by NOTAM. See FLIP AP/1 Supplementary Arpt Remarks. RSTD PPR, no NOTAM terminal facilities avbl. DSN 342–3836, C301–342–3836.
Acft must make prior arrangement and receive PPR from host Squadron, or NAS Air Ops. Ltd ramp space, and ltd tran svc avbl expect delays. Twy all exp dly due to acft wt limitations. CAUTION Stopping in rstd area on Twy A, W twy is prohibited. Portions of rwy, twy and acft ramps not visible from twr. First 1630´ Rwy 32 may be clsd dalgt hrs Mon–Sat during VFR. Buildings and equipment located near the AER 32. Deer and bird haz. TFC PAT—VFR initial at 4 DME (Rwy 32 at 3 DME) 2000(1961), break 1500(1461), downwind 1000(961). Reduced rwy separation standard in effect for local based USN/USMC acft. NS ABTMT Military acft maintain at least 1500´ between 3 NM and 10 NM from 210º clockwise to 240º. No practice apch Mon–Fri 0300–1200Z‡. Sat before 1500Z‡, Sun before 1700Z‡. Tran acft practice apch not to interfere basis. CSTMS/AG/IMG Ltd to acft on official business at Patuxent River with 72 hr prior notice. Ctc ADO at DSN 342–3836, C301–342–3836. MISC Wx forecast svc avbl 0900–0100Z‡ Mon–Fri. For forecast svc all other hrs ctc FWC–N at DSN 565–4555 or C888–745–6899. Wx observation and PMSV monitoring avbl 1100–0400Z‡ Mon–Fri and 1200–2300Z‡ Sat–Sun.

AIRPORT MANAGER: 301-863-3339

COMMUNICATIONS: SFA ATIS 322.425

APP/DEP CON 120.05 281.8 (165º–055º abv 3000) 121.0 250. 3 (155º–055º 3000 and blo) 127.95 314.0
(056º–164º) (1200–0400Z‡ Mon–Sun. Other times by NOTAM.)

POTOMAC APP/DEP CON 135.625 269.625 (1200–0400Z‡ Mon–Sun. Other times by NOTAM.)
TOWER 123.7 344.65 340.2X (1200–0400Z‡ Mon–Sun. Other times by NOTAM.)
GND CON 120.6 336.4 CLNC DEL 135.2 316.125 PMSV METRO 356.2 BASE OPS 302.55

CLEARANCE DELIVERY PHONE: For CD when NHK ATCT/Apch are clsd ctc Potomac Apch at 866-640-4124.

AIRSPACE: CLASS D svc 1200–0400Z‡ Mon–Fri, 1300–2300Z‡ Sat–Sun, clsd hol; other times CLASS E.

CONTINUED ON NEXT PAGE
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

(L) VORTAC

(117.6)  
PX  
Chan 123  
N38°17.27’ W76°24.01’ at fld. 18/10W.

VOR unusable:  
023 byd 10 NM blo 2,500’  
024°–174° byd 11 NM blo 2,500’  
175°–239° byd 10 NM blo 5,000’  
240°–347°  
348°–022° byd 11 NM blo 2,500’

TACAN AZIMUTH unusable:

026°–045° byd 20 NM  
06°–075°  
076°–090° byd 15 NM  
135°–170° byd 15 NM  
171°–190°  
191°–220° byd 25 NM  
221°–240° byd 15 NM  
250°–290° byd 15 NM  
355°–025°

DME unusable:

026°–045° byd 20 NM  
06°–075°  
076°–090° byd 15 NM  
135°–170° byd 15 NM  
171°–190°  
191°–220° byd 25 NM  
221°–240° byd 15 NM  
250°–290° byd 15 NM  
355°–025°

NDB (MHW)  
400  
NHK  
N38°17.16’ W76°24.20’ at fld. 19/10W.

NDB unusable:  
Byd 10 NM

ILS/DME

ASR/PAR  
Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima. For ASOS ctc C301–342–3398.

PHILLIPS AAF  
(APG)(KAPG) A  
2 S UTC–5(–4DT)  
N39°27.93’ W76°10.10’

WASHINGTON  
H–10I, L–34F, 36I A

AIRPORT MANAGER:  
410-278-4902

COMMUNICATIONS:  
ATIS  
124.425 (Mon–Fri 1100–2300Z‡)

®  
POTOMAC APP/DEP CON  
125.525  
291.625

TOWER  
126.15  
229.6  
241.0 (1300–2100Z‡ Mon–Fri exc holidays, other times PPR.)

GND CON  
121.9

CLEARANCE DELIVERY PHONE:  
For CD when ATCT is clsd ctc Potomac Apch at 866-429-5882.

AIRSPACE:  
CLASS D svc 1300–2100Z‡ Mon–Fri exc hol; other times PPR; other times CLASS G.

CONTINUOUS ON NEXT PAGE
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

DUPONT (L) VORTAC 114.0 DQO Chan 87 N39°40.69’ W75°36.43’ 254° 29.0 NM to fld. 70/10W.
DME unusable:
210°-235° byd 30 NM blo 3,000’
235°-265° byd 22 NM
VOR unusable:
230°-265° byd 22 NM
TACAN AZIMUTH unusable:
001°-050° byd 7 NM
210°-235° byd 30 NM blo 3,000’
235°-265° byd 22 NM

PIER 7 HELIPORT (See BALTIMORE on page 89)

POTOMAC AIRFIELD (See FRIENDLY on page 97)

RIDGELY AIRPARK (RJD)(KRJD) 2 NE UTC–5(–4DT) N38°58.21’ W75°51.98’
64  B NOTAM FILE DCA
RWY 12: REIL. Trees.
RWY 30: REIL. Trees.
SERVICE: S4 LGT ACTVT REIL Rwy 12 and Rwy 30; LIRL Rwy 12–30—CTAF.
AIRPORT REMARKS: Unattended. PPR for use of grass surfaces. Birds, deer and wildlife on and inof arpt. Unlimited vehicle access to acft movement areas. Turf areas adjacent to acft movement areas soft when wet. Twy/App pavements are failing with loose aggregate and alligator cracking. Rwy 12–30 thld bars and rwy numbers are half size.
AIRPORT MANAGER: (302) 270-2227
COMMUNICATIONS: CTAF/UNICOM 122.8
® POTOMAC APP/DEP CON 124.55
DOVER APP/DEP CON 132.425 (Rwy 30)
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 540-349-7541.

ST MARY’S CO RGNL (See LEONARDTOWN on page 103)
MARYLAND 109

SALISBURY

BENNETT (1N5) 4 NW UTC–5(–4DT) N38°24.77’ W75°37.02’

NOTAM FILE DCA

RWY 17–35: 3171X95 (TURF) LIRL

RWY 17: APAP(PNIL)—GA 4.0º TCH 23’. Thld dsplcd 240’. Road.

RWY 35: APAP(PNIL)—GA 5.0º. Thld dsplcd 941’. Trees.

RWY 08–26: 2302X95 (TURF)

RWY 08: Thld dsplcd 800’. Trees.

RWY 26: Thld dsplcd 300’. Road.

SERVICE: LGT Dusk–0400Z‡. ACTVT LIRL Rwy 17–35 and bcn—CTAF.


AIRPORT MANAGER: (410) 749-0323

COMMUNICATIONS: CTAF/UNICOM 122.8

PATUXENT APP/DEP CON 127.95 (1200–0400Z‡ Mon–Sun. Other times by NOTAM) other times ctc

POTOMAC APP/DEP CON 127

CLEARANCE DELIVERY PHONE: For CD when NHK Apch is clsd ctc Potomac Apch at 866-640-4124.

CONTINUED ON NEXT PAGE
RADIO AIDS TO NAVIGATION:

(L) VORTAC W

111.2 SBY

Chan 49

N38°20.70’ W75°30.63’ at fld. 48/12W.

VOR unusable:

007°–026° byd 20 NM blo 7,000’
027°–089° byd 13 NM blo 5,000’
090°–110° byd 20 NM blo 5,000’
111°–113° byd 19 NM blo 5,000’
114°–120° byd 16 NM blo 5,000’
261°–285° blo 6,000’
294°–007° blo 5,000’

TACAN AZIMUTH unusable:

009°–055° byd 20 NM
261°–285° blo 6,000’
294°–007° blo 5,000’

DME unusable:

009°–055° byd 20 NM
261°–285° blo 6,000’
294°–007° blo 5,000’

ILS 108.7° I–SBY Rwy 32. Class IA.

SNOW HILL

N38°03.40’ W75°27.83’ NOTAM FILE DCA.

(L) VORTAC W

112.4 SWL

Chan 71

189° 7.0 NM to Wallops Flight Facility. 34/8W.

VOR unusable:

005°–020° byd 25 NM blo 1,500’
020°–040° byd 20 NM blo 1,700’
040°–045° byd 10 NM blo 2,000’
210°–225° byd 13 NM blo 4,000’
210°–225° byd 18 NM blo 6,000’
210°–225° byd 37 NM
225°–265° byd 10 NM blo 2,500’
225°–265° byd 30 NM blo 9,000’
265°–005° byd 20 NM blo 1,500’

TACAN AZIMUTH OTS

WASHINGTON

H–10I, 12I, L–36I

NE, 5 NOV 2020 to 31 DEC 2020
**MARYLAND**

**STEVENSVILLE**

**BAY BRIDGE (W29)** 1 W UTC–5(–4DT) N38°58.59´ W76°19.80´

15 B TPA—1215(1200) NOTAM FILE W29

RWY 11–29: H2713X50 (ASPH) MIRL 0.3% up E

RWY 11: REIL. PAPI(P2L)—GA 3.0º TCH 39º.

RWY 29: REIL. PAPI(P2L)—GA 3.0º TCH 30º. Trees.

**SERVICE:** S4 FUEL 100LL LGT ACTVT REIL Rwy 11 and Rwy 29; MIRL Rwy 11–29—CTAF. Rwy 11 VGSI unusable byd 5 deg left of centerline. PAPIs are baffled.

**AIRPORT REMARKS:** Attended Mon–Sat 1230–2130Z‡, Sun unattended.


**AIRPORT MANAGER:** 410-643-4364

**WEATHER DATA SOURCES:** AWOS–3 120.575 (410) 643–8795.

**COMMUNICATIONS:** CTAF/UNICOM 122.725

**POTOMAC APP/DEP CON** 119.0

**CLEARANCE DELIVERY PHONE:** For CD ctc Potomac Apch at 866-429-5882.

**AIRPORT REMARKS:**

**TIPTON**

**WASHINGTON COPTER**

**WASHINGTON**

**KENTMORR AIRPARK (3W3)** 5 SW UTC–5(–4DT) N38°55.09´ W76°21.53´

10 TPA—1000(990) NOTAM FILE DCA

RWY 10–28: 2000X75 (TURF)


RWY 28: Thld dsplcd 150´. Road.

**AIRPORT REMARKS:** Unattended. Numerous birds, deer, other wildlife on and inovf arpt. No ngt ops. Unlimited vehicle access to acft movement areas. Rwy 10–28 may be soft and wet. Preferred calm or crosswind Rwy 28, for noise abatement. Preferred 90º crosswind Rwy 28, for noise abatement. Rwy 10–28 dsplcd thlds marked with orange cones. Helicopters requested to use standard tfc pattern. Taxi and park on north side of rwy.

**AIRPORT MANAGER:** 410-643-1785

**COMMUNICATIONS:** CTAF 122.9

**CLEARANCE DELIVERY PHONE:** For CD ctc Potomac Apch at 866-429-5882.

**WASHINGTON EXECUTIVE/HYDE FLD**

**TIPTON** (See FORT MEADE/ODENTON on page 96)

**WASHINGTON**

**NE, 5 NOV 2020 to 31 DEC 2020**
WESTMINSTER

CARROLL CO RGNL/JACK B POAGE FLD (DMW/KDMW) 3 N UTC–5(–4DT)  N39º36.50’

(3) TPA—See Remarks NOTAM FILE DMW

RWY 16–34: H5100X100 (ASPH–GRVD) S–22 MIRL 0.3% up NW

RWY 16: REIL. PAPI(P4L)–GA 3.0º TCH 45’. Trees.

RWY 34: REIL. PAPI(P4L)–GA 3.0º TCH 40’. Rgt tfc.

SERVICE: S4 FUEL 100LL, JET A


AIRPORT MANAGER: 410-876-9885

WEATHER DATA SOURCES: AWOS–3 121.25 (410) 876–1281.

COMMUNICATIONS: CTAF/UNICOM 122.7

CLEARANCE DELIVERY PHONE: GCO avbl on freq 121.725. If una, for CD ctc Potomac Apch at 866-429-5882.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

WESTMINSTER (H) VORTAC 117.9 EMI Chan 126 N39º29.70’ W76º58.71’ 357º 6.9 NM to fld. 820/8W.

VOR portion unusable:
128º–161º byd 20 NM blo 6,500’
221º–231º blo 4,500’
221º–231º byd 13 NM blo 16,000’
301º–334º blo 5,500’

TACAN AZIMUTH & DME unusable:
281º–055º byd 35 NM blo 3,000’

CLEARVIEW AIRPARK (2W2) 7 S UTC–5(–4DT) N39º28.02’ W77º01.05’

799 B NOTAM FILE DCA

RWY 14–32: H1840X30 (ASPH) LIRL(NSTD) 2.1% up SE

RWY 14: APAP(PNIL)—GA 4.0º TCH 20’. Thld dsplcd 330’. Trees.

RWY 32: APAP(PNIL)—GA 7.0º TCH 34’. Thld dsplcd 277’. Trees.

SERVICE: FUEL 100LL LGT

AIRPORT REMARKS: Attended 1400–2200Z‡. Arpt unatndd Thanksgiving, Christmas, and New Years Day. Utralight act on and invof arpt.

AIRPORT MANAGER: 410-795-1176

COMMUNICATIONS: CTAF/UNICOM 122.8

WESTMINSTER RCO 122.1R 117.9T (LEESBURG RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

WESTMINSTER (H) VORTAC 117.9 EMI Chan 126 N39º29.70’ W76º58.71’ 235º 2.5 NM to fld. 820/8W.

VOR portion unusable:
128º–161º byd 20 NM blo 6,500’
221º–231º blo 4,500’
221º–231º byd 13 NM blo 16,000’
301º–334º blo 5,500’

TACAN AZIMUTH & DME unusable:
281º–055º byd 35 NM blo 3,000’

WESTMINSTER N39º29.70’ W76º58.71’ NOTAM FILE DCA.

(H) VORTAC 117.9 EMI Chan 126 235º 2.5 NM to Clearview Airpark. 820/8W.

VOR portion unusable:
128º–161º byd 20 NM blo 6,500’
221º–231º blo 4,500’
221º–231º byd 13 NM blo 16,000’
301º–334º blo 5,500’

TACAN AZIMUTH & DME unusable:
281º–055º byd 35 NM blo 3,000’

RCO 122.1R 117.9T (LEESBURG RADIO)

WASHINGTON NE, 5 NOV 2020 to 31 DEC 2020
BARNSTABLE MUNI–BOARDMAN/POLANDO FLD
(See HYANNIS on page 122)

BARRE/BARRE PLAINS

TANNER–HILLER (8B5) 4 SW UTC–5(–4DT) N42º21.38´ W72º07.81´

589 NOTAM FILE BDR

RWY 06–24: H3027X40 (ASPH) S–9

RWY 06: Thld dsplcd 150´. Trees.


SERVICE: S2

AIRPORT REMARKS: Unattended. Arpt CLOSED except PPR–ref NOTAMS. Wildlife on and invof arpt. Fuel not avbl. Gliders opr from arpt on intermittent basis. Gliders and powered acft: follow left hand tfc pat on both rwys. Rwy 24 has grvl ovn, Rwy 06 has turf ovn.

AIRPORT MANAGER: (609) 923-3228

COMMUNICATIONS: CTAF/UNICOM 123.0

CLEARANCE DELIVERY PHONE: For CD ctc Yankee Apch at 860-386-3597

RADIO AIDS TO NAVIGATION:

GARDNER (L) VOR/DME 110.6 GDM Chan 43 N42º21.38´ W72º07.81´ 210º 11.8 NM to fld. 1280/14W.

BEDFORD

LAURENCE G HANSCOM FLD (BED) (KBED) P (AF) 0 NE UTC–5(–4DT) N42º28.20´

132 B TPA—See Remarks Class I, ARFF Index B NOTAM FILE BED


RWY 11: MALSR. PAPI(PAL)—GA 3.0º TCH 67´. RVR–T Hill.

RWY 29: MALSR. PAPI(PAR)—GA 3.0º TCH 52´. RVR–R


RWY 05: REIL. VASI(V4L)—GA 3.75º TCH 62´.

RWY 23: REIL. VASI(V4R)—GA 3.5º TCH 56´.

LAND AND HOLD–SHORT OPERATIONS

LDG RWY HOLD–SHORT POINT AVBL LDG DIST
RWY 05 11–29 3000
RWY 11 05–23 2650
RWY 29 05–23 3662

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA–5107 TODA–5107 ASDA–5107 LDA–5107


RWY 29: TORA–7011 TODA–7011 ASDA–7011 LDA–7011

SERVICE: S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LTE ACTIVATE MALSR


AIRPORT MANAGER: 781–869–8000

WEATHER DATA SOURCES: ASOS 124.6 (781) 274–9733. LAWRS.

COMMUNICATIONS: CTAF 118.5 ATIS 124.6 (781) 274–6283 UNICOM 122.95

BOSTON APP/DEP CON 124.4

HANSCOM TOWER 118.5 (1200–0400Z‡) GND CON 121.7 CLNC DEL 121.85

AIRSPACE: CLASS D svc 1200–0400Z‡; other times CLASS G.

VOR TEST FACILITY (VOT) 110.0

CONTINUED ON NEXT PAGE
RADIO AIDS TO NAVIGATION: NOTAM FILE LWM.

LAWRENCE (L) VOR/DME 112.5 LWM Chan 72 N42°44.43’ W71°05.69’ 223° 18.4 NM to fld. 306/15W.

DME unusable:
160°–195° byd 23 NM blo 2,500’

BOSTON (H) VOR/DME 112.7 BOS Chan 74 N42°21.45’ W70°59.37’ 313° 14.9 NM to fld. 18/16W. NOTAM FILE BOS.

VOR unusable:
061°–104° byd 18 NM blo 2,000’
061°–104° byd 18 NM blo 2,000’
271°–060° byd 25 NM blo 2,000’
271°–060° byd 25 NM blo 3,500’

ILS/DME 111.15 I–BED Chan 48(Y) Rwy 11. Class IA. Unmonitored when ATCT clsd.

ILS/DME 111.15 I–ULJ Chan 48(Y) Rwy 29. Class IA. Unmonitored when ATCT clsd.

BERKLEY

MYRICKS (1M8) 3 SE UTC–5(–4DT) N41°50.34’ W71°01.59’ 73 NOTAM FILE BDR

RWY 09–27: 2466X50 (TURF) 0.3% up NE

RWY 09: Tree.

RWY 27: Trees.

SERVICE: S2 FUEL 100LL

AIRPORT REMARKS: Attended dalgt hrs. Wildlife on and invof arpt. Aerial banner pickup and drop ops on and invof arpt.

AIRPORT MANAGER: 508-822-2457

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Providence Apch at 401-738-8945, when Apch clsd ctc Boston ARTCC at 603-879-6859.

BEVERLY RGNL (BVY)(KBVY) 3 NW UTC–5(–4DT) N42°35.05’ W70°54.97’

107 B LRA NOTAM FILE BVY

RWY 16–34: H5001X100 (ASPH–GRVD) S–30, D–55, 2D–103 MIRL 0.5% up NW

RWY 16: MALS (NSTD) PAPI(P4L)—GA 3.5º TCH 41´. Thld dsplcd 239’ Trees.

RWY 34: REIL.

RWY 09–27: H4755X100 (ASPH–GRVD) S–30, D–114, 2S–145, 2D–180 MIRL 0.4% up E

RWY 09: PAPI(P4L)—GA 3.0º TCH 43’. Trees.


LAND AND HOLD–SHORT OPERATIONS

LDG RWW HOLD–SHORT POINT AVBL LDG DIST

RWY 09 16–34 3450

RWY 16 09–27 4000

SERVICE: S4 FUEL 100LL, JET A OK 3, 4 LGT Rwy 16 NSTD

MALS–800 ft. When twr clsd ACTVT MALS Rwy 16; REIL Rwy 34; PAPI Rwy 16, 09 and 27; MIRL Rwy 09–27 and Rwys 16–34—CTAF.


No tiedown ropes on public tran parking. East ramp tran spaces, space numbers 15, 16, 17 only. Parking west side tran ramp at FBO. Tran acft must use anti–theft device when acft unattended. Rwy 16 is the preferred calm wind rwy. Ldg fees for transient acft. Overnight parking fee. Flight Notification Service (ADCS) available.

AIRPORT MANAGER: 978-921-6072

WEATHER DATA SOURCES: ASOS 119.2 (978) 921–5042. LAWRS.

CONTINUED ON NEXT PAGE
COMMUNICATIONS: CTAF 125.2 ATIS 119.2 UNICOM 122.95

BOSTON APP/DEP CON 124.4
TOWER 125.2 (1200–0200Z‡ 15 May–31 Oct; 1200–0100Z‡ 01 Nov–14 May) GND CON 121.6

AIRSPACE: CLASS D svc 1200–0200Z‡ 15 May–31 Oct, 1200–0100Z‡ 01 Nov–14 May; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE LWM.

LAWRENCE (L) VOR/DME 112.5 LWM Chan 72 N42º44.83´ W71º05.69´ 155º 12.3 NM to fld. 306/15W.

DME usable:
160º–195º byd 23 NM blo 2,500´

LOC/DME 110.5 I–BVY Chan 42 Rwy 16. LOC unusable byd 15º left of course. DME unusable byd 15º left of course.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at twr. When twr not open close flt plan with Boston apch—121.6.

BOMDE N41º43.93´ W70º26.48´ NOTAM FILE FMH.

NDB (LOM) 362 FM 235º 5.7 NM to Cape Cod Coast Guard Air Station.
GENERAL LAWRENCE LOGAN INTL (BOS/KBOS) 1 E UTC–5(–4DT)

ARRESTING GEAR/SYSTEM
- RWY 04L: EMAS
- RWY 15R: EMAS

SERVICE:
- S4 FUEL 100LL, JET A (1, 2, 3, 4)
- LGT Rwy status lights in operation. Rwy 22L VGS I unusable byd 7 degs left of centerline.

AIRPORT REMARKS:
- Attended continuously. Birds on and inv of arpt. Numerous cranes on and inv of arpt. Between 0500–1100Z Rwy 15R is preferential night rwy for tfl and Rwy 33L is preferential ngt rwy for ldg. Rwy 14–32 undirectional, no ldgs Rwy 14, no tkfs Rwy 32. International ramp arrivals must obtain a gate assignment from international ramp control before entering ramp area. No remaining overnight parking for non–tenant charter acft without prior Massport permission. ASDE–X in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Terminal E, North and South Cargo arrivals ctc Massport Gate Control on 131.1 before entering/departing ramp area. Pilots should complete all calculations prior to pushback from gate. For NS ABTMT procedures call 617–561–1636 Mon–Fri 1400–2200Z. Ldg fee. Flight Notification Service (ADCUS) available.

CONTINUED ON NEXT PAGE
APIG MANAGER: 617-567-5400
WEATHER DATA SOURCES: ASOS 135.0 (617) 567–5762. TDWR.
COMMUNICATIONS: D–ATIS APP 135.0 D–ATIS DEP 135.0 (617) 455–3003 UNICOM 122.95
BOSTON RCO 122.4 122.1R 112.7T (BRIDGEPORT RADIO)
BOSTON APP/DEP CON 127.2 (South) 120.6 (West) 118.25 (North)
BOSTON DEP CON 133.0
BOSTON TOWER 128.8 (West) 132.225 (East) 124.725 (Helicopters)
GND CON 121.9 121.75 CLNC DEL 121.65
PRE TAXI CLNC 121.65 RAMP CTL 134.05
CPDLC (LOGON KUSA)
AIRSPACE: CLASS B See VFR Terminal Area Chart.
VOR TEST FACILITY (VOT) 111.0
RADIO AIDS TO NAVIGATION: NOTAM FILE BOS.
BOSTON (H) VOR/DME 112.7 BOS Chan 74 N42º21.45´ W70º59.37´ at fid. 18/16W.
VOR unusable:
061º–104º byd 18 NM bld 2,000’
061º–104º byd 18 NM bld 2,000’
271º–060º byd 25 NM bld 2,000’
271º–060º byd 25 NM bld 3,500’
ILS/DME 110.3 I–BOS Chan 40 Rwy 04R. Class IIIE.
ILS/DME 110.7 I–MDC Chan 44 Rwy 15R. Class IC. Localizer offset angle 001º 35 min.
ILS/DME 110.3 I–LQN Chan 40 Rwy 22L. Class II. Note *DME also serves Rwy 04R.
ILS/DME 111.3 I–DGU Chan 50 Rwy 27. Class IE.
ILS/DME 110.7 I–LIP Chan 44 Rwy 33L. Class IIIE. LOC unsbl byd 33º left side of course.
COMM/NAV/WEATHER REMARKS: DME Channel 40 located 2171´ from stop end Rwy 04R and 260´ left of centerline is common to Rwy 22L.

CAPE COD (See MARSTON MILLS on page 125)

CAPE COD COAST GUARD AIR STATION (FMH)(KFMH) CG UTC–5(–4DT) N41º39.55´

NEW YORK
W70º31.37
130 B TPA—1100(970) NOTAM FILE FMH Not insp.
RWY 14–32: H9501X150 (ASPH–CONC) PCN 26 F/A/W/T HIRL
RWY 14: REIL. PAPI(P4L)—GA 3.0º TCH 47’. RVR–T
RWY 32: MALSR. PAPI(P4L)—GA 3.0º TCH 50’. RVR–R
RWY 05–23: H8000X150 (ASPH–CONC) PCN 33 F/A/W/T HIRL
RWY 05: REIL. PAPI(P4L)—GA 3.0º TCH 51’. RVR–R
RWY 23: MALSR. PAPI(P4L)—GA 3.0º TCH 53’. RVR–T

SERVICE: FUEL 100, JET B+ OX 2

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Information. RSTD Otis ANG ramp clsd to all tran acft. PPR not req for mil/law enltr/med flts. Ctc arpt mgmt C508–968–6674 24 hr prior if prkg/RON (excldg active aerned missions). No civil ldgs without prior prmsn fm arpt mgmt. No tran alert svc. ANG ramp unusbl/not maintained. ANG apron is the only apron capable of accepting C5 at gross weight. CAUTION Extensive bird act vicinity all rwys especially during low ceiling and wet wx. Ck ATIS for status of small UAS act in Delta airport system plan. Non–std obstn lgrd 368´ twrs NE of arpt.

TFC PAT Rotary Wing 970´ AGL, Fixed Wing Convntional 1470’ AGL, jet overhead 1970’ AGL. MIS First 350’ Rwy 05 conc, remaining 7650’ asph. First 2800’ Rwy 14 and first 500’ Rwy 32 conc, mid portion asph. Rwy 14–32 and Rwy 05–23 have 25’ shoulders. PPR rqrd if ACN exceeds published PCN. Ctc USCg afld management C508–968–673/674 to obtain approval. ARNG PPR req for arng ramp ltd fuel avbl. Ctc ops C508–968–5850. DSN 557–5850 for PPR verification. Opr 1200–2200Z† Mon–Fri, Ltd svc may be avbl Sat–Sun with prior coordination. Ctc Bosox OPS 10 min prior to arrival on 341.675, 138.5, 46.85. Fli briefing rqrd prior to ops in R–4101. Ctc OSA/F det C508–968–5291/5292 or DSN 557–5291/5292 to coordinate JOSAC passenger arrival/departure. CG PPR rqrd for Coast Guard ramp, ltd svc may be avbl with prior coordination C508–968–6360/6361, DSN 557–6360/6361, or CB00–673–1056. Arriving acft ctc Cape Cod Air 345.0, 122.975 or 164.55 15 min prior to arrival. Ltd tran svcs. Boarding ramps not avbl.

AIRPORT MANAGER: (508) 968-6674

CONTINUED ON NEXT PAGE
COMMUNICATIONS: ATIS 120.475 236.825

**BOSTON CONSOLIDATED TRACON APP/DEP CON** 118.2 15 May–30 Sep, 1100–0400Z‡, 1 Oct–14 May 1100–0300Z‡, other times ctc

**BOSTON CENTER APP CON** 132.9 387.1

Coast Guard Tower 128.425 291.1 GND CON 124.15 275.8

ARMG 46.85 138.5 341.675

CG Cape Cod Air 122.975 164.55 (VHF–FM) 345.0 (Opr Mon–Fri 1230–2100Z‡ exc hol)

AIRSPACE: CLASS D.

RADIO AIDS TO NAVIGATION:

**Marthas Vineyard (L) VOR/DME** 114.5 MVY Chan 92 N41º23.77´ W70º36.76´ 029º 16.3 NM to fld. 62/15W.

**Bomde NDB (LOM)** 362 FM N41º43.93´ W70º26.48´ 235º 5.7 NM to fld.

**ILS/DME** 109.55 I–FMH Chan 32(Y) Rwy 23. Class IT. LOM Bomde NDB.

**ILS/DME** 110.75 I–BNX Chan 44(Y) Rwy 32. Class IE.

AIRCRAFT:

**Boston Consolidated Tracon App/Dep Con** 118.2 1100–0400Z‡ May 15–Sept 30, 1100–0300Z‡ Oct 1–May 14 CLNC DEL 127.3


RADIO AIDS TO NAVIGATION:

**Marconi (H) VOR/DME** 114.7 LFV Chan 94 N42º01.03´ W70º02.23´ 190º 19.8 NM to fld. 151/16W.

**Nauset NDB (MHW)** 279 CQX N41º41.52´ W69º59.26´ at fld. 56/16W. NOTAM FILE CQX.

NDB unusable: 220º–280º byd 20 NM

CHATHAM MUNI (CQX)(KCQX) 2 NW UTC–5(–4DT) N41º41.30´ W69º59.38´

**Service:** S3 FUEL 100LL, JET A, A+ LGT ACTIVATE MIRL Rwy 06–24—122.95.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Parachute Jumping. Birds, primarily gulls and wildlife on or in/ on arpt. Be aware of hi–speed mil jet and heavy helicopter ftc invof Cape Cod CGAS. Avoid residential areas as much as possible. Recommended minimum alt 2000´ AGL from northeast to southeast of arpt over national seashore. Water ldg area clsd perm. Noise abatement Rwy 06–24. Use full rwy and avoid intersection departures. Minimize/avoid touch and go ldg opr. Climb out on rwy heading until 1000´ over water then proceed on course. Reduce power as soon as practical. Rwy 06–24, fly pattern downwind leg 1/2 to 1 mile out from rwy as practicable.

AIRPORT MANAGER: 508-945-9000

WEATHER DATA SOURCES: ASOS 135.875 (508) 945–5034.

COMMUNICATIONS: CTAF/UNICOM 122.8

**BOSTON CONSOLIDATED TRACON APP/DEP CON** 118.2 (1100–0400Z‡ May 15–Sept 30, 1100–0300Z‡ Oct 1–May 14) CLNC DEL 127.3


RADIO AIDS TO NAVIGATION:

**Marconi (H) VOR/DME** 114.7 LFV Chan 94 N42º01.03´ W70º02.23´ 190º 19.8 NM to fld. 151/16W.

**Nauset NDB (MHW)** 279 CQX N41º41.52´ W69º59.26´ at fld. 56/16W. NOTAM FILE CQX.

NDB unusable: 220º–280º byd 20 NM

CHATHAM MUNI (CQX)(KCQX) 2 NW UTC–5(–4DT) N41º41.30´ W69º59.38´

**Service:** S3 FUEL 100LL, JET A, A+ LGT ACTIVATE MIRL Rwy 06–24—122.95.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Parachute Jumping. Birds, primarily gulls and wildlife on or in/ on arpt. Be aware of hi–speed mil jet and heavy helicopter ftc invof Cape Cod CGAS. Avoid residential areas as much as possible. Recommended minimum alt 2000´ AGL from northeast to southeast of arpt over national seashore. Water ldg area clsd perm. Noise abatement Rwy 06–24. Use full rwy and avoid intersection departures. Minimize/avoid touch and go ldg opr. Climb out on rwy heading until 1000´ over water then proceed on course. Reduce power as soon as practical. Rwy 06–24, fly pattern downwind leg 1/2 to 1 mile out from rwy as practicable.

AIRPORT MANAGER: 508-945-9000

WEATHER DATA SOURCES: ASOS 135.875 (508) 945–5034.

COMMUNICATIONS: CTAF/UNICOM 122.8

**BOSTON CONSOLIDATED TRACON APP/DEP CON** 118.2 (1100–0400Z‡ May 15–Sept 30, 1100–0300Z‡ Oct 1–May 14) CLNC DEL 127.3


RADIO AIDS TO NAVIGATION:

**Marconi (H) VOR/DME** 114.7 LFV Chan 94 N42º01.03´ W70º02.23´ 190º 19.8 NM to fld. 151/16W.

**Nauset NDB (MHW)** 279 CQX N41º41.52´ W69º59.26´ at fld. 56/16W. NOTAM FILE CQX.

NDB unusable: 220º–280º byd 20 NM

CHATHAM MUNI (CQX)(KCQX) 2 NW UTC–5(–4DT) N41º41.30´ W69º59.38´

**Service:** S3 FUEL 100LL, JET A, A+ LGT ACTIVATE MIRL Rwy 06–24—122.95.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Parachute Jumping. Birds, primarily gulls and wildlife on or in/ on arpt. Be aware of hi–speed mil jet and heavy helicopter ftc invof Cape Cod CGAS. Avoid residential areas as much as possible. Recommended minimum alt 2000´ AGL from northeast to southeast of arpt over national seashore. Water ldg area clsd perm. Noise abatement Rwy 06–24. Use full rwy and avoid intersection departures. Minimize/avoid touch and go ldg opr. Climb out on rwy heading until 1000´ over water then proceed on course. Reduce power as soon as practical. Rwy 06–24, fly pattern downwind leg 1/2 to 1 mile out from rwy as practicable.

AIRPORT MANAGER: 508-945-9000

WEATHER DATA SOURCES: ASOS 135.875 (508) 945–5034.

COMMUNICATIONS: CTAF/UNICOM 122.8

**BOSTON CONSOLIDATED TRACON APP/DEP CON** 118.2 (1100–0400Z‡ May 15–Sept 30, 1100–0300Z‡ Oct 1–May 14) CLNC DEL 127.3


RADIO AIDS TO NAVIGATION:

**Marconi (H) VOR/DME** 114.7 LFV Chan 94 N42º01.03´ W70º02.23´ 190º 19.8 NM to fld. 151/16W.

**Nauset NDB (MHW)** 279 CQX N41º41.52´ W69º59.26´ at fld. 56/16W. NOTAM FILE CQX.

NDB unusable: 220º–280º byd 20 NM

CRANLAND (See HANSON on page 121)
EDGARTOWN

KATAMA AIRPARK (1B2)  2 S  UTC—5(—4DT)  N41°21.51′ W70°31.47′
18  NOTAM FILE BDR
RWY 03–21: 3700X50 (TURF)
RWY 03: Thld dsplcd 245′. Road.
RWY 21: Thld dsplcd 300′. Pole.
RWY 06–24: 2700X50 (TURF)
RWY 06: Thld dsplcd 300′. Road.
RWY 24: Road.
RWY 17–35: 2600X50 (TURF)
RWY 17: Thld dsplcd 200′. Bldg.
SERVICE: S2  FUEL  100LL
AIRPORT MANAGER: (508) 627-0421
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5554.

FALMOUTH AIRPARK (5B6)  4 NE  UTC—5(—4DT)  N41°35.14′ W70°32.42′
41  B  NOTAM FILE BDR
RWY 07–25: H2298X40 (ASPH) S–4 LIRL
RWY 07: Trees. Rgt tfc.
RWY 25: Trees.
SERVICE: FUEL  100LL, UL94  LGT ACTVT LIRL Rwy 07–25—122.7.
AIRPORT MANAGER: 508-548-9617
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5554.

FITCHBURG MUNI (FIT) (KFIT)  3 SE  UTC—5(—4DT)  N42°33.25′ W71°45.54′
348  B  TPA—1350(1002)  NOTAM FILE FIT
RWY 14–32: H4510X100 (ASPH) S–30, D–41 MIRL 0.3% up NW
RWY 14: VASI(V2L)—GA 4.0′. Trees.
RWY 32: REIL. Thld dsplcd 242′. Trees.
RWY 02–20: H3504X75 (ASPH) S–30, D–41 0.5% up N
RWY 02: Thld dsplcd 567′. Trees.
RWY 20: Thld dsplcd 459′. Trees.
SERVICE: S4  FUEL  100LL, JET A  LGT ACTIVATE REIL Rwy 32, VASI Rwy 14, MIRL Rwy 14–32—123.0. Rotating bcn not avbl during dalgt IFR conditions.
AIRPORT MANAGER: 978-345-9580
WEATHER DATA SOURCES: ASOS 135.175 (978) 343–9121.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.15 (BRIDGEPORT RADIO)
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5554.

NEW YORK
GARDNER MUNI  (GDM)(KGDM)  2 SW  UTC–5(–4DT)  N42°32.99’ W72°00.96’
954 B  NOTAM FILE BDR
RWY 18–36: H3000X75 (ASPH)  S–25  MIRL  1.0% up N
RWY 18: Trees.
RWY 36: Trees.
SERVICE: S2  FUEL  100LL  LGT ACTIVATE MIRL Rwy 18–36—CTAF.
AIRPORT REMARKS: Attended irregularly. No radio act on and inv of Arpt.
Wildlife on and in vcnty of arpt.
AIRPORT MANAGER: 978-852-1331
COMMUNICATIONS: CTAF/UNICOM 122.8
® BOSTON CENTER APP/DEP CON 123.75
RADIO AIDS TO NAVIGATION: (L) VOR/DME
110.6 GDM Chan 43  N42°32.76´  W72°03.49´
097º 1.9 NM to fld. 1280/14W.

GENERAL EDWARD LAWRENCE LOGAN INTL  (See BOSTON on page 116)

GREAT BARRINGTON  
WALTER J KOLADZA  (GBR)(KGBR)  2 W  UTC–5(–4DT)  N42°11.05´ W73°24.19´
739 B  NOTAM FILE BTV
RWY 11–29: H2579X50 (ASPH)  S–8  LIRL
RWY 29: Thld dsplcd 75´. Trees.
SERVICE: S4  FUEL  100LL  OX 3  LGT ACTIVATE REIL Rwy 11, LIRL Rwy 11–29—121.6.
AIRPORT REMARKS: Attended dalgt hrs. Wildlife on and inv of arpt. Practice
VFR GPS Rwy 11 not authorized when Rwy 29 is in use for student tlc.
Touch and go ldg not authorized. Rwy 11 lgd thld relocated 170º,
2409’ of rwy usable for ngt ops. Cold temperature airport. Altitude
correction required at or below –20C.
AIRPORT MANAGER: 413-528-1010
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.
CHESTER  (L) VOR/DME 115.1 CTR Chan 98  N42°17.48’
W73°56.96´  266º 21.2 NM to fld. 1600/13W.
VOR unusable:
248º–274º
GREAT BARRINGTON NDB (MHW) 395 GBR  N42°10.98´
W73°24.24´ at fld. 726/14W.
NDB unusable:
By 15 NM
HALIFAX

MONPONSET POND SPB (MA6) 2 NW UTC–5(–4DT) N42º00.59´ W70º50.59´

WATERWAY 17W–35W: 4600X500 (WATER)
  WATERWAY 17W: Trees.
WATERWAY 10W–28W: 3200X300 (WATER)
  WATERWAY 10W: P–line.
  WATERWAY 28W: Trees.

SERVICE: S2

SEAPLANE REMARKS: Attended irregularly. Use caution—Cranland Arpt (28M) 1 mile north, conflicting tfc pat.

AIRPORT MANAGER: 781-293-2181

COMMUNICATIONS: CTAF

CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5551.

HANSON

CRANLAND (28M) 3 SE UTC–5(–4DT) N42º01.51´ W70º50.29´

RWY 18–36: H1760X60 (ASPH) S–8
  RWY 18: Trees.
  RWY 36: Trees.


AIRPORT MANAGER: 508-378-7134

COMMUNICATIONS: CTAF

CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5551.

HARRIMAN–AND–WEST (See NORTH ADAMS on page 128)

HOPEDALE INDUSTRIAL PARK (1B6) 3 SE UTC–5(–4DT) N42º06.39´ W71º30.61´

RWY 18–36: H3172X90 (ASPH) S–12 LIRL 1.0% up N
  RWY 18: Trees.
  RWY 36: Thld dspclcd 110´. Trees.

SERVICE: S2 FUEL 100LL LGT Rwy lghts opr dusk–0300Z‡.


AIRPORT MANAGER: 508-478-1726

COMMUNICATIONS: CTAF/UNICOM

YANKEE APP/DEP CON 119.0

CLEARANCE DELIVERY PHONE: For CD ctc Yankee Apch at 860-386-3597

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

PUTNAM (H) VOR/DME 117.4 PUT Chan 121 N41º57.33´ W71º50.65´ 073º 17.5 NM to fld. 652/14W.

DME unusable:
  265º–301º byd 36 NM blo 3,000´
BARNSTABLE MUNI–BOARDMAN/POLANDO FLD (HYA)(KHYA) 1 N UTC–5(–4DT)

54  B  ARFF Index—See Remarks  NOTAM FILE HYA MON Airport

RWY 06–24: H5425X150 (ASPH–GRVD) S–30, D–108

PCN 32 F/A/X/T HIRL


RWY 24: MALSF, PAPI(P4L)—GA 3.0º TCH 50’. RVR–T

RWY 15–33: H5253X150 (ASPH–GRVD) S–30, D–108

PCN 43 F/A/X/T HIRL


RWY 33: PAPI(P4L)—GA 3.0º TCH 53’. RVR–R Tld dispcld 150’.

LAND AND HOLD–SHORT OPERATIONS

LDG RWY  HOLD–SHORT POINT  AVBL LDG DIST

RWY 15  06–24  4150

RWY 24  15–33  4650

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA–5425  TODA–5425  ASDA–5425  LDA–5019

RWY 15: TORA–5253  TODA–5253  ASDA–5253  LDA–5253


RWY 33: TORA–5253  TODA–5253  ASDA–5253  LDA–5103

ARRESTING GEAR/SYSTEM

RWY 24: EMAS

SERVICE: S4  FUEL 100LL, JET A  LGT ACTIVATE MALSR Rwy 15, MALSF Rwy 24, HIRL Rwy 06–24 and Rwy 15–33—CTAF.

AIRPORT REMARKS: Attended continuously. AVGAS unavailable between 0000Z‡ and 1100Z‡ daily. Call after hours 508–367–2140. Clsd to unscheduled air carrier ops with more than 9 passenger seats 0500–1100Z‡ exc 1 hr PPR arpt manager 508–778–7770. Be aware of hi–speed mil jet and heavy helicopter tfc vicinity of Joint Base Cape Cod. Do not confuse Joint Base Cape Cod, 10 NM west, with Barnstable Muni. Ant on tank 4,600’ SE elev 208’. Birds, coyotes on and invof arpt. Class I, ARFF Index A. Index B ARFF equipment avbl during all scheduled air carrier oprs. Arpt has NS ABTMT ctc arpt manager 508–778–7765. Touch and go ops prohibited between 0200–1059Z‡ unless prior approval by arpt manager. Twy B clsd to acft with wingspan greater than 118’. Twy B from Rwy 33 to east ramp has soft shoulders and marked. All tran and general aviation pilots must ctc arpt ops on frequency 122.95 prior to engine shutdown for afld escort between 0300–1059Z. Ldg fee for all acft over 6000 lbs.

AIRPORT MANAGER: 508-775-2020

WEATHER DATA SOURCES: ASOS (508) 862–2601 LAWRS.

COMMUNICATIONS: CTAF 119.5 ATIS (508) 778–1143 UNICOM 122.95


HYANNIS TOWER 119.5 (1100–0300Z‡) GND CON 118.45 CLNC DEL 125.15

AIRSPACE: CLASS D svc 1100–0300Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE MVY.

MARThAS VINEyARD (L) VOR/DME 114.5  MGY  Chan 92  N41º23.77´ W70º36.76´ 057º 22.2 NM to fld. 62/15W.

ILS/DME 108.95 I–BCU  Chan 26(Y) Rwy 15. Class IB. Unmonitored when ATCT clsd.


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

Katama Airpark (See Edgartown on page 119)

Laurence G Hanscom Fld (See Bedford on page 113)
LAWRENCE MUNI (LWM)(KLWM) 2 E UTC–5(–4DT) N42º43.02´ W71º07.41´

148 B LRA NOTAM FILE LWM

RWY 05–23: H5001X100 (ASPH) S–45, D–62, 2D–110 HIRL

RWY 05: REIL. PAPI(P4R)—GA 3.0º TCH 55’.


RWY 14–32: H3654X100 (ASPH) S–30, D–34, 2D–53 MIRL

0.7% up SE

RWY 32: REIL. PAPI(P4L)—GA 4.0º TCH 32’. Thld dsplcd 80’.

Trees.

SERVICE: S4 FUEL 100LL, JET A, A+ LGT ACTIVATE REIL Rwys 05, 23 and 32, PAPI Rwys 05, 23 and 32, HIRL Rwy 05–23, MIRL Rwy 14–32—CTAF.

AIRPORT REMARKS: Attended 1200Z‡–0300Z‡. Wildlife on and inv of arpt. No tran touch and go ops Sat and Sun. Use reasonable efforts to maintain manufacturer’s recommended best rate of climb. Clsd tfc pat initiate turn out at 700’ AGL. Clsd tfc pat opr ltd to no more than 5 acft at a time. Rwy 23 VGSI and glide path not coincident. July 1st through August 31st, touch and go opr are prohibited before 1300Z‡ and after 1700Z‡. No transition training or touch and go opr between 0200Z‡ and 1200Z‡. VASI Rwy 23 unusable byd 5º left and 5º rgt of centerline. Lgtd stack 296´ MSL 1/2 mile NW AER 23. Hill 5400´ SE and standpipe 7200´ NE; lgtd. Ldg Fee for acft registered to corporation only. Flight Notification Service (ADCU) available.

AIRPORT MANAGER: 978-794-5880

WEATHER DATA SOURCES: ASOS (978) 687–8017 ASOS hrs 0300–1200Z‡. LAWRS.

COMMUNICATIONS: CTAF 119.25 ATIS 126.75 UNICOM 122.8

BOSTON APP/DEP CON 124.4

TOWER 119.25 (1200–0300Z‡) GND CON 124.3 CLNC DEL 124.3 126.15 (When twr clsd)

AIRSPACE: CLASS D svc 1200–0300Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE LWM.

(L) VOR/DME 112.5 LWM Chan 72 N42º44.43´ W71º05.69´ 237º 1.9 NM to fld. 306/15W.

DME unusable:

160º–195º byd 23 NM blo 2,500’

ILS 111.7 I–LWM Rwy 05. Class IB. ILS unmntd when ATCT clsd.
MANSFIELD MUNI  (1B9)  2 SE  UTC–5(–4DT)  N42°00.05’ W71°11.89’

122 B  NOTAM FILE BDR  

Rwy 14–32: H3503X75  (ASPH)  S–26  MIRL  

Rwy 14: Thrd dsplcd 512’, Trees.  

Rwy 32: PAPI(P4L)—GA 4.0º TCH 38’. Thrd dsplcd 237’. Trees.  

Rwy 04–22: 2200X100 (TURF)  

Rwy 04: Trees.  

Rwy 22: Trees.  

Service: S4  FUEL 100LL  LGT ACTIVATE MIRL Rwy 14–32—CTAF.  

Airport Remarks: Attended Apr–Nov 1300Z‡–dusk, Dec–Mar 1400–2200Z‡. Turf strip clsd winter months and after heavy rains. Deer on and inv of arpt. No touch and go ldgs 0200–1300Z‡. On departure of Rwy 32 turn left to 290º. No rgt turns on departure from Rwy 32 until 1,000’ MSL. On departure of Rwy 14 no left turns until 824’ MSL.  

Airport Manager: (508) 339-3001  

Communications: CTAF/UNICOM 123.0  

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.  

Putnam (H) VOR/DME 117.4  PUT  Chan 121  N41°57.33’ W71°50.65’ 098º 29.0 NM to fld. 652/14W.  

DME unusable: 265º–301º byd 36 NM blo 3,000’.  

MARCONI  N42°01.03’ W70°02.23’  NOTAM FILE BDR.  

(H) VOR/DME  114.7  LFV  Chan 94  308º 8.8 NM to Provincetown Muni. 151/16W.  

RCO 122.2 (BRIDGEPORT RADIO)  

New York  COPTER  L–33D, 34J  IAP

MARSHFIELD MUNI – GEORGE HARLOW FLD  (GHG)(KGHG)  2 E  UTC–5(–4DT)  N42°05.85’

W70°40.38’  

9 B  NOTAM FILE BDR  

Rwy 06–24: H3900X100  (ASPH)  S–12.5  MIRL  

Rwy 06: REIL. PAPI(P4R)—GA 3.0º TCH 43’. Thrd dsplcd 300’. Trees.  

Rwy 24: REIL. PAPI(P4R)—GA 3.0º TCH 40’. Thrd dsplcd 300’. Trees.  

Runway Declared Distance Information  

Rwy 06: TORA–3900  TODA–3900  ASDA–3600  LDA–3300  

Rwy 24: TORA–3900  TODA–3900  ASDA–3600  LDA–3300  

Service: S4  FUEL 100LL, JET A  LGT ACTIVATE PAPI Rwy 06 and Rwy 24—CTAF.  


Airport Manager: 781-834-4928  

Weather Data Sources: AWOS–3 120.0 (781) 837–0555. LAWRS.  

Communications: CTAF/UNICOM 122.8  

RADIO AIDS TO NAVIGATION: NOTAM FILE BOS.  

Boston (H) VOR/DME  112.7  BOS  Chan 74  N42°21.45’ W70°59.37’  154º 21.0 NM to fld. 18/16W.  

VOR unusable:  061º–104º byd 18 NM  blo 2,000’  

061º–104º byd 18 NM  blo 2,000’  

271º–060º byd 25 NM  blo 2,000’  

271º–060º byd 25 NM  blo 3,500’

NEW YORK  COPTER  L–33D, 34J  IAP

NE, 5 NOV 2020 to 31 DEC 2020
MARSTON MILLS

CAPE COD (2B1)  5 SE UTC–5(–4DT) N41°41.12´ W70°24.14´

RWY 09–27: 2700X60 (TURF)
RWY 09: Trees.
RWY 27: Trees.
RWY 17–35: 2060X60 (TURF) 0.7% up N
RWY 17: Trees.
RWY 35: P–line.
RWY 05–23: 2035X50 (TURF)
RWY 05: Trees.
RWY 23: Trees.

SERVICE: S2 FUEL 100LL


AIRPORT MANAGER: 508-428-8732

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5554.

MARTHA’S VINEYARD

(See VINEYARD HAVEN on page 134)

MINUTE MAN AIR FLD

(See STOW on page 132)

MONPONSETT POND SPB

(See HALIFAX on page 121)

MONTAGUE

TURNERS FALLS (8B6)  3 N UTC–5(–4DT) N42°35.50´ W72°31.38´

359 B NOTAM FILE BTV

RWY 16–34: H3200X75 (ASPH) S–30 MIRL
RWY 16: REIL. PAPI(P4L)—GA 3.0º TCH 40’. Trees.
RWY 34: Thld dispcl 550´ Trees.

SERVICE: S4 FUEL 100LL LGT ACTIVATE REIL Rwy 16 and MIRL Rwy 16–34—CTAF.


AIRPORT MANAGER: 413-863-0044

COMMUNICATIONS: CTAF/UNICOM 123.0

BOSTON CENTER APP/DEP CON 123.75

CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

GARDNER (L) VOR/DME 110.6 GDM Chan 43 N42°32.76´ W72°03.49´ 292º 20.8 NM to fld. 1280/14W.

MYRICKS

(See BERKLEY on page 114)
<table>
<thead>
<tr>
<th>NANTUCKET MEM (ACK) (KACK)</th>
<th>3 SE</th>
<th>UTC–5(–4DT)</th>
<th>N41°15.18’ W70°03.59’</th>
</tr>
</thead>
<tbody>
<tr>
<td>RWY 06–24: H6303X150 (ASPH–GRVD)</td>
<td>S–75, D–170, 2S–175, 2D–280 PCN 38 F/A/X/T HIRL CL 0.3% up NE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RWY 06: MALSF. PAPI(P4R)—GA 3.0º TCH 57’. RVR–TR Thld dispcld 537’.</td>
<td></td>
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<tr>
<td>RWY 24: SSALR. TDZL. PAPI(P4L)—GA 3.0º TCH 48’. RVR–TR</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RWY 15–33: H4500X100 (ASPH) S–60, D–85, 2S–108, 2D–155 PCN 37 F/A/X/T MIRL</td>
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<tr>
<td>RWY 15: REIL. Bldg.</td>
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<tr>
<td>RWY 33: REIL. PAPI(P4L)—GA 3.0º TCH 45’.</td>
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<tr>
<td>RWY 12–30: H2696X50 (ASPH) S–12.4 Rwy LGTS(NSTD)</td>
<td></td>
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<tr>
<td>RWY 12: Pole.</td>
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</table>

**LAND AND HOLD–SHORT OPERATIONS**

<table>
<thead>
<tr>
<th>LDG Rwy</th>
<th>HOLD–SHORT POINT</th>
<th>AVBL LDG DIST</th>
</tr>
</thead>
<tbody>
<tr>
<td>RWY 06</td>
<td>15–33</td>
<td>4316</td>
</tr>
<tr>
<td>RWY 33</td>
<td>06–24</td>
<td>3650</td>
</tr>
</tbody>
</table>

**RUNWAY DECLARED DISTANCE INFORMATION**

| RWY 06 | TORA–6303 TODA–6303 ASDA–6303 LDA–5766 |
| RWY 12 | TORA–2696 TODA–2696 ASDA–2696 LDA–2696 |
| RWY 15 | TORA–4500 TODA–4500 ASDA–4500 LDA–4500 |
| RWY 24 | TORA–6303 TODA–6303 ASDA–6303 LDA–6303 |
| RWY 30 | TORA–2696 TODA–2696 ASDA–2696 LDA–2696 |
| RWY 33 | TORA–4500 TODA–4500 ASDA–4500 LDA–4500 |

**SERVICE:**

| FUEL | 100LL, JET A |
| LGT | Rwy 24 SSALR unmonitored when twr clsd. When twr clsd ACTIVATE MALSF Rwy 06, SSALR Rwy 24, HIRL Rwy 06–24, MIRL Rwy 15–33 and twy lgts—CTAF. PAPI Rwy 06, Rwy 24 and Rwy 33 opr 24 hrs. |

**AIRPORT REMARKS:**

- Attended continuously. Be aware of hi–speed mil jet and heavy helicopter tfc vicinity Air Staion Cape Cod.
- Deer and birds on and invof arpt. Rwy 12–30 VFR/day use only acft under 12,500 lbs. Arp has NS ABTMT procedures ctc Noise Officer 508–325–5300. PPR 2 hrs for unscheduled air carrier ops with more than 9 passenger seat, call arpt manager 508–325–5300. Twy F clsd to air carrier acft. Twy G clsd to acft with wingspan greater than 49’ when twr is clsd. Fee for non–commercial acft parking. NOTE: See Special Notices—VFR Noise Abatement Procedures.
- AIRPORT MANAGER: 508-325-5300
- WEATHER DATA SOURCES: ASOS (508) 325–6082 LAWRS.
- COMMUNICATIONS: CTAF 118.3 ATIS 127.5 (508) 228–5375 UNICOM 122.95
- RCO 122.1R 116.2T (BRIDGEPORT RADIO)
- GND CON 132.5 CLNC DEL 119.375
- CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Boston ARTCC at 603-879-6859.
- AIRSPACE: CLASS D svc 1100–0300Z May 15–Sept 30, 1100–0200Z Oct 1–May 14; other times CLASS G.
- RADIO AIDS TO NAVIGATION: NOTAM FILE ACK.
- (H) VOR/DME 116.2 ACK Chan 109 N41°16.91’ W70°01.60’ 236º 2.3 NM to fld. 99/15W.
- ILS/DME 109.1 I–RNE Chan 28 Rwy 06. Class IE. LOC unusable byd 28º right of course.

**NAUSE**

<table>
<thead>
<tr>
<th>NDB (MHW)</th>
<th>279</th>
<th>CXQ at Chatham Mun. 56/16W.</th>
</tr>
</thead>
<tbody>
<tr>
<td>NDB unusable: 220º–280º byd 20 NM</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
NEW BEDFORD RGNL  (EWB)(KEWB)  2 NW UTC–5(–4DT)  N41°40.59’ W70°57.47’

79  B  LRA  Class I, ARFF Index A  NOTAM FILE EWB
RWY 05–23: H5400X150 (ASPH–GRVD)  S–30, D–108, 2S–137, 2D–195  HIRL  0.3% up NE
  RWY 05: MALSR. RVR–T Tree.
RWY 14–32: H5000X75 (ASPH)  S–33, D–48, 2D–95  MIRL
  RWY 14: PAPI(P4L)—GA 3.42º TCH 50’. Tree.
  RWY 32: REIL. PAPI(P4L)—GA 3.5º TCH 50’. Trees.

SERVICE:  S4  FUEL  100LL, JET A


AIRPORT MANAGER: (508) 991-6161
WEATHER DATA SOURCES: ASOS
COMMUNICATIONS: CTAF 126.85 (508) 994–6277 UNICOM 122.95

 PROVIDENCE APP/DEP CON 124.85
 TOWER 118.1 (1130–0300Z‡) GND CON 121.9
CLEARANCE DELIVERY PHONE: For CD when Apch clsd ctc Boston ARTCC at 603-879-6859.
AIRCRAFT CLASS D svc 1130–0300Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE PVD.

PROVIDENCE  (H) VOR/DME 115.6 PVD Chan 103  N41°43.46’ W71°25.78’  112º 21.4 NM to fld. 49/14W.
VOR portion unusable:
  085º–105º byd 12 NM b/o 5,500’
  085º–105º byd 8 NM b/o 3,000’
  106º–294º byd 30 b/o 3,000’
  295º–330º byd 30 b/o 6,000’
  331º–084º byd 30 b/o 3,000’
DME portion unusable:
  085º–105º byd 12 NM b/o 5,500’
  085º–105º byd 8 NM b/o 3,000’
  106º–152º byd 11 NM b/o 2,000’
  106º–152º byd 20 NM b/o 4,000’
  153º–294º byd 30 NM b/o 3,000’
  295º–330º byd 30 b/o 6,000’
  331º–084º byd 30 b/o 3,000’
ILS/DME 109.7 I–EWB Chan 34  Rwky 05.  Unmonitored when ATCT clsd. Autopilot coupled approached b/o 470’ na. Localizer backcourse and backcourse DME unusable b/o 12 NM. Localizer backcourse and backcourse DME unusable 15º left and right of course.

NEWBURYPORT

PLUM ISLAND  (2B2)  1 SE UTC–5(–4DT)  N42°47.72’ W70°50.37’

11  NOTAM FILE BDR
RWY 14–32: 2300X100 (TURF)
  RWY 14: Trees.
  RWY 32: Trees.
RWY 10–28: H2105X50 (ASPH)  S–8
  RWY 10: Trees.
  RWY 28: Thld dsplcd 300’. Fence.
SERVICE:  S4  FUEL  100LL


AIRPORT MANAGER: 978-463-4222
COMMUNICATIONS: CTA/UNICOM 123.0

 PROVIDENCE APP/DEP CON 124.4
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5551.

NE, 5 NOV 2020 to 31 DEC 2020
NORTH ADAMS

HARRIMAN–AND–WEST (AQW)(KAQW) 3 W UTC–5(–4DT) N42º41.78’ W73º10.23’

654 B NOTAM FILE AQW

RWY 11–29: H4300X100 (ASPH) S–25 MIRL

RWY 11: Thld dsplcd 500’, Trees.
RWY 29: Thld dsplcd 100’, Bldg. Rgt tfc.

SERVICE: S4 FUEL 100LL, JET A 03 X 03 LGT ACTIVATE MIRL Rwy 11–29—CTAF.


AIRPORT MANAGER: 413-207-2020

WEATHER DATA SOURCES: ASOS 134.775 (413) 664–6658.

COMMUNICATIONS: CTAF/UNICOM 122.8

ALBANY APP/DEP CON 132.825

CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.

CAMBRIDGE (L) VOR/DME 115.0 CAM Chan 97 N42º59.66´ W73º20.64´ 171º 19.4 NM to fld. 1490/14W.

DME portion unusable:
040º–130º byd 9,000’

NORTHAMPTON (7B2) 1 NE UTC–5(–4DT) N42º19.68’ W72º36.67’

121 B NOTAM FILE BTV

RWY 14–32: H3335X50 (ASPH) S–7.5 MIRL.


SERVICE: S4 FUEL 100LL LGT ACTIVATE VASI Rwy 14; MIRL Rwy 14–32—CTAF.


AIRPORT MANAGER: 413-584-7980

COMMUNICATIONS: CTAF/UNICOM 122.7

YANKEE APP/DEP CON 125.35

CLNC DEL 133.6

CLEARANCE DELIVERY PHONE: For CD ctc Yankee Apch at 860-386-3597

RADIO AIDS TO NAVIGATION: NOTAM FILE BAF.

BARNES (L) VORTAC 113.0 BAF Chan 77 N42º09.72’ W72º42.97’ 039º 11.0 NM to fld. 267/14W.

VORTAC unusable:
310º–340º byd 25 NM blo 6,500’

VOR unusable:
249º–260º byd 10 NM blo 10,000’

NE, 5 NOV 2020 to 31 DEC 2020
NORWOOD MEM (OWD/KOWD) 2 E UTC–5(–4DT) N42º11.43’ W71º10.38’
49 B NOTAM FILE OWD
RWY 17–35: H4007X100 (ASPH–GRVD) S–58, D–69, 2S–88 MIRL
RWY 17: PAPI(P4R)—GA 3.0º TCH 40’. Trees.
RWY 35: MALSF. PAPI(P4L)—GA 3.0º TCH 40’. Rgt tfc.
RWY 10–28: H3995X75 (ASPH) S–58, D–69, 2S–88

LAND AND HOLD–SHORT OPERATIONS

LDG RWY HOLD–SHORT POINT AVBL LDG DIST
RWY 35 10–28 3320

RUNWAY DECLARED DISTANCE INFORMATION

RWY 10: TORA–3995 TODA–3995 ASDA–3782 LDA–2795
RWY 28: TORA–3995 TODA–3995 ASDA–3808 LDA–3595

SERVICE:

S4 FUEL 100LL, JET A
LGT When twr clsd ACTIVATE MALSF Rwy 35, PAPI Rwy 10, Rwy 17, Rwy 35, MIRL Rwy 17–35—CTAF.

AIRPORT REMARKS:
Attended Mon–Fri 1300–2200Z‡. Bird activity and
wildlife invof arpt. Snow removal equipment building (abutting south
apron). 1349(1199) and 1349(1249) TV twr 8 NM north–northwest. 125’ flagpole 1 mile northwest of Rwy 17 apch. 1184(1063.5) twr 8.5 NM north–northwest. Rwy 28 and 35 rgt tfc for touch and go ldg only. All acct exceeding 87 effective perceived noise level in decibels or 75 decibels, as measured in Part 36 prohibited from using arpt. Gate 2 taxilane limited to acct with wingspans of 50’ or less. Gate 3 taxilane limited to acct with wingspans of 45’ or less. Ldg fees for transient fixed–wing acct with more than 5000 lbs max tog, as well as transient hels regardless of weight.

AIRPORT MANAGER:
781-255-5615

WEATHER DATA SOURCES: ASOS
119.95 (781) 762–4314. LAWRS.
COMMUNICATIONS: CTAF
126.0
ATIS
119.95 (781–769–3825)

STOGE NDB (LOMW) 397 OW N42º07.18´ W71º07.71´ 350º 4.7 NM to fld. 181/15W. NOTAM FILE OWD.
LOC/DME 108.3 I–OWD Chan 20 Rwy 35. LOM STOGE NDB. LOC unmonitored when ATCT clsd.

ORANGE MUNI (ORE/KORE) 1 SE UTC–5(–4DT) N42º34.20’ W72º17.31’
556 B NOTAM FILE ORE
RWY 01–19: H5001X75 (ASPH) S–25 MIRL 0.4% up S
RWY 01: Thld dsplcd 101’. Trees.
RWY 19: Thld dsplcd 800’. Trees.
RWY 14–32: H4800X75 (ASPH) S–25 MIRL 0.4% up SE
RWY 14: Trees.
RWY 32: Thld dsplcd 1290’. Trees.

SERVICE:

S4 FUEL 100LL, JET A LGT Dusk–Dawn. ACTIVATE MALSF Rwy 01–19 and Rwy 14–32—CTAF.

AIRPORT REMARKS:
Attended 1300–2200Z‡. After hours emer/fuel phone

AIRPORT MANAGER:
978-544-8189

WEATHER DATA SOURCES: ASOS
135.675 (978) 544–6774.
COMMUNICATIONS: CTAF/UNICOM
122.8

CLEARANCE DELIVERY PHONE:
For CD ctc Boston ARTCC at 603-879-6859.

GARDNER (L) VOR/DME 110.6 GDM Chan 43 N42º32.76’
W72º03.49’ 292º 10.3 NM to fld. 1280/14W.
PITTSFIELD MUNI  
(MSF) (PSF)  2 W UTC–5(–4DT)  N42°25.66´ W73°17.45´  
1188 B LRA NOTAM FILE PSF  
RWY 08–26: H5791X100 (ASPH–GRVD) S–44, D–54 PCN 43 F/D/X/T  
MIRL  1.0% up W  
RWY 08: Trees.  
RWY 14–32: H3496X100 (ASPH) S–25 MIRL  0.8% up NW  
RWY 14: Trees.  
SERVICE: S4 FUEL 100LL, JET A  0X  LGT ACTIVATE REIL Rwy 26, PAPI Rwy 26, MIRL Rwy 08–26 and 14–32—CTAF.  
AIRPORT REMARKS: Attended Mon–Fri 1200–0100Z‡, Sat 1300–2200Z‡ and Sun 1300–2200Z‡. FBO attended. For after hrs fuel call FBO 413–443–6700. Wildlife and geese on and invof arpt. Onstn lgtd poles 5,600´ SE at 1,960´; 10,200´ SW at 2,171´; 14,100´ NW at 1,890´; 7,600´ NE at 1,330´; 6,600´ SE at 1,470´. Afld sfc conditions not monitored and snow removal not guaranteed between the hrs of 2030–1200Z‡. NS ABTMT procedures in effect ctc arpt manager 413–448–9790. All acft utilize twy systems A, C and D for Rwy 08–26. Twa A use rstd to act with wingspan less than 79´. After back taxiing Rwy 26 use Twy D to turn around. Voluntary curfew 0400–1200Z‡. Ldg and parking fees.  
AIRPORT MANAGER: 413-448-9790  
WEATHER DATA SOURCES: ASOS 135.375 (413) 499–3273.  
COMMUNICATIONS: CTAF/UNICOM 122.7  
RCO 122.05 (BURLINGTON RADIO)  
ALBANY APP/DEP CON 132.825  
CLNC DEL 128.6  
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.  
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.  
CHESTER (L) VORW/DME 115.1 CTR Chan 98 N42°17.48´ W72º56.96´ 311º 17.2 NM to fld. 1600/13W.  
VOR unusable: 248º–274º  
LOC/DME 108.3 I–EIF Chan 20 Rwy 26. LOC unmonitored.  

PLYMOUTH MUNI  
(PYM) (KYM)  4 SW UTC–(–4DT)  N41°54.52´ W70°43.66´  
148 B NOTAM FILE PYM  
RWY 06–24: H4350X75 (ASPH) S–25 MIRL  0.3% up NE  
RWY 06: MALSF. PAPI(P4L)—GA 3.0º TCH 40´. Trees.  
RWY 24: REIL. PAPI(P4L)—GA 4.0º TCH 40´. Trees.  
RWY 15–33: H4350X75 (ASPH) S–25 MIRL  0.3% up NW  
RWY 15: Trees.  
RWY 33: PAPI(P4L)—GA 3.0º TCH 40´. Tree.  
SERVICE: S4 FUEL 100LL, JET A  0X  LGT ACTVT MALSF Rwy 06; REIL Rwy 24; PAPI Rwy 06, 24 and 33; MIRL Rwy 06–24 and Rwy 15–33—122.9.  
AIRPORT MANAGER: 508-746-2020  
WEATHER DATA SOURCES: ASOS 135.625 (508) 746–8003.  
COMMUNICATIONS: CTAF/UNICOM 122.75  
® BOSTON CONSOLIDATED TRACON APP/DEP CON 118.2 (1100–0400Z‡) May 15–Sep 30; (1100–0300Z‡) Oct 1–May 14.  
CLNC DEL 127.75  
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5554.  
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.  
MARCONI (H) VOR/W/DME 114.7 LFV Chan 94 N42º01.03´ W70º02.23´ 274º 31.6 NM to fld. 151/16W.  
ILS/DME 109.35 I–PYM Chan 30(Y) Rwy 06. Class IT.
PROVINCETOWN MUNI  (PVC)(KPVC)  2 NW  UTC–5(–4DT)  N42°04.34´ W70°13.24´
8  B  NOTAM FILE PVC
RWY 07–25: H3502X100 (ASPH)  S–25  HIRL
RWY 07: MALSF. PAPI(P4R)—GA 3.0º TCH 40´.
SERVICE:  FUEL  100LL  LGT
ACTVT MALSF Rwy 07; PAPI Rwy 07 and Rwy 25; HIRL Rwy 07–25—122.85.
AIRPORT REMARKS: Attended May–Oct, daigt hrs, Nov–Apr, Mon–Sat
1100–2300Z‡, Sun 1600–2330Z‡. Check with arpt ops on fuel availability, 508–487–0241. No ultralight ops permitted May 1–Sep 30. Coyote and deer on and invof arpt, especially at ngt. Be aware of high speed military and heavy helicopter tfc in vicinity of Cape Cod CGAS. Parking fee.
AIRPORT MANAGER: 508-487-0241
COMMUNICATIONS: CTAF/UNICOM
® BOSTON CONSOLIDATED TRACON APP/DEP CON 118.2 (1100–0400Z‡) May
15–Sep 30; (1100–0300Z‡) Oct 1–May 14).
® BOSTON CENTER APP/DEP CON 128.75 (0400–1100Z‡ Jun 15–Sep 15,
CLNC DEL 120.65
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5554.
RADIO AIDS TO NAVIGATION:
MARCONI (H) VOR/DME 114.7  LFV  Chan 94  N42º04.13´ W70º13.41´ at fld. 9/16W. NOTAM FILE PVC.
ILS/DME 111.1 I–VQO  Chan 48  Rwy 07. Class IB. Unmonitored.

SOUTHBRIDGE MUNI  (3B0)  2 N  UTC–5(–4DT)  N42°06.07´ W72°02.33´
699  B  NOTAM FILE BDR
RWY 02–20: H3501X75 (ASPH)  S–28  MIRL  0.3% up N
RWY 02: REIL. PAPI(P2L)—GA 3.0º TCH 46´. Trees.
RWY 20: REIL. PAPI(P2L)—GA 3.3º TCH 37´. Trees.
SERVICE:  S4  FUEL  100LL  LGT
ACTVT REIL Rwy 02 and 20; PAPI Rwy 02 and 20; MIRL Rwy 02–20—CTAF.
AIRPORT MANAGER: 508-764-2155
COMMUNICATIONS: CTAF/UNICOM
® YANKEE APP/DEP CON 119.0
RADIO AIDS TO NAVIGATION:  NOTAM FILE BDR.
PUTNAM (H) VOR/DME 117.4  PUT  Chan 121  N41º57.33´
W71º50.65´  329º 12.3 NM to fld. 652/14W. DME unusable:
265º–301º byd 36 NM blo 3,000´

SPENCER  (6OM)  2 NE  UTC–5(–4DT)  N42º17.43´ W71º57.88´
1043  TPA—1843(800)  NOTAM FILE BDR
RWY 01–19: H1898X50 (ASPH)  LIRL
RWY 01: Trees.
RWY 19: Trees.
SERVICE:  LGT ACTVT LIRL Rwy 01–19—CTAF.
AIRPORT REMARKS: Aptr is currently unatndd. Attended Mon–Sat 1400–2300Z‡.
AIRPORT MANAGER: 508-344-8930
COMMUNICATIONS: CTAF/UNICOM
CLEARANCE DELIVERY PHONE: For CD ctc Yankee Apch at 860-386-3597
STERLING  (3B3)  2 SW  UTC–5(–4DT)  N42°25.56’ W71°47.57’
459  B  NOTAM FILE BDR
RWY 16–34: H3086X40  (ASPH)  S–8  LIRL (NSTD)  0.3% up N
RWY 16: Thld dsplcd 150’. Trees.
RWY 34: Thld dsplcd 500’. Tree.
SERVICE: S2  FUEL  100LL  LGT  ACTIVATE LIRL Rwy 16–34 and rotating bcn—CTAF.
Rwy 16–34 NSTD LIRL; first 190’ Rwy 16 unlgtd; first 240’ Rwy 34 unlgtd.
AIRPORT MANAGER: 978-422-8860
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Yankee Apch at 860-386-3597
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
GARDNER  (L) VOR/DME 110.6  GDM Chan 43  N42º32.76’ W72º03.49’
GARDNER (L) NDB (LOMW)  397  OW  350°  4.7 NM to Norwood Mem. 181/15W.

STOW
MINUTE MAN AIR FLD  (6B6)  2 N  UTC–5(–4DT)  N42°27.62’ W71°31.08’
280  B  TPA—See Remarks  NOTAM FILE BDR
RWY 03–21: H3110X48  (ASPH)  S–12.5  LIRL
RWY 03: Hill.
RWY 21: REIL. PAPI(P2L)—GA 3.5° TCH 24’. Trees.
RWY 12–30: 1600X40  (TURF)  0.3% up NW
RWY 12: Trees.
RWY 30: Trees.
SERVICE: S4  FUEL  100LL  LGT  Rotating bcn OTS 0400–1200Z‡. ACTIVATE REIL Rwy 21—CTAF.
Tree obstruction in apch, primary and transition surfaces Rwy 03 and Rwy 12–30.
AIRPORT MANAGER: 978-897-3933
COMMUNICATIONS: CTAF/UNICOM 122.8
BOSTON APP/DEP CON 124.4
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5551.
RADIO AIDS TO NAVIGATION: NOTAM FILE MHT.
MANCHESTER  (L) VOR/W/DME 114.4  MHT Chan 91  N42º52.11’ W71º22.17’
MANCHESTER (L) NDB 112.0  OW  330°  26.4 NM to fld. 470/15W.
MASSACHUSETTS

TAUNTON MUNI – KING FLD (TAN)(KTAN) 3 E UTC–5(–4DT) N41º52.47´ W71º00.98´

RWY 12–30: H3500X75 (ASPH) S–21 MIRL
RWY 12: Trees.
RWY 30: REIL, VASI(V4L)–GA 3.6º TCH 45´. Trees.
RWY 04–22: 1900X60 (TURF–GRVL)
RWY 04: Trees.
RWY 22: Trees.
SERVICE: S4 FUEL 100LL LGT ACTIVATE VASI Rwy 30; MIRL Rwy 12–30; lgtd windsock—CTAF,
AIRPORT MANAGER: 508-821-2973
WEATHER DATA SOURCES: ASOS 132.675 (508) 824–5005.
COMMUNICATIONS: CTAF/UNICOM 122.7
PROVIDENCE APP/DEP CON 128.7 (Sun–Fri 1030–0530Z‡, Sat 1030–0500Z‡) other times ctc
BOSTON CENTER APP/DEP CON 124.85
CLEARANCE DELIVERY PHONE: For CD ctc Providence Apch at 401-738-8945, when Apch clsd ctc Boston ARTCC at 603-879-6859.
RAADIO AIDS TO NAVIGATION: NOTAM FILE PVD.
PROVIDENCE (H) VOR/DME 115.6 PVD Chan 103 N41º43.46´ W71º25.78´ 078º 20.6 NM to fld. 49/14W.
VOR portion unusable:
085º–105º byd 12 NM bIo 5,500´
085º–105º byd 8 NM bIo 3,000´
106º–294º byd 30 bIo 6,000´
331º–084º byd 30 bIo 3,000´
DME portion unusable:
085º–105º byd 12 NM bIo 5,500´
085º–105º byd 8 NM bIo 3,000´
106º–152º byd 11 NM bIo 2,000´
106º–152º byd 20 NM bIo 4,000´
153º–294º byd 30 NM bIo 3,000´
295º–330º byd 30 bIo 6,000´
331º–084º byd 30 bIo 3,000´

TURNERS FALLS (See MONTAGUE on page 125)
**VINEYARD HAVEN**

**MARTHA’S VINEYARD**  (MVY)(KVNY)  3 S  UTC–5(–4DT)  N41°23.61’ W70°36.83’

- **RWY 06–24:** H5504X100 (ASPH–GRVD)  S–65, D–108, 2S–137, 2D–185 PCN 29 F/A/X/T  HIRL
- **RWY 06:** REIL. PAPI(P4R)—GA 3.0º TCH 53’. RVR–R Trees.
- **RWY 24:** MALS. PAPI(P4R)—GA 3.0º TCH 52’. RVR–T Rgt tfc.
- **RWY 15–33:** H3327X75 (ASPH)  S–31, D–45, 2D–61 PCN 16 F/A/X/T MIRL 0.3% up NW

**AIRPORT REMARKS:** Attended continuously. Arpt has NS ABTMT procedures, ctc ops 508–693–7022. 24 hr PPR for unscheduled air carrier ops with more than 9 passenger seats call arpt manager 508–693–7022. Rwy 15–33 not avbl to air carrier ops with 10 or more seats. Twy E clsd to acft with over 9 passengers. Parking fee all acft. Ldg fee all acft over 4000 lbs.

**WEATHER DATA SOURCES:** ASOS 126.25 (508) 696–6988.

**COMMUNICATIONS:** CTAF 121.4 ATIS 126.25 (508) 693–7685 UNICOM 122.95

**AIRSPACE:** CLASS D svc May 15–Oct 31 1100–0300Z‡, Nov 1–May 14 1200–2200Z‡; other times CLASS G.

**AIRPORT MANAGER:** 508-693-7022

**WALTER J KOLADZA**  (See GREAT BARRINGTON on page 120)

**WESTFIELD–BARNES RGNL**  (See WESTFIELD/SPRINGFIELD on page 135)
WESTFIELD–BARNES RGNL (BAF) (KBAF) P (ANG ARNG) 3 N UTC–5(–4DT) N42°09.48´ W72°42.95´

270 B TPA—See Remarks LRA Class IV, ARFF Index A NOTAM FILE BAF

RWY 02–20: H9000X150 (ASPH–GRVD) S–75, D–160, 2S–175, 2D–240
PCN 58 R/B/W/T HIRL
RWY 02: PAPI(P4L)—GA 3.0º TCH 50´. Trees.
RWY 15–33: H5000X100 (ASPH) S–51, D–60, 2D–155
PCN 58 F/B/W/T MIRL 0.3% up NW
RWY 15: REIL. PAPI(P4L)—GA 3.5º TCH 41´. Thld dspcld 490´. Trees.
RWY 33: PAPI(P4R)—GA 3.5º TCH 40´. Trees.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 02: TORA–9000 TODA–9000 ASDA–9000 LDA–9000
RWY 15: TORA–5000 TODA–5000 ASDA–4508 LDA–4510
RWY 20: TORA–9000 TODA–9000 ASDA–8919 LDA–8919
RWY 33: TORA–5000 TODA–5000 ASDA–5000 LDA–5000

ARRESTING GEAR/SYSTEM
RWY 02 BAK–14 BAK–12B(B) (1420 FT).
  BAK–14 BAK–12B(B) (1450 FT). RWY 20

SERVICE:  FUEL 100LL, JET A 0X
LG T When ATCT clsd ACTVT MALSR Rwy 20; HIRL Rwy 02–20, MIRL Rwy 15–33—CTAF. Rwy 15

FLUID SP PRESAIR LPOX LPOX
FLUID SP PRESAIR LPOX
OIL
O–148 (Mil) SOAP

downdraft AER 33 when wind northwest in excess of 15 kts. Birds and other wildlife on and invof arpt. Rwy 15–33 clsd
to air carrier operations with more than 9 seats. Twy G clsd to civ ops. Be aware wing tip clearance south runup/D–arm
pad two centerline markings for F–15 act only. Actf and hel noise abatement proc in efct–AMGR. TPA–1300 (1029) lgt
actf; 1800 (1529) hvy and mil actf. Exp X over 9 pax–AMGR. Jet actf starting units avbl. Rwy 02–20 military actf arresting barriers may fail in the up posn. Small General Aviation
actf should use caution, especially at night, and if possible confirm the actual status of the barriers prior to ldg. Utilize
Rwy 15–33 to the maximum extent practical at ngt and when twr is unmanned. Rwy 02–20 200 ft ovrn NE end and
SW end. Cold temperature rstd arpt. Altitude correction required at or blo –21C. Ldg fee for coml, corporate; acft ovr 7500
lbs. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER: (413) 572-6275
WEATHER DATA SOURCES: ASOS 127.1 (413) 568–2267. LAWRS.
COMMUNICATIONS: CTAF 118.9 ATIS 127.1 413–572–4561
® YANKEE APP/DEP CON 125.35 CLNC DEL 121.7 (0300–1200Z‡)
WESTFIELD TOWER 118.9 (1200–0300Z‡) GND CON 121.7
AIRSPACE: CLASS D svc 1200–0300Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE BAF.

BARNES (L) VORTAC 113.0 BAF Chan 77 N42°09.72´ W72°42.97´ at fld. 267/14W.
VORTAC unusbl:
310º–340º byd 25 NM blo 6,500´
VOR unusbl:
249º–260º byd 10 NM blo 10,000´

ILS 111.9 I–BAF Rwy 20. Class IA. Unmonitored when ATCT clsd. LOC unusbl byd 25º left and r of course
WESTOVER ARB/METROPOLITAN (CEF)(KCEF) MIL/CIV AF 3 NE UTC–5(–4DT) NEW YORK
H–101, 11D, 12K, L–33C, 34/J DIAP, AD
N42º11.64´  W72º32.09´
241 B TPA—See Remarks Class IV, ARFF Index A  NOTAM FILE CEF Not insp.

Rwy 05–23:  H11598X301 (ASPH)  2S–175, C5–840 PCN 37 F/AWT  HIRL
Rwy 05:  ALSF1. PAPI(P4L)—GA 3.0º TCH 72´. RVR–T Thld dsplcd 1202´. Rgt tfc.
Rwy 23:  ALSF1. PAPI(P4L)—GA 3.0º TCH 64´. RVR–T

Rwy 15–33:  H7082X150 (ASPH)  PCN 21 R/C/T W HIRL
Rwy 15:  ALSF1. PAPI(P4L)—GA 3.0º TCH 77´.
Rwy 33:  ALSF(P4L)—GA 3.0º TCH 75´. Rgt tfc.

SERVICE:  FUEL  100LL, JET A

LGT PAPI off dur opr hr periods of no tfc and Rwy 23 PAPI unuse by 6º rgt of crs. PAPI all rwy provides proper TCH for hgt Gp 4 acft only. Arpt bcn opr dusk–0400Z‡. Afld lgts only avbl dur operating hrs. Rwy 05 ALSF–1 SFL portion O/S UFN. Afld lgts avbl only dur operg hrs. TRAN ALERT Fleet svc for tran acft unavbl wkend and M–F 2030–0400Z‡ without prior apvl fr AMOPS DSN 589–2951. CTC DSN 589–2951 for availability.

AIRPORT REMARKS:  Attended 1400–0400Z‡. Fuel opr hrs 1100–0300Z‡ wkdays, 1100–1900Z‡ wknds exc hol. CAUTION: VMC dep acft remain at or blo 1000´ until past departure end of rwy to ensure separation from VFR overhead and clsd pat tfc. Strobe lgt lctd atop stacks 4000´ left Rwy 23 thld; occasional steam cloud. Unctld vehicular tfc on ramps and twys. Rwy 05–23 1000´ ovrn both ends of rwy. Tran parking area unltg. Ldg fee.

MILITARY REMARKS:  Opr 1200–0400Z‡. Arpt clsd 0400–1200Z‡. Acft on a JA/ATT, JCS, tactical exer, mil chtr mission ctc 439 LRS/LGRDX DSN 589–2944. RSTD Westover ARB is a joint–use afld. IFR tfk and ldg minimums as prescribed by USAF regulations apply. Call arpt mgr at C413–593–5543 for clarification. PPR DSN 589–2951, C413–557–2951, fax exten 2156. AMC, AMC–GAINED and AFRC acft opr rstd during Bird Watch Conditions Moderate (tkf or ldg permissions only when dep/arr rtes avoid identified bird activity, no lcl tfc pat activity) and Severe (tkf and ldg prohibited without OG/CC apvl), ctc PTD/ATIS for current Bird Watch Condition Code. Civ trng ltd to low apchs only. Civ pilots are reminded to check mil NOTAMS by visiting the Federal NOTAM System (FNS) Website (https://NOTAMS.AIM.FAA.GOV/NOTAMSEARCH/) or contacting flight service. Aft hrs dep/arr 24 hr PPR notice 413–593–5543. CAUTION VMC departing acft remain at or blo 1000’ until past departure end of rwy to ensure separation from VFR overhead and clsd pat tfc. Strobe lgt lctd atop stacks 4000’ left Rwy 23 thld, ocnl steam cloud. Uncld vehicular tfc on ramps and twys. Potential for hydroplaning after any precipitation. Ponding at int Rwy 05–23 and Rwy 15–33 measured in 1/10th inches. See NOTAMs for KCEF. Heavy VFR tfc blo 10,000’ along river and highway 5 NM SW afl. Ldg acft tfc, hang glider ops and hot air ballooning activity along river West and NW of arpt. Extv hang glider and glider in the Mt. Greylock area aprx 45 NM NW of fld. Unlighted obst west side Rwy 05 clearance zone. Eastside pad 19, pad 33 and Twy L do not have paved shoulders. TFC PAT TPA rectangular lgt acft 1000’, large/heavy acft 2000’, overhead 2500’. CSTMS/AG/IMG Pilot must arng cts 860–292–1314.

COMMUNICATIONS:  STAF 134.85 ATIS 127.525 (1200–0400Z‡) UNICOM 122.95 PTD 372.2

TOWER 134.85 348.75 (1200–0400Z‡) GND CON 118.35 275.8
COMD POST 439 AW (CASINO ROYALE) 252.1 (Opr 24 hrs)
PMSV METRO 274.75 Full svc 1100–0400Z‡, DSN 589–2879, other times ctc 15 OWS DSN 576–9575. Ngt obsn ltd due to high ints security lgt. Afld wx is monitored by AN/FMQ–19. Automated obsn are quality ctld for accuracy dur twr controlled flying hrs.

CLEARANCE DELIVERY PHONE: When ATCT clsd, for CD ctc Bradley Apch 860-386-3580.

AIRSPACE: CLASS D svc 1200–0400Z‡; other times CLASS G.

CONTINUED ON NEXT PAGE
RADIO AIDS TO NAVIGATION: NOTAM FILE CEF.  
(L) TACAN Chan 87 CEF (114.0) N42º11.85´ W72º31.58´ at fld. 241/14W.  
No NOTAM MP 1100–1500Z‡ Fri  
TACAN AZIMUTH unusable:  
001º–089º byd 35 NM blo 7,000´  
090º–110º blo 8,000´  
111º–180º byd 35 NM blo 7,000´  
220º–240º byd 24 NM blo 4,000´  
305º–320º byd 15 NM blo 4,000´  
DME unusable:  
001º–089º byd 35 NM blo 7,000´  
090º–110º blo 8,000´  
111º–180º byd 35 NM blo 7,000´  
220º–240º byd 24 NM blo 4,000´  
305º–320º byd 15 NM blo 4,000´  
BARNES (L) VORTAC Channel 77 N42º09.72´ W72º42.97´ 091º 8.3 NM to fld. 267/14W. NOTAM FILE BAF.  
VORTAC unusable:  
310º–340º byd 25 NM blo 6,500´  
VOR unusable:  
249º–260º byd 10 NM blo 10,000´  
ILS 109.9 I–GWJ Rwy 05. Class IE. Unmonitored when ATCT.clsd.  
COMM/NAV/WEATHER REMARKS:  
Twr ops extn/irregular hrs by NOTAM. ATIS No NOTAM MP Thu 1400–1600Z‡.  
1009 B LRA Class I, ARFF Index B NOTAM FILE ORH  
RWY 11: ALSF2. TDZL. PAPI(P4R)—GA 3.0º TCH 55´. RVR–TR Hill.  
RWY 29: REIL. PAPI(P4L)—GA 3.0º TCH 54´. RVR–TR  
RWY 15–33: H5000X100 (ASPH–GRVD) S–85, D–120, 2S–138, 2D–210 PCN 35 F/C/W MIRL  
RWY 15: REIL. VASI(V4L)—GA 3.6º TCH 42´. Antenna.  
RWY 33: REIL. PAPI(P4L)—GA 3.0º TCH 40´.  
RUNWAY DECLARED DISTANCE INFORMATION  
RWY 11: TORA–7001 TODA–7001 ASDA–7001 LDA–7001  
RWY 15: TORA–5000 TODA–5000 ASDA–5000 LDA–5000  
RWY 29: TORA–7001 TODA–7001 ASDA–7001 LDA–7001  
RWY 33: TORA–5000 TODA–5000 ASDA–5000 LDA–5000  
ARRESTING GEAR/SYSTEM  
RWY 11: EMAS  
RWY 29: EMAS  
SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE REIL Rwy 15, 29 and 33, HIRL Rwy 11–29, MIRL Rwy 15–33—CTAF. Rwy 11 ALSF–2 becomes SSALS preset on med intensity only when twr clsd.  
AIRPORT REMARKS: Attended continuously. Wildlife inflv arpt, birds on and inflv arpt. Use caution for arpt vehicles monitor CTAF and operating on arpt during non–twr hrs. During snow removal ops 30 mins PPR on frequency 120.5 during twr hrs or frequency 119.0 during non–twr hrs or call 508–799–1325. Tran acft ctc FBO on 122.95 for svs. Rwy 33 VGSI and decent angle not coincident. Rwy 15 VASI unusable byd 9º left of course. Rwy guard lughts installed on all twy to rwy intersections, Rwy 11–29 only. EMAS 170´ wide, 154´ length located at DER 11. EMAS 170´ wide, 300´ length located at DER 29. Ldg fee for multi–engine acft and larger. Flight Notification Service (ADCS) available. 2 hours advance notice for customs.  
AIRPORT MANAGER: (508) 849-5550  
WEATHER DATA SOURCES: ASOS (508) 795–7546  
CONTINUED ON NEXT PAGE
COMMUNICATIONS: CTAF 120.5 ATIS 126.55 (508) 757-0962 UNICOM 122.95
RCO 122.2 (BRIDGEPORT RADIO)
⑤ YANKEE APP/DEP CON 119.0 CLNC DEL 119.0 (0200–1130Z‡)
TOWER 120.5 (1100–0600Z‡) GND CON 123.85 CLNC DEL 128.65
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Boston ARTCC at 603-879-6859.
AIRSPACE: CLASS D svc 1100–0600Z‡; other times CLASS E.
VOR TEST FACILITY (VOT) 108.2
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
GARDNER (L) VOR/DME 110.6 GDM Chan 43 N42°32.76’ W72°03.49’ 168° 18.6 NM to fld. 1280/14W.
ILS/DME 110.9 I–RSR Chan 46 Rwy 11. Class III/E. Unmonitored when ATCT closed. DME unusable byd 12° left of course; byd 13 NM; byd 25° right of course.
ILS/DME 110.9 I–EKW Chan 46 Rwy 29. Class IB. Unmonitored when ATCT clsd. Glideslope unusable for coupled apchs blo 1,266’ MSL. LOC unusable byd 25° left and byd 25° right of course. DME unusable byd 12° left of course; byd 25° right of course; byd 13 NM.
NEW HAMPSHIRE

ALTON BAY SPB (B18) 2 N UTC–5(–4DT) N43º28.66´ W71º14.22´
504 NOTAM FILE BGR
WATERWAY 01W–19W: 2600X100 (WATER)
WATERWAY 01W: Tree.
WATERWAY 19W: Trees.
SEAPLANE REMARKS: Unattended. Rwy 01W–19W has ice in winter plowed to approximately 2730´. Check NOTAMS for ice rwy conditions. Rwy 01W thld approximately 100´ northeast of floating bandstand. All seaplane tfks and ldgs must be north of the bandstand. All travel south of the bandstand must not exceed headway speed. Rwy 01W–19W P–line marked with orange balls 1000´ south of thld at south end, less than 30´ height along roadway. For seaplane parking and ice rwy conditions call arpt manager (603) 455–7817.
AIRPORT MANAGER: 603-875-3498
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5551.

BERLIN RNGL (BML)(KBML) 7 N UTC–5(–4DT) N44º34.52´ W71º10.56´
1161 B NOTAM FILE BML
RWY 18–36: H5200X100 (ASPH) S–53, D–82, 2S–104, 2D–140
HIRL 0.5% up N
RWY 18: REIL. PAPI(P4L)—GA 3.5º TCH 65´. Trees.
RWY 36: REIL. Trees.
SERVICE: S2 FUEL 100LL, JET A LGT ACTIVATE REIL RWY 18 and RWY 36, PAPI RWY 18, HIRL RWY 18–36—CTAF.
AIRPORT MANAGER: 603-449-2168
WEATHER DATA SOURCES: ASOS 135.175 (603) 449–3328.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.35 (BANGOR RADIO)
⑧ BOSTON CENTER APP/DEP CON 135.7
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Boston ARTCC at 603-879-6859
RADIO AIDS TO NAVIGATION: NOTAM FILE BML.
(H) DME 116.55 BML Chan 112(Y) N44º38.01´ W71º11.17´ 173º 3.5 NM to fld. 1730/0E.

BLNAP N43º32.20´ W71º32.22´ NOTAM FILE LCI.
ND8 (MHW/LOM) 328 LC 089º 5.6 NM to Laconia Muni. 740/16W.

BOIRE FLD (See NASHUA on page 148)

BRISTOL

NEWFOUND VALLEY (2N2) 1 W UTC–5(–4DT) N43º35.52´ W71º45.09´
510 NOTAM FILE BGR
RWY 03–21: H1900X40 (ASPH)
RWY 03: Trees.
RWY 21: Trees.
AIRPORT MANAGER: 603-744-8334
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5551.
NEW HAMPSHIRE

CLAREMONT MUNI (CNH)(KCNH) 1 W UTC–5(–4DT) N43º22.23’ W72º22.09’

544 B NOTAM FILE BGR

RWY 11–29: H3098X100 (ASPH) S–30 MIRL 0.3% up E

RWY 11: Thld dsplcd 1055’. Tree.

RWY 29: REIL, PAPI(P2L)—GA 4.0º TCH 31’. Trees.

SERVICE: S2 FUEL 100LL LGT ACTIVATE REIL Rwy 29; MIRL Rwy 11–29—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1500–2100Z‡. For arpt svcs, call (603) 542–2282. Fuel self svc 24 hrs by credit card system. Wildlife on and invof arpt. Expect downdraft on apch to Rwy 29. Tkf, ldg, and taxiing on unpaved areas prohibited. Cold temperature airport. Altitude correction required at or below –25C. Haz bcn on surrounding hills. Rotating bcn difficult to see from the north when foliage is on the trees.

AIRPORT MANAGER: (603) 542-5156

COMMUNICATIONS: CTAF/UNICOM 122.7

CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

RADIO AIDS TO NAVIGATION: NOTAM FILE LEB.

LEBANON (L) VOR/DME 113.7 LEB Chan 84 N43º40.73’ W72º12.96’ 215º 19.7 NM to fld. 1443/15W.

VOR portion unusable:
095º–115º byd 30 NM blo 7,000’
DME portion unusable:
045º–075º byd 36 NM blo 10,000’
091º–119º byd 30 NM blo 7,500’
161º–304º byd 30 NM blo 6,300’

NDB (MHW) 233 CNH N43º22.15’ W72º22.27’ at fld. 527/16W. NOTAM FILE BGR.

NDB unusable:
005º–049º byd 20 NM
050º–004º byd 15 NM

COLEBROOK

GIFFORD FLD (4C4) 1 SW UTC–5(–4DT) N44º53.25’ W71º30.46’

1017 NOTAM FILE BGR

RWY 04–22: 2423X60 (TURF) 0.5% up NE

RWY 04: Thld dsplcd 433’. Trees.

RWY 22: Road.

AIRPORT REMARKS: Unattended. Rwy 04–22 CLOSED Nov–May exc ski acft. Call 603–237–4914 for afld conditions. Rwy 04–22 strip soft in spring. DT wet areas all year. Road traverses rwy 425’ from Rwy 04 thld. Rwy 04 edges and ends marked with yellow cones. Rwy 04 dsplcd thld marked with three yellow cones aligned perpendicular to each rwy edge. 7’ crops immediately west of rwy dur summer. Rwy 22 edges and ends marked with yellow cones.

AIRPORT MANAGER: 603 237-4914

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
CONCORD MUNI (CON)(KCON) P (ARNG) 2 E UTC–5(–4DT) N43°12.16’ W71°30.14’

342 B NOTAM FILE CON

RWY 17–35; H6005X100 (ASPH) S–43, D–60 HIRL
RWY 17: PAPI(P4L)—GA 3.0º TCH 50’. Thld dsplcd 641’. Tree.
RWY 35: MALSRT. VASI(V4L)—GA 3.0º TCH 50’. Trees.
RWY 12–30: H3200X75 (ASPH) S–30 MIRL
RWY 12: PAPI(P2L)—GA 3.32º TCH 52’. Trees.
RWY 30: Trees.

SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE MALSR Rwy 35, HIRL Rwy 17–35, MIRL Rwy 12–30—CTAF.

MILITARY—FUEL J8(Mil)–PPR (NC–100LL – Avbl H24 with credit card; A – Avbl 1230–2200Z‡, OT fone C603–228–2267 and sw prompts.)


AIRPORT MANAGER: 603-228-2267

WEATHER DATA SOURCES: ASOS 132.325 (603) 224–6558.

COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.2 (BANGOR RADIO)

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Boston ARTCC at 603-879-6859.

AIRSPACE: CLASS E

RADIO AIDS TO NAVIGATION: NOTAM FILE CON.
(L) VOR/DME 112.9 CON Chan 76 N43°13.19’ W71°34.53’ 123º 3.4 NM to fld. 715/15W.

VOR unusable:
022º–032º byd 20 NM bto 8,000’
190º–210º byd 12 NM bto 4,000’
318º–326º byd 30 NM bto 12,000’

DME unusable:
022º–032º byd 20 NM bto 8,000’
082º–110º byd 30 NM bto 5,000’
190º–210º byd 12 NM bto 4,000’
290º–300º byd 30 NM bto 7,000’
318º–326º byd 30 NM bto 12,000’

EPSOM NDB (LOM) 216 CO N43°07.13’ W71°27.16’ 353º 5.5 NM to fld. NDB unusable byd 20 NM.

ILS 108.7 I–CON Rwy 35. Class IA. LOM EPSOM NDB. NDB unusable byd 20 NM.

DEAN MEM (See HAVERHILL on page 143)

DILLANT–HOPKINS (See KEENE on page 144)
ERROL (ERR)(KERR) 1 NW UTC–5(–4DT) N44º47.53´ W71º09.87´
1248 TPA—204(800) NOTAM FILE BGR
RWY 15–33: 3600X60 (GRVL) 0.3% up SE
RWY 15: Trees.
RWY 33: Trees.
AIRPORT REMARKS: Unattended. For arpt information and conditions, call 603–482–3320. Wildlife on and inv of arpt. Regular construction vehicle tc on roadway at Rwy 33 end. 1:1 clearance slope. Rwy soft in spring. Large patches of grass on rwy.
AIRPORT MANAGER: 603-482-3320
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

FITZY N42º51.85´ W71º31.73´ NOTAM FILE MHT.
NDB (LOMW) 209 MJ 060º 5.8 NM to Manchester. 234/15W.

FRANCONIA (1B5) 2 S UTC–5(–4DT) N44º11.76´ W71º45.04´
975 NOTAM FILE BGR
RWY 18–36: 2300X150 (TURF) 0.9% up S
RWY 18: Trees.
AIRPORT MANAGER: 603-921-1588
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

GORHAM (2GB) 1 NW UTC–5(–4DT) N44º23.61´ W71º11.89´
835 NOTAM FILE BGR
RWY 12–30: 2828X60 (TURF) 1.2% up S
AIRPORT MANAGER: 603-466-5065
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

HAMPTON AIRFIELD (7B3) 2 N UTC–5(–4DT) N42º57.68´ W70º49.81´
93 NOTAM FILE BGR
RWY 02–20: H2105X121 (ASPH–TURF) Rwy LGTS(NSTD) 0.3% up N
RWY 02: Trees.
RWY 20: Thld dsplcd 212´. Trees.
SERVICE: S3 FUEL 100LL, MOGAS LGT
RWY 02–20 Non–STD LIRL. CTC AMGR at 603–817–6617 for activation instructions.
AIRPORT MANAGER: 603-964-6749
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5551.
NEW HAMPSHIRE

HAVERHILL

DEAN MEM (5B9)  3 NE UTC–5(–4DT)  N44°04.81’ W72°00.47’

582   NOTAM FILE BGR

RWY 01–19:  H2511X58 (ASPH)  S–8.5  LIRL(NSTD)  1.4% up S

RWY 01:  Thld dsplcd 185’. Road.

RWY 19:  Pole.

SERVICE:  FUEL  100LL  LGT ACTIVATE LIRL Rwy 01–19 and windsock—CTAF.


AIRPORT MANAGER:  (603) 809-2567

COMMUNICATIONS: CTAF/UNICOM 122.8

BOSTON CENTER APP/DEP CON 135.7

CLEARANCE DELIVERY PHONE:  For CD ctc Boston ARTCC at 603-879-6859.

RADIO AIDS TO NAVIGATION:  NOTAM FILE MPV.

MONTPELIER (L) VOR/W/DME

110.8 MPV Chan 45  N44º05.13’ W72º26.96’  107º 19.1 NM to fld. 2080/16W.

HAVERHILL

HAWTHORNE–FEATHER AIRPARK (See HILLSBORO on page 143)

HILLSBORO

HAWTHORNE–FEATHER AIRPARK (BB1)  3 S UTC–5(–4DT)  N43º03.68’ W71º54.32’

600   NOTAM FILE BGR

RWY 02–20:  H3260X75 (ASPH)  S–8  MIRL

RWY 02:  Trees.


SERVICE:  FUEL  100LL  LGT Lights OTS INDEF.


AIRPORT MANAGER:  603-588-6868

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE:  For CD ctc Boston Apch at 603-594-5551.

RADIO AIDS TO NAVIGATION:  NOTAM FILE CON.

CONCORD (L) VOR/W/DME

112.9 CON Chan 76  N43º13.19’ W71º34.53’  252º 17.3 NM to fld. 715/15W.

VOR unusable:

022º–032º byd 20 NM b/o 8,000’

190º–210º byd 12 NM b/o 4,000’

318º–326º byd 30 NM b/o 12,000’

DME unusable:

022º–032º byd 20 NM b/o 8,000’

082º–110º byd 30 NM b/o 5,000’

190º–210º byd 12 NM b/o 4,000’

290º–300º byd 30 NM b/o 7,000’

318º–326º byd 30 NM b/o 12,000’

NEW YORK

L–32H
JAFFREY AIRPORT–SILVER RANCH (AFN)(KAFN)  1 SE UTC–5(–4DT)  N42º48.31´ W72º00.18´  NEW YORK  L–32G, 33C  IAP

1040 B  NOTAM FILE AFN
RWY 16–34: H2982X134 (ASPH–TURF) S–8  LIRL  0.9% up N
RWY 16: Trees.

SERVICE: S2  FUEL  100LL  LGT First 582´ Rwy 34 not lgtd. PPR for NSTD LIRL call 603–532–8870. Bcn OTS indefly.

AIRPORT REMARKS: Attended 1300Z–dusk. Wildlife on and invof arpt. Ultralight activity on arpt. Rwy 16–34 touch and go ldgs prohibited. PAEW AER 34, maximum equipment height 50° AGL. AER 34 obstruction lghts OTS. Rwy 16–34 50° center portion of the entire rwy is asph. The remaining 42° per side is turf/gravl for entire rwy length. Rwy sfc uneven with pavement patches and widespread alligator cracking. Parallel twy serves hangar/ramp only, no access to Rwy 34. Rwy 16 rwy designation and cntrln markings faded. Rwy 34 rwy designation and dsplcd thld markings faded.

AIRPORT MANAGER: 603-532-8870

WEATHER DATA SOURCES: ASOS 135.875 (603) 532–6195.
COMMUNICATIONS: CTAF/UNICOM 122.8

KEENE


488 B  NOTAM FILE EEN
RWY 02–20: H6201X100 (ASPH) D–60 PCN 40 F/C/X/T HIRL
RWY 02: MALSR. PAPI(P4L)—GA 3.0º TCH 39°.
RWY 20: PAPI(P4L)—GA 3.0º TCH 50°. Trees.

SERVICE: S4  FUEL  100LL, JET A  OK 1, 2, 3, 4  LGT PAPI Rwy 20 OTS indef. ACTIVATE MALSR Rwy 02, HIRL Rwy 02–20 and MIRL Rwy 14–32—CTAF. MILITARY— FUEL (NC–100LL – Avbl H24 with credit card; A – After hr fone C603–357–7600.)

AIRPORT REMARKS: Attended Mon–Fri 1200–0000Z‡, Sat–Sun 1200–2200Z‡. 100LL avbl 24 hrs with credit card. For jet fuel after hrs call 603–357–7600. Wildlife on and invof arpt. Noise abatement procedures, winds blw 8 kts use Rwy 02. Ldg fee for all turbine powered acft. Cold temperature airport. Altitude correction required at or below –20C.

AIRPORT MANAGER: 603-357-9835

COMMUNICATIONS: CTAF/UNICOM 123.0

CLNC DEL 121.6

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Boston ARTCC at 603-879-6859.

RADIO AIDS TO NAVIGATION: NOTAM FILE EEN.

KEENE RCO 122.6(BANGOR RADIO)

ILS 108.9  I–EEN  Rwy 02.  Class IA.  Localizer unusable 25° right of course.
NEW HAMPSHIRE

KEENE

(L) VORTAC

W42°47.66′ W72°17.51′

NOTAM FILE EEN.

(NE) 1450.4 EEN Chan 31 022° 6.3 NM to Dillant–Hopkins. 1380/14W.

VOR portion unusable:
017°–027° byd 20 NM
037°–047° byd 20 NM
070°–085° byd 25 NM blo 9,000′
100°–110°
165°–185° byd 10 NM blo 6,000′
180°–225° byd 15 NM

TAC portion unusable:
070°–085° byd 25 NM blo 9,000′

RCO 122.6 (BANGOR RADIO)

LACONIA MUNI

(LCI)(KLCI) 3 NE UTC–5(–4DT) N43°34.38′ W71°25.07′

545 B NOTAM FILE LCI

RWY 08–26: H5890X100 (ASPH–GRVD) S–85, D–110, 2D–175

PCN 35 F/D/X/T HIRL 0.5% UP W

RWY 08: MALSR. PAPI(P4L)–GA 3.0° TCH 44′. Trees.

RWY 26: REIL. PAPI(P4R)–GA 4.0° TCH 55′. Thld dspclcd 244′. Trees.

Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08: TORA–5890 TODA–5890 ASDA–5646 LDA–5646

RWY 26: TORA–5890 TODA–5890 ASDA–5530 LDA–5266

SERVICE: S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LGT ACTIVATE

MALSR Rwy 08, REIL Rwy 26, HIRL Rwy 08–26, windsock lghts—CTAF. Rwy 26 PAPI unusable byd 6° left of centerline.

AIRPORT REMARKS:


AIRPORT MANAGER: 603-524-5003

COMMUNICATIONS: CTAF/UNICOM 123.0

® BOSTON APP/DEP CON 134.75

CLNC DEL 119.85

WEATHER DATA SOURCES: AWOS–3PT 133.525 (603) 524–5134.

NE, 5 NOV 2020 to 31 DEC 2020
LEBANON MUNI (LEB)(KLEB) 3 W UTC–5(–4DT) N43º37.57´ W72º18.25´

RHW 07–25: H5496X100 (ASPH–GRVD) S–42, D–60 MIRL

RHW 07: REIL. PAP(P4L)—GA 4.0º TCH 50’. Trees.

RHW 25: REIL. PAP(P4R)—GA 4.0º TCH 51’. Trees.

RHW 18–36: H5200X100 (ASPH–GRVD) S–42, D–48 HIRL

0.8% up S

RHW 18: REIL. Brush.

RHW 36: PAP(P4L)—GA 3.75º TCH 34’. Trees.

SERVICE: S4 FUEL 100LL, JET A OX

LGT ACTIVATE Rwy 07 and Rwy 25; PAPI Rwy 07, Rwy 25, Rwy 36; MIRL Rwy 07–25 and HIRL Rwy 18–36—CTAF.


AIRPORT MANAGER: 603-298-8878

WEATHER DATA SOURCES: ASOS 118.65 (603) 298–8780. LAWRS.

COMMUNICATIONS: CTAF 125.95 ATIS 118.65 UNICOM 122.95 RCO 122.2 (BANGOR RADIO)

BOSTON CENTER APP/DEP CON 134.7 TOWER 125.95 (1100–0300Z‡) GND CON 121.6

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Boston ARTCC at 603-879-6859.

AIRSPACE: CLASS D svc 1100–0300Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE LEB.

(L) VOR/DME 113.7 LEB Chan 84 N43º40.73´ W72º12.96´ 246º 5.0 NM to fld. 1443/15W.

VOR portion unusable:
095º–115º byd 30 NM blo 7,000´

DME portion unusable:
045º–075º byd 36 NM blo 10,000´
091º–119º byd 30 NM blo 7,500´
161º–304º byd 30 NM blo 6,300´

HANOVER NDB (MHW) 276 LAH N43º42.14´ W72º10.65´ 245º 7.2 NM to fld. 1190/15W.

NDB unusable:
Byd 20 NM

ILS/DME 111.9 I–DVR Chan 56 Rwy 18. LOC unusable byd 30º left of course. LOC unusable inside .5 NM inbound. LOC unusable byd 30º right of course. DME unusable byd 30º left of course. DME unusable byd 30º right of course.

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

MAHN N44º21.74´ W71º41.15´ NOTAM FILE HIE.

NDB (MHW) 386 GMA 104º 6.0 NM to Mount Washington Rgnl. 1425/17W. NDB unmonitored.

NDB unusable:
Byd 15 NM blo 9,000´
MANCHESTER (MHT)(KMHT) 3 S UTC–5(–4DT) N42º55.97´ W71º26.15´

NEW HAMPSHIRE


RWY 17: MALSR. TDZL. PAPI(PAR)—GA 3.1º TCH 67`. RVR–TMR Thld dsplcd 336`. Pole. 0.3% up.

RWY 35: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 68`. RVR–TMR Thld dsplcd 850`. Bldg. 0.8% down.

RWY 06–24: H7651X150 (ASPH–GRVD) S–200, D–300, 2S–175, 2D–350 PCN 90 F/C/W/T HIRL CL. 0.3% up NE

RWY 06: REIL. PAPI(P4L)—GA 3.0º TCH 50`. RVR–TR Thld dsplcd 442`. Trees.

RWY 24: REIL. PAPI(P4L)—GA 3.0º TCH 50`. RVR–TR Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA–7650 TODA–7650 ASDA–7650 LDA–7208

RWY 17: TORA–9250 TODA–9250 ASDA–9250 LDA–8914

RWY 24: TORA–7650 TODA–7650 ASDA–6850 LDA–6850

RWY 35: TORA–9250 TODA–9250 ASDA–8500 LDA–7650

ARRESTING GEAR/SYSTEM

RWY 06: EMAS

SERVICE: S4 FUEL 100LL, JET A OX3 LGT Rwy 06 PAPI unusbl byd 6 degs right of cntrln.

AIRPORT REMARKS: Attended continuously. No touch and go ldgs during snow removal opr. NS ABTMT procedures, turbojet actf should expect a rgt turn when departing Rwy 17. Twy A safety area S of Twy E to Twy A2 is 65 ft. Twy C csld west of Twy A due to construction indef. Jet actf taxiing wb acrs Rwy 17–35 at Twy E must use ctn and low settings due to lgt actf prkg on the E ramp. No taxiing between pushed back actf and the airline terminal or cargo ramps. Actf not permitted to taxi between airline terminal bldg and actf that have pushed back or are taxiing on Twy G or Twy N. Air carrier actf only permitted to opr on airline terminal ramp. Air carriers excluded from Twy L. Actf with wingspan greater than 145` rstd from Twy G and Twy N. AMMON ramp rstd to actf with wingspan less than 118`. Actf are req to maintain taxilane centerline to avoid parked general aviation actf tiedowns. Actf with wingspan 118` or greater req ground crew assistance for taxi and parking. Ldg fee. U.S. Customs user fee arpt.

AIRPORT MANAGER: 603-624-6539

WEATHER DATA SOURCES: ASOS 119.55 (603) 621–1766. LAWRS.

COMMUNICATIONS: ATIS 119.55 603–621–1766 UNICOM 122.95

TOWER 121.3 GND CON 121.9 CLNC DEL 135.9

AIRSPACE: CLASS C svc ctc APP CON.

RADIO AIDS TO NAVIGATION: NOTAM FILE MHT.

(L) VOR/DME 114.4 MHT Chan 91 N42º52.11´ W71º22.17´ 338º 4.8 NM to fld. 470/15W.

FITZY NDB (LOMW) 209 MJ N42º51.85´ W71º31.73´ 060º 5.8 NM to fld. 234/15W.

ILS 109.95 I–MJE Rwy 06. Class II. LOM FITZY NDB.

ILS/DME 109.1 I–MNA Chan 28 Rwy 17. Class IE. DME also serves Rwy 35. DME usable 10º right of course

ILS/DME 109.1 I–MHT Chan 28 Rwy 35. Class IIIE. DME also serves Rwy 17.

MOUNT WASHINGTON RGNL (See WHITEFIELD on page 151)
NASHUA

BOIRE FLD (ASH)/(KASH)  3 NW  UTC–5(–4DT)  N42°46.94´  W71°30.85´

200  B  NOTAM FILE ASH

RWY 14–32:  H600X100 (ASPH–GRVD)  S–62, D–80, 2S–102, 2D–133  HIRL

RWY 14:  MALS.  PAPI(P4R)–GA 3.0º TCH 45´.  Trees.

RWY 32:  REIL.  PAPI(P4L)–GA 3.0º TCH 45´.  Thld dspclcd 350´.  Tree.

NASHUA TOWER  133.2  (1200–0200Z‡)

AIRPORT REMARKS:

Attended 1200–0200Z‡.  Migratory birds and wildlife on and inv of arpt.  Arpt has voluntary NS ABTMT procedures.  Ctc arpt manager for details.  Ramp between Twy D and Twy E clsd to acft with wingspan greater than 48´, unless authorized by ATCT.  Ldg fee for acft over 12,500 lbs, $1.10 per 1,000 lbs.

AIRPORT MANAGER:

603-882-0661

COMMUNICATIONS:  CTAF/UNICOM  122.8

RADIO AIDS TO NAVIGATION:

NOTAM FILE MHT.

MANCHESTER (L) VORW/DME  114.4  MHT  Chan 91  N42°52.11´  W71º22.17´  246º 8.2 NM to fld. 470/15W.

LAWRENCE (L) VOR/DME  112.5  LWM  Chan 72  N42º44.43´  W71º05.69´  293º 18.7 NM to fld. 306/15W.  NOTAM FILE LWM.

DME unusable:

160º–195º byd 23 NM blo 2,500´

ILS 109.7  I–ASH  Rwy 14.  Class IA.  Glideslope unusable byd 4 º left of course.  Unmonitored when ATCT clsd.

NEWFOUND VALLEY (See BRISTOL on page 139)

NEWPORT

PARLIN FLD (2B3)  2 N  UTC–5(–4DT)  N43°23.22´  W72°11.26´

785  B  NOTAM FILE BGR

RWY 18–36:  H3448X50 (ASPH)  S–12  LIRL  0.4% up N

RWY 18:  Thld dspclcd 400´.  Hill.  Rgt tfc.

RWY 36:  Thld dspclcd 300´.  Trees.

RWY 12–30:  1981X60 (TURF)  0.4% up SE


RWY 30:  Trees.

SERVICE:  S4  FUEL  100LL  OX  1, 2, 3, 4  LGT  Rotating bcn OTS indef.

AIRPORT REMARKS:


AIRPORT MANAGER:

(978) 886-0854

COMMUNICATIONS:  CFA/UNICOM  122.8

BOSTON CENTER APP/DEP CON  134.7

CLEARANCE DELIVERY PHONE:

For CD ctc Boston ARTCC at 603-879-6859.

RADIO AIDS TO NAVIGATION:

NOTAM FILE LEB.

LEBANON (L) VOR/WDM  113.7  LEB  Chan 84  N43º40.73´  W72º12.96´  191º 17.5 NM to fld. 1443/15W.

VOR portion unusable:

095º–115º byd 30 NM bio 7,000´

DME portion unusable:

045º–075º byd 36 NM bio 10,000´  
091º–119º byd 30 NM bio 7,500´  
161º–304º byd 30 NM bio 6,300´

NEW YORK  H–11D, 12K, L–33C

IAP

IAP
PARLIN FLD (See NEWPORT on page 148)

PEASE

N43°05.07´ W70°49.92´ NOTAM FILE PSM.

(L) VOR/DME 116.5 PSM Chan 112 at Portsmouth Intl at Pease. 108/16W.

DME unusable:
- 029º–071º byd 35 NM blo 2,500´
- 080º–085º byd 35 NM blo 2,500´
- 115º–120º byd 37 NM blo 2,500´
- 190º–205º byd 35 NM blo 2,500´
- 225º–240º byd 25 NM blo 2,500´

VOR unusable:
- 010º–019º byd 30 NM blo 6,000´
- 080º–085º byd 35 NM blo 2,500´

PLYMOUTH MUNI (1P1) 3 NW UTC–5(–4DT) N43º46.70´ W71º45.23´

506 NOTAM FILE BGR

RWY 12–30: 2347X90 (TURF)

RWY 12: Road.

RWY 30: Thld dsplcd 298´. Road.

AIRPORT REMARKS: Attended irregularly, call 603–536–1731. Wildlife on and inof arpt. Rwy 12–30 soft in spring, not maintained in winter. Rwy 12–30 strip soft in spring. Not maintained in winter but open to ski craft. Please call ahead. Ultralight and paraglider activity on and inof arpt. Heavy powered parachute and weight shift control acft in rgt tcf below 400´ AGL. Ctc 603–494–1607 for info. Rwy 12–30 has 1161´ MSL mountain 1.5 NM north of Rwy 30 left of centerline. Rwy 12–30 thlds and ends marked by yellow cones. Rwy 30 dsplcd thld marked by three yellow cones aligned perpender to each rwy edge. +3´ drainage swales located 15´ from rwy edge, both sides of rwy beginning at midfield then west for 700´. Numerous non–radio equipment acft operating from afld.

AIRPORT MANAGER: (603) 536-5818

WEATHER DATA SOURCES: AWOS–3 118.45 (603) 536–1698.

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

PORTSMOUTH INTL AT PEASE (PSM)(KPSM) P (ANG) 1 W UTC–5(–4DT) N43°04.68´ W71°49.40´

100 B TPA—See Remarks LRA Class I, ARFF Index B NOTAM FILE PSM


RWY 16: MALSR. PAPI(P4L)—GA 3.0º TCH 70´. RVR–T Thld dsplcd 803´. Trees. Rgt tfc. 0.3% down.

RWY 34: MALSR. PAPI(P4L)—GA 3.0º TCH 62´. RVR–T

RUNWAY DECLARED DISTANCE INFORMATION

RWY 16:
- TORA–11321 TODA–11321 ASDA–11321 LDA–10518

RWY 34:
- TORA–11321 TODA–11321 ASDA–11321 LDA–11321

SERVICE: S4 FUEL 100LL, JET A, JB OX 3, 4 JASU (A/M 32A–86)

9(A/M32–95) 5(MA–1A) FUEL 78(MII) (avbl at ANG 603–430–2459)

A, A+ (C603–812–5502; overnight C603–812–5502) (NC–100LL)

FLUID PRESAIR De–Ice LHGX OIL 0–148 SOAP; RQR 48 HR processing time. TRAN ALERT Maint and parts support extremely ltd. No drag chute repack. Nml hr 1200–2100Z‡ Mon–Fri, exc hol.

AIRPORT REMARKS: Attended continuously. Birds on and inof arpt. Turbulence AER 34 in strong cross winds. 1,000´ by 200´ paved ovrn each end of Rwy 16–34. Rwy 34 is preferred when tail wind component is less than 5 kts. Rwy 16 is preferred for tfk bfn 0300–1159Z‡, when tail wind component is 5 kts or less. All nbeq acft with hazardous cargo info call twr 60 NM out. Customs 24x7x365 customs clearing availability. Stnd ofc hrs Mon–Fri 1400–2130 Z‡. Customs must be arranged in advance at 603–422–0910. Intl arr must arrange for gnd handling prior to arr. FBO 603–430–1200Z‡. No practice low apch or touch and go ldg 0400–1200Z‡ for lcl based acft and 0200–1200Z‡ for tran acft or before 1700Z‡ Sun for all acft. DUR snow removal ops PPR 15 minutes on 128.4 and no practice low apch or touch and go ldg. On other than a published IAP arr acft should establish themselves on final apch at least 2 NM from the rwy thld at a minimum of 700´ MSL. Littlebrook Airpark ltd 052° 4.4 NM, TPA—1130´ MSL. Fly downwind leg no closer than 1/2 mile from rwy. Rectangular TPA—1600(1500), overhead TPA—2100(2000), lgt acft 1100(1000). Noise sensitive areas off both end of rwy. Avoid close in base legs/short apchs. On dep maintain hgd to 1100´ MSL or the end of the rwy (whichever occurs last) prior to turning. Rwy 16–34 first 1000´ both ends conc–grvd, remainder is asph–grvd. No 180º turns for acft over 12,500 lbs GW on asph portion of Rwy 16–34. Rwy 16–34 double faced distance markers both sides of rwy at 1000´ intervals. Rwy 16–34 edge lgs are 24’ tall, 85’ from cntrln. Caution: Height group 1 WCH 54’. Index E ARFF capability avbl 24/7. 157 ARW is fully opr KC46 Base.
AIRPORT MANAGER: 603-433-6536
COMMUNICATIONS: ATIS 132.05 603–334–6070  UNICOM 122.95
®

BOSTON APP/DEP CON 125.05
TOWER 128.4  GND CON 120.95

AIRSPACE: CLASS D.

RADIO AIDS TO NAVIGATION: NOTAM FILE PSM.

PEASE (L) VOR/DME 116.5  PSM Chan 112  N43º05.07´ W70º49.92´ at fld. 108/16W.

DME unusable:
- 029º–071º byd 35 NM blo 2,500´
- 080º–085º byd 35 NM blo 2,500´
- 115º–120º byd 37 NM blo 2,500´
- 190º–205º byd 35 NM blo 2,500´
- 225º–240º byd 25 NM blo 2,500´

VOR unusable:
- 010º–019º byd 30 NM blo 6,000´
- 080º–085º byd 35 NM blo 2,500´
- ILS 110.1 I–PGQ Rwy 16. Class IA.
- ILS 110.1 I–PSM Rwy 34. Class IB.

PAR

ROCHESTER

SKYHAVEN (DAW/KDAW) 3 SE UTC–5(–4DT)  N43º17.05´ W70º55.77´

322 B TPA—1122(800)  NOTAM FILE DAW
RWY 15–33: H4201X75 (ASPH)  S–30  MIRL  0.5% up SE
RWY 15: REIL. Trees.
RWY 33: ODALS. PAPI(P4L)—GA 3.0º TCH 43´. Rgt tfc.

SERVICE: FUEL 100LL LGT ACTVT ODAL Rwy 33; REIL Rwy 15; PAPI Rwy 33; MIRL Rwy 15–33; wind cone lgt—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1230–2100Z‡, exc holidays.
Self–serve 100LL avbl 24 hrs with credit card system. Deer on and invof arpt after sunset. Rwy 33 designated calm wind rwy. Ultralight, antique, and non–radio tfc in good wx. Rotating bcn located 3000´ northwest of arpt.

AIRPORT MANAGER: 603-433-6536
WEATHER DATA SOURCES: ASOS 135.275 (603) 332–7814.
COMMUNICATIONS: CTAF/UNICOM 122.7
®

BOSTON APP/DEP CON 125.05

CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5551.

RADIO AIDS TO NAVIGATION: NOTAM FILE PSM.

PEASE (L) VOR/DME 116.5  PSM Chan 112  N43º05.07´ W70º49.92´ 356º 12.7 NM to fld. 108/16W.

DME unusable:
- 029º–071º byd 35 NM blo 2,500´
- 080º–085º byd 35 NM blo 2,500´
- 115º–120º byd 37 NM blo 2,500´
- 190º–205º byd 35 NM blo 2,500´
- 225º–240º byd 25 NM blo 2,500´

VOR unusable:
- 010º–019º byd 30 NM blo 6,000´
- 080º–085º byd 35 NM blo 2,500´
- ROLLINS NDB (MHW) 260  ESG  N43º13.21´ W70º49.70´ 327º 5.9 NM to fld. 72/16W. NOTAM FILE BGR.

NDB unusable:
- Byd 10 NM

ROLLINS N43º13.21´ W70º49.70´ NOTAM FILE BGR.
NDB (MHW) 260  ESG  168º 5.2 NM to Littlebrook Air Park. 72/16W.

NDB unusable:
- Byd 10 NM

SKYHAVEN (See ROCHESTER on page 150)
NEW HAMPSHIRE

TWIN MOUNTAIN (BB2) 1 SW UTC–5(–4DT) N44º15.84’ W71º32.80’
1459 NOTAM FILE BGR
RWY 09–27: H2660X60 (ASPH) S–8.5 LIRL
RWY 09: Trees.
RWY 27: Trees.
SERVICE: LGT
RWY 09–27 lgt OTS indef.

Wildlife on and involf arpt. Rwys markings faded. No centerline markings. Acft are requested to stay on paved surfaces only.
Ctc arpt mgr for ngt opn instrns.

AIRPORT MANAGER: 603-846-5505
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

Whitefield (HIE)(KHIE) 3 E UTC–5(–4DT) N44º22.05’ W71º32.75’
1072 B TPA—3072(2000) NOTAM FILE HIE
RWY 10–28: H4001X75 (ASPH) S–30 MIRL 0.6% up E
RWY 10: REIL. PAPI(P4L)—GA 3.5º TCH 45’. Trees.
SERVICE: S4 FUEL 100LL LGT ACTIVATE REIL Rwy 10 and Rwy 28; PAPI Rwy 10; MIRL Rwy 10–28—CTAF.

AIRPORT REMARKS: Attended irregularly. Arpt conds not rglry mntd. Self–serve fuel avbl 24 hrs with credit card. Wildlife on and
involf arpt. Cold temperature rstd arpt. Altitude correction required at or blo –29C. Rw 28 trans line across apch 20:1+
and marked with day glow balls. Rental car avbl by req. Call (603) 788–4568. Ctc arpt for ovngt prkg. Fees vary, snegl
eng, multi eng, coml. 1 ngt waived with fuel peuchase.

AIRPORT MANAGER: 603-631-0621
WEATHER DATA SOURCES: ASOS 118.525 (603) 837–2769.
COMMUNICATIONS: CTAF/UNICOM 122.8
WHITEFIELD RCO 122.4 (BANGOR RADIO)

BOSTON CENTER APP/DEP CON 135.7
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Boston ARTCC at 603-879-6859.

AIRPORT MANAGER: 603-631-0621
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

RADIO AIDS TO NAVIGATION: NOTAM FILE MPV.

MAHN NDB (MHW) 386 GMA N44º21.74’ W71º41.15’ 104º 6.0 NM to fld. 1425/17W. NOTAM FILE HIE. NDB
unmonitored.
NDB unusable:
Byd 15 NM blo 9,000’

NE, 5 NOV 2020 to 31 DEC 2020
AEROFLEX–ANDOVER  (See ANDOVER on page 152)

ALEXANDRIA  (See PITTSTOWN on page 170)

ANDOVER

AEROFLEX–ANDOVER  (12N)  3 N  UTC-5(–4DT)  N41º00.52´ W74º44.28´

583  B  NOTAM FILE 12N

RWY 03–21:  H1981X50 (ASPH)  MIRL
  RWY 03:  Trees. Rgt tfc.
  RWY 21:  Tree.

SERVICE:  S4  FUEL  100LL


AIRPORT MANAGER:  973-786-5100

WEATHER DATA SOURCES: ASOS

COMMUNICATIONS: CTAF/UNICOM 122.8

®  NEW YORK APP/DEP CON 127.6

CLEARANCE DELIVERY PHONE:  For CD ctc New York Apch at 800-645-3206.

RADIO AIDS TO NAVIGATION:  NOTAM FILE MIV.

STILLWATER  (L) VOR/DME

DME unusable:
  089º–099º within 12 NM blo 10,000´
  210º–320º byd 30 NM blo 4,000´

TRINCA  (13N)  3 SW  UTC-5(–4DT)  N40º57.96´ W74º46.90´

600  NOTAM FILE MIV

RWY 06–24:  1924X135 (TURF)
  RWY 06:  Trees. Rgt tfc.
  RWY 24:  Trees.

AIRPORT REMARKS:  Unattended. Arpt CLOSED SS–SR. Deer, birds and other wildlife on and invof arpt. Trees and powerlines located south of Rwy 06. Poor rwy conditions during periods of rain. No ldgtktks without skis when rwy is snow, slush or ice covered. All acft follow manufacturer’s recommended procedures for quiet ops. No facilities avbl for overnight transients. Traffic Pattern activity after 2200Z‡ weekdays, between 1400–1800Z‡ weekends and on holidays limited to 3 apchs.

AIRPORT MANAGER:  (908) 852-9333

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE:  For CD ctc New York Apch at 800-645-3206.
NEW JERSEY

ATLANTIC CITY INTL (ACY)(KACY) P (ANG) 9 NW UTC–5(–4DT) N39º27.46´ W74º34.63´

LAND AND HOLD–SHORT OPERATIONS

LDG Rwy Hold–Short Point Avbl LDG Dist
Rwy 04 13–31 3550
Rwy 13 04–22 3600
Rwy 31 04–22 5750

RUNWAY DECLARED DISTANCE INFORMATION

Rwy 04: TORA–6144 TODA–6144 ASDA–6144 LDA–6144
Rwy 31: TORA–10000 TODA–10000 ASDA–10000 LDA–10000

ARRESTING GEAR/SYSTEM

Rwy 13: BAK–14 BAK–12B (B) (1600’) BAK–14 BAK–12B (B) (1600’) BAK

SERVICE: S3 FUEL 100LL, JET A, A++, OX 3 MILITARY — A–GEAR Avoid centerline lgt dur cable engagement to prevent tailhook bounce. FUEL A++(MIL) (NC–100LL, A) OIL JOAP(Mil) TRAN ALERT Ltd maint and prk.


MILITARY REMARKS: ANG BASH Phase II in effect Apr thru Oct, ctc base ops on 261.0 or 140.7 for current BASH condition. PPR, ctc ANG base ops C609–761–6009, fax C609–761–6484, command post C609–761–6001. Ltd tran svc avbl 1100–2030Z‡ Tue–Fri, clsd Sat–Mon and hol. NSTD mark on ANG ramp, blue lines delineate F–16 wing tip clnc, yellow lines at hangar doors for personnel clear zone.

AIRPORT MANAGER: 609-645-7895
WEATHER DATA SOURCES: ASOS (609) 272–9311
COMMUNICATIONS: ATIS 125.725 (609–485–4444)
APP/DEP CON 134.25 (310º–129º) 126.4 (130º–309º)
TOWER 120.3 GND CON 121.9 CLNC DEL 127.85
ANG OPS 140.7
AIRSPACE: CLASS C svc ctc APP CON.
RADIO AIDS TO NAVIGATION: NOTAM FILE ACY.
(L) VORTAC 11.7.15 ACY Chan 118(Y) N39º27.35´ W74º34.58´ at fld. 67/10W.
VORTAC unusable:
290º–300º byd 10 NM bly 4,000´
VOR portion unusable:
301º–359º byd 35 NM bly 2,000´
ASR
HELIPAD H1: H102X102 (ASPH)
BELMAR/FARMINGDALE

MONMOUTH EXECUTIVE (BLM) (KBLM)  5 W  UTC–5(–4DT)  N40º11.21´ W74º07.47´

153 B  NOTAM FILE BLM

RWY 14–32: H7345SX85 (ASPH)  MIRL(NSTD)  0.6% up SE
RWY 14: REIL. Trees.
RWY 32: Trees.
RWY 03–21: H3508X50 (ASPH)
RWY 03: Trees.
RWY 21: Tree.

SERVICE: S4  FUEL  100LL, JET A  LGT  To prearrange for rwy lgts after 0400Z† call 732–751–0044.


AIRPORT MANAGER: (732) 513-8917

WEATHER DATA SOURCES: AWOS–3PT 121.625 (732) 938–3330.
COMMUNICATIONS: CTAF/UNICOM 123.0
® MC GUIRE APP/DEP CON 126.475
© CLNC DEL 126.15

CLEARANCE DELIVERY PHONE: For CD ctc Mc Guire Apch via freq, if una call 609-754-2767.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

COLTS NECK (L) VOR/DME 115.4  COL  Chan 101  N40º18.70´ W74º09.58´  179º 7.7 NM to fld, 129/11W.

VOR portion unusable:
031º–179º byd 15 NM blo 6,000´
230º–240º byd 18 NM
241º–329º byd 15 NM blo 3,000´
351º–030º byd 30 NM blo 3,000´
Byd 30 NM blo 6,000´

DME portion unusable:
230º–240º byd 18 NM

ROBBINSVILLE (H) VORTAC 113.8  RBV  Chan 85  N40º12.14´ W74º29.70´  103º 17.1 NM to fld, 248/10W.

TACAN AZIMUTH unusable:
100º–110º

DME unusable:
075º–080º
100º–114º
130º–160º byd 30 NM blo 4,000´

NE, 5 NOV 2020 to 31 DEC 2020
BERLIN
CAMDEN CO (19N) 1 SW UTC–5(–4DT) N39º46.71´ W74º56.87´
150 B NOTAM FILE MIV
RWY 05–23: H3094X45 (ASPH) MIRL 0.3% up SW
RWY 05: REIL. PVAS(ISIR)—GA 4.0º TCH 23’. Thld dsplcd 740´. Trees.
RWY 23: REIL. PVAS(ISIR)—GA 4.0º TCH 40’. Thld dsplcd 239´. Trees.
SERVICE: S4 FUEL 100LL, JET A LGT
RWY 05 VGSI OTS indef. Rwy 05 and Rwy 23; MIRL Rwy 05–23—CTAF. ACTIVATE rotating bcn—CTAF.
AIRPORT MANAGER: 856-767-1233
COMMUNICATIONS: CTAF/UNICOM 123.0
® MC GUIRE APP/DEP CON 126.475
CLEARANCE DELIVERY PHONE: For CD ctc Mc Guire Apch at 609-754-2767.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
CEDAR LAKE (L) VOR/DME 115.2 VCN Chan 99 N39º32.26´ W74º58.03´ 014º 14.5 NM to fld. 120/10W.

BLAIRSTOWN (1N7) 2 SW UTC–5(–4DT) N40º58.27´ W74º59.85´
372 B NOTAM FILE MIV
RWY 07–25: H3112X70 (ASPH) MIRL
RWY 07: Thld dsplcd 318´. Trees.
SERVICE: S4 FUEL 100LL OX LGT
RWY 25—CTAF.
AIRPORT MANAGER: 908-362-8965
COMMUNICATIONS: CTAF/UNICOM 123.0
® NEW YORK APP/DEP CON 127.6 (from EAST)
® ALLENTOWN APP/DEP CON 124.45 (from WEST)
CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
STILLWATER (L) VOR/DME 109.6 STW Chan 33 N40º59.75´ W74º52.14´ 267º 6.0 NM to fld. 920/11W.
DME unusable:
089º–099º within 12 NM blo 10,000´
210º–320º byd 30 NM blo 4,000´

BRIDGETON
BUCKS (00N) 3 NE UTC–5(–4DT) N39º28.38´ W75º11.07´
108 NOTAM FILE MIV
RWY 18–36: 1900X150 (TURF) LIRL(NSTD) 0.5% up N
RWY 18: Tree.
RWY 36: Tree.
AIRPORT REMARKS: Unattended. Arpt clsd to all tran acft Jan 1–Apr 1 because of soft rwy conditions, for PPR call 856–466–3596. Deer and birds on and invof arpt. Rwy 36 +55 to +65 ft trees, 500 ft short of thld, 40–75 ft R. +46 ft mdk pline, 330 ft short of thld.
AIRPORT MANAGER: (856) 649-3752
COMMUNICATIONS: CTAF 122.9
BROADWAY  N40°47.91’ W74°49.31’  NOTAM FILE MIV.
(L) VOR/DME  114.2  BWZ  Chan 89  157° 12.4 NM to Somerset. 1050/11W.
VOR portion unusable:
125º–180º byd 15 NM blo 5,000’
125º–240º blo 3,000’
180º–210º byd 15 NM
210º–235º byd 15 NM blo 5,000’
DME portion unusable:
297°–307º byd 20 NM blo 6,000’
297°–307º byd 32 NM blo 8,000’

BUCKS (See BRIDGETON on page 155)

CALDWELL

ESSEX CO
(CDW/KCDW)  2 N UTC–5(–4DT)  N40°52.51’ W74°16.88’
172  B  TPA—See Remarks  NOTAM FILE CDW
RWY 04–22: H4552X80 (ASPH)  S–30  HIRL
RWY 04: Thld dsplcd 375’. Tree.
RWY 10–28: H3719X75 (ASPH)  S–12.5  MIRL
RWY 10: Thld dsplcd 344’. Tree.
SERVICE: S4  FUEL  100LL, JET A  OX 4  LGT When twr clsd MIRL Rwy 10–28 and HIRL Rwy 04–22 preset med ints. REIL Rwy 22 avbl high ints only. ACTIVATE HIRL Rwy 04–22 and REIL Rwy 22—CTAF. Rwy 22 PAPI unusable byd 5’ right of centerline due to obstruction.
AIRPORT REMARKS: Attended 1200–0400Z‡. Local ops suspended Mon–Sat 0400–1200Z‡ and 0400Z‡ Sat–1500Z‡ Sun. Turbo jet acft ldg and tkf rstd to Rwy 04–22, ldg Rwy 10–28 rstd to 12,500 lbs and below. Touch and go ldgs ltd to based acft only. Deer and birds on and invof arpt. NSTD traffic patterns for Rwy 04 prohibited due to noise sensitive area southwest of the arpt. TPA for large and turbojet acft 1699(1527), light acft 1199(1027). Fixed–wing VFR acct departure Rwy 04 from departure end rwy heading for 1 mile then if remaining in the pat turn to crosswind, if departing pat continue straight out or exit with a 45º left turn after reaching pat alt. Fixed–wing VFR acct departure Rwy 10 from departure end turn left heading 080º until 900’ MSL then if remaining in the pat turn to crosswind, if departing pat continue straight out or exit with a 45º left turn after reaching pat alt. Fixed–wing VFR acct departure Rwy 22 from departure end turn right heading 230º until 900’ MSL then if remaining in the pat turn to crosswind, if departing pat continue straight out or exit with a 45º rgt turn after reaching pat alt. Fixed–wing VFR acct departure Rwy 28 from departure end rwy heading for 1 mile then if remaining in the pat turn to crosswind, if departing pat continue straight out or exit with a 45º right turn after reaching pat alt. Pilots be alert the Teterboro VOR/DME or GPS–A, the Passaic River visual Rwy 06 and Cedar Grove visual Rwy 01 apchs transit Essex Co arpt Class D airspace. Tfc passes north of the arpt descending from 3000’ MSL to 2000’ MSL. Pilots be alert – the Morristown ILS and GPS Rwy 23 approaches transit Essex Co Arpt Class D asp. Tfc passes two mi west of the arpt descending through 2000 ft MSL. Ldg fee for all tran acft.
AIRPORT MANAGER: 973-227-4567
WEATHER DATA SOURCES: ASOS 135.5 (973) 575–4417.
COMMUNICATIONS: CTAF 119.8  ATIS 135.5  UNICOM 122.95
® NEW YORK APP CON 127.6
CALDWELL TOWER 119.8 (1200–0400Z‡) GND CON 121.9 CLNC DEL 121.1
® NEW YORK DEP CON 119.2
CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc New York Apch at 800-645-3206
AIRSPACE: CLASS D svc 1200–0400Z‡; other times CLASS G.

CONTINUED ON NEXT PAGE
RADIO AIDS TO NAVIGATION: NOTAM FILE TEB.

**TETERBORO (T) VOR/W/ DME 108.4**
TeB Chan 21  N40º50.92’ W74º03.73’  290º 10.1 NM to fld. 3/11W.

DME unusable:
- 060º–080º byd 22 NM blo 2,500’
- 081º–120º blo 4,000’
- 121º–180º blo 3,000’
- 236º–246º

VOR unusable:
- 081º–120º blo 4,000’
- 121º–180º blo 3,000’
- 236º–246º

LOC 109.35  I-CDW  Rwy 22.

**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not avbl at twr.

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**CAMDEN CO**  (See BERLIN on page 155)

**CAPE MAY CO**  (See WILDWOOD on page 178)

**CEDAR LAKE**  N39º32.26’ W74º58.03’  **NOTAM FILE MIV.**
(L) VOR/W/DME 115.2  VCN  Chan 99  267º 3.8 NM to Kroelinger. 120/10W.

**CENTRAL JERSEY RGNL**  (See MANVILLE on page 163)

**CHATHAM**  N40º44.45’ W74º25.79’  **NOTAM FILE MIV.**
NDI (MHW)  254  CAT  024º 3.6 NM to Morristown Muni. 251/13W.

**COLTS NECK**  N40º18.70’ W74º09.58’  **NOTAM FILE MIV.**
(L) VOR/W/DME 115.4  COL  Chan 101  179º 7.7 NM to Monmouth Executive. 129/11W.

VOR portion unusable:
- 031º–179º byd 15 NM blo 6,000’
- 230º–240º byd 18 NM
- 241º–329º byd 15 NM blo 3,000’
- 351º–030º byd 30 NM blo 3,000’
- Byd 30 NM blo 6,000’

DME portion unusable:
- 230º–240º byd 18 NM

**RCO**  122.3  (MILLVILLE RADIO)

**COYLE**  N39º49.04’ W74º25.90’  **NOTAM FILE MIV.**
(H) VORTAC 113.4  CYN  Chan 81  054º 9.1 NM to Ocean Co. 203/10W.

VOR unusable:
- 044º–054º
CROSS KEYS (17N)  1 S UTC–5(–4DT)  N39°42.33′ W75°01.98′
162 B TPA—1000(838) NOTAM FILE MIV
RWY 09–27: H3500X50 (ASPH) S–13 RWY LGTS(NSTD) 0.7% up E
RWY 09: Trees. Rgt tfc.
RWY 27: Thld dsplcd 200′, Tree.
SERVICE: S4 FUEL 100LL, JET A LGT Rotating bcn on continuously.
AIRPORT REMARKS: Attended 1300–2200Z‡. Arpt unattended
Thanksgiving, Christmas, New Year’s Day and Easter. Parachute Jumping. Due to parachute drop zone on north side of arpt, all tfc is to remain south of Rwy 09–27. Deer and birds on and invof arpt. Rwy hold markings very faded at both ends of the rwy and less than std displacement from rwy. Rwy 27 dsplcd thld marked with lgts. Rwy 09–27 LIRL lgt spacing NSTD. Rwy 09 no yellow caution zone lgts.
AIRPORT MANAGER: 856-629-3033
COMMUNICATIONS: CTAF/UNICOM 122.8
® PHILADELPHIA APP/DEP CON 127.35 133.875
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
WOODSTOWN (L) VORTAC W 112.8 OOD Chan 75 N39°38.16′ W75°18.18′ 082° 13.2 NM to fld. 147/10W.
VOR unusable:
039°–041° byd 20 NM blo 2,500′
090°–105°
159°–190°
DME unusable:
045°–065° byd 20 NM blo 2,500′
090°–105°

EAGLES NEST (See WEST CREEK on page 177)

ESSEX CO (See CALDWELL on page 156)
NEW JERSEY 159

FLYING W  (See LUMBERTON on page 162)

GREENWOOD LAKE  (See WEST MILFORD on page 178)

HACKETTSTOWN  (N05)  3 SW  UTC–5(–4DT)  N40º49.21´ W74º51.31´

   670   NOTAM FILE MIV
RWY 05–23: H2200X50 (ASPH)  S–5
   RWY 05: Tree.
   RWY 23: Tree.

SERVICE:  S2  FUEL  100LL
AIRPORT REMARKS:  Attended dawn–dusk. Deer and birds on and invof arpt.
AIRPORT MANAGER:  908-303-8016
COMMUNICATIONS:  CTAF  122.9
CLEARANCE DELIVERY PHONE:  For CD ctc New York Apch at 800-645-3206.

HAMMONTON MUNI  (N81)  3 NE  UTC–5(–4DT)  N39º40.05´ W74º45.46´

   65   NOTAM FILE MIV
RWY 03–21: H3601X75 (ASPH)  S–12  MIRL
   RWY 03: REIL. PAPI(P2L)—GA 3.5º TCH 25´. Trees.

SERVICE:  S4  FUEL  100LL, JET A
LGT
ACTIVATE REIL Rwy 03 and Rwy 21; MIRL Rwy 03–21—123.5. VGSI continuous.
AIRPORT REMARKS:  Attended 1300Z‡–dusk. On arpt maintenance ctc (609) 774–3635. Deer and birds on and invof arpt. Rwy 03; parallel ditch first 500´ of rwy rgt side within 100´ of centerline.
AIRPORT MANAGER:  (609) 567-4300
WEATHER DATA SOURCES:  AWOS–AV 122.7.
COMMUNICATIONS:  CTAF/UNICOM 122.7
RADIO AIDS TO NAVIGATION:  NOTAM FILE MIV.
CEDAR LAKE  (L) VOR/DME 115.2 VCN Chan 99 N39º32.26´ W74º58.03´ 061º 12.4 NM to fld. 120/10W.

JOBSTOWN

REDWING  (2N6)  1 S  UTC–5(–4DT)  N40º01.63´ W74º41.45´

   78   NOTAM FILE MIV
RWY 06–24: 1830X50 (TURF)
   RWY 06: Trees.
   RWY 24: Road.
RWY 11–29: 1590X70 (TURF)  RWY LGTS(NSTD)  0.3% up E
   RWY 29: Tree.

SERVICE:  S2  LGT Rwy 11–29 NSTD RWY LGTS OTS indef.
AIRPORT MANAGER:  609-298-6645
COMMUNICATIONS:  CTAF  122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Mc Guire Apch at 609-754-2767.

JOINT BASE MC GUIRE DIX LAKEHURST  (See MC GUIRE FLD (JOINT BASE MC GUIRE DIX LAKEHURST) on page 163)

KROELINGER  (See VINELAND on page 177)

NE, 5 NOV 2020 to 31 DEC 2020
NOTAM FILE MIV Not insp.

RWY 06–24: H5002X150 (ASPH) PCN 21 F/A/W/T HIRL

RWY 24: MALSR. PAPI(P4L)—GA 3.0º TCH 52´. Rgt tcf.

RWY 15–33: H5002X150 (ASPH) PCN 13 F/B/W/T

RWY 15: Rgt tcf.

RWY 063–243: H3500X90 (CONC) PCN 54 R/B/W/T

SERVICE: MILITARY— LGT Rotg bcn 110 deg 2 NM fm arpt. PCL–120.425, key 3 times for LIRL, 5 times for MIRL, 7 times for HIRL. MALSR are on same key code. FUEL A++ (Mil) Avbl 1230–2330Z‡. TRAN ALERT Svc avbl 1230–2330Z‡ Mon–Fri. Adv adv prk Navy or Army line.

MILITARY REMARKS: OPR 1300–0100Z‡ MON–FRI. EXT HR 0100–0500Z‡ MON–THU for scheduled C–17 and C–130 Assault Landing Zone (ALZ) NGT Vision Device (NVD) and LCL NJ ANG/USMC OPS only. ALZ extended HRS for scheduled ACFT only. ALZ must be scheduled by the FLT crew at least 1 duty day prior to MSN execution. CLSD SAT, SUN and federal HOLS, except for scheduled UTA TRNG. No ACFT OPR will be APV outside these HRS WO 48 HR PPR. Wx observer only (ASOS avbl). No C–17 180º turns on the asphalt sfc of Rwy 15–33 and Rwy 06–24. Rwy 06–24 has 150 W X 180 L conc pads installed at the thlds for C–17 ops. 12000 ft test fac rwy 2 NM W clsd to tsnt tfc without PPR and previous fac brief. Rwy 15–33 clsd to tran acft. Rwy 15–33 Use for LCL assigned acft drg emerg or opr necessity only. RSTD PPR for all tran acft DSN 624–2758/4147, C732–323–2758/4147. Instrument apch not avbl during tethered Aerostat ops 3400´ and blo (VMC only).

CAUTION Bird and wildlife haz. Ancpt concentration of wtr fowl seagulls and sml birds blw 3000 ft. Backup gentr for afld lgt has been disabled. If coml pwr is lost the afld lgt will be lost until coml pwrok. Drg this outage afld lgt not avbl and opr severely rstd. Epic twr coms are strictly advsy in nature. Info provided does not constitute ATC instr. Helo pad spots 1 and 2 unlit, hanger 5 SE of helo spot 2 obst lgts inop, A/D wind cones obst lgts inop Rwy 06 and Rwy 15–33. No VFR signs at int of Rwys 15–33 and 06–24. No airfields signs at helo spots 1/2/3. Aircrrew are required to fvw taci fr twr aatm. Use ctn numerous hoizontal cracks 5 in wide and deep starting 50 ft either side fr rwy edge inboard. TFC PAT Rgt tcf Rwy 15 and Rwy 24.

COMMUNICATIONS: SFA ATIS 276.525

MC GUIRE APP/DEP CON 126.475 363.8

TOWER 127.775 360.2 340.2 1300–1700Z‡ Mon–Wed, 1300–0100Z‡ Thu–Fri.

GROUND CON 118.375 307.05

CLEARANCE DELIVERY PHONE: When ATCT clsd, for CD ctc Mc Guire Apch at 609-754-2767.

AIRSPACE: CLASS D svc 1300–1300Z‡ Mon–Wed, 1300–0100Z‡ Thu–Fri; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

NDB (MHW) 396 NEL N40º02.69´ W74º20.13´ at fld. 127/11W. unmonitored 2400–1200Z‡Mon–Fri, h24 Sat, Sun and federal hol.

nel NDB monitor location: nel ATCT

(T) TACAN Chan 55 NEL (111.8) N40º02.22´ W74º21.19´ at fld. 87/11W. TACAN unmonitored when field clsd.

ROBBINSVILLE (H) VORTACW 113.8 RBV Chan 85 N40º12.14´ W74º29.70´ 156º 12.0 NM to fld. 248/10W.

TACAN AZIMUTH unusable:

100º–110º

DME unusable:

075º–080º

100º–114º

130º–160º byd 30 NM blo 4,000´

COLTS NECK (L) VOR/DME 115.4 COL Chan 101 N40º18.70´ W74º09.58´ 219º 18.7 NM to fld. 129/11W.

VOR portion unusable:

031º–179º byd 15 NM blo 6,000´

230º–240º byd 18 NM

241º–329º byd 15 NM blo 3,000´

351º–360º byd 30 NM blo 3,000´

Byd 30 NM blo 6,000´

DME portion unusable:

230º–240º byd 18 NM
**NEW JERSEY**

**LAKEWOOD**

(N12) 3 SE UTC–5(–4DT) N40°04.01’ W74°10.65’

42 B NOTAM FILE MIV

RWY 06–24: H2987X60 (ASPH) S–25 MIRL 0.3% up SW

RWY 06: REIL. PAPI(P2R)—GA 3.0º TCH 15’. Thld dsplcd 261’. Trees.

RWY 24: REIL. PAPI(P2L)—GA 3.0º TCH 42’. Road. Rgt tfc.

SERVICE: S4 FUEL 100LL LGT ACTVT PAPI Rwy 06 and Rwy 24; MIRL Rwy 06–24—CTAF.


AIRPORT MANAGER: 732-363-6400

WEATHER DATA SOURCES: AWOS–AV 122.8 (732) 363–6471.

COMMUNICATIONS: CTAF/UNICOM 122.8

® MC GUIRE APP/DEP CON 126.475

GCO 121.725 thru McGuire Apch Control

CLEARANCE DELIVERY PHONE: For CD use GCO 121.725, if una ctc Mc Guire Apch at 609-754-2767.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

COYLE (H) VORTACW 113.4 CYN Chan 81 N39º49.04’ W74º25.90’ 048º 19.0 NM to fld. 203/10W.

VOR unusable:

044º–054º

**LINCOLN PARK**

(N87) 2 N UTC–5(–4DT) N40°56.85’ W74°18.87’

182 B NOTAM FILE MIV

RWY 01–19: H2942X40 (ASPH) HIRL

RWY 01: Thld dsplcd 840’. Trees.


SERVICE: S4 FUEL 100LL, JET A OX 4 LGT ACTIVATE HIRL Rwy 01–19—CTAF.


AIRPORT MANAGER: 973-960-4400

COMMUNICATIONS: CTAF/UNICOM 122.8

® NEW YORK APP/DEP CON 127.6

GCO 121.725 (MILLVILLE RADIO)

CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 800-645-3206.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SPARTA (H) VORTACW 115.7 SAX Chan 104 N41º04.05’ W74º32.30’ 136º 12.5 NM to fld. 1400/11W.

VOR unusable:

075º–085º blo 6,500’

155º–165º

NEW YORK
LINDEN (LDJ/KLDJ)  1 SE UTC–5(–4DT)  N40°37.05´ W74°14.68´

22  B  EPA—See Remarks  NOTAM FILE MIV  COPTER

RWY 09–27:  H4140X100 (ASPH)  S–31.5, D–42  MIRL
  RWY 09:  REIL. VASI(V2R)—GA 3.8º TCH 60´. Thld dpclcd 462´. Pole.

SERVICE:  S2  FUEL  100LL, JET A  LGT ACTIVATE MIRL Rwy 09–27, VASI Rwy 09 and Rwy 27, and REIL Rwy 09 and Rwy 27—CTAF.

AIRPORT REMARKS:  Attended Oct–Apr 1330–2300Z‡, May–Sep 1200–0130Z‡. Deer and birds on and inof arpt. Touch and go ldgs for base assigned acft, all others ctc arpt manager 908–862–8800 for PPR. EPA—800´ MSL. Rwy 09 enter tfc pat upwind, entries other rwy s stdard. Main north tway cld indef. Departing Rwy 27 depart straight out to 800´. NS ABTMT procedures in effect. Rwy 09 VASI is baffled to cut off the tgt beam at 6º each side of rwy cntln extended, total usable width is 12º. Main north tway cld indefy. Rwy 09–27 rwy shoulder markings NSTD. Ldg fee.

AIRPORT MANAGER:  908-862-5557


COMMUNICATIONS:  CTAF/UNICOM 123.0

RADIO AIDS TO NAVIGATION:  NOTAM FILE JFK.

COMM/NAV/WEATHER REMARKS:  Clnc Del provided on frequency 127.25 by Newark twr, or ctc New York Apch at 800–645–3206.

LITTLE FERRY SPB (2N7)  1 E UTC–5(–4DT)  N40°51.01´ W74º01.98´

00  TPA—500(500)  NOTAM FILE MIV  COPTER

WATERWAY 01W–19W:  5500X150 (WATER)

WATERWAY 01W:  Tower.

WATERWAY 19W:  Bridge. Rgt tfc.

SEAPLANE REMARKS:  Unattended. Dalgt use only. Ldg area usable, however fac is in disrepair and unusable.

AIRPORT MANAGER:  (201) 224-6179

COMMUNICATIONS:  CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE:  For CD ctc New York Apch at 800-645-3206.

LUMBERTON

FLYING W (N14)  1 SW UTC–5(–4DT)  N39°56.06´ W74°48.43´

49  B  NOTAM FILE MIV  IAP

RWY 01–19:  H3496X75 (ASPH)  MIRL  0.4% up N
  RWY 19:  REIL. PAPI(P2L)—GA 3.2º TCH 22´.

SERVICE:  S4  FUEL  100LL, JET A  LGT ACTIVATE MIRL Rwy 01–19 PAPI and REIL Rwys 01 and 19, and twy lgts—CTAF.


AIRPORT MANAGER:  609-267-7673

COMMUNICATIONS:  CTAF/UNICOM 122.8

MC GUIRE APP/DEP CON 126.475

CLEARANCE DELIVERY PHONE:  For CD ctc Mc Guire Apch at 609-754-2767.

RADIO AIDS TO NAVIGATION:  NOTAM FILE MIV.

ROBBINSVILLE (H) VORTACW 113.8 RBV Chan 85  N40°12.14´ W74°29.70´ 232º 21.6 NM to fld. 248/10W.

TACAN AZIMUTH unusable:

100º–110º

DME unusable:

075º–080º

100º–114º

130º–160º byd 30 NM blo 4,000´
MANVILLE

CENTRAL JERSEY RGNL (47N)  1 S  UTC–5(–4DT)  N40º31.47´ W74º35.90´

86 B  NOTAM FILE MIV

RWY 07–25: H3507X50 (ASPH)  S–30  LIRL  0.6% up SW

SERVICE: S4  FUEL  100LL

AIRPORT REMARKS: Attended 1300Z–dusk except for Christmas and New Year. Banner tow ops SW Rwy 07. Rwy 07 thld located 37 ´ prior to dsplcd thld, 585´ from pavement end. Deer and birds on and inv of arpt. Rwy 07–25 has nms sfc cracks transverse and parl, some 2–3 inches wide, 2–3 inches deep. Signs of raveling and alligator cracking. Aft heavy rainfall Rwy 07 had various areas of flooding. Rwy 07 and Rwy 25 mkd faded, barely distinguishable.

AIRPORT MANAGER: 908-526-2822

COMMUNICATIONS: CTAF/UNICOM 122.7

NEW YORK APP/DEP CON 132.8

CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 800-645-3206.

RADIO AIDS TO NAVIGATION:

NOTAM FILE IPT.

YARDLEY (L) VOR/DME 108.2 ARD Chan 19 N40º15.20´ W74º54.46´ 051º 21.6 NM to fld. 294/10W.

VOR unusable:

020º–040º
195º–225º byd 25 NM blo 5,000´
250º–265º blo 3,500´
266º–280º byd 20 NM blo 5,000´
281º–300º byd 14 NM blo 6,000´

DME unusable:

225º–275º byd 25 NM blo 5,000´

CONTINUED ON NEXT PAGE
MILITARY REMARKS: CAUTION  Rwy 18–36 has 200 ft asphalt non-grooved owm. NSTD mrk on vector row for alert MSN, X–RAY Row (PRIM), and Romeo Row (ALTN) for combat off load ops. Extv non–cti VFR acft within 20 NM of aprt. Rwy 18–36 spot ldg zone markings mid–fld. Use extreme caution for extv UAS ops invof R–5001. TFC PAT for copter 600(459), Lgt acft 800(659), Rectangular 1600(1459), Overhead 2100(1959). Rgt tfc Rwy 24 and Rwy 18. MISCELLANEOUS All classified material must be stored at the JB Comd Post DSN 650–3935/3936. Afld mgmt has no classified storage capabilities. Rwy condition codes (RWYCC) unavailable. All TSFR ACFT PPR. REQ APVL thru base OPS DSN 650–2714, 609–754–6466. Coord waivers thru AF Management Ops for current Bird Watch cond. RSTD Dur fall BASH adv, no sorties will be sked drg BASH window WO 305 OG/CC APVL. NOTE: Waiver apvl to ARR/DEP DRG BASH window does not constitute apvl to ARR/DEP in BWC SEV. No LCL TRSN trng will be accomplished in BASH window. Sked ARR/DEP drg BASH window may be delayed or diverted to ALTN location in event that BWC is elevated. USAF ACFT rqr 305 OG/CC apvl for DEP/ARR when BWC severe. Tenant units rqr apvl of their OG/CC or ssv equivalent. Coord waivers thru Comd Post. Dur BASH Phase II, one–time dep/arr authorized +/– 1 hr SR/SS under real–time bird watch cond. USAF acft rqr 305 OG/CC apvl for dep/arr when bird watch cond SEVERE. Tenant units rqr apvl of their OG/CC or ssv equivalent. Coord waivers thru Comd Post. ASA ramp opr wkday 1230–2130Z. Kwknd hr by prior apvl. Facility lctd on SW side of afld. 72 hr PPR for ASA Army. Ramp ldg and all ldg locations on ASA Fort Dix reservation DSN 944–6377/5287, C609–562–6377/5287. Tran acft ctc Army ops 15 min prior to ldg. Tran acft ctc must coord with airfield mgmt at time of PPR req. ARMED SERVICES 139.3  265.6  41.35 (Ctc 15 min prior to ldg.) FT DIX RING 34.0 41.0 AIRSPACE: CLASS D.

COMMUNICATIONS: SFA PTD 372.2 D –ATIS 110.6 270.1 DSN 650–2847

TOWER 118.65 255.6 257.8 GND CON 121.8 275.8 CLNC DEL 135.2 335.8 COMD POST 134.1 237.15 (Use 237.15 within 75 NM of arpt. If 237.15 is inop, use 134.1 (call Brickyard) 108 ANG COMD POST 251.2 321.0 (call Torch Ctrl) DSN 650–2127 PMSV METRO 239.8 AN/FMQ–19 Automated Observing Sys in use, augmented by human obsn when nec dur afld hr. Vis of afld fr 15 nm . Wx svc avbl 24 hrs. Wx flt DSN 650–1130, C609–754–1130. When wx svc clsd, tran crews ctc 15 Opr Wx Squadron (OWS) at Scott AFB H24 DSN 576–9755/9720, C618–256–9755/9720. Dur evacuation of wx flt ctc 15 OWS at number abv. RON tran crew req wx brief prior to ldg. ATC will supplement obsn as needed. ARMY OPS 139.5  265.6  41.35 (Ctc 15 min prior to ldg.)

AIRPORT MANAGER: 609-754-6466

NEW JERSEY 165

MILLVILLE MUNI (MIV)(KMIV) 3 SW UTC–5(–4DT) N39°22.07´ W75°04.33´

RWY 10: MALSR. PAPI(P4L)—GA 3.0´ TCH 53´. Trees.
RWY 28: PAPI(P4L)—GA 3.0´ TCH 29´.


SERVICE: S7 FUEL 100LL, JET A LGT ACTIVATE MALSR Rwy 10; MIRL Rwy 10–28 and Rwy 14–32—CTAF.

AIRPORT REMARKS:
Attended 1100–2300Z‡. Self-svc fuel avbl 24 hrs with credit card. Arpt CLOSED to ultralight acft, glider ops and formation flts except PPR (856) 825–1244 Mon–Fri 1300–2100Z‡. Birds on and inv of arpt. PAE within all rwy and twy safety areas daily May–Oct. Main apron clsd to tran acft north of Twy K. Twy G not to be used by acft with wing span greater than 79´ on Twy G north of Twy A. Rwy 10 calm wind rwy.

AIRPORT MANAGER: 856-825-1244
WEATHER DATA SOURCES: ASOS 119.6 (856) 327–3455.

COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.2 (MILLVILLE RADIO)

ATLANTIC CITY APP/DEP CON 124.6
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc atlantic city approach at 609-485-6193.

AIRSPACE: CLASS E

RADIO AIDS TO NAVIGATION:
CEDAR LAKE (L) VOR/DME 115.2 VCN Chan 99 N39º32.26´ W74º58.03´ 216º 11.3 NM to fld. 120/10W.
RAINBOW NDB (HW) 363 RNB N39º25.09´ W75º08.10´ 147º 4.2 NM to fld. 92/11W.

ILS 110.9 I–MIV Rwy 10. Class IA. Unmonitored.

CONTINUED ON NEXT PAGE
AIRPORT MANAGER: 973-538-6400
WEATHER DATA SOURCES: AWOS–3 (973) 290–0135 LAWRS.
COMMUNICATIONS: CTAF 118.1 ATIS 124.25
© NEW YORK APP CON 127.6
© NEW YORK DEP CON 119.2
CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc New York Apch at 800-645-3206.
AIRSPACE: CLASS D svc 1145–0330Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE TEB.
TETERBORO (T) VOR/DME 108.4 TEB Chan 21 N40º50.92´ W74º03.73´ 271º 16.3 NM to fld. 3/11W.
DMF unusable:
060º–080º byd 22 NM bi 2,500´
081º–120º blo 4,000´
121º–180º blo 3,000´
236º–246º
VOR unusable:
081º–120º blo 4,000´
121º–180º blo 3,000´
236º–246º
CHATHAM NDB (MHW) 254 CAT N40º44.45´ W74º25.79´ 024º 3.6 NM to fld. 251/13W. NOTAM FILE MIV.
ILS 110.3 I-MMU Rwy 23. Class IB. Unmonitored when ATCT closed. Glideslope unusable for coupled apchs blo 732’ MSL.

MOUNT HOLLY
SOUTH JERSEY RGNL (VAY)(KVAY) 4 SW UTC–5(–4DT) N39º56.57´ W74º50.75´
53 B TPA—853(800) NOTAM FILE VAY
RWY 08–26: H3881X50 (ASPH) S–30 MIRL
RWY 08: REIL. PAPI(P2R)—GA 3.25º TCH 45´. Tree.
RWY 26: REIL. PAPI(P2R)—GA 3.0º TCH 40´. Tree. Rgt tfc.
SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 08–26 and REIL Rwy 08 and Rwy 26—123.3.
AIRPORT MANAGER: 609-267-3131
WEATHER DATA SOURCES: ASOS 119.325 (609) 267–1176.
COMMUNICATIONS: CTAF/UNICOM 122.8
© MC GUIRE APP/DEP CON 126.475
GCO 121.725 thru McGuire Apch Control
CLEARANCE DELIVERY PHONE: For CD use GCO 121.725, if una ctc Mc Guire Apch at 609-754-2767.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
ROBBINSVILLE (H) VORTACW 113.8 RBV Chan 85 N40º12.14´ W74º29.70´ 236º 22.4 NM to fld. 248/10W.
TACAN AZIMUTH unusable:
100º–110º
DMF unusable:
075º–080º
100º–114º
130º–160º byd 30 NM blo 4,000´
**NEWARK LIBERTY INTL**  (EWR)(KEWR)  3 S  UTC–5(–4DT)  N40º41.55´ W74º10.12´

| RWY 04L–22R: H10000X150 (ASPH–CONC–GRVD) | D–210, 2D–520, 2D/2D–1000 PCN 96 R/B/X/XT HIRL CL |
| RWY 04L: MALSR. TDZL. PAPI(P4L)—GA 3.1° TCH 77.´. RVR–TMR Thld dsplcd 2540´. Tree. |
| RWY 22R: MALSR. TDZL. REIL. PAPI(P4L)—GA 3.1° TCH 70.´. RVR–TMR Thld dsplcd 1440´. Pole. |
| RWY 04R–22L: H10000X150 (ASPH–GRVD) D–210, 2D–520, 2D/2D–1000 PCN 96 R/B/W/T HIRL CL |
| RWY 04R: ALSF2. TDZL. PAPI(P4L)—GA 2.95° TCH 77´. RVR–TMR Thld dsplcd 1190´. Pole. |
| RWY 22L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 60´. RVR–TMR Thld dsplcd 1785´. Antenna. |
| RWY 04R: ALSF2. TDZL. PAPI(P4L)—GA 2.95° TCH 71´. RVR–TMR Thld dsplcd 1190´. Pole. |
| RWY 22R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 60´. RVR–TMR Thld dsplcd 1793´. Antenna. |

**LAND AND HOLD–SHORT OPERATIONS**

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<th>HOLD–SHORT POINT</th>
<th>AVBL LDG DIST</th>
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<td>RWY 04R</td>
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<td>RWY 11</td>
<td>04R–22L</td>
<td>5700</td>
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</table>

**RUNWAY DECLARED DISTANCE INFORMATION**

| RWY 04L: TORA–11000 TODA–11000 ASDA–11000 LDA–8460 |
| RWY 04R: TORA–10000 TODA–10000 ASDA–10000 LDA–8810 |
| RWY 11: TORA–6726 TODA–6726 ASDA–6726 LDA–6726 |
| RWY 22L: TORA–10000 TODA–10000 ASDA–10000 LDA–8207 |
| RWY 22R: TORA–11000 TODA–11000 ASDA–11000 LDA–9560 |
| RWY 29: TORA–6726 TODA–6726 ASDA–6726 LDA–6502 |

**ARRESTING GEAR/SYSTEM**

| RWY 11: EMAS |
| RWY 29: EMAS |

**SERVICE:** S4  FUEL  100LL, JET A  OK  LGT  Rwy status lgts in opr. Rwy 29 PAPI unusable 5° left of centerline.


**AIRPORT MANAGER:** 973-961-6161

**WEATHER DATA SOURCES:**  ASOS (973) 621–2892 LLWAS. TDWR.

**COMMUNICATIONS:**  D–ATIS ARR  115.7  D–ATIS SOUTH ARR  134.825 (973) 824–4417. UNICOM 122.95
A NEW YORK APP/DEP CON 132.8 (241º–269º) 128.55 (090º–240º) 127.6 (270º–330º) 132.7 (331º–089º)
A NEW YORK APP/DEP CON 119.2
A TOWER 118.3  134.05 GND CON 121.8 126.15 CLNC DEL 118.85
A PRE TAXI CLNC 118.85 RAMP CTL 132.45
A CPDLC DCL (LOGON KUSA)

**CONTINUED ON NEXT PAGE**
AIRSPACE: CLASS B  See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION:  NOTAM FILE TEB.

TETERBORO  (T) VOR/DME  108.4  TEB  Chan 21  N40º50.92´ W74º03.73´  218º  10.6 NM to fld. 3/11W.
DME unusable:
  060º–080º byd 22 NM blo 2,500´
  081º–120º blo 4,000´
  121º–180º blo 3,000´
  236º–246º
VOR unusable:
  081º–120º blo 4,000´
  121º–180º blo 3,000´
  236º–246º
ILS/DME  110.75  I–EWR Chan 44(Y) Rwy 04L. Class IID. DME shared with ILS Rwy 22R.
ILS/DME  108.7  I–EZA Chan 24 Rwy 04R. Class IIIE. DME serves Rwy 04L and Rwy 22L. DME unusable byd 15 NM.
ILS/DME  109.15  I–GPR Chan 28(Y) Rwy 11. Glideslope unusable byd 5º right and left side of course and .7 NM (300´ MSL) inbound. LOC unusable byd 25º left of course.
ILS/DME  108.7  I–LSQ Chan 24 Rwy 22L. Class IIIE. LOC unusable byd 20º left of course.
ILS/DME  110.75  I–JNN Chan 44(Y) Rwy 22R. Class IT. AYRON OM is also used for Rwy 22L. DME shared with ILS Rwy 04L. Localizer unusable byd 20º left of course.

HELIPAD H1:  H54X54 (ASPH)  PERIMETER LGTS
HELIPORT REMARKS:  Helipad H1 perimeter lgts. Brewster pad; H1 located on Twy Z5. Ops limits are D65.

OCEAN CITY MUNI  (26N)  2 SW UTC–5(–4DT)  N39º15.81´ W74º36.45´
6  NOTAM FILE MIV
RWY 06–24:  H2972X60 (ASPH)  S–12.5  MIRL
RWY 06:  PAPI(P2R)—GA 3.5º TCH 36´
RWY 24:  PAPI(P2L)—GA 3.5º TCH 37´. Tree. Rgt tfc.
SERVICE:  FUEL  100LL  LGT ACTIVATE MIRL Rwy 06–24—CTAF.
AIRPORT MANAGER:  (609) 525-9222
COMMUNICATIONS:  CTAF/UNICOM 122.7
ATLANTIC CITY APP/DEP CON 124.6
CLNC DEL 133.6
RADIO AIDS TO NAVIGATION:  NOTAM FILE ACY.
ATLANTIC CITY  (L) VORTACW  117.15  ACY  Chan 118(Y)  N39º27.35´
W74º34.58´  197º 11.6 NM to fld. 67/10W.
VORTAC unusable:
  290º–300º byd 10 NM blo 4,000´
VOR portion unusable:
  301º–355º byd 35 NM blo 2,000´
CEDAR LAKE  (L) VOR/DME  115.2  VCN  Chan 99  N39º32.26´
W74º58.03´  144º 23.5 NM to fld. 120/10W. NOTAM FILE MIV.
OLD BRIDGE  (3N6)  5 S  UTC–5(–4DT)  N40º19.79´  W74º20.81´
87  B  NOTAM FILE MIV
RWY 06–24: H3594X50 (ASPH)  MIRL  0.6% up NE
  RWY 06: REIL. PAPI(P2L)—GA 4.0º TCH 25´. Thld dsplcd 600´. Tree.
  RWY 24: REIL. PAPI(P2R)—GA 4.0º TCH 40´. Thld dsplcd 400´. Tree. Rgt tfc.
SERVICE: S4  FUEL  100LL  LGT
  ACTIVATE REIL Rwy 06 and Rwy 24; MIRL Rwy 06–24—CTAF. ACTIVATE rotating bcn—CTAF.
AIRPORT REMARKS: Attended dalgt hrs. Deer and birds on and inv of arpt. No touch and go. Drag strip park and trees E/W of arpt and inv of apch end Rwy 06–24. Twys poor cond, 2 in cracks, 3 to 4 in deep, mnly nr twy shldt lines. Twy sfcs uneven, bumpy, wi some vegetation. All twy markings faded. Ldg fee.
AIRPORT MANAGER: 732-718-0444
COMMUNICATIONS: CTAF/UNICOM 123.075
ROBINSVILLE RCO 122.1R 113.8T (MILLVILLE RADIO)
®
MC GUIRE APP/DEP CON 126.475
CLEARANCE DELIVERY PHONE: For CD use GCO 121.725, if unable ctc Mc Guire Apch at 609-754-2767.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
ROBBINSVILLE (H) VORTACW 113.8  RBV  Chan 85  N40º12.14´  W74º29.70´  052º 10.2 NM to fld. 248/10W.
TACAN AZIMUTH unusable:
100º–110º
DME unusable:
075º–080º
100º–114º
130º–160º byd 30 NM blo 4,000´

PEDRICKTOWN
SPITFIRE AERODROME  (7N7)  2 S  UTC–5(–4DT)  N39º44.13´  W75º23.86´
40  B  NOTAM FILE MIV
RWY 07–25: H2419X60 (ASPH)  MIRL
  RWY 07: REIL. PAPI(P2L)—GA 4.0º TCH 20´. Thld dsplcd 198´. Tree.
  RWY 25: REIL. PAPI(P2R)—GA 4.0º TCH 20´. Tree.
SERVICE: S4  LGT
  REIL Rwy 07 OTS indef. REIL Rwy 25 OTS indef.
AIRPORT REMARKS: Attended irregularly. Deer and birds on and inv of arpt. Hel training activity on arpt. Arpt access road near AER 07.
AIRPORT MANAGER: 484-432-4851
COMMUNICATIONS: CTAF/UNICOM 122.7
®
PHILADELPHIA APP/DEP CON 119.75
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
WOODSTOWN (L) VORTACW 112.8  OOD  Chan 75  N39º38.16´  W75º18.18´  334º 7.4 NM to fld. 147/10W.
VOR unusable:
039º–041º byd 20 NM blo 2,500´
090º–105º
159º–190º
DME unusable:
045º–065º byd 20 NM blo 2,500´
090º–105º
PI TTSTOWN

ALEXANDRIA (N85)  2 W  UTC–5(–4DT)  N40°35.25´ W75°01.17´
480  B  NOTAM FILE MIV
R W Y 08–26: H255XX60 (ASPH)  MIRL  0.7% up E
R W Y 08: PAPI(P2R)—GA 4.0º TCH 30´. Tree.
R W Y 13–31: H1804X100 (ASPH–TURF)  0.8% up SE
R W Y 13: Tree.
R W Y 31: Tree.
S E R V I C E:  S4  FUEL  100LL, JET A  LGT ACTIVATE MIRL Rwy 08–26 and rotating bcn—121.8. Rwy 26 PAPI UNUSBL BYD 2º left of CNTRLN.
A I R P O RT  M A N A G E R:  908-730-9223
C O M M U N I C A T I O N S:  CTAF/UNICOM 122.975
®

S K Y  M A N O R  (N40)  2 SW  UTC–5(–4DT)  N40°33.95´ W74°58.76´
560  NOTAM FILE MIV
R W Y 07–25: H2900X50 (ASPH)  MIRL  0.3% up NE
R W Y 07: REIL. PAPI(P2L)—GA 4.0º TCH 31´ . Trees.
S E R V I C E:  S4  FUEL  100LL  LGT ACTVT REIL Rwy 07 and Rwy 25, PAPI Rwy 07 and Rwy 25, MIRL Rwy 07–25 and twy lghts—CTAF. Rwy 07 VGSI and descent angles not coincident. Unusbl byd 4.0º rgt of centerline. REIL Rwy 25 OTS.
A I R P O RT  R E M A R K S:  Attended continuously. Self–serve fuel system on north end of tie–down ramp. Helicopter activity on and involv arpt. Deer and birds on and involv arpt. Apn main ramp clsd to hel air tax and hover ops near fuel pump. Rwy 07 noise abatement procedures VFR dep fly rwy heading until reaching at least 1,300 ft MSL. Rwy 25 noise abatement procedures VFR dep safety premitting at dep end of rwy turn right fly heading 270 until reaching at least 1,300 ft MSL. Avoid overflight of horse farm (stables) 500´ north of acft hangars.
A I R P O RT  M A N A G E R:  908-996-4200
C O M M U N I C A T I O N S:  CTAF/UNICOM 122.975
®

A L L E N T O W N  A P P/ D E P  C O N  124.45 (Above 3000´) 119.65 (3000´ and blo)
R A D I O  A I D S  T O  N A V I G A T I O N:  NOTAM FILE MIV.
S O L B E R G  (L)  V O R / D M E  112.9  SBJ Chan 76  N40°34.98´ W74°44.51´  281º 12.7 NM to fld. 189/10W.
DME unusable:
167º–040º byd 34 NM

S K Y  M A N O R  (N40)  2 SW  UTC–5(–4DT)  N40°33.95´ W74°58.76´
NEW JERSEY 171

PRINCETON (39N)  3 N UTC–5(–4DT)  N40º23.95´ W74º39.54´
128  B  NOTAM FILE MIV

RWY 10–28: H3499X75 (ASPH)  S–15  MIRL
RWY 10: REIL. PAPI(P2L)—GA 3.45º TCH 42´. Tree.
SERVICE: S4  FUEL  100LL, JET A  LGT


AIRPORT MANAGER: 609-921-3100

COMMUNICATIONS: CTAF/UNICOM 122.725

NEW YORK APP/DEP CON 132.8

CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 800-645-3206

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

YARDLEY (L) VOR/DME 108.2 ARD Chan 19  N40º15.20´
W74º54.46´  062º 14.4 NM to fld. 294/10W.

VOR unusable:
020º–040º
195º–225º byd 25 NM blo 5,000´
250º–265º blo 3,500´
266º–280º byd 20 NM blo 5,000´
281º–300º byd 14 NM blo 6,000´

DME unusable:
225º–275º byd 25 NM blo 5,000´

RAINBOW N39º25.09´ W75º08.10´ NOTAM FILE MIV.
NDB (HW) 363  RNB  147º 4.2 NM to Millville Muni. 92/11W.

READINGTON

SOLBERG–HUNTERDON (N51)  1 NW UTC–5(–4DT)  N40º34.96´ W74º44.20´
189  TPA—See Remarks  NOTAM FILE MIV

RWY 04–22: H5598X50 (ASPH–TURF)  MIRL  0.7% up NE
RWY 04: Thld dsplcd 1301´.
RWY 13–31: 3444X200 (TURF)  1.0% up NW
RWY 13: Tree.
RWY 31: Trees.
RWY 10–28: 2010X100 (TURF)  0.4% up W
RWY 10: Trees.

SERVICE: S4  FUEL  100LL, JET A  OX 2


TPA—1194(1005) for piston acft and 1694(1505) for jet acft. All rwy depart straight out to 1200´ before turning. Rwy 04–22 MIRL on paved 3000´X50´ portion of rwy. Tkofs and ldgs prohibited on Rwy 04 when acft are operating on Rwy 13–31 and Rwy 10–28. Ctc ops, 908–534–4000, prior to operating on Rwy 10–28.

AIRPORT MANAGER: 908-534-4000

COMMUNICATIONS: CTAF/UNICOM 122.8

SOLBERG RCO 122.1R 112.9T (MILLVILLE RADIO)

NEW YORK APP/DEP CON 132.8

GCO 121.725 If unable, ctc NY Apch at 800–645–3206.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

(L) VOR/DME 112.9  SBJ Chan 76  N40º34.98´ W74º44.51´ at fld. 189/10W.

DME unusable:
167º–040º byd 34 NM

REDWING (See JOBSTOWN on page 159)

NE, 5 NOV 2020 to 31 DEC 2020
ROBBINSVILLE
TRENTON–ROBBINSVILLE (N87)  1  E  UTC–(−4DT)  N40°12.84′ W74°36.11′
NEW YORK
118  B  NOTAM FILE MIV
L–34H
RWY 11–29: H4275X75 (ASPH)  S–25  MIRL
RWY 29: PAPI(P2L)—GA 4.0º TCH 29’. Thld dspclcd 300’. Trees. Rgt
tfc.
SERVICE: S4  FUEL  100LL  LGT ACTIVATE MIRL Rwy 11–29—123.3.
AIRPORT REMARKS: Attended 1300–2100Z‡. Deer and birds on and invof
aprt. Self svc fuel system mid–fild apron. Wind indicator OTS indef. VFR
departure Rwy 11 avoid overflt of Sharon Elementary School 0.75 NM
northeast. VFR departure Rwy 29, for NS ABTMT climb straight ahead
until reaching 700’ AGL before turning. Rwy 11 VGSI and descent
angles not coincident. Rwy 29 VGSI and descent angles not coincident.
Twy and ramp areas have mult transverse and pari cracks and scattered
loose grvl, uneven sfc, vegetation. Rwy 11–29 nmrs transverse and
pari cracks alg entr len of rwy. Some cracks 2 to 3 inches wide and 3 to
4 ins deep, some spots of rwy have round patches 5 to 6 ins diam of
loose chunks of rwy asph broken apart and loose grvl scattered over rwy
sfc. Rwy 29 rwy and twy markings faded.
AIRPORT MANAGER: 609-259-7929
COMMUNICATIONS: CTAF/UNICOM 123.0
®
MC GUIRE APP/DEP CON 126.475
CLEARANCE DELIVERY PHONE: For CD ctc Mc Guire Apch at 609-754-2767.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
ROBBINSVILLE (H) VORTACW 113.8 RBV Chan 85  N40°12.14′ W74°29.70′
288º 5.0 NM to fld. 248/10W.
TACAN AZIMUTH unusable:
100º–110º
DME unusable:
075º–080º
100º–114º
130º–160º byd 30 NM blo 4,000’
COMM/NAV/WEATHER REMARKS: FAR PART 135 wx svc avbl.
ROBBINSVILLE  N40°12.14′ W74°29.70′ NOTAM FILE MIV.
(H) VORTACW 113.8 RBV Chan 85  288º 5.0 NM to Trenton–Robbinsville. 248/10W.
TACAN AZIMUTH unusable:
100º–110º
DME unusable:
075º–080º
100º–114º
130º–160º byd 30 NM blo 4,000’
SEA ISLE  N39°05.73′ W74°48.02′ NOTAM FILE MIV.
(H) VORTAC 114.8 SIE Chan 95  233º 7.3 NM to Cape May Co. 8/9W.
VOR unusable:
060º–090º byd 30 NM blo 3,900’
DME unusable:
065º–110º
238º–048º byd 34 NM blo 1,800’
TACAN AZIMUTH unusable:
065º–110º
RCO 122.1R 114.8T (MILLVILLE RADIO)
SKY MANOR  (See PITTSTOWN on page 170)
SOLBERG–HUNTERDON  (See READINGTON on page 171)
SOLBERG  N40°34.98′ W74°44.51′ NOTAM FILE MIV.
(L) VOR/DME 112.9 SBJ Chan 76  at Solberg–Hunterdon. 189/10W.
DME unusable:
167º–040º byd 34 NM
RCO 122.1R 112.9T (MILLVILLE RADIO)
SKY MANOR  (See PITTSTOWN on page 170)
SOLBERG–HUNTERDON  (See READINGTON on page 171)
SOLBERG  N40°34.98′ W74°44.51′ NOTAM FILE MIV.
(L) VOR/DME 112.9 SBJ Chan 76  at Solberg–Hunterdon. 189/10W.
DME unusable:
167º–040º byd 34 NM
RCO 122.1R 112.9T (MILLVILLE RADIO)
SOMERSET  (See SOMERVILLE on page 173)
NE, 5 NOV 2020 to 31 DEC 2020
NEW JERSEY

SOMERVILLE

SMQ/KSMQ 3 N UTC–5(–4)T N40º37.56´ W74º40.20´

106 B NOTAM FILE SMQ
RWY 12–30: H2739X65 (ASPH) MIRL 0.7% up SE
RWY 12: REIL, PAPI(P2L)—GA 4.2º TCH 43º. Trees.
RWY 30: REIL, PAPI(P2L)—GA 4.0º TCH 43º. Thld dspcld 200´. Trees.
RWY 08–26: 1923X100 (TURF) 0.4% up E
RWY 08: Tree.
RWY 26: Tree. Rgt tcf.
RWY 17–35: 1700X150 (TURF) 0.6% up N
RWY 17: Trees.
RWY 35: Trees.

SERVICE: S4 FUEL 100LL, JET A 0X 1, 2, 3, 4 LGT ACTIVATE REIL
Rwy 12 & Rwy 30, MIRL Rwy 12–30–118.325. PAPI Rwy 12 and Rwy 30 opr continuously.

AIRPORT REMARKS: Attended 1300–2200Z†. Unattended Thanksgiving, Christmas and New Years. Deer and birds on and invof arpt. Rwy 08–26 550´ west end unsuitable for tfk or ldg due to uneven sfc. Dep Rwy 30; turn right 10º followed by a wide left turn; avoid residential areas. No touch and go landing.

AIRPORT MANAGER: 908-722-2444
WEATHER DATA SOURCES: ASOS 120.6 (908) 722–2139.

COMMUNICATIONS: CTAF/UNICOM 123.0

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SOUTH JERSEY RGNL (See MOUNT HOLLY on page 166)

SOUTHERN CROSS (See WILLIAMSTOWN on page 179)

SPARTA N41º04.05´ W74º32.30´ NOTAM FILE MIV.

H VORTACW 115.7 SAX Chan 104 345º 8.8 NM to Sussex. 1400/11W.

VOR unusable:
075º–085º blo 6,500´
155º–165º


SPITFIRE AERODROME (See PEDRICKTOWN on page 169)

STILLWATER N40º59.75´ W74º52.14´ NOTAM FILE MIV.

L VOR/DME 109.6 STW Chan 33 094º 6.0 NM to Aeroflex–Andover. 920/11W.

DME unusable:
089º–099º within 12 NM blo 10,000´
210º–320º blo 30 NM blo 4,000´

Ne, 5 Nov 2020 to 31 Dec 2020
**NEW JERSEY**

**SUSSEX**

(FWN)(KFWN) 1 SW UTC–5(–4DT) N41º12.01´ W74º37.38´

422 B NOTAM FILE MIV

Rwy 03–21: H3506X75 (ASPH) MIRL 0.6% up SW

Rwy 03: REIL PAPI(P2L)—GA 4.0º TCH 40´. Thld dsplcd 466´. Trees.


**SERVICE:** S4 FUEL 100LL, JET A LGT PAPI and Reil Rwy 03 OTS indef. Rwy 21 REIL OTS indef. ACTIVATE MIRL Rwy 03–21 and REIL Rwy 03 and Rwy 21—CTAF.


**AIRPORT MANAGER:** (973) 702-1640

**WEATHER DATA SOURCES:** ASOS 118.525 (973) 875-0859.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

**NEW YORK APP/DEP CON 127.6**

**CLEARANCE DELIVERY PHONE:** For CD ctc New York Apch at 800-645-3206.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

**NEW YORK APP/DEP CON 127.6**

**SPARTA (H) VORTACW 115.7 SAX Chan 104 N41º04.05´ W74º32.30´ 345º 8.8 NM to fld. 1400/11W.**

**VOR unusable:** 075º–085º blo 6,500´ 155º–165º

**NEW YORK**

(TEB)(KTEB) 1 SW UTC–5(–4DT) N40º51.01´ W74º03.65´

8 B TPA—See Remarks LRA ARFF Index—See Remarks NOTAM FILE TEB

Rwy 01–19: H7000X150 (ASPH–GRVD) S–50, D–100 PCN 35 F/C/X/T HIRL CL

Rwy 01: REIL VASI(V4R)—GA 3.46º TCH 59´. Thld dsplcd 771´. Tree.


Rwy 06–24: H6013X150 (ASPH–GRVD) S–50, D–100 PCN 35 F/C/X/T HIRL CL

Rwy 06: MALSR. TDZL REIL RVR–TR Tree.

Rwy 24: REIL PAPI(P4L)—GA 3.2º TCH 46´. RVR–TR Tree.

**LAND AND HOLD–SHORT OPERATIONS**

LDG Rwy HOLD–SHORT POINT ABL LDG DIST

Rwy 01 06–24 4550

Rwy 06 01–19 3750

**RUNWAY DECLARED DISTANCE INFORMATION**

Rwy 01: TORA–7000 TODA–7000 ASDA–6932 LDA–6161

Rwy 06: TORA–6013 TODA–6013 ASDA–6013 LDA–6013


Rwy 24: TORA–6013 TODA–6013 ASDA–6013 LDA–6013

**ARRESTING GEAR/SYSTEM**

Rwy 06: EMAS

Rwy 19: EMAS

Rwy 24: EMAS

**SERVICE:** S4 FUEL 100LL, JET A OK 1, 2, 3, 4 LGT Rwy 01–19 dsplcd thld centerline lgts OTS indef.

**AIRPORT REMARKS:** Attended continuously. CLOSED to motorless acft, uncontrolled acft and ultralight activity exc by prior permission. All acft avoid hospital 1.7 miles north of Rwy 01–19. Deer and bird activity on and invof arpt. Helicopter ops over residential areas blo 1000´ MSL should be avoided. Daily continuous construction activity all quadrants. Acft and helicopter NS ABTMT rules in effect, ctc NS ABTMT office 201–393–0399/288–1775 for copy of procedures and rules prior to arrival. Rwy 24 noise critical rwy maximum noise limit of 80 db between 0300–1200Z and 90 db all other hrs. Stage I acft not permitted to opr at Teterboro Arpt. Acft capable of opr abv 100,000 lbs must submit certification to arpt manager verifying acft opr weight is less than 100,000 lbs. Ctc arpt ops at 201–288–1775 for forms. ARFF Index B equipment coverage provided. TPA—1500 (1492) for large/turbine acft, 1000 (992) for all others. Rwy 19 VGSI and RNAV glidepath not coincident. RNAV (GPS) X Rwy 06 is prim RNAV apch to Rwy 06. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Terminal Area Graphic Notice.

**AIRPORT MANAGER:** 201-288-1775

**WEATHER DATA SOURCES:** ASOS (201) 393-0855

**COMMUNICATIONS:** D–ATIS 132.85 114.2 201–288–1690

RCO 122.2 (MILLVILLE RADIO).

**NEW YORK**

CON 127.6 RAMP CTL 120.675

TOWER 119.5 125.1 GND CON 121.9 CLNC DEL 128.05

**NEW YORK CON 127.6**

CONTINUED ON NEXT PAGE

**NE, 5 NOV 2020 to 31 DEC 2020**
AIRSPACE: CLASS D.

RADIO AIDS TO NAVIGATION: NOTAM FILE TEB.

(T) VOR/DME 108.4  TEB  Chan 21  N40°50.92’  W74°03.73’  at fld. 3/11W.

DME unusable:
060º–080º byd 22 NM blo 2,500’
081º–120º blo 4,000’
121º–180º blo 3,000’
236º–246º

VOR unusable:
081º–120º blo 4,000’
121º–180º blo 3,000’
236º–246º

TORBY NDB (LOMW) 214  TE  N40°48.26’  W74°07.95’  062º  4.3 NM to fld. LOM unusable byd 10 NM.

ILS 108.9  I–TEB  Rwy 06.  Class IE.  LOM TORBY NDB.  LOM unusable byd 10 NM.  LOC unusable byd 15º left of course.

COMM/NAV/WEATHER REMARKS: For radar svc blo 1800’ ctc Teterboro twr frequency 119.5.  Arpt ops frequency 130.575.

TOMS RIVER
OCEAN CO  (MJX)(KMJX)  5 SW  UTC–5(–4DT)  N39°55.56’  W74°17.73’

86  B  NOTAM FILE MJX

RWY 06–24: H5950X100 (ASPH)  S–100, D–176, 2D–581

PCN 45 F/A/X/T  HIRL

RWY 06: MALSR.  PAPI(P2L)—GA 3.0º TCH 56’.


RWY 14–32: H5959X75 (ASPH)  S–94, D–150 PCN 35 F/A/X/T  MIRL 0.3% Up NW

RWY 14: REIL.  PAPI(P2L)—GA 3.0º TCH 40’.

RWY 32: REIL.  PAPI(P2L)—GA 3.0º TCH 40’.

SERVICE: 54  FUEL  100LL, JET A  OX 3  LGT  ACTIVATE MALSR Rwy 06; REIL Rwy 14, Rwy 32, Rwy 24; PAPI Rwy 06, Rwy 24, Rwy 14 and Rwy 32; HIRL Rwy 06–24; MIRL Rwy 14–32—CTAF.


AIRPORT MANAGER: (732) 929-2054

WEATHER DATA SOURCES: AWOS–3PT 119.875 (732) 797–2542.

COMMUNICATIONS: CTAF/UNICOM 122.7

© Mc Guire APP/DEP CON 126.475

CLEARANCE DELIVERY PHONE: For CD use GCO 121.725, if una ctc Mc Guire Apch at 609-754-2767.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

COYLE (H) VORTACW 113.4  CYN  Chan 81  N39°49.04’  W74°25.90’  054º  9.1 NM to fld. 203/10W.

VOR unusable:
044º–054º  ILS 109.9  I–MJX  Rwy 06.  Class IA.  Unmonitored.

HELIPAD H1: H100X100 (ASPH)

HELIPORT REMARKS: Helipad H1 perimeter lights.  ACTIVATE perimeter lghts—CTAF.

TORBY  N40°48.27’  W74°07.95’  NOTAM FILE TEB.

NDB (LOMW) 214  TE  062º  4.3 NM to Teterboro.  16/12W.

NDB unusable:
Byd 10 NM

NEW YORK
TRENTON MERCER (TTN)(KTTN) P (ARNG)  4 NW UTC–5(–4DT) N40°16.60’ W74°48.81’

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA–6006 TODA–6006 ASDA–6006 LDA–6006
RWY 16: TORA–4800 TODA–4800 ASDA–4800 LDA–4800
RWY 24: TORA–6006 TODA–6006 ASDA–6006 LDA–6006
RWY 34: TORA–4800 TODA–4800 ASDA–4800 LDA–4800

ARRESTING GEAR/SYSTEM

RWY 06: EMAS
RWY 16: EMAS
RWY 24: EMAS
RWY 34: EMAS

SERVICE: S4 FUEL 100LL, JET A OK 2, 4 LGT When twr clsd

AIRPORT REMARKS: Attended continuously. Fuel avbl continuously. Geese and flocks of sea gulls and deer on and invof arpt. No touch and go ldg or training ops 0300–1200Z‡. NS ABTMT procedures in effect, departures over 12,500 lbs fly rwy heading until 1700’ MSL, departures under 12,500 lbs fly rwy heading until 1200’ MSL. TPA—for acft under 12,500 lbs 1200(987), acft over 12,500 lbs 1700(1487). Rwy 24 VGSI and RNAV glidepath not coincident. Rwy 16 VGSI and RNAV glidepath not coincident. Ldg fee for all tran acft. U.S. Customs user fee arpt.

AIRPORT MANAGER: 609-882-1601

WEATHER DATA SOURCES: ASOS 126.775 (609) 538–8690. LAWRS.

COMMUNICATIONS: CTAF 120.7 ATIS 126.775 UNICOM 122.95

TOWER 120.7 (1100–0300Z‡) GND CON 121.9 CLNC DEL 121.9

CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc phil Apch at (800) 354-9884.

AIRSPACE: CLASS D svc 1100–0300Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

YARDLEY (L) VOR/DME 108.2 ARD Chan 19 N40°15.20´ W74°54.46´ 082° 4.5 NM to fld. 294/10W.

VOR unusable:
020°–040°
195°–225° byd 25 NM blo 5,000´
250°–265° blo 3,500´
266°–280° byd 20 NM blo 5,000´
281°–300° byd 14 NM blo 6,000´

DME unusable:
225°–275° byd 25 NM blo 5,000´

ILS 111.3 I–TTN Rwy 06. Class IB. Unmonitored when ATCT closed.

HELIPAD H1: H64X64 (ASPH)
HELIPAD H2: H64X64 (ASPH)
HELIPAD H3: H64X64 (ASPH)

HELIPORT REMARKS: Helipad H1 located at intersection of Twys H and H1. Helipad H2 located at NE end of Twy B. Helipad H3 located on south apron at Twy F.

TRENTON–ROBBINSVILLE (See ROBBINSVILLE on page 172)

TRINCA (See ANDOVER on page 152)
VINELAND

KROELINGER  (29N)  3 N  UTC–5(–4DT)  N39º31.44´ W75º02.78´  
93  NOTAM FILE MIV  
RWY 10–28: 2086X190 (TURF–NONE)  
RWY 10:  Tree.  
RWY 28:  P-line.  
AIRPORT REMARKS:  Unattended. Deer and birds on and inv of arpt. Rwy 10 trees near apch end and along rwy sides. Tree adjacent to midfield hngr N of rwy poses risk to hngr.  
AIRPORT MANAGER:  856-794-2134  
COMMUNICATIONS:  CTAF  122.9  
ATLANTIC CITY APP/DEP CON  124.6  
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.  

CE CEDAR LAKE (L) VOR/DME 115.2 VCN Chan 99  N39º32.26´ W74º58.03´  267º 3.8 NM to fld. 120/10W.  

VINE LND–DOWNTOWN  (28N)  4 NE  UTC–5(–4DT)  N39º32.38´ W74º58.06´  
120  TPA—1320(1200)  NOTAM FILE MIV  
RWY 02–20: 2251X100 (TURF) LIRL(NSTD)  
RWY 02:  Tree.  
RWY 20:  Bldg.  
RWY 12–30: 1800X100 (TURF)  
RWY 12:  Trees.  
RWY 30:  Fence.  
SERVICE:  S4  FUEL  100LL, JET A LGT Arpt lgts PPR call 856–697–3300.  
AIRPORT MANAGER:  732-740-2510  
COMMUNICATIONS:  CTAF/UNICOM  122.8  

WEST CREEK

EAGLES NEST  (31E)  2 N  UTC–5(–4DT)  N39º39.93´ W74º18.48´  
39  B  NOTAM FILE MIV  
RWY 14–32: H3670X60 (ASPH)  HIRL  
RWY 14: PAPI(P2L)—GA 4.0º TCH 45´. Thld dsplcd 400´. Tree.  
RWY 32: PAPI(P2L)—GA 4.0º TCH 45´. Thld dsplcd 400´. Rgt tfc.  
SERVICE:  S4  FUEL  100LL LGT ACTIVATE PAPI Rwy 14, Rwy 32, HIRL Rwy 14–32—CTAF.  
AIRPORT MANAGER:  732-740-2510  
COMMUNICATIONS:  CTAF  122.9  
APP/DEP CON  134.25  
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.  
COYLE (H) VORTAC  113.4 CYN Chan 81  N39º49.04´ W74º25.90´  158º 10.8 NM to fld. 203/10W.  
VOR unusable:  044º–054º  

WASHINGTON  
L–34G  A  IAP

NE, 5 NOV 2020 to 31 DEC 2020
WEST MILFORD

GREENWOOD LAKE \((4N1)\)  E\(\) UTC–5(–4DT) \(N41°07.70′W74°20.79′\)

790 B NOTAM FILE MIV

RWY 06–24: H3471X60 (ASPH) MIRL

RWY 06: Trees. Rgt tfc.

RWY 24: PAPI(P2L)—GA 3.5º TCH 44′. Tree.

SERVICE: S4 FUEL 100LL, JET A LGT ACTVT MIRL Rwy 06–24—CTAF; 5 clicks to ACTVT. PAPI Rwy 24 opr cons.

AIRPORT REMARKS: Attended 1300–2200Z‡. Deer and birds on and inv of arpt. Arpt subject to gusting wind and frequent cross winds. Apch end Rwy 06, nmrs sfc cracks first 1000 ft, partl to cntrln, various lengths. Rwy 06–24 steep rock ledges located just beyond both rwy ends. Some rwy and twy lgts taller than standard.

AIRPORT MANAGER: 973-728-7721

COMMUNICATIONS: CTAF 122.9

NEW YORK

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD if una on GCO, ctc New York Apch at 800-645-3206.

COMMUNICATIONS: CTAF 122.9

WASHINGTON

COMMUNICATIONS: CTAF/UNICOM 122.7

CLEARANCE DELIVERY PHONE: For CD ctc atlantic city Apch at 609-485-6192.

CONTINUED ON NEXT PAGE
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SEA ISLE (H) VORTAC 114.8 SIE Chan 95 N39°05.73' W74°48.02' 233° 7.3 NM to fld. 8/9W.
VOR unusable:
- 060°–110° byd 20 NM blo 3,900’
DME unusable:
- 065°–110°
- 238°–048° byd 34 NM blo 1,800’
TACAN AZIMUTH unusable:
- 065°–110°

WATERLOO (L) VOR/DME 112.6 ATR Chan 73 N38°48.59' W75°12.68' 059° 18.5 NM to fld. 5/9W.
DME unusable:
- 179°–293° byd 30 NM blo 2,000’
LOC 108.9 I–CEJ Rwy 19. LOC unmonitored.

WILLIAMSTOWN
SOUTHERN CROSS (C01) 3 SW UTC–5(–4DT) N39°39.33' W75°00.87' WASHINGTON
145 NOTAM FILE MIV
Rwy 09–27: 2400X80 (TURF)
Rwy 09: P–line.
Rwy 27: Tree.
AIRPORT REMARKS: Attended dalgt hrs. Deer and birds on and invof arpt. Rwy 09 p–line marked with orange balls.
AIRPORT MANAGER: (609) 820-7987
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Philadelphia Apch at 800-354-9884

WOODBINE MUNI (OB1)(KOBI) 2 SE N39°13.15' W74°47.69' WASHINGTON
41 B NOTAM FILE MIV
Rwy 01–19: H3304X75 (ASPH) S–45, D–60, 2D–120 MIRL
0.5% up N
Rwy 01: Trees.
Rwy 19: REIL. PAPI(P2L)—GA 3.7° TCH 21’. Trees.
Rwy 13–31: H3074X75 (ASPH) S–35, D–50, 2D–110 MIRL
Rwy 31: REIL. PAPI(P2L)—GA 3.5° TCH 25’. Trees.
SERVICE: S4 FUEL 100LL LGT Rwy 19 PAPI high intensity only. Rwy 13 PAPI high intensity only. Rwy 31 PAPI high intensity only. ACTIVATE MIRL Rwy 13–31 and Rwy 01–19 —CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1330–1930Z‡. Banner towing ops Memorial through Labor Day occasionally other times. Medevac helicopter activity all days and hrs.
AIRPORT MANAGER: 609-861-1300
WEATHER DATA SOURCES: AWOS–3 120.475 (609) 861–0610.
COMMUNICATIONS: CTAF/UNICOM 123.05
® ATLANTIC CITY APP/DEP CON 124.6
GCO 121.725 (ATLANTIC CITY APP CON)
CLEARANCE DELIVERY PHONE: For CD if una via GCO ctc Washington ARTCC at 703-771-3587.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
SEA ISLE (H) VORTAC 114.8 SIE Chan 95 N39°05.73' W74°48.02' 011° 7.4 NM to fld. 8/9W.
VOR unusable:
- 060°–110° byd 20 NM blo 3,900’
DME unusable:
- 065°–110°
- 238°–048° byd 34 NM blo 1,800’
TACAN AZIMUTH unusable:
- 065°–110°
WOODSTOWN  N39°38.16’ W75°18.18’ NOTAM FILE MIV.
(L) VORTACW 112.8 OOD Chan 75 082° 13.2 NM to Cross Keys. 147/10W.
VOR unusable:
039°–041° byd 20 NM blo 2,500’
090°–105°
159°–190°
DME unusable:
045°–065° byd 20 NM blo 2,500’
090°–105°

WASHINGTON  H–101, L–346, A

NE, 5 NOV 2020 to 31 DEC 2020
AKRON/JESSON FLD  (9G3)  I E UTC–5(–4DT) N43°01.27’ W78º28.96’

Rwy 07–25: H3268X75 (ASPH) S–8 MIRL 0.3% up NE
Rwy 01: PAPI(P2L)—GA 4.0º TCH 54’. Trees.
Rwy 25: REIL. PAPI(P2L)—GA 4.0º TCH 55’. Road.
Rwy 11–29: 1955X50 (TURF)

Service: S4 Fuel 100LL LGT ACTVT PAPI Rwy 07 and Rwy 25; MiRL Rwy 07–25—CTAF. PCL only avbl by 7 degrs right of cntrln.


Airport Manager: 716-542-4607

Communications: CTA/UNICOM 122.725

Buffalo APP/DEP CON 126.15

Clearance Delivery Phone: For CD ctc Cleveland ARTCC at 440-774-0490.

Radio Aids to Navigation: NOTAM FILE BUF.

Buffalo (H) VOR/DME 116.4

VOR unusable:
036º–261º blo 11,000´
262º–275º blo 2,300´
276º–035º blo 6,000´

DME unusable:
036º–261º blo 11,000´
262º–275º blo 2,300´
276º–035º blo 6,000´
ALBANY INTL  (ALB)(KALB)  P (ARNG)  6 NW  UTC–5(–4DT)  N42°44.95’ W73°48.12’  

PCN 70 F/C/X/T  HIRL  CL

RWY 01–19: H8500X150 (ASPH–GRVD)  S–140, D–200, 2D–400


LAND AND HOLD–SHORT OPERATIONS

LDG RWY HOLD–SHORT POINT AVBL LDG DIST
RWY 01 10–28 4150
RWY 28 01–19 3757

AIRPORT REMARKS:

Attended continuously. Birds, deer and other wildlife on and invof arpt. Mowing within safety areas of all rwys and twys May through Nov. Wx balloon launches approximately 3 miles south of arpt at 1100‡ and 2300‡. Tvy C west of Tvy A non movement area. Tvy D east of Rwy 01–19 rstd to acft 12,500 lbs and less. No acft parking between fire station and Tvy L. Customs/Immigration’s Flt Information Service located north end General Aviation apron. Acft clearing Customs utilize painted markings and proceed to minimize blast impact. Ldg fee. Flight Notification Service (ADCUSS) avbl.

AIRPORT MANAGER:  518-242-2352

COMMUNICATIONS:  D–ATIS 120.45  UNICOM 122.95  RCO 122.2 (BURLINGTON RADIO)

WEATHER DATA SOURCES:  ASOS (518) 464–6423 LLWAS. WSP.

COMMUNICATIONS:  D–ATIS 120.45  UNICOM 122.95  RCO 122.2 (BURLINGTON RADIO)

AIRPORT MANAGER:  518-242-2352

WEATHER DATA SOURCES:  ASOS (518) 464–6423 LLWAS. WSP.

COMMUNICATIONS:  D–ATIS 120.45  UNICOM 122.95  RCO 122.2 (BURLINGTON RADIO)

AIRPORT MANAGER:  518-242-2352

COMMUNICATIONS:  D–ATIS 120.45  UNICOM 122.95  RCO 122.2 (BURLINGTON RADIO)
NEW YORK

ALBION

PIECE (9G6) 5 SW UTC–5(–4DT) NAV3*10.41° W78°16.48° NOTAM FILE BUF
669 TPA—2169(1500) Rwy 10–28: H2659X36 (ASPH) S–12 LIRL(NSTD) 0.6% up E
Rwy 10: Tree.
Rwy 28: Thid displcd 250’. Road.
SERVICE: LGT ACTIVATE rwy lgts at 585–589–7758.
AIRPORT REMARKS: Unattended. For arpt conditions winter months or LIRL or REIL Rwy 10, Rwy 28 closed when Rwy 10, Rwy 28 call 585–589–7758. Parachute Jumping.
Rwy 10–28 ltd to acft 12,500 lbs. 245’ twr 1500’ SSE AER 28. 70’–80’ trees 150’ left AER 10. PAE 75’ east of Rwy 28. Rwy 10–28 LIRL NSTD first 225’ east end unlgtd. Rwy 10 and Rwy 28 markings faded.
AIRPORT MANAGER: 585-589-7758
COMMUNICATIONS: CTAF/UNICOM 123.0
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.

ALPINE N42°14.32’ W76°45.84’ NOTAM FILE ELM.
NDB (MHW) 245 ALP 242° 7.4 NM to Elmira/Corning Rgnl. 1287/12W.

ARCADE TRI–COUNTY (D23) 2 N UTC–5(–4DT) NAV3*34.00° W78°25.57° NOTAM FILE BUF
1745 NOTAM FILE BUF
Rwy 09–27: 3220X60 (GRVL) MIRL
Rwy 09: Trees.
Rwy 14–32: 2710X80 (TURF)
Rwy 14: Tree.
Rwy 32: Trees.
SERVICE: LGT ACTIVATE MIRL Rwy 09–27—123.0.
AIRPORT REMARKS: Unattended. Arpt CLOSED winter months. Ultralgts on and inv of arpt.
AIRPORT MANAGER: 716-537-9172
COMMUNICATIONS: CTAF/UNICOM 123.0
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.

ARGYLE (1C3) 2 NE UTC–5(–4DT) NAV3*15.27° W73°28.21° NOTAM FILE BTV
330 NOTAM FILE BTV
Rwy 03–21: 2400X87 (TURF)
Rwy 03: Tree.
Rwy 21: Tree.
SERVICE: S4
AIRPORT MANAGER: 518-638-9723
COMMUNICATIONS: CTAF/UNICOM 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

BABYLON N40°40.35’ W73°23.06’ NOTAM FILE FRG.
NDB (IW) 275 BBN 353° 3.6 NM to Republic. 14W.
NDB unusable:
Byd 15 NM

NE, 5 NOV 2020 to 31 DEC 2020
GENESEE CO (GVQ/(KVQ))  2 N UTC–5 (–4DT)  N43º01.91´ W78º10.18´

RWY 10–28: H5499X100 (ASPH)  S–21, D–33  HIRL
RWY 10: REIL  PAPI(P2L)—GA 3.0º TCH 40´. Fence.
RWY 28: MALSR  PAPI(P2L)—GA 3.0º TCH 62´.

SERVICE:  S4  FUEL  100LL, JET A1+  OX 1  LGT  ACTIVATE HIRL Rwy 10–28, PAPI Rwy 10 and Rwy 28, REIL Rwy 10 and MALSR Rwy 28—CTAF.


AIRPORT MANAGER:  585-344-8532

WEATHER DATA SOURCES: AWOS–3PT 127.525 (585) 343–6369.

COMMUNICATIONS: CTAF/UNICOM 122.7

ROCHESTER APP/DEP CON 123.7

CLNC DEL 121.8

CLEARANCE DELIVERY PHONE:  For CD ctc Cleveland ARTCC at 440-774-0490.

RADIO AIDS TO NAVIGATION:  NOTAM FILE BUF.

GENESEO (L) VOR/DME 108.2  GEE  Chan 19  N42º50.06´ W77º43.97´ 311º 22.6 NM to fld. 990/9W.

VOR portion unusable: 208º–224º byd 29 NM blo 5,000´ 225º–230º 231º–245º byd 29 NM blo 5,000´

DME unusable: 115º–120º byd 29 NM blo 4,000´ 140º–155º byd 30 NM blo 5,000´

ILS 108.9 I–GVQ Rwy 28. Glideslope unusable for coupled approaches below 1,433´.

BAYPORT AERODROME (23N)  1 NW UTC–5 (–4DT)  N40º45.46´ W73º03.16´

RWY 18–36: 2750X150 (TURF)  0.3% up N

RWY 36: Thld dsplcd 556´. Trees.

AIRPORT REMARKS:  Attended 1300Z‡–dusk. Arpt CLOSED 30 mins after SS–30 mins before SR. Phone at arpt 631–467–3279. Rwy 18–36 west 75´ width open May–Sep, east 75´ width open Oct–Apr. No clsd tfc pat or touch and go ldgs. All tfc enter 45º left base for Rwy 36 at 600´ MSL due to heavy jet ttc Rwy 33L at ISP. All tfc enter 45º rgt downwind for Rwy 18 over lakes at 600´ MSL due to heavy jet ttc ldg Rwy 33L at ISP. Rwy 18 thld marked with conc blocks flush with turf sfc. Rwy 36 thld and dsplcd thld marked with conc blocks flush with turf sfc. Rwy 36 dsplcd thld marked with 1´ wide apron and 2´ wide thld (white) both made with conc blocks flush with turf sfc. Pilots be advised due to pattern procedures, actf in the run-up area or starting takeoff roll on Rwy 36, and actf on final approach to Rwy 36, may not be able to see each other due to trees. All downwind spacing for Rwy 18–36 should be over lakes for noise abatement.

AIRPORT MANAGER:  631-467-3300

COMMUNICATIONS: CTAF/UNICOM 122.7


BECKS GROVE (See ROME on page 238)
BINGHAMTON

GREATER BINGHAMTON/EDWIN A LINK FLD  (BGM)(KBGM)  7 N  UTC–5(–4DT)

NEW YORK 185

1636 B TPA—2436(800) Class I, ARFF Index B  NOTAM FILE BGM  MON Airport

RWY 16–34: H7305X150 (ASPH–GRVD) S–112, D–147, 2S–159, 2D–221 PCN 45 F/D/X/T  HIRL  0.9% up NW

RWY 16: MALSR. PAPI(P2L)—GA 3.0º TCH 61˚. RVR–TR Thld dspclcd 400˚.

RWY 34: MALSR. PAPI(P2L)—GA 3.0º TCH 64˚. RVR–TR Thld dspclcd 205˚.

RWY 10–28: H5001X150 (ASPH–GRVD) S–81, D–103, 2S–159, 2D–168 PCN 32 F/D/X/T  MIRL  0.4% up W

RWY 10: VASI(V4L)—GA 3.0º TCH 53˚.

RWY 28: RELIL. VASI(V4L)—GA 3.0º TCH 45˚.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 10: TORA–5001 TODA–5001 ASDA–5001 LDA–5001

RWY 16: TORA–7305 TODA–7305 ASDA–7305 LDA–6905


RWY 34: TORA–7305 TODA–7305 ASDA–7305 LDA–7100

ARRESTING GEAR/SYSTEM

RWY 16: EMAS

RWY 34: EMAS

SERVICE:  S2  FUEL  100LL, JET A  OK 3, 4  LGT  When twr clsd

ACTIVATE MALSR Rwy 16 and Rwy 34, HIRL Rwy 16–34, MIRL Rwy 10–28 and twy lgts—CTAF.


AIRPORT MANAGER: 607-763-4471

WEATHER DATA SOURCES: ASOS (607) 729–8335

COMMUNICATIONS: CTAF 119.3 ATIS 128.15 UNICOM 122.95

BINGHAMTON RCO 122.1R 112.2T (BUFFALO RADIO)

BINGHAMTON APP/DEP CON 118.6 (Sfc–5000˚) 127.55 (6000–8000˚) (1100–0500‡)

BINGHAMTON TOWER 119.3 (1100–0500‡) GND CON 121.9 CLNC DEL 125.05

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc New York ARTCC at 631-468-1425.

AIRSPACE: CLASS D svc 1100–0500‡; other times CLASS E.

TRSA svc ctc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

BINGHAMTON (L) VOR/DME 112.2 CFB Chan 59 N42º09.45˚ W76º08.19˚ 076º 7.6 NM to fld. 1583/10W.

VOR unusable: 023º–033º byd 15 NM blo 6,000˚

ILS 110.3 I–AAJ Rwy 16. Class IB. Unmonitored when twr clsd.

ILS 110.3 I–BGM Rwy 34. Class IA. Unmonitored when twr clsd.

COMM/NAV/WEATHER REMARKS: For Clnc Del when twr clsd ctc Buffalo Radio on CFB RCO 122.1R 112.2T.

HELIPAD H1: HSX54X54 (ASPH) PERIMETER LGTS

HELIPORT REMARKS: Helipad located at the intersection of Twy L and the west apron.

BLUE HERON  (See GALLUPVILLE on page 200)
BROOKPORT

**LEDGEDALE AIRPARK** (7G0) 3 SE UTC–5(–4DT) N43°10.87’ W77°54.93’
- 665 B NOTAM FILE BUF
- RWY 10–28: H4206X75 (ASPH) S–12
- RWY 10: Brush.
- RWY 28: Trees.
- **SERVICE:** 100LL, JET A
- **FUEL**
- **AIRPORT REMARKS:** Attended 1500–2100Z. For attendance other hrs Mon–Fri call 585–233–5117. Deer on and inv of arpt. Migratory birds on arpt in spring and fall.
- **AIRPORT MANAGER:** (585) 233-5117
- **COMMUNICATIONS:** CTAF/UNICOM 122.7
- **RADIO AIDS TO NAVIGATION:** NOTAM FILE ROC.
- **CLEARANCE DELIVERY PHONE:** For CD ctc Cleveland ARTCC at 440-774-0490.
- **ROCHESTER (L) VOR/W/DME** 110.0 ROC Chan 37 N43º07.08’ W77º40.37’ 302º 11.3 NM to fld. 545/12W.

BROOKHAVEN (See SHIRLEY on page 243)

BUFFALO

**BUFFALO AIRFIELD** (9G0) 6 SE UTC–5(–4DT) N42º51.72’ W78º43.00’
- 670 B TPA—1500(830) NOTAM FILE BUF
- RWY 06–24: H2666X60 (ASPH) S–8 MIRL 0.3% up NE
- RWY 06: REIL. PAPI(P2R)—GA 3.0º TCH 40’. Thld dsplcd 68’. Fence.
- RWY 24: REIL. PAPI(P2L)—GA 3.0º TCH 28’. Brush.
- **SERVICE:** FUEL 100LL, JET A+ LGT
- **ACTIVATE REIL Rwy 06 and Rwy 24; MIRL Rwy 06–24—CTAF.**
- **AIRPORT REMARKS:** Attended, on call. Call arpt manager 716–668–4900. Deer on and inv of arpt. 24 hrs self fuel with credit card. Rwy 06 218’ safety area; Rwy 24 76’ safety area. Rwy 24 +14’ tree, 258’ from rwy, 79’ right. Rwy 06, +5’ ob, 221’ from rwy; +11’ brush ob, 235’ from rwy.
- **AIRPORT MANAGER:** 716-668-4900
- **COMMUNICATIONS:** CTAF/UNICOM 122.975
- **APP/DEP CON** 126.15
- **CLEARANCE DELIVERY PHONE:** For CD ctc Cleveland ARTCC at 440-774-0490.
- **RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF.
- **(H) VOR/DME** 116.4 BUF Chan 111 N42º55.74’ W78º38.78’ 226º 5.1 NM to fld. 730/8W.
- **VOR usable:** 036º–261º blo 11,000’
- 262º–275º blo 2,300’
- 276º–035º blo 6,000’
- **DME usable:** 036º–261º blo 11,000’
- 262º–275º blo 2,300’
- 276º–035º blo 6,000’
BUFFALO NIAGARA INTL (BUF)(KBUF)  5 E UTC–5(–4DT)  N42°56.43’  W78°43.84’

RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–8829 TODA–8829 ASDA–8104 LDA–7569

SERVICE: S4 FUEL 100LL, JET A OX 1, 2, 3, 4

AIRPORT REMARKS: Attended continuously. Heavy concentration of gulls, blackbirds, and starlings up to 5000’ on and inv of arpt. Deer on and inv of arpt. Class I, ARFF Index C. ARFF Index D equipment coverage provided. Twy K1 clsd 0200–1300Z‡ daily. Twy A SW runup area/holding bay marked design group 3 acft (generally B727 or smaller), unavbl design group 4 (includes but not ltd to B757, DC8). Twy P btn apch end Rwy 14 and Twy P2 clsd to acft wingspan more than 117 ft. For FBO svc to ctc 131.75, for cargo svc to ctc 122.95. Ldg fee. Flight Notification Service (ADCSS) avbl.

AIRPORT MANAGER: (716) 630-6030
WEATHER DATA SOURCES: ASOS (716) 635–0532 WSP .
COMMUNICATIONS: D–ATIS 135.35 RCO 122.2 (BUFFALO RADIO)
APP/DEP CON 126.15 (053º–233º) 126.5 (234º–052º)
TOWER 120.5 GND CON 133.2 CLNC DEL 124.7 PRE TAXI CLNC 124.7
CPDLC (LOGON KUSA)
AIRSPACE: CLASS C svc ctc APP CON.
VOR TEST FACILITY (VOT) 109.0

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
(H) VOR/DME 116.4 BUF Chan 111 N42°56.74’  W78°38.78’  288º 3.8 NM to fld. 730/8W.

VOR unusable:
036º–261º blo 11,000’
262º–275º blo 2,300’
276º–035º blo 6,000’

DME unusable:
036º–261º blo 11,000’
262º–275º blo 2,300’
276º–035º blo 6,000’

KLUMP NDB (LOMW) 231 BU N43°00.02’ W78°39.05’  233º 5.0 NM to fld. 630/9W.
PLAZZ NDB (LOM) 204 GB N42°52.43’ W78°48.99’  052º 5.5 NM to fld. 593/9W. NOTAM FILE GBD.
ILS 108.5 I–GBI Rwy 05. Class I. LOM PLAZZ NDB.
ILS 111.3 I–BUF Rwy 23. Class I. LOM KLUMP NDB. Glideslope unusable byd 5º right of course.
ILS/DME 109.95 I–BNQ Chan 36(Y) Rwy 32.
CALVERTON  N40°55.78’ W72°47.93’  NOTAM FILE ISP.
(L) VOR/DME  117.2  CCC  Chan 119  219° 7.2 NM to Brookhaven. 85/13W.
VOR unusable:
106°–116°
280°–290° byd 25 NM

CAMBRIDGE

CHAPIN FLD  (1B8)  2 N  UTC–5(–4DT)  N43°03.16’ W73°21.79’
510  NOTAM FILE BTV
RWY 05–23: 2130X65 (TURF)
RWY 05: Tree.
RWY 23: Trees.
RWY 07–25: 2100X63 (TURF)
RWY 07: Thld dsplcd 222’. Railroad.
RWY 25: Thld dsplcd 306’. Road.
SERVICE: S2
AIRPORT MANAGER: (518) 727-6509
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For cd ctc Albany Apch at 518-862-2299.

CANANDAIGUA  (IUA) (KIUA)  3 NW  UTC–5(–4DT)  N42°54.53’ W77°19.51’
814 B  NOTAM FILE BUF
RWY 13–31: H5500X100 (ASPH–GRVD)  PCN 39 F/D/X/T MIRL
0.4% up SE
RWY 13: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Tree.
RWY 31: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Tree.
SERVICE: S4  FUEL 100LL, JET A+ LGT ACTIVATE MIRL Rwy 13–31—CTAF.
AIRPORT REMARKS: Attended 7 AM–5 PM daily, call FBO for after hours svc. For svcs and arpt conditions call 585–394–4780. Frequent medivac helicopter opr monitor CTAF.
AIRPORT MANAGER: 585-919-2772
WEATHER DATA SOURCES: AWOS–3P 118.675 (585) 396–5861.
COMMUNICATIONS: CTAF/UNICOM 122.8
Rochester APP/DEP CON 119.55
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
GENESEO  (L) VOR/DME  108.2  GEE  Chan 19  N42°50.06’ W77°43.97’  085º 18.5 NM to fld. 990/9W.
VOR portion unusable:
208º–224º byd 29 NM blo 5,000’
225º–230º
231º–245º byd 29 NM blo 5,000’
DME unusable:
115º–120º byd 29 NM blo 4,000’
140º–155º byd 30 NM blo 5,000’

CANARSIE  N40°36.75’ W73°53.67’  NOTAM FILE JFK.
(T) VOR/DME  112.3  CRI  Chan 70  084º 5.5 NM to John F Kennedy Intl. 10/11W.
VOR unusable:
047º–175º
224º–035º
NEW YORK 189

CARMEL  N41°16.81’ W73°34.88’ NOTAM FILE ISP
(L) VOR/DME 116.6  CMK  Chan 113  051° 7.1 NM to Danbury Muni. 694/12W.
VOR unusable:
001°–155°
195°–225°
245°–270°
325°–355°

CATTARAUGUS CO–OLEAN  (See OLEAN on page 230)

CHAPIN FLD  (See CAMBRIDGE on page 188)

CHAUTAUQUA CO/DUNKIRK  (See DUNKIRK on page 192)

CHAUTAUQUA CO/JAMESTOWN  (See JAMESTOWN on page 208)

CLARENCE AERODROME  (See BUFFALO on page 187)

CLAY

AIRLANE ENTERPRISES  (1H1)  1 N UTC–5(–4DT)  N43°12.35’ W76°10.76’
385  NOTAM FILE BUF
RWY 01–19: 2220X75 (TURF)
RWY 01: Brush.
RWY 19: Trees.
RWY 10–28: 1550X97 (TURF)
RWY 10: Trees.
RWY 28: Trees.
AIRPORT MANAGER: 315-699-5734
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Syracuse Apch at 315-455-6218.

COLUMBIA CO  (See HUDSON on page 206)

COOPERSTOWN–WESTVILLE  (K23)  4 SE UTC–5(–4DT)  N42°37.75’ W74°53.46’
1260  NOTAM FILE BUF
RWY 02–20: 2337X125 (TURF)  MIRL(NSTD)
RWY 02: NSTD. Trees. Rgt tfc.
RWY 20: NSTD. Crops.
SERVICE: S4  FUEL 100LL  LGT ACTIVATE MIRL Rwy 02–20—CTAF.
AIRPORT REMARKS: Unattended. 87 octane also avbl. Self svc fueling avbl. Call manager for svcs. Rwy 02–20 NSTD MIRL spacing, 2 thld lgts each side. Rwy edge denoted by white tires around edge lgts.
AIRPORT MANAGER: 607-437-8308
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

CORNING–PAINTED POST  (7N1)  2 NW UTC–5(–4DT)  N42°10.81’ W77°07.30’
962  B  NOTAM FILE BUF
RWY 13–31: H3269X75 (ASPH)  S–30  MIRL
RWY 31: REIL. Trees.
SERVICE: S3  FUEL 100LL, JET A+  LGT ACTIVATE rotating bcn, MIRL Rwy 13–31 and REIL Rwy 13 and Rwy 31—CTAF.
REILs Rwy 13 and 31 OTS indefinitely.
AIRPORT REMARKS: Attended dalgt hrs.
AIRPORT MANAGER: 607-962-0053
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ELM.
ELMIRA  (L) VOR/DME 109.65  ULW  Chan 33(Y)  N42°05.65’ W77°01.49’  332° 6.7 NM to fld. 1632/12W.
VOR unusable:
Bio 10,000’

NEW YORK COPTER H–10I, L–33B, 34I

NE, 5 NOV 2020 to 31 DEC 2020
CORTLAND CO–CHASE FLD  (N03)  2 SW  UTC–5(–4DT)  N42º35.56´ W76º12.89´

1197  B  NOTAM FILE N03  
RWY 06–24: H3400X75 (ASPH–GRVD) S–12  MIRL  1.0% up SW  
RWY 06: PAPI(P2L)—GA 4.0º TCH 40´. Trees.  
RWY 24: REIL. PAPI(P2L)—GA 4.0º TCH 45´. Trees.  
SERVICE: S4  FUEL  100LL, JET A+  
LGT ACTIVATE MIRL Rwy 06–24, REIL Rwy 24, PAPI Rwy 06 and Rwy 24, and twy lgts—CTAF.  
AIRPORT REMARKS: Attended Mon–Fri 1200–2130Z‡, unattended holidays.  
Other hrs call arpt manager. Self svc fuel avbl 24 hrs with credit card.  
Snow removal during day only. Hvy concentration of geese and gulls on and invof arpt drg spring/fall.  
AIRPORT MANAGER: 607-745-5872  
COMMUNICATIONS: CTAF/UNICOM 122.8  
BINGHAMTON APP CON 118.6 (S–SE) (1100–0500Z‡)  
ELMIRA APP CON 124.3 (W) (1100–0500Z‡)  
NEW YORK CENTER APP CON 133.35 (0500–1100Z‡)  
SYRACUSE APP/DEP CON (N) 126.125  
CLEARANCE DELIVERY PHONE: For CD ctc Syracuse Apch at 315-455-6218.  
RADIO AIDS TO NAVIGATION: NOTAM FILE ITH.  
ITHACA (L) VOR/DME 111.8 ITH Chan 55 N42º29.70´  
W76º27.58´ 072º 12.3 NM to fld. 1102/10W.  
VOR portion unusable:  
060º–080º byd 28 NM blo 2,500´  
081º–150º byd 10 NM blo 3,800´  
360º–059º byd 10 NM blo 3,800´  
DME portion unusable:  
360º–160º byd 20 NM blo 6,500´  

DANSVILLE MUNI  (DSV/KDSV)  1 NW  UTC–5(–4DT)  N43º34.23´ W77º42.80´

660  B  NOTAM FILE DSV  
RWY 14–32: H3500X100 (ASPH) S–30  MIRL  0.7% up SE  
RWY 14: VASI(V2L)—GA 3.0º TCH 35´. Road.  
RWY 32: VASI(V4L)—GA 4.0º TCH 53´. Road.  
SERVICE: S2  FUEL  100LL  
LGT ACTIVATE VASI Rwy 14 and Rwy 32; MIRL Rwy 14–32—CTAF.  
AIRPORT REMARKS: Attended Mon–Fri 1400–2130Z‡. Ctc arpt manager for svc on weekend. Call arpt manager for fuel availability. Extensive glider activity. Normal glider ops utilize rgt hand pat for the turf area to the rgt of Rwy 32, left hand pat for the turf area to the left of Rwy 14. Rwy 14 90° relocated thld.  
AIRPORT MANAGER: 585-330-8840  
WEATHER DATA SOURCES: ASOS 118.325 (585) 335–2380.  
COMMUNICATIONS: CTAF/UNICOM 123.0  
ROCHESTER APP/DEP CON 123.7  
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.  
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.  
GENESEO (L) VOR/DME 108.2 GEE Chan 19 N42º50.06´  
W77º43.97´ 186º 15.9 NM to fld. 990/9W.  
VOR portion unusable:  
208º–224º byd 29 NM blo 5,000´  
225º–230º  
231º–245º byd 29 NM blo 5,000´  
DME unusable:  
115º–120º byd 29 NM blo 4,000´  
140º–155º byd 30 NM blo 5,000´  

DART (See MAYVILLE on page 215)
DEER PARK  N40°47.50’ W73°18.22’ NOTAM FILE ISP.
(L) VOR/W/DME 117.7  DPK  Chan 124  245° 6.3 NM to Republic. 123/12W.
VOR/DME unusable:
Byd 25 NM blo 5,000’
DME unusable:
265°–274° byd 17 NM blo 5,000’
275°–280°
281°–015° byd 17 NM blo 5,000’
VOR unusable:
025°–045°
060°–077°
087°–095°
RCO 122.2 (NEW YORK RADIO)

DEGRASSE
MOORES (1E8)  3 N UTC–5(–4DT)  N44°23.28’ W75°03.98’
815   NOTAM FILE BT
RWY 02–20:  2200X55 (TURF)
RWY 02:  Trees.
RWY 20:  Trees.
AIRPORT REMARKS: Unattended. Deer on and inof arpt. Dirt road to hangar crosses approximate midpoint of rwy. Rwy 20 58’ trees 263’ from rwy beginning, across rwy width and approximately 800’ along both sides. 2 ft ditch imt rt of thld mkd by cones. Rwy 20 starts at approximately 250’ from trees on rwy end. Rwy 20 3 earthen ounds approx 5 ft high off right side of rwy 400 ft from thld. Trees/brush next to rwy thld L/S. Rwy 02 trees/brush next to corner of thld L/S.
AIRPORT MANAGER: (315) 379-1907
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

DOWNTOWN MANHATTAN/WALL ST HELIPORT (See NEW YORK on page 219)

DRUM  N44°04.23’ W75°44.23’ NOTAM FILE GTB.
NDB (MHW) 257  GTB  559/13W.

DUANESBURG (4B1)  0 S UTC–5(–4DT)  N42°45.59’ W74°08.08’
714   NOTAM FILE BT
RWY 10–28: 2600X45 (TURF–GRVL)  0.5% up E
RWY 10:  Road.
RWY 28:  Trees.
SERVICE: FUEL 100LL
AIRPORT MANAGER: 518-421-2881
COMMUNICATIONS: CTAF/UNICOM 123.0
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.
DUNKIRK CHAUTAUQUA CO/DUNKIRK (DKK)(KDKK) 3 E UTC–5(–4DT) N42º29.64´ W79º16.27´

692 B NOTAM FILE DKK

RWY 06–24: H6000X100 (ASPH–GRVD) S–45 HIRL

RWY 06: REIL. PAPI(P4L)—GA 3.0º TCH 43´. Trees.

RWY 24: REIL. PAPI(P4L)—GA 3.0º TCH 44´. Tree.

RWY 15–33: H4000X100 (ASPH) S–25 MIRL 0.8% up SE

RWY 15: PAPI(P4L)—GA 3.0º TCH 36´. Tree.

RWY 33: PAPI(P4L)—GA 3.1º TCH 45´. Trees.

SERVICE: S6 FUEL 100LL, JET A, A+ LGT ACTIVATE HIRL Rwy 06–24 and MIRL Rwy 15–33, and PAPI Rwy 06, Rwy 24, Rwy 15 and Rwy 33, and REIL Rwy 06 and Rwy 24—CTAF.

AIRPORT REMARKS: Attended Nov 15–Mar 31 Mon–Fri 1100–1930Z‡+, Apr 1–Nov 15 Mon–Fri 1200–2030Z‡. Attendance hrs are subject to change, call arpt manager at 716–366–6938 to confirm. Deer and birds inv of arpt. During winter normal attendance hrs snow removal opr are avbl, snow removal may be limited on holidays, airfield rwy/twy conditions not monitored outside of normal attendance hrs. PPR for svcs outside FBO hrs, FBO opr hrs are 1300–2200Z‡ Mon–Sun. Please call FBO at 716–366–6938 during opr hrs or 716–410–1441 after hrs. FBO svcs include Jet A, 100LL, plane side pickup, crew car, lounge, hangar space, maintenance, and repair svcs. Cold temperature rstd arpt. Altitude correction required at or below –20C.

AIRPORT MANAGER: (716) 484-0204


COMMUNICATIONS: CTA UNICOM 123.075

RCO 122.25 (BUFFALO RADIO)

BUFFALO APP/DEP CON 126.5

CLEARANCE DELIVERY PHONE: For CD ctc Buffalo ATCT at 716-626-6939/6919.

RADIO AIDS TO NAVIGATION: NOTAM FILE DKK.

DUNKIRK (H) DME 116.2 DKK Chan 109 N42º29.42´ W79º16.45´ at fld. 681/0W.

DME unusable:

094º–221º byd 26 NM bio 8,000´

DUNKIRK N42º29.42´ W79º16.45´ NOTAM FILE DKK.

(H) DME 116.2 DKK Chan 109 at Chautauqua Co/Dunkirk. 681/0W.

DME unusable:

094º–221º byd 26 NM bio 8,000´

RCO 122.25 (BUFFALO RADIO)

EAST 34TH STREET HELIPORT (See NEW YORK on page 220)
EAST HAMPTON (HTO)(KHTO)

RWY 10–28: H4255X100 (ASPH–GRVD) S–60 MIRL 0.6% up W
RWY 10: REIL. PAPI(P2L)—GA 3.3º TCH 49°. Trees.
RWY 28: REIL. PAPI(P2R)—GA 3.0º TCH 54°. Pole.
RWY 16–34: H2060X75 (ASPH) S–8 0.6% up NW
RWY 16: Road.
RWY 34: Trees.

SERVICE: S4 FUEL 100LL, JET A LGT

AIRPORT REMARKS: Deer on and invof arpt. NS ABTMT and ramp procedures in effect. Go to: www.ehamptonny.gov/311/airport or ctc airport manager. Rwy 10 VGSI and RNAV glidepath not coincident. Ldg fee for all tran acft to include touch and go ldg ops ctc 1–888–588–0028. Nighttime curfew 0400–1200Z‡.

AIRPORT MANAGER: 631-537-1130 X 5

WEATHER DATA SOURCES: AWOS–3PT 118.075 (631) 537–2527.

COMMUNICATIONS: CTAF 125.225 (1200–1159Z‡, ATCT ops one week before Memorial Day to one week after Labor Day. Other times by NOTAM)

HAMPTON RCO 122.6 (NEW YORK RADIO)

NEW YORK APP/DEP CON 125.975 CLNC DEL 118.95

TOWER 125.225 GND CON 121.9

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc New York Apch at 516-683-2449 or 118.95.

AIRSPACE: CLASS D svc 1300–0100Z‡ (ATCT ops Sat bfr Memorial Day to Sun aft Labor Day; other times by NOTAM); other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE HTO.

HAMPTON (H) VORTACW 113.6 HTO Chan B3 N40º55.14´ W72º19.00´ 064º 3.8 NM to fld. 22/13W.

DME unusable:
280º–325º byd 35 NM blo 1,700´
326º–355º byd 30 NM blo 2,000´

TACAN AZIMUTH unusable:
280º–325º byd 35 NM blo 1,700´
326º–355º byd 30 NM blo 2,000´

VOR unusable:
010º–240º
270º–326º

EAST MORICHES

LUFKER (49N) 1 NE UTC–5(–4DT) N40º49.49´ W72º45.06´

RWY N–S: 2300X100 (TURF)

RWY N: Trees.
RWY S: Tree. Rgt tfe.


AIRPORT MANAGER: 631-523-6577

COMMUNICATIONS: CTAF 122.9

SPADARO  (1N2)  1 NE UTC–5(–4DT)  N40°49.67´ W72°44.92´  NEW YORK
Rwy 18: Trees.
east of Rwy 18. Due to close proximity of Lufker arpt (590´ between rwy) adhere to the following tcf pat. North ops, Spadaro–Rgt tcf, LUFKER–Left tcf. South ops, Spadaro–Left tcf, Lufker–Rgt tcf. Arrivals, intercept final apch 45º to final apch leg 1500´ from apch end of rwy. Departures, make 45º turn as soon as possible after tcf to intercept crosswind leg. Use south ops for ldg when winds are 5 kts or less, or when winds are more than 5 kts 90º either side of centerline. Use north ops for tcf with no wind, heavy gross weight and for NS ABTMT.
Airport Manager: 631-878-1125
Communications: CTAF/UNICOM 123.0
Clearance Delivery Phone: For CD ctc New York Apch at 516-683-2449.

EDINBURG
PLATEAU SKY RANCH  (1F2)  1 NW UTC–5(–4DT)  N43°13.53´ W74º06.87´  NEW YORK
Rwy 06: Road.
Rwy 06-24: 2400X100 (TURF)  0.5% up NE
Rwy 01-19: 2000X100 (TURF)  1.0% up N
Airport Manager: (518) 863-4338
Communications: CTAF/UNICOM 122.8
Clearance Delivery Phone: For CD ctc Albany Apch at 518-862-2299.

ELIZABETH FLD (See FISHERS ISLAND on page 198)
JOSEPH Y RESNICK  (N89)  1 NE UTC–5(–4DT)  N41°43.67´ W74º22.64´  NEW YORK
Rwy 04–22: H3838X75 (ASPH) MIRL
Rwy 04: REIL. PAPI(P2L)—GA 3.5º TCH 40´. Trees.
Runway Declared Distance Information
Rwy 04: TORA–3838 TODA–3838 ASDA–3838 LDA–3538
Service: S2 FUEL 100LL LGT ACTIVATE REIL Rwy 04 and Rwy 22, MIRL Rwy 04–22 —CTAF. PAPI Rwy 04 and Rwy 22 opr continuously.
Airport Remarks: Attended 1300Z‡–dusk. Rwy 04 +60´ trees 200´ from thld 191´ rgt. Rwy 22 +8´ fence crosses runway, 24´ from thld. Avoid overflight of school and village when taking off Rwy 22 or apch to Rwy 04, helicopter operations follow fixed wing flight pattern. Avoid overflight of hospital and school bldgs approx 1 mile southwest of Rwy 22 and prison approx 1/2 mile northeast of arpt. Cold temperature airport. Altitude correction required at or below –6C.
Airport Manager: 845-647-7800
Communications: CTAF/UNICOM 122.8
Clearance Delivery Phone: For CD ctc New York Apch at 516-683-2448
Radio Aids to Navigation: NOTAM FILE ISP.
Kingston (L) VOR/DME 117.6 IGN Chan 123 N41°39.93´ W73°49.33´ 291º 25.2 NM to fld. 582/12W.
VOR portion unusable:
045º–050º byd 35 NM bto 4,300´
070º–140º byd 30 NM bto 3,400´
NEW YORK

ELMIRA/CORNING RGNL (ELM/KELM) 6 NW UTC–5(–4DT) N42º09.59´ W76º53.50´
955 B TPA—See Remarks ARFF Index—See Remarks NOTAM FILE ELM Not insp.
Rwy 06: MALSR. VASI(4L)—GA 3.0º TCH 51´. RVR–TMR Thld dsplcd 600´. Tree.
Rwy 10: Trees.
Rwy 05–23: 2017X150 (TURF)

RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–8001 TODA–8001 ASDA–8001 LDA–7401
RWY 10: TORA–5404 TODA–5404 ASDA–5004 LDA–5004

ARRESTING GEAR/SYSTEM
Rwy 06: EMAS

SERVICE:  S4 FUEL  100LL, JET A  OK 4 LGT When twr clsd ACTIVATE


AIRPORT MANAGER: 607-739-5621
WEATHER DATA SOURCES: ASOS (607) 796–0065
COMMUNICATIONS: CTAF 121.1 ATIS 125.475 UNICOM 122.95
RCO 122.2 (BUFFALO RADIO)
ELMIRA APP/DEP CON 128.425 (1100–0500Z)
NEW YORK CENTER APP/DEP CON 133.35 (0500–1100Z)
ELMIRA TOWER 121.1 (1100–0500Z) GND CON 121.9 CLNC DEL 121.9
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc New York ARTCC at 631-468-1425.
AIRSPACE: CLASS D svc 1100–0500Z; other times CLASS E.
TRSA svc ctc APP CON (within 15 NM)

RADIO AIDS TO NAVIGATION: NOTAM FILE ELM.
(L) VOR/DME 109.65 ULW Chan 33(Y) N42º05.65´ W77º01.49´ 068º 7.1 NM to fld. 1632/12W.
VOR unusable:
Blo 10,000
ALPINE NDB (MINW) 245 ALP N42º14.32´ W76º45.84´ 242º 7.4 NM to fld. 1287/12W.
ILS 109.1 I–UEK Rwy 06. Class IA. Unmonitored when twr clsd.

COMM/NAV/WEATHER REMARKS: For Clnc Del when twr clsd ctc Buffalo Radio on 122.2.

NE, 5 NOV 2020 to 31 DEC 2020
ENDICOTT (CZG)(KCZG) 3 SW UTC–5(–4DT) N42º04.71´ W76º05.78´

833 B NOTAM FILE CZG

RWY 03–21: H3900X75 (ASPH) S–30 MIRL

RWY 03: REIL. Road.

RWY 21: REIL. PAPI(P2R)—GA 4.0º TCH 40´. Road.

SERVICE: FUEL 100LL LGT Rotating bcn obscured north and west of arpt due to high terrain. ACTIVATE REIL Rwy 03 and Rwy 21; MIRL Rwy 03–21—CTAF.

AIRPORT REMARKS: Attended, call arpt manager for specific attendance times. 24 hr self–svc fuel avbl with credit card. High terrain all quadrants. Rwy 21 extended safety area has sfc variations/depressions. Grvl access road crosses Rwy 03 apch. High tension towers 2000´ from Rwy 21 thld 60–70´ tall. Microwave tower +600´ 2.8 miles out 3150´ left of Rwy 21; apch–unmarked/unlighted 24:1 slope. Cold temperature airport. Altitude correction required at or below –17C.

AIRPORT MANAGER: 607-785-0467

WEATHER DATA SOURCES: AWOS–3 119.075 (607) 785-2926.

COMMUNICATIONS: CTAF/UNICOM 122.8

BINGHAMTON APP/DEP CON 118.6 (1100–0500Z‡)

NEW YORK CENTER APP/DEP CON 133.35 (0500–1100Z‡)

CLNC DEL 121.7

CLEARANCE DELIVERY PHONE: When Apch clsd, for CD ctc New York ARTCC at 631-468-1425.

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

BINGHAMTON (L) VOR/DME 112.2 CFB Chan 59 N42º09.45´ W76º08.19´ 169º 5.1 NM to fld. 1583/10W.

VOR unusable: 023º–033º byd 15 NM blo 6,000´

FALLN N43º17.25´ W76º18.28´ NOTAM FILE FZY.

NDB (LOMW) 220 FZ 329º 5.3 NM to Oswego Co. 417/13W.
FARMINGDALE

REPUBLIC (FRG) KFRG 1 E UTC–5(–4DT) N40°43.73’ W73°24.81’

80 B TPA—See Remarks LRA ARFF Index—See Remarks NOTAM FILE FRG

RWY 14–32: H6833X150 (ASPH–GRVD) S–45, D–60

PCN 22 F/B/W/U HIRL

RWY 14: MALSF. PAPI(P4L)—GA 3.0º TCH 50’. Thld dsplcd 676’. Pole.

RWY 32: REIL. PAPI(P4R)—GA 3.0º TCH 53’. Road. Rgt tfc.

RWY 01–19: H5516X150 (ASPH–GRVD) S–45, D–60

PCN 22 F/B/W/U MIRL 0.3% up N

RWY 01: REIL. PAPI(P4L)—GA 3.0º TCH 35’. Pole. Rgt tfc.


LAND AND HOLD–SHORT OPERATIONS

LDG Rwy HOLD–SHORT POINT AVBL LDG DIST

RWY 32 01–19 3650

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA–5516 TODA–5516 ASDA–5516 LDA–5516

RWY 14: TORA–6833 TODA–6833 ASDA–6833 LDA–6157


RWY 32: TORA–6833 TODA–6833 ASDA–6833 LDA–6833

ARRESTING GEAR/SYSTEM

RWY 14: EMAS

RWY 32: EMAS

SERVICE: 54 FUEL 100LL, JET A 0X 1, 2, 3, 4 LGT When twr clsd

ACTIVATE HIRL Rwy 14–32, MIRL Rwy 01–19, REIL Rwys 01, 19, and 32, PAPI Rwys 01, 19, 14, and 32, and twy lgts—CTAF.

AIRPORT REMARKS: Attended continuously. Birds invof arpt. Except for taxiing, Rwy 01–19 CLOSED for arrivals and departures of the following acft: scheduled air carrier acft opr with more than 9 seats and unscheduled air carrier acft opr with more than 30 seats. Voluntary NS ABTMT procedures in effect for fixed wing and helicopter. Ctc arpt management 631–752–7707 extension 6108. Class IV ARFF Index A. Index B avbl on request call 631–752–7707. Rwy 01–19 hold lines located 125’ from the rwy centerline at Twy G4 and Twy G6 and Twy G7. Acft with wingspan 79’ or larger are advised to taxi or back–taxi on rwys. Twys may not provide adequate width, turning radius, and or separation from obstructions. Acft with wingspan of 79’ or larger are advised that cncl distances may not be adequate for tkf on Rwy 01–19 when acft are on Twy B or Twy G between Twys G4 and D and are rstd on Twy A between Twys A1 and A2. Wooded area south of Twy A, east of Twy G clsd to helicopters. Jet maintenance run ups permitted only in the Twy A6, Twy D, Twy F, and Twy G holding bays. TPA—1180(1100) reciprocating eng, 1680(1600) Turboprop/Jet. Actf parking for US CSTMS is located on the main terminal ramp. All international arrivals must ctc FBO for svc when clearing CSTMS. All international arrivals must not enter the main terminal ramp until FBO personnel are present for marshalling. Ctc arpt ops 122.9 mHz for instructions. Terminal use fees apply. Ldg fee for all acft exc mil and government.

AIRPORT MANAGER: 631-752-7707

WEATHER DATA SOURCES: ASOS (631) 752–8129 LAWRS.

COMMUNICATIONS: CTAF 118.8 ATIS 126.65 UNICOM 122.95

TOWER 118.8 (1200–0400Z) GND CON 121.6 CLNC DEL 128.25

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc New York Apch on 128.25, if una call 516-683-2962.

AIRSPACE: CLASS D svc 1200–0400Z; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

DEER PARK (L) VOR/DME 117.7  DPK  Chan 124  N40º47.50´ W73º18.22´  245º 6.3 NM to fld. 123/12W.
VOR/DME unusable:
Byd 25 NM blo 5,000´
DME unusable:
265º–274º byd 17 NM blo 5,000´
275º–280º
281º–015º byd 17 NM blo 5,000´
VOR unusable:
025º–045º
060º–077º
087º–095º

BABYLON NDB (HW) 275  BBN  N40º40.35´ W73º23.06´  353º 3.6 NM to fld. 14W. NOTAM FILE FRG.
NDB unusable:
Byd 15 NM

FRIKK NDB (LOM) 407  FR  N40º46.59´ W73º28.95´  146º 4.3 NM to fld. 153/14W. NOTAM FILE FRG.


HELIPAD H1: H79X79 (ASPH)
HELIPAD H2: H44X44 (ASPH)
HELIPORT REMARKS: H1 located on Twy B at the intersection of Twy F. H2 located on Twy B north of Twy B4.

FINGER LAKES RGNL (See SENECA FALLS on page 242)

FISHERS ISLAND

ELIZABETH FLD (ØBB) 8 SE UTC–5(—4DT) N41º15.13´ W72º01.90´
7  NOTAM FILE BDR
RWY 12–30: H2345X100 (ASPH)  MIRL
RWY 12: REIL. PAPI(P2L)—GA 3.0º TCH 20´. Road.
RWY 30: REIL. PAPI(P2R)—GA 3.0º TCH 20´.
RWY 07–25: H1806X75 (ASPH)  MIRL
RWY 07: REIL. PAPI(P2L)—GA 3.75º TCH 20´. Ground.
RWY 25: REIL. PAPI(P2L)—GA 3.0º TCH 20´. Road.
SERVICE: LGT ACTIVATE MIRL Rwy 07–25 and 12–30, PAPI Rwy 07, Rwy 12, Rwy 25 and Rwy 30—CTAF.
AIRPORT MANAGER: 631-788-7463
COMMUNICATIONS: CTAF/UNICOM 122.8
PROVIDENCE APP/DEP CON 125.75 (Sun–Fri 1030–0530Z‡, Sat 1030–0500Z‡) other times ctc
BOSTON CENTER APP/DEP CON 124.85
CLEARANCE DELIVERY PHONE: For CD ctc Providence Apch at 401-738-8945, when Apch clsd ctc Boston ARTCC at 603-879-6859.

RADIO AIDS TO NAVIGATION: NOTAM FILE GON.

GROTON (T) VOR/DME 110.85  GON  Chan 45(Y) N41º19.82´ W72º03.12´  183º 4.8 NM to fld. 9/14W.
VOR portion unusable:
241º–265º blo 5,000´
DME unusable:
355º–019º blo 3,000´

FLOYD BENNETT MEM (See GLENS FALLS on page 202)
FORT ANN

HARRIS (83K) 2 W UTC–5(–4DT) N43º24.59´ W73º31.96´
261 NOTAM FILE BTV
RWY 04–22: 2200X50 (TURF) 1.7% up SW
RWY 04: Tree, Rgt tfc.
RWY 22: Tree.

AIRPORT REMARKS: Unattended. No flying west of rwy over houses. Upslope at thld Rwy 22.
AIRPORT MANAGER: (518) 361-1380
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

FRANCIS S GABRESKI (See WESTHAMPTON BEACH on page 252)

FRANKFORT–HIGHLAND (See UTICA/FRANKFORT on page 248)

FREDERICK DOUGLASS – GREATER ROCHESTER INTL (See ROCHESTER on page 237)

FREEHOLD (115) 1 NW UTC–5(–4DT) N42º21.84´ W74º03.90´
440 NOTAM FILE BTV
RWY 12–30: H2275X22 (ASPH) 0.7% up NW
RWY 12: Trees.
RWY 30: Trees.

AIRPORT MANAGER: 518-966-8503
COMMUNICATIONS: CTAF 122.85
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

FRIKK N40º46.59´ W73º28.95´ NOTAM FILE FRG.
NDB (LOM) 407 FR 146º 4.3 NM to Republic. 153/14W.

FULTON

OSWEGO CO (FZY)(KFZY) 3 NE UTC–5(–4DT) N43º21.05´ W76º23.28´
475 B NOTAM FILE FZY
RWY 15–33: H5196X100 (ASPH–GRVD) S–30 HIRL 0.6% up SE
RWY 15: REIL. Pole.
RWY 06–24: H3997X100 (ASPH–GRVD) S–38, D–70 MiRL 0.3% up NE
RWY 06: REIL. Trees.
RWY 24: REIL. Pole.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 33: TORA–5196 TODA–5196 ASDA–5196 LDA–5196
SERVICE: S4 FUEL 100LL, JET A LGT HIRL Rwy 15–33 and PAPI Rwy 33 preset low ints SS–SR, to increase ints ACTIVATE—CTAF.
ACTIVATE REIL Rwy 15–33, MiRL Rwy 06–24, PAPI Rwy 33—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1230–2100Z, Sat–Sun 1300–2130Z. Attendance other hrs, call arpt manager. Rwy conditions may not be monitored or reported when arpt is unattended. During periods of snow removal operations Nov 1 thru Apr 1 acct must ctc aprt on freq 123.0 10 minutes prior to ldg. Deer and birds on or inof arpt. Ultralight activity on and inof arpt. Acft de–icing avbl, ctc arpt manager at 315–591–9130. Rwy 33 designated calm wind rwy. Grass cutting equipment operations adjacent to all operational surfaces daylight hours May thru Oct.
AIRPORT MANAGER: 315-591-9130
WEATHER DATA SOURCES: ASOS 119.275 (315) 598–8773.

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<td><strong>200 NEW YORK</strong> Continued from preceding page</td>
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**COMMUNICATIONS:** CTAF/UNICOM 123.0

**SYRACUSE APP/DEP CON** 126.125

**CLEARANCE DELIVERY PHONE:** For CD ctc Syracuse Apch at 315-455-6218.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SYR.

**SYRACUSE (H) VORTACW** 117.0 SYR Chan 117
N43°09.63' W76°12.27' 336° 14.0 NM to fld. 453/11W.

**TACAN AZIMUTH & DME usable:**
- Byd 35 NM blo 4,000'
- VOR unusable:
  - 010°–025°
  - 067°–077° byd 30 NM
  - 134°–144° byd 19 NM

**CLEARANCE DELIVERY PHONE:** For CD ctc Syracuse Apch at 315-455-6218.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SYR.

**SYRACUSE (H) VORTACW** 117.0 SYR Chan 117
N43°09.63' W76°12.27' 336° 14.0 NM to fld. 453/11W.

**TACAN AZIMUTH & DME usable:**
- Byd 35 NM blo 4,000'
- VOR unusable:
  - 010°–025°
  - 067°–077° byd 30 NM
  - 134°–144° byd 19 NM

**FALLN NDB (LOMW)** 220  FZ  N43°17.25' W76°18.28' 329° 5.3 NM to fld. 417/13W. NOTAM FILE FZY.

**ILS/DME** 110.9  I–FZY  Chan 46  Rwy 33. Class IT. LOM FALLN NDB.

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**FULTON CO**

**GALLUPVILLE**

**BLUE HERON** (N25)  3 NE UTC–5(–4DT)  N42°41.84' W74°11.97'

- 1200  NOTAM FILE BTW
- **RWY 09–27:** 2600X70 (TURF)
  - Rwy 09: Road.
  - Rwy 27: Trees.
  - **AIRPORT REMARKS:** Attended Apr–Oct dawn–dusk. Ctc arpt manager for fld conditions during winter and Apr–May. Rwy 27: +40°–100° trees, across thld.
  - **AIRPORT MANAGER:** 518-872-2638

**COMMUNICATIONS:** CTAF 122.9

**CLEARANCE DELIVERY PHONE:** For CD ctc Albany Apch at 518-862-2299.

**GANSEVOORT**

**HEBER AIRPARK** (K30)  2 SE UTC–5(–4DT)  N43°11.00' W73°37.99'

- 230  NOTAM FILE BTW
- **RWY 06–24:** H2200X24 (ASPH)  MIRL(NSTD)
  - Rwy 06: Thld dsplcd 200'. Road. Rgt tfc.
  - Rwy 24: Tree.
  - **SERVICE:** LGT ACTIVATE NSTD MIRL Rwy 06–24—CTAF.

**AIRPORT REMARKS:** Unattended. Birds and wildlife on and invof arpt. 25' dropoff 10' from Rwy 24 thld. Rwy 24 uphill grade exceeds 2% up. Recommended Idg Rwy 24, tfl Rwy 06. Skydiving on and invof arpt May–Oct. Lgt colored full width conc pavement section 144' from Rwy 24 thld, 20° long. Golf course adjacent to rwy both sides. Rwy 06–24 NSTD MIRL due to spacing, 33' from rwy edge on 3' wood posts. Rwy 06–24 NSTD dsplcd thld, no bar.

**AIRPORT MANAGER:** 518-793-8983

**COMMUNICATIONS:** CTAF 122.9

**CLEARANCE DELIVERY PHONE:** For CD ctc Albany Apch at 518-862-2299.

**GANSE**

**N43°15.30' W73°36.31'**

**NDB (LOMW)** 209  GF  011° 5.2 NM to Floyd Bennett Mem. 228/14W.

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**GARNSEYS**

See SCHUYLERVILLE on page 242.

**GASPORT**

**ROYALTON** (9G5)  1 SE UTC–5(–4DT)  N43°10.92' W78°33.47'

- 628  NOTAM FILE BUF
- **RWY 07–25:** H2530X35 (ASPH)  MIRL
  - Rwy 07: Road.
  - Rwy 25: Thld dsplcd 300'. Tree.

**SERVICE:** FUEL 100LL, MOGAS LGT ACTIVATE MIRL Rwy 07–25—CTAF.

**AIRPORT REMARKS:** Attended 1400–2300Z‡. Ultralgts on and invof arpt. No thld markings.

**AIRPORT MANAGER:** 716-804-6857

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**CLEARANCE DELIVERY PHONE:** For CD ctc Cleveland ARTCC at 440-774-0490.

**GENESEE CO**

See BATAVIA on page 184.

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**NE, 5 Nov 2020 to 31 Dec 2020**
GENESEO (D52) 1 W UTC–5(–4DT) N42°47.92´ W77°50.55´
560 NOTAM FILE BUF
RWY 05–23: 4695X90 (TURF)
RWY 05: Trees.
AIRPORT REMARKS: Attended Apr–Sep 1500–2100Z‡; Oct–Mar, Mon, Wed, Fri 1500–2100Z‡. Attendance requests for other than scheduled times call 585–243–2100. Two lgtd antennas left of Rwy 23 in the village of Geneso. Rwy 05–23 ends are not clearly marked. Rwy 05 end marked with white paint at edges and orange cones only during airshow. Rwy 23 end marked with white paint at edges during airshow. Rwy 23 end marked with white paint at edges only during airshow. Rwy 05 has +90´ trees 155´ from rwy beginning 110´ right and continues across centerline at an angle. Rwy 05 has +29´ powerline 38´ from rwy, 125´ right and continues across rwy centerline at an angle. Rwy 23 60–70 ft trees 370 ft from rwy 100 ft left of cntrln. Turf soft and wet for first 1800 ft from thld of Rwy 23 during Oct–May.
AIRPORT MANAGER: 585-243-2100
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.

GENESEO N42°50.06´ W77°43.97´ NOTAM FILE BUF.
(L) VOR/DME 108.2 GEE Chan 19 324° 12.5 NM to Le Roy. 990/9W.
VOR portion unusable:
208°–224° byd 29 NM blo 5,000´
225°–230°
231°–245° byd 29 NM blo 5,000´
DME unusable:
115°–120° byd 29 NM blo 4,000´
140°–155° byd 30 NM blo 5,000´
RCO 122.1R 108.2T (BUFFALO RADIO)

GEORGETOWN N42°47.34´ W75°49.60´ NOTAM FILE BUF.
(L) VORTACW 117.8 GGT Chan 125 085° 12.2 NM to Hamilton Muni. 2040/11W.
VOR unusable:
105°–279° blo 4,000´

GHENT KLINE KILL (NY1) 2 N UTC–5(–4DT) N42°21.01´ W73°38.22´
380 NOTAM FILE BTV
RWY 01–19: 4000X75 (TURF)
RWY 01: Trees.
RWY 19: Powerline.
SERVICE: S2
AIRPORT REMARKS: Unattended. Rwy 19 has +16´ road, 22´ from rwy, at centerline. Unmarked turf area adjacent to rwy may be used for twy on north and south ends. Turf grades near south paved apron unsuitable for acft movement.
AIRPORT MANAGER: 518-527-2762
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

GIERMEK EXECUTIVE (See OLEAN on page 230)
GLENS FALLS

FLOYD BENNETT MEM (GFL)(KGFL)  3 NE  UTC–5(–4DT)  N43°20.47’ W73°36.62’


RWY 01: MALSR. PAPI(P4L)—GA 3.0° TCH 53 ´ . Trees.
RWY 19: PAPI(P4L)—GA 3.0° TCH 50 ´ . Trees.
RWY 12–30: H3999X100 (ASPH)  S–39, D–53, 2D–76  PCN 48 F/A/X/T  MIRL
RWY 30: PAPI(P4L)—GA 3.0° TCH 45 ´ . Trees.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA–5000  TODA–5000  ASDA–5000  LDA–5000
RWY 19: TORA–5000  TODA–5000  ASDA–5000  LDA–5000
RWY 30: TORA–3999  TODA–3999  ASDA–3999  LDA–3999

SERVICE: S4  FUEL  100LL, JET A
LGT
ACTIVATE MALSR Rwy 01; PAPI Rwy 01, Rwy 19, Rwy 12, Rwy 30; HIRL Rwy 01–19; MIRL
Rwy 12–30 and twy lghts—CTAF.

AIRPORT REMARKS: Attended 1300–2300Z‡. Self–svc 100LL fuel avbl. Full svc fueling avbl after hrs by pre–arrangement, call
518–798–3091. Birds and deer on and inv of arpt. PJE airspace defined as 5 NM radius of GFL. Ultralight activity on and inv of arpt. Grass cutting equipment ops adjacent to all opr sfcs dalgt hrs May thru Oct. During periods of snow removal ops Nov 1–Apr 1 act must ctc arpt on frequency 123.0 10 minutes prior to ldg. Rwy conditions may not be monitored or reported when the arpt is unattended. Ultralight acft use 500’ AGL left tct for all rwys. Four obstruction lgt poles 1 1/2 mile to 1 3/4 mile N of Rwy 19. Rwy 01 designated as calm wind rwy. Rwys 12 and 19 approaches obscured from one another due to high ground. PPR 48 hrs for act op with more than 30 pax seats call AMGR 518–792–5995. For aft hrs acft maint assistance call 518–798–3091. Birds and deer on and inv of arpt. PJE airspace defined as 5 NM radius of GFL. Ultralight activity on and inv of arpt. Grass cutting equipment ops adjacent to all opr sfcs dalgt hrs May thru Oct. During periods of snow removal ops Nov 1–Apr 1 act must ctc arpt on frequency 123.0 10 minutes prior to ldg. Rwy conditions may not be monitored or reported when the arpt is unattended. Ultralight acft use 500’ AGL left tct for all rwys. Four obstruction lgt poles 1 1/2 mile to 1 3/4 mile N of Rwy 19. Rwy 01 designated as calm wind rwy. Rwys 12 and 19 approaches obscured from one another due to high ground. PPR 48 hrs for act op with more than 30 pax seats call AMGR 518–792–5995. For aft hrs acft maint assistance call 518–798–3091. Noise sensitive area 1.5 miles north. Use NBAA noise abatement procedures. Recommended no touch and go ops from 2200–1200Z‡. Cold

temperature rstd arpt. Altitude correction required at or blo –18°C.

AIRPORT MANAGER: 518-792-5995
WEATHER DATA SOURCES: ASOS  119.925 (518) 743–1728.
COMMUNICATIONS: CTAF/UNICOM 123.0  GLENS FALLS RCO 122.2 (BURLINGTON RADIO)
ALBANY APP/DEP CON 132.825

CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.
CAMBRIDGE (L) VOR/W/DM 115.0  CAM Chan 97  N42°59.66’ W73°20.64’ 345º 23.9 NM to fld. 1490/14W.
DME portion unusable:
040º–130º blo 9,000’
GANSE NDB (LOMW) 209  GF  N43°15.30’ W73°36.31’ 011º 5.2 NM to fld. 228/14W. NOTAM FILE GFL.
ILS 110.7  I–GFL  Rwy 01. Class IT. LOM GANSE NDB.

GORHAM

MIDLAKES (92G)  3 W  UTC–5(–4DT)  N43°20.47’ W73°36.62’

1080  NOTAM FILE BUF
RWY 14–32: 1820X55 (TURF)  1.1% up SE
RWY 14: Trees.
RWY 32: Road.


AIRPORT MANAGER: 585-764-1802
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.
NOTAM FILE BUF
RWY 09–27: 3430X100 (TURF) LIRL(NSTD)
RWY 09: Tree. Rgt tfc.
RWY 27: Thld dsplcd 1132’. Rgt tfc.
SERVICE: FUEL 80, 100 LGT
SS–SR. Rwy 09–27 rwy lgts OTS indef.
AIRPORT MANAGER: 716-532-3371
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.

NOTAM FILE BUF
RWY 06–24: 3800X90 (TURF) LIRL(NSTD)
RWY 06: Tree. Rgt tfc.
RWY 24: Tree. Rgt tfc.
SERVICE: LGT ACTIVATE LIRL Rwy 06–24—CTAF.
AIRPORT REMARKS: Attended dalgt hrs. Arpt dalgt ops only. For rwy conds Nov–Apr call 716–490–1134. Rwy 06 +6’ brush 40’ from rwy end both sides of centerline, trees 30’–80’, 100’–300’ fm rwy end. 90’–200’ left of centerline. Rwy 24 +44’ tree 164’ fm rwy end 80’ left of centerline. Rwy 06–24 LIRL NSTD due to spacing. Rwy 24 unlighted first 400’. Rwy 06–24 LIRL NSTD due to spacing. Rwy 24 unlgtd first 400’.
AIRPORT MANAGER: 716-490-1134
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0227.

NOTAM FILE BUF
RWY 07–25: 2665X200 (TURF) RWY LGTS(NSTD)
RWY 07: Tree.
RWY 25: Tree.
SERVICE: S4 LGT ACTIVATE LIRL Rwy 07–25 4 clicks—CTAF. Rwy 07–25 NSTD low intensity lgts; non–std edge and end lgts.
AIRPORT REMARKS: Attended dalgt hrs. Rwy 25 has numerous +30’–90’ trees, both sides at thld. Rwy numbers etched into turf sfc both ends. Deer and geese on and invof arpt. During winter check FSS for NOTAMs.
AIRPORT MANAGER: (607) 358-5801
COMMUNICATIONS: CTAF/UNICOM 122.8

NOTAM FILE BUF
RWY 01–19: 1801X75 (TURF)
RWY 01: Trees.
AIRPORT REMARKS: Attended May–Nov. dalgt hrs. Arpt CLOSED Dec 1–Apr 1. Rwy 01–19 may be clsd after rains due to wetness. Rwy 01–19 soft and wet during Mar–Jun. +30’ p–line parallel to and 150’ west of rwy centerline. Rwy 19 edges and thld marked by white markers (1’ square). Rwy 01 edges and dsplcd thld marked by white markers (1’ square), end of usable rwy not marked and is 112’ north of white thld markers.
AIRPORT MANAGER: 518-966-5343
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

NOTAM FILE BUF
RWY 01–19: 1801X75 (TURF)
RWY 01: Trees.
AIRPORT REMARKS: Attended May–Nov. dalgt hrs. Arpt CLOSED Dec 1–Apr 1. Rwy 01–19 may be clsd after rains due to wetness. Rwy 01–19 soft and wet during Mar–Jun. +30’ p–line parallel to and 150’ west of rwy centerline. Rwy 19 edges and thld marked by white markers (1’ square). Rwy 01 edges and dsplcd thld marked by white markers (1’ square), end of usable rwy not marked and is 112’ north of white thld markers.
AIRPORT MANAGER: 518-966-5343
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

NOTAM FILE BUF
RWY 01–19: 1801X75 (TURF)
RWY 01: Trees.
AIRPORT REMARKS: Attended May–Nov. dalgt hrs. Arpt CLOSED Dec 1–Apr 1. Rwy 01–19 may be clsd after rains due to wetness. Rwy 01–19 soft and wet during Mar–Jun. +30’ p–line parallel to and 150’ west of rwy centerline. Rwy 19 edges and thld marked by white markers (1’ square). Rwy 01 edges and dsplcd thld marked by white markers (1’ square), end of usable rwy not marked and is 112’ north of white thld markers.
AIRPORT MANAGER: 518-966-5343
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

NOTAM FILE BUF
RWY 01–19: 1801X75 (TURF)
RWY 01: Trees.
AIRPORT REMARKS: Attended May–Nov. dalgt hrs. Arpt CLOSED Dec 1–Apr 1. Rwy 01–19 may be clsd after rains due to wetness. Rwy 01–19 soft and wet during Mar–Jun. +30’ p–line parallel to and 150’ west of rwy centerline. Rwy 19 edges and thld marked by white markers (1’ square). Rwy 01 edges and dsplcd thld marked by white markers (1’ square), end of usable rwy not marked and is 112’ north of white thld markers.
AIRPORT MANAGER: 518-966-5343
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.
**HAMBURG INC** (4G2) 4 W UTC–(4DT) N42°42.05′ W78°54.89′
751 NOTAM FILE BUF
Rwy 01–19: H2465X30 (ASPH) LIRL(NSTD)
Rwy 01: Thld dsplcd 462′. Trees.
Rwy 19: Thld dsplcd 456′. Pole.
SERVICE: S2 FUEL 100LL, MOGAS LGT ACTIVATE LIRL Rwy 01–19—CTAF.
AIRPORT REMARKS: Unattended. Ultralgt acft on and involv arpt. Tie down area avbl east of Rwy 19 end. Rwy 01–19 NSTD LIRL due to placement.
AIRPORT MANAGER: 716-627-2440
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.

**RADIO AIDS TO NAVIGATION:**
BUFFALO (H) VOR/DME 116.4 BUF Chan 111 N42°55.74′ W78°38.78′ 229° 18.1 NM to fld. 730/8W.
VOR unusable:
036°–261° blo 11,000′
262°–275° blo 2,300′
276°–305° blo 6,000′
DME unusable:
036°–261° blo 11,000′
262°–275° blo 2,300′
276°–305° blo 6,000′

**HAMILTON MUNI** (VGC)(KVGC) 1 NE UTC–(4DT) N42°50.61′ W75°33.67′
1137 NOTAM FILE BUF
Rwy 17–35: H5314X75 (ASPH–GRVD) S–20, D–60 MIRL
Rwy 17: REIL. PAPI(P2L)—GA 3.0º TCH 40′. Thld dsplcd 300′. Trees.
Rwy 35: REIL. PAPI(P2L)—GA 4.0º TCH 40′. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
Rwy 17: TORA–5314 TODA–5314 ASDA–5314 LDA–5014
Rwy 35: TORA–5314 TODA–5314 ASDA–5314 LDA–5014
SERVICE: S4 FUEL 100LL, JET A, A+ LGT ACTIVATE MIRL Rwy 17–35, and REIL Rwy 17 and Rwy 35–122.7. Rwy 35 REILs temporarily OTS.
AIRPORT REMARKS: Attended 1400–2200Z. After hrs fuel avbl by appointment for a fee ctc arpt mgr. Maintenance shop airframe/powerplant and inspection authorization avbl Mon–Fri 1400–2200Z. Deer on and involv Rwy 17–35. Migratory birds on and involv arpt spring and fall. Ultralgt on and involv arpt. Rwy 17–35 south end has 572′ safety area. Windmills 3 miles N of arpt. Taxi svc and car rental avbl. NS ABTMT procedures in effect, all acft depart and maintain rwy heading until 2100′ MSL before making turn out.
AIRPORT MANAGER: (315) 824-1111
COMMUNICATIONS: CTAF/UNICOM 123.0
SYRACUSE APP/DEP CON 126.125
CLEARANCE DELIVERY PHONE: For CD ctc Syracuse Apch at 315-455-6218.
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
GEORGETOWN (L) VORTACW 117.8 GGT Chan 125 N42°47.34′ W75°49.60′ 085° 12.2 NM to fld. 2040/11W.
VOR unusable:
105°–279° blo 4,000′

**HAMPTON** N40°55.14′ W72°19.00′ NOTAM FILE HTO.
(H) VORTACW 113.6 HTO Chan 83 064° 3.8 NM to East Hampton. 22/13W.
DME usable:
280°–325° byd 35 NM blo 1,700′
326°–356° byd 30 NM blo 2,000′
TACAN AZIMUTH unusable:
280°–325° byd 35 NM blo 1,700′
326°–356° byd 30 NM blo 2,000′
VOR unusable:
010°–240°
270°–332°
RCO 122.6 (NEW YORK RADIO)

**HANCOCK** N42°03.78′ W75°18.98′ NOTAM FILE BUF.
(H) VOR/DME 116.8 HNK Chan 115 2070/11W.
HARRIS (See FORT ANN on page 199)

HAVERSTRAW HELIPORT  (H43)  E  UTC–5(–4DT)  N41°12.66’ W73°58.16’
12  NOTAM FILE ISP
HELIPAD H1: H50X50 (ASPH) RWY LGTS(NSTD)
HELIPAD H1: Bldg.
SERVICE: FUEL JET A LGT
For flood lgts call 914–429–1200.
HELIPORT REMARKS: Attended 1200–0000Z‡. For svc after hrs call 212–883–0999. Helipad H1 350’ twrs 800’ north of
helipad. Helicopters descend to point on turf area west of pavement and taxi to paved location. NS ABTMT, avoid
residential area west of heliport. Helipad H1 flood lgts.
AIRPORT MANAGER: 845-429-1200
COMMUNICATIONS: CTAF/UNICOM 123.05

HEBER AIRPARK (See GANSEVOORT on page 200)

HOLLANDS INTL FLD  (See NEWFANE on page 226)

HORNELL MUNI  (HTF/KHTF)  N  UTC–5(–4DT)  N42°22.93’ W77°40.93’
1219  B TPA—See Remarks  NOTAM FILE BUF
RWY 18–36: H5000X75 (ASPH–GRVD) MIRL 0.5% up N
RWY 18: REIL. Thd dsplcd 500’. Hill.
RWY 36: REIL. PAPI(P4L)—GA 3.0º TCH 50’. Trees.
SERVICE: FUEL 100LL, JET A LGT
ACTIVATE REIL Rwy 18–36 and
MIRL Rwy 18–36—CTAF. REIL Rwy 18 OTS indef.
AIRPORT REMARKS: Attended 1300–2100Z‡. Frequent helicopter medivac
ops, monitor CTAF. Rwy 36 PAPI unusable byd 5 degs right and left of
centerline. TPA—2219(1000) daylght, 2419(1200) night. Cold
temperature airport. Altitude correction required at or below –19C.
AIRPORT MANAGER: 585-615-3406
WEATHER DATA SOURCES: AWOS–3 118.475 (607) 324–9138.
COMMUNICATIONS: CTAF/UNICOM 122.7
CLEVELAND CENTER APP/DEP CON 124.325 or ctc Cleveland ARTCC at
440–774–0227.
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0227.
RADIO AIDS TO NAVIGATION: NOTAM FILE ELZ.
WELLSVILLE (L) DME 111.4 ELZ Chan 51 N42°05.38’
W77°59.97’ 048º 22.5 NM to fld. 2297/9W.
COLUMBIA CO (B1) 4 NE UTC–5(–4DT) N42º17.48´ W73º42.62´

198 B LRA NOTAM FILE BTV
RWY 03–21: H5350X100 (ASPH–GRVD) S–69, D–111, 2D–358
PCN 29 F/G/Y/T MIRL
RWY 03: REIL PAPI(P4L)—GA 3.0º TCH 40´. Tree.
SERVICE: S3 FUEL 100, 100LL, JET A1+ OX 1, 3 LGT ACTIVATE
REIL Rwy 03 and Rwy 21; MIRL Rwy 03–21—CTAF.
AIRCRAFT REMARKS: Attended 1200–2300Z‡.
AIRCRAFT MANAGER: 518-828-7011
WEATHER DATA SOURCES: AWOS–3 133.525 (518) 828–2577.
COMMUNICATION: CTAF/UNICOM 123.05
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.
RADIO AIDS TO NAVIGATION: NOTAM FILE ALB.

ALBANY (L) VORTAC W 115.3 ALB Chan 100 N42º44.84´ W73º48.19´
184º 27.7 NM to fld. 273/13W.
VOR unusable:
020º–059º byd 13 NM blo 6,000´
060º–080º
100º–135º byd 8 NM blo 10,000´
120º–135º byd 37 NM blo 14,500´
136º–175º byd 8 NM
144º–152º byd 20 NM blo 10,000´
144º–152º wi 20 NM blo 8,000´
153º–175º byd 8 NM blo 6,000´
176º–193º byd 17 NM blo 8,000´
176º–193º byd 25 NM blo 12,000´
194º–221º blo 6,000´
194º–221º byd 28 NM blo 8,000´
222º–250º byd 18 NM blo 15,000´
310º–320º byd 30 NM blo 5,000´
330º–019º blo 3,000´
330º–019º byd 10 NM blo 6,000´
330º–019º byd 19 NM blo 9,000´
330º–019º byd 28 NM blo 10,000´
TACAN AZIMUTH unusable:
030º–055º byd 10 NM
155º–195º byd 28 NM blo 5,500´
255º–340º byd 28 NM
DME unusable:
030º–055º byd 10 NM
155º–195º byd 28 NM blo 5,500´
255º–340º byd 28 NM
PHILMONT NDB (MHW) 272 PFH N42º15.19´ W73º43.40´ 027º 2.4 NM to fld. 340/13W. NOTAM FILE BTV.

NE, 5 NOV 2020 to 31 DEC 2020
HUDSON VALLEY RGNL (See POUGHKEEPSIE on page 235)

HUGUENOT

VOR/DME 116.1 HUO Chan 108 093° 9.1 NM to Randall. 1300/11W.

VOR unusable:
029°–045° byd 15 NM bly 5,000’
050°–060° byd 10 NM
210°–230° byd 20 NM bly 6,500’

RCO 122.1R 116.1T (NEW YORK RADIO)

HUNTER

NDB (MHW) 356 HEU at Schenectady Co. 33/14W.

ITHACA TOMPKINS RGNL (ITH)(KITH) 3 NE UTC–5(–4DT) N42°29.48’ W76°27.52’

1099 B ARFF Index—See Remarks NOTAM FILE ITH

RWY 14–32: H6977X150 (ASPH–GRVD) S–100, D–192, 25–114, 2D–574, 2D/2D2–1044 PCN 58 F/C/W/T HIRL 0.3% up SE

RWY 14: PAPI(P4L)—GA 3.0º TCH 50’. RVR–R

RWY 32: MALSR. PAPI(P4L)—GA 3.2º TCH 53’. RVR–T Trees.

RWY 15–33: 2018X50 (TURF) 0.3% up SE

RWY 15: Road.

RWY 33: Antenna.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA–6977 TUDA–6977 ASDA–6602 LDA–6602

RWY 32: TORA–6977 TUDA–6977 ASDA–6602 LDA–6602

SERVICE: S4 FUEL 100LL, JET A LGT When twr clsd ACTIVATE MALSR Rwy 32, HIRL Rwy 14–32 and twy lghts—CTAF. PAPI Rwy 14 and Rwy 32 opr continuously.


AIRPORT MANAGER: 607-257-0456

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc New York ARTCC.

AIRSPACE: CLASS D svc 1130–0300Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE ITH.

VOR/DME 111.8 ITH Chan 55 N42°29.70’ W76°27.58’ at fld. 1102/10W.

COMM/NAV/WEATHER REMARKS: UNICOM unmonitored. For Cln Del when ATCT clsd ctc Elmira Apch on 124.3.
JAMESTOWN
CHAUTAUQUA CO/JAMESTOWN (JHW)(KJHW) 3 N UTC–5(–4DT) N42º09.20´ W79º15.48´

RUNWAY DECLARED DISTANCE INFORMATION
RWY 07: TORA–5299 TODA–5299 ASDA–5299 LDA–5299
RWY 31: TORA–4499 TODA–4499 ASDA–4499 LDA–4499

SERVICE: S4  FUEL 100LL, JET A  OX 1, 2  LGT ACTVT MALSR Rwy 25; REIL Rwy 31; PAPI Rwy 13 and Rwy 31; VASI Rwy 07; HIRL Rwy 07–25; MIRL Rwy 13–31 and twy lgts—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1100–1930Z‡. Deer and birds on and inv of arpt. Attendance hrs and svc avbl are subject to change, call arpt manager at 716–484–0204 to confirm. Rwy/twy conditions not monitored outside normal attendance hrs. Snow removal ops avbl during normal attendance hours; snow removal may be limited on holidays and weekends. 24 hr PPR for air carrier ops with more than 9 PAX seats. Ctc arpt manager at 716–484–0204. For emergencies after hrs, call 911 for mutual aid svc. Ldg fee multi–engine acft only.

AIRPORT MANAGER: 716-484-0204

WEATHER DATA SOURCES: AWOS–3PT 118.425 (716) 664–6005.

COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.1R 114.7T (BUFFALO RADIO)
BUFFALO APP/DEP CON 126.05 (1100–0500Z‡)
CLEVELAND CENTER APP/DEP CON 127.075 (0500–1100Z‡)

CLEARANCE DELIVERY PHONE: For CD ctc Buffalo Apch at 716-626-6920, when Apch clsd ctc Cleveland ARTCC at 440-774-0232.

AIRSPACE: CLASS E svc 1100–0300Z‡ Sun–Fri, 1200–2300Z‡ Sat; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE JHW.

JAMESTOWN (H) VOR/DME 114.7 JHW Chan 94 N42º11.32´ W79º07.28´ 258º 6.5 NM to fld. 1786/7W.
ILS/DME 109.7 I–JHW Chan 34 Rwy 25. Class IE.

JOHN F KENNEDY INTL  (See NEW YORK on page 221)
JOHNSTOWN

FULTON CO (NY0) E UTC–5(–4DT) N42º59.89´ W74º19.77´

RWY 10–28: H4000X75 (ASPH) MIRL 0.4% up E
RWY 10: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Trees.
RWY 28: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Trees.


AIRPORT MANAGER: 518-882-6392
COMMUNICATIONS: CTAF/UNICOM 122.7
ALBANY APP/DEP CON 118.05

CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

RADIO AIDS TO NAVIGATION: NOTAM FILE ALB.

ALBANY (L) VORTAC 115.3 ALB Chan 100 N42º44.84´ W73º48.19´ 316º 27.7 NM to fld. 273/13W.
VOR unusable: 020º–059º byd 13 NM blo 6,000´ 060º–080º 100º–135º byd 8 NM blo 10,000´ 120º–135º byd 37 NM blo 14,500´ 136º–175º byd 8 NM 144º–152º byd 20 NM blo 10,000´ 144º–152º wi 20 NM blo 8,000´ 153º–175º byd 8 NM blo 6,000´ 176º–193º byd 17 NM blo 8,000´ 176º–193º byd 25 NM blo 12,000´ 194º–221º blo 6,000´ 194º–221º byd 28 NM blo 8,000´ 222º–250º byd 18 NM blo 15,000´ 310º–320º byd 30 NM blo 5,000´ 330º–019º byd 3,000´ 330º–019º byd 10 NM blo 6,000´ 330º–019º byd 19 NM blo 9,000´ 330º–019º byd 28 NM blo 10,000´

TACAN AZIMUTH unusable: 030º–055º byd 10 NM 155º–195º byd 28 NM blo 5,500´ 255º–340º byd 28 NM


JOHNSTOWN NDB (MHW) 523 JIH N42º59.97´ W74º19.89´ at fld. 867/14W. NOTAM FILE BTV.

JOSEPH Y RESNICK (See ELLENVILLE on page 194)

KATHI N43º06.54´ W78º50.30´ NOTAM FILE IAG.

NDB (LOM) 329 IA 279º 4.7 NM to Niagara Falls Intl.
KENNEDY  N40°37.97’  W73°46.28’  NOTAM FILE JFK.
(H) VOR/DME  115.9  JFK  Chan 106  at John F Kennedy Intl. 11/12W.
VOR/DME unusable:
100°–299° byd 30 NM blo 2,000’
300°–059° byd 30 NM blo 2,500’
060°–099° byd 25 NM blo 2,500’
RCO  122.1R 115.9T (NEW YORK RADIO)

KINGSTON–ULSTER  (20N)  4 N UTC–5(–4DT)  N41º59.12’  W73º57.86’
147  NOTAM FILE ISP
RWY 15–33: H3100X60 (ASPH)  S–12.5  MIRL  0.4% up NW
RWY 15: PAPI(P2L)—GA 4.5º TCH 50’. Thld dsplcd 235’. Tree.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 15: TORA–3100  TODA–3100  ASDA–3010  LDA–2775
RWY 33: TORA–3100  TODA–3100  ASDA–2939  LDA–2630
SERVICE: S4  FUEL  100LL, JET A
and twy lgts opr 123.3 dusk–dawn. ACTIVATE PAPI Rwy 15 and Rwy 33—123.3.

AIRPORT REMARKS: Attended 1400–2200Z‡, exc Thanksgiving, Christmas, and New Years. PAEW adjacent twy/rwy. No runups at Rwy 15 thld. No line of sight between Rwy 33 hold line and act in final 0.25 mile of apch to Rwy 33. Voluntary NS ABTMT procedures in effect. Avoid overflight of housing development adjacent to north end of rwy. Rental car avbl 845–338–6929. Rwy 15 PAPI unusable 5º left of course and 8º right of course.

AIRPORT MANAGER: 845-336-7700
COMMUNICATIONS: CTAF/UNICOM  122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.
(L) VOR/DME  117.6  IGN  Chan 123  N41º39.93’  W73º49.33’  354º  20.2 NM to fld. 582/12W.
VOR portion unusable:
045º–050º byd 35 NM blo 4,300’
070º–140º byd 30 NM blo 3,400’

KINGSTON  N41º39.93’  W73º49.33’  NOTAM FILE ISP
(l) VOR/DME  117.6  IGN  Chan 123  242º 3.6 NM to Hudson Valley Rgnl. 582/12W.
VOR portion unusable:
045º–050º byd 35 NM blo 4,300’
070º–140º byd 30 NM blo 3,400’
RCO  122.1R 117.6T (NEW YORK RADIO)

KLUMP  N43º00.02’  W78º39.05’  NOTAM FILE BUF.
NDB (LOMW)  231  BU  233º  5.0 NM to Buffalo Niagara Intl. 630/9W.

KOBELT  (See WALLKILL on page 249)

LA GUARDIA  N40º47.02’  W73º52.12’  NOTAM FILE LGA.
(l) VOR/DME  113.1  LGA  Chan  78  at Laguardia. 9/12W.
VOR unusable:
245º–280º blo 6,000’
DME unusable:
245º–280º byd 25 NM blo 6,000’

LAGUARDIA  (See NEW YORK on page 222)
NEW YORK

LAKE PLACID  (LKP)(KLKP)  1 SE UTC–5(–4DT)  N44º15.87´ W73º57.71´
1747  NOTAM FILE BTV
RWY 14–32: H4196X60 (ASPH)  S–8 PCN 24 F/B/X/T  MIRL
RWY 14: PAPI(P2L)—GA 3.5º TCH 51´. Trees.
RWY 32: Thrd dsplcd 1140´. Trees.
SERVICE: S4  FUEL  100LL, JET A  LGT ACTIVATE PAPI Rwy 14, MIRL
Rwy 14–32 and twy lghts—CTAF.
AIRPORT REMARKS: Attended May–Sep 1300–2100Z‡, Oct–Apr
1300–2100Z‡. Extensive glider activity. Mountains on both apchs
1–5 miles from rwy ends. 24 hrs advanced notice required for all Jet
A svcs after posted business hrs. Cold temperature airport. Altitude
correction required at or below –32C. Rwy 14 PAPI unusable byd 3
NM.
AIRPORT MANAGER: 518-523-2473
COMMUNICATIONS: CTAF/UNICOM 122.8
BOSTON CENTER APP/DEP CON 120.35
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.
BURLINGTON (L) VOR/W/DME 117.5  BTV Chan 122  N44º23.83´
W73º10.96´  272º 34.5 NM to fld. 417/15W.
VOR unusable:
075º–132º byd 30 NM blo 9,000´
133º–165º byd 30 NM blo 8,000´
DME unusable:
075º–132º byd 30 NM blo 9,000´
133º–165º byd 30 NM blo 8,000´

LANCASTER

BUFFALO–LANCASTER RGNL  (BQR)(KBQR)  3 NE UTC–5(–4DT)  N42º55.32´ W78º36.72´
752  FUEL  100LL, JET A  LGT ACTIVATE MIRL Rwy 08–26,
REIL Rwys 08 and 26 and PAPI Rwys 08 and 26—CTAF. Rwy 08 PAPI
unusable byd 3 deg right of RCL. Rwy 26 PAPI unusable byd 5 deg left
of RCL.
AIRPORT REMARKS: For attendance call 716–860–6044. +28´ railroad
AIRPORT MANAGER: 716-860-6044
COMMUNICATIONS: CTAF/UNICOM 123.05
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
(H) VOR/DME 116.4  BUF Chan 111  N42º55.74´
W78º38.78´  113º 1.6 NM to fld. 730/8W.
VOR unusable:
036º–261º blo 11,000´
262º–275º blo 2,300´
276º–035º blo 6,000´
DME unusable:
036º–261º blo 11,000´
262º–275º blo 2,300´
276º–035º blo 6,000´
COMM/NAV/WEATHER REMARKS: AUNICOM SUPER, 617–262–3825.
LE ROY  (5G0)  2 E UTC–5(–4DT)  N42º58.88´ W77º56.11´  DETROIT  L–31E, 32F  NEW YORK
780  B  NOTAM FILE BUF  IAP
RWY 10–28:  H3854X60 (ASPH)  S–12.5  MIRL
RWY 10:  REIL. PAPI(P2L)—GA 3.0º TCH 11´. Fence.
RWY 28:  REIL. PAPI(P2L)—GA 3.5º TCH 53´. Fence.
SERVICE:  S2  FUEL  100LL  LGT  ACTIVATE REIL Rwy 10 and Rwy 28; PAPI Rwy 10 and Rwy 28; MIRL Rwy 10–28—CTAF.
AIRPORT MANAGER:  585-259-9308
COMMUNICATIONS:  CTAF/UNICOM 122.8
Rochester APP/Dep CON 123.7
CLEARANCE DELIVERY PHONE:  For CD ctc Cleveland ARTCC at 440-774-0490.
RADIO AIDS TO NAVIGATION:  NOTAM FILE BUF.

GENESEO  (L) VOR/DME 108.2  GEE  Chan 19  N42º50.06´ W77º43.97´ 324º 12.5 NM to fld. 990/9W.
VOR portion unusable:
208º–224º byd 29 NM blo 5,000´
225º–230º
231º–245º byd 29 NM blo 5,000´
DME unusable:
115º–120º byd 29 NM blo 4,000´
140º–155º byd 30 NM blo 5,000´
LEDGEDALE AIRPARK  (See BROCKPORT on page 186)

LIVINGSTON  GREEN ACRES  (1A1)  2 NE UTC–5(–4DT)  N42º08.97´ W73º45.03´
297  NOTAM FILE BTV
RWY 03–21:  2275X75 (TURF)
RWY 03:  Trees.
RWY 21:  Tree.
SERVICE:  S2
AIRPORT REMARKS:  Attended dalgt hours. Rwy 03 has + 15´ road across beginning of rwy. Rwy 21 first 400´ of rwy downslopes 20´ to low point of rwy.
AIRPORT MANAGER:  518-851-7460
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Albany Apch at 518-862-2299.

LOCKPORT  NORTH BUFFALO SUBURBAN  (0G0)  3 S UTC–5(–4DT)  N43º06.19´ W78º42.20´  DETROIT  L–31E
588  TPA—1401(813)  NOTAM FILE BUF
RWY 10–28:  H2830X50 (ASPH)  S–6  MIRL
RWY 10:  Trees.
AIRPORT REMARKS:  Attended 1330–2200Z‡. Rwy safety area 500´X60´ west end Rwy 10. Asph broken along rwy north edge in several areas, marked by orange cones.
AIRPORT MANAGER:  716-625-8111
COMMUNICATIONS:  CTAF/UNICOM 123.0
Buffalo APP/Dep CON 126.5
CLEARANCE DELIVERY PHONE:  For CD ctc Cleveland ARTCC at 440-774-0490.
RADIO AIDS TO NAVIGATION:  NOTAM FILE BUF.
BUFFALO  (H) VOR/DME 116.4  BUF  Chan 111  N42º55.74´ W78º38.78´ 355º 10.7 NM to fld. 730/8W.
VOR unusable:
036º–261º blo 11,000´
262º–275º blo 2,300´
276º–035º blo 6,000´
DME unusable:
036º–261º blo 11,000´
262º–275º blo 2,300´
276º–035º blo 6,000´

NE, 5 NOV 2020 to 31 DEC 2020
LONG LAKE

LONG ISLAND MAC ARTHUR (See NEW YORK on page 223)

LONG LAKE

LONG LAKE /HELMS SPB (NY9) 0 N UTC–5(–4DT) N43°58.50′ W74°25.23′

1629 NOTAM FILE BUF

WATERWAY NE–SW: 15000X1500 (WATER)

SERVICE: 52 FUEL 100LL

SEAPLANE REMARKS: Attended Apr–Nov 1300Z–dusk. Bridge across lake (Route 30) 500′ NW of base. Do not taxi under bridge at high water levels, possible at low water level, stay to west (high) side of bridge. Water levels may vary +/-10′. Pline at base and building across from base, +50′ plines along road and bridge (Route 30). One rwy north of bridge and the other rwy south of bridge.

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

LONG LAKE SAGAMORE SPB & MARINA SPB (K03) 1 N UTC–5(–4DT) N43°58.14′ W74°25.73′

1629 NOTAM FILE BUF

WATERWAY ALL–WAY: 15000X2000 (WATER)

SEAPLANE REMARKS: Attended April–Nov dawn–dusk. Major rwy orientation is NE–SW. Do not taxi under bridge at high water levels, possible at low water levels. Stay to west (high) side of bridge. Water levels vary +/-10′. Access to Sagamore Base from land side via Owlhead Lane off of Rt 30 north of US Post Office on east side. One rwy north of bridge, another rwy south of bridge. Bridge across lake (Route 30) and building across road. +50′ P–lines along road and bridge (Route 30).

Sagamore Base located 1/4 mile south of bridge on east shore. SPB located 60 NM east of Carthage, NY.

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

LT WARREN EATON (See NORWICH on page 228)

LUFKER (See EAST MORICHES on page 193)

MALONE–DUFORT (MAL)(KMAL) 2 W UTC–5(–4DT) N44°51.22′ W74°19.74′

790 B NOTAM FILE BTV

RWY 05–23: H3994X100 (ASPH) S–20 MIRL 0.4% up SW

RWY 05: REIL. PAPI(P2L)—GA 3.15° TCH 42′. Trees.

RWY 14–32: H3250X75 (ASPH) S–12.5 MIRL 0.9% up SE

RWY 14: Trees.

RWY 32: Thld dsplcd 348′. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA–3994 TODA–3994 ASDA–3994 LDA–3994

RWY 14: TORA–3250 TODA–3250 ASDA–3250 LDA–3250

RWY 23: TORA–3994 TODA–3994 ASDA–3994 LDA–3994

RWY 32: TORA–3250 TODA–3250 ASDA–3250 LDA–2902

SERVICE: FUEL 100LL LGT ACTIVATE PAPI Rwy 05 and Rwy 23, MIRL Rwy 05–23, Rwy 14–32 and twy lgts—CTAF.

AIRPORT REMARKS: Airport not attended. Rwy 14–32 has snow removal but visual inspection and NOTAM check must be done as town roads are plowed before arpt. Haying activity and equipment present Jun–Sept.

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

POLYNESIA (H) VORTACW 114.11 MSS Chan 88 N44°54.87′ W74°43.36′ 116° 17.2 NM to fld. 198/14W.

VOR unusable:

056°–066° blo 14,000′ 067°–260°
261°–271° blo 18,000′ 261°–271° byd 38 NM
272°–055°
MASSENA INTL–RICHARDS FLD (MSS)(KMSS) 2 E UTC–5(–4DT)  N44º56.17´ W74º50.71´  MONTREAL

RWY 05–23: H5601X100 (ASPH–GRVD) S–30, D–50, 2D–76
PCN 18 F/C/X/T  HIRL 0.3% up NE

RWY 05: REIL. PAPI(P4L)—GA 3.0º TCH 58´. Pole.
RWY 23: PAPI(P4L)—GA 3.0º TCH 43´

RWY 09–27: H4000X100 (ASPH–GRVD) S–30, D–50, 2D–76  MIRL

RWY 09: REIL. Trees.
RWY 27: REIL. PAPI(P4L)—GA 3.0º TCH 35´.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–5601 TODA–5601 ASDA–5601 LDA–5601
RWY 09: TORA–4000 TODA–4000 ASDA–3880 LDA–3880
RWY 27: TORA–4000 TODA–4000 ASDA–3880 LDA–3880

SERVICE: S1 FUEL 100LL, JET A

AIRPORT REMARKS: Attended Mon–Fri 1230–2200Z‡, Sat 1300–1700Z‡.
Unattended holidays. Birds and deer on and invof arpt. Frequent concentration of seagulls and Canada geese on and invof arpt particularly during poor wx periods. 421´ lgtd/markd twr 6000’ south of arpt. Rwy conditions reported during normal hrs of ops. PPR 24 hrs for air carrier ops with more than 30 passenger seats, call arpt manager 315–769–7605. Rwy 05 and Rwy 09–27 first 50’ not grvd. Overnight acft parking avbl at terminal apron. After attendance hrs vehicle and pedestrian access to FBO apron and hangar only avbl with key card for automatic gate. Commuter acft secure area clsd to general aviation acft clearing customs. Parking avbl to right of terminal bldg. Caution NVD ops conducted periodically in arpt tfc pattern area. Mil hel training on and invof arpt. Flight Notification Service (ADCUS) avbl. Ldg fee.

AIRPORT MANAGER: 315-769-7605

WEATHER DATA SOURCES: ASOS 128.075 (315) 764–0481.

COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.2 (BURLINGTON RADIO)

BoS TWR APP/DEP CON 135.25

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Boston ARTCC at 603-879-6859.

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION:

VORTAC 114.1 MSS Chan 88  N44º54.87´ W74º43.36´ 298º 5.4 NM to fld. 198/14W.

VOR unusable:
056º–066º blo 14,000´
067º–260º
261º–271º blo 18,000´
261º–271º byd 38 NM
272º–055º

MISSE NDB (LOMW) 278 MS N44º51.25´ W74º54.95´ 045º 5.8 NM to fld. 245/14W.

ILS 108.7 I–MSS Rwy 05. Class IE. LOM MISSE NDB. LOM unmonitored.
MAYVILLE

DART (D79) 2 E UTC–5(–4DT) N42º16.09´ W79º28.90´
1330 TPA—2130(800) NOTAM FILE BUF
RWY 10–28: 3800X60 (TURF)
RWY 10: Trees.
RWY 28: Tree.
RWY 13–31: 2750X60 (TURF)
RWY 13: Brush.
RWY 31: Trees.
RWY 06–24: 1840X80 (TURF)
RWY 06: Trees.
RWY 24: P–line.
AIRPORT REMARKS: Attended dalgt hours. Extensive glider ops on and invof arpt. Ultralight activity on and invof arpt. Pole line running along north side of Rt. 430.
AIRPORT MANAGER: 716-753-6711
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Buffalo Apch at 716-626-6920, when Apch clsd ctc Cleveland ARTCC at 440-774-0232.

MIDDLESEX VALLEY (4N2) 1 NW UTC–5(–4DT) N42º42.84´ W77º16.32´
770 NOTAM FILE BUF
RWY 03–21: 2130X175 (TURF) 2.1% up NE
RWY 03: Tree.
RWY 21: Tree.
SERVICE: S2
AIRPORT MANAGER: (585) 465-3926
COMMUNICATIONS: CTAF/UNICOM 122.7
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.

MIDDLETOWN

RANDALL (06N) 2 SE UTC–5(–4DT) N41º25.91´ W74º23.49´
523 NOTAM FILE ISP
RWY 08–26: H2810X60 (ASPH) S–25 MIRL 0.6% up E
RWY 08: PAPI(P2L)—GA 4.0º TCH 44´. Thld dsplcd 563´. Road.
RWY 26: PAPI(P2R)—GA 4.0º TCH 30´. Trees.
SERVICE: LGT Several rwy and twy lgts OTS indef. PAPI Rwy 26 OTS indef. ACTIVATE MIRL Rwy 08–26—CTAF.
AIRPORT REMARKS: Unattended. Heavy glider and hang glider activity on weekends and holidays. Ultralight on and inv of arpt. Rwy 08–26 sfc treatment, single wheel strength is 12.5. Rwy markings very badly faded.
AIRPORT MANAGER: 845-343-5965
COMMUNICATIONS: CTAF/UNICOM 122.8
NEW YORK APP/DEP CON 132.75
CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 516-683-2448
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.
HUGUENOT (H) VOR/DME 116.1 HUO Chan 108 N41º24.58´ W74º35.50´ 093º 9.1 NM to fld. 1300/11W.
VOR unusable:
029º–045º byd 15 NM blo 5,000´
050º–060º byd 10 NM
210º–230º byd 20 NM blo 6,500´

MIDLAKES (See GORHAM on page 202)
MILLBROOK

SKY ACRES (44N)  6 SW  UTC–5(–4DT)  N41°42.45′ W73°44.28′

697  NOTAM FILE ISP

RWY 17–35: H3828X60 (ASPH)  S–20  MIRL  1.3% up S

RWY 17: Trees.

RWY 35: PAPI(P2L)—GA 3.0º TCH 33′. Trees.

SERVICE: S4  FUEL  100LL  LGT ACTIVATE MIRL Rwy 17–35; PAPI Rwy 35—122.8

AIRPORT REMARKS: Attended 1300–2100Z‡. Self-svc fuel avbl 24 hrs. Rwy 17–35 safety areas have 30′ dropoffs sloping 20′ from thld at both ends. Parallel twy not lgtd. PAPI Rwy 35 unusable 8º right of centerline. Cold temperature airport. Altitude correction required at or below –23C.

AIRPORT MANAGER: 845-677-5010

COMMUNICATIONS: CTAF/UNICOM 122.8

NEW YORK APP/DEP CON 132.75

CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 516-683-2448

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

KINGSTON (L) VOR/DME 117.6  IGN Chan 123  N41°39.93′ W73°49.33′ 068º 4.5 NM to fld. 582/12W.

VOR portion unusable:

045º–050º byd 35 NM blo 4,300′

070º–140º byd 30 NM blo 3,400′

MISSE N44°51.25′ W74°54.95′  NOTAM FILE MSS.

NDB (LOMW) 278  MS  045º 5.8 NM to Massena Intl–Richards Fld. 245/14W.

MONGA N41°46.00′ W74°51.64′  NOTAM FILE MSV.

NDB (MHW/LOM) 359  MS  155º 4.9 NM to Sullivan Co Intl. 1387/12W.

NDB unusable:

Byd 15 NM

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MONTAUK (MTP)(KMTP) 3 NE UTC–5(–4DT) N41º04.60´ W71º55.23´

NOTAM FILE MTP

RWY 06–24: H3246X75 (ASPH) MIRL


SERVICE: LGT ACTIVATE MIRL Rwy 06–24, PAPI Rwy 06 and Rwy 24—121.7. PAPI Rwy 06 temporarily OTS.

AIRPORT REMARKS: Attended Apr–Oct dalgt hrs, other times irregularly. Arpt clsd to helicopter ops SS–SR; PPR. Helicopters call for prior permission to land on ramp area. Arpt clsd to jet acct exc PPR call arpt manager 631–668–3738. Deer on or inv of arpt. No touch and goes Rwy 06–24. Rwy 06 18’ brush along rwy edge 90’ left, 30’ pole 400’ from thld 79’ left, 31’ pole 216’ from rwy thld 233’ right. Rwy 06, 26’ tree 382’ from thld 21’ left, 25’–32’ trees 180’–255’ from thld 60’–90’ left, 11’–17’ trees 225’–270’ from thld 4’–95’ right. Rwy 24, 21’ brush along rwy edge 87’ rgt. Ldg fee. Noise abatement, Rwy 24 dep, right turn ASAP.

AIRPORT MANAGER: 631-668-3738

COMMUNICATIONS: CTAF/UNICOM 122.7

® NEW YORK APP CON 125.975

® PROVIDENCE DEP CON 125.75 (Sun–Fri 1030–0530Z‡, Sat 1030–0500Z‡) other times ctc

® BOSTON CENTER DEP CON 124.85

CLEARANCE DELIVERY PHONE: For CD ctc Providence Apch at 401-738-8945, when Apch clsd ctc Boston ARTCC at 603-879-6859.

RADIO AIDS TO NAVIGATION: NOTAM FILE HTO.

HAMPTON (H) VORTAC 113.6 HTO Chan 83 N40º55.14´ W72º19.00´ 075º 20.3 NM to fld. 22/13W.

DME unusable:

280º–325º byd 35 NM blo 1,700’

326º–355º byd 30 NM blo 2,000’

TACAN AZIMUTH unusable:

280º–325º byd 35 NM blo 1,700’

326º–355º byd 30 NM blo 2,000’

VOR unusable:

010º–240º

270º–332º

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COPTER

L–33C

IAP
RWY 04–22: H5006X100 (ASPH–GRVD) S–30, D–57, 2D–85 HIRL
RWY 04: REIL. PAPI(P4L)—GA 3.0º TCH 52’. Trees.
RWY 22: REIL. PAPI(P2L)—GA 3.0º TCH 45´. Rgt tfc.
RWY 08–26: H3664X100 (ASPH) S–30, D–57, 2D–85 MIRL
0.3% up E
RWY 08: PAPI(P2L)—GA 3.5º TCH 49´. Trees.
RWY 26: PAPI(P2L)—GA 3.5º TCH 43´. Thld dpdc 315’. Fence. Rgt tfc.

AIRPORT REMARKS: Attended Sun 1330–2130Z‡, Nov–Apr Mon–Sat
1200–2200Z‡, May–Oct Mon–Sat 1200–0000Z‡. Deer and birds on
and inv of arpt. Rwy 04 designated calm wind rwy. Wind indicator on
Rwys 04, 22, 26. Be aware of large turbojet acft in cft Stewart arpt lctd
7 NM east–southeast. 800’ hill 1/2 mile northwest of arpt on
downwind/base leg for Rwy 22. NS ABTMT procedures in effect, ctc
arpt mgr 845–457–4925. PCL only avbl SS–SR.

AIRPORT MANAGER: 845-457-4925
WEATHER DATA SOURCES: ASOS 119.275 (845) 457–1486.
COMMUNICATIONS: CTAF/AUNICOM 122.725
NEW YORK APP/DEP CON 132.75
MONTGOMERY CLNC DEL 123.85
CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 516-683-2448 or 123.85
RADIO AIDS TO NAVIGATION: NOTAM FILE ISR
HUGUENOT (H) VOR/DME 116.1 HUO Chan 108 N41º24.58’ W74º35.50’ 078º 16.0 NM to fld. 1300/11W.
VOR unusable:
029º–045º byd 15 NM bio 5,000’
050º–060º byd 10 NM
210º–230º byd 20 NM bio 6,500’
ILS 111.7 I–MGJ Rwy 04. Class IT.
NEW YORK 219

MONTICELLO

SULLIVAN CO INTL  (MSV)(KMSV)  6 NW UTC–5(–4DT)  N41º42.10´ W74º47.70´
1403  B  Class IV, ARFF Index A  NOTAM FILE MSV
RWY 15–33:  H6298X150 (ASPH–GRVD)  S–36, D–49, 2D–74.5
PCN 28 F/B/W/U  HIRL  0.4% up NW

RUNWAY DECLARED DISTANCE INFORMATION
RWY 15:  TORA–6298  TODA–6298  ASDA–6198  LDA–5900
RWY 33:  TORA–6298  TODA–6298  ASDA–6098  LDA–5798

SERVICE:  S3  FUEL  100LL, JET A
LGT  ACTIVATE HIRL Rwy 15–33, REIL Rwy 15 and Rwy 33, and twy lgts—CTAF. PAPI Rwy 15 and Rwy 33 opr continuously.

AIRPORT REMARKS:  Attended 1130–2200Z‡. Self service 100LL fuel avbl 24 hrs daily. JET A fuel avbl 1300–2200Z‡, after hrs call 845–807–0325. Birds/waterfowl, coyote and deer on and invof arpt. PPR 24 hrs for acft ops with more than 30 pax seats; call arpt manager 845–807–0326 or 845–665–1714. Rwy 15–33 entire len of rwy sfc has numerous deep longitudinal cracks with weeds growing from cracks. Ldg fee for acft over 8,000 lbs and all commercial acft regardless of weight. Twa A sfc has numerous deep longitudinal cracks with weeds growing from cracks.

AIRPORT MANAGER:  (845) 807-0326
WEATHER DATA SOURCES:  AWOS–3PT 124.725 (845) 583–5056.
COMMUNICATIONS:  CTAF/UNICOM 122.8
NEW YORK APP/DEP CON 132.75
MONTICELLO CINC DEL 121.6

CLEARANCE DELIVERY PHONE:  For CD ctc New York Apch at 516-683-2448 or 121.6

MOORES  (See DEGRASSE on page 191)

NEELY  N41º29.15 ´ W74º13.67 ´ NOTAM FILE SWF.
NDB (MHW/LOM) 335  SW 093º 5.7 NM to New York Stewart Intl. 405/14W. mhw/lom unmonitored when ATCT clsd.

NEW YORK

DOWNTOWN MANHATTAN/WALL ST HELIPORT  (JRB)(KJRB)  3 SE  N40º42.07 ´ W74º00.54 ´
7  NOTAM FILE ISP
HELIPAD H1:  H62X62 (CONC)  S–50  PERIMETER LGTS
SERVICE:  FUEL  JET A


AIRPORT MANAGER:  212-248-7240
WEATHER DATA SOURCES:  AWOS–3PT 128.175 (212) 425–1534.
COMMUNICATIONS:  CTAF/UNICOM 123.05
APP/DEP CON 123.8
EAST 34TH STREET HELIPORT (6N5) 0 E N40°44.56’ W73°58.32’

HELIPAD H1: H37X37 (ASPH–CONC) RWY LGTS(NSTD)
HELIPAD H2: H44X44 (ASPH) RWY LGTS(NSTD)
HELIPAD H3: H44X44 (ASPH) RWY LGTS(NSTD)
HELIPAD H4: H44X44 (ASPH) RWY LGTS(NSTD)

SERVICE: FUEL JET A1

HELIPORT REMARKS: Attended Mon–Fri 1300–0100Z‡. Heliport clsd Sat and Sun. Lctd 4.3 SW of La Guardia Arpt. Bcn lctd abv office trailer bio elev highway. NX RAD wx sys avbl. No late or early ops avbl. All ops over East River. Call ahead for parking. Rwy H1 lgtd bldg and fence NW and SE, elev highway and bldg to the west, fence and bldg to the north and south. River on the east side, sailboats and ferries possible rwy edge of pad. H1 NSTD green perimeter lgts. Ldg fee.

AIRPORT MANAGER: 212-889-6370

COMMUNICATIONS: CTAF/UNICOM 123.075

APP/DEP CON 120.8

CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 800-645-3206.

EVERS SPB (6N6) 12 NE UTC–5(–4DT) N40°50.76’ W73°48.97’

WATERWAY ALL–WAY: 5000X400 (WATER)
WATERWAY ALL: Boat.
WATERWAY WAY: Boat.

SEAPLANE REMARKS: Attended April–Oct 1300–0000Z‡. Dalgt ops only. Unlighted barge approximately 350’ northeast of ldg dock and ramp. Left tfc pat is west, southwest, south, southeast; rgt tfc pat is east, northeast, north, northwest. All turns over water. Min alt 300’ base to final turn.

AIRPORT MANAGER: 718-863-9111

COMMUNICATIONS: CTAF 122.9

NEW YORK

JOHN F KENNEDY INTL (JFK) (KJFK) 13 SE UTC–5(–4DT) N40°38.40’ W73°46.72’

13 B LRA Class I, ARFF Index E NOTAM FILE JFK


RWY 31L: PAPI(P4L)—GA 3.0’ TCH 67’. RVR–TMR Thld dsplcd 3263’.

RWY 04L–22R: H12079X200 (CONC–GRVD) D–210, 2S–175, 2D–550, 2D/2D2–1100 PCN 90 R/B/W/T HIRL CL


RWY 04R–22L: H84000X200 (ASPH–GRVD) D–210, 2S–175, 2D–550, 2D/2D2–1100 PCN 90 F/B/W/T HIRL CL

RWY 04R: ALSF2. TDZL. PAPI(P4L)—GA 3.0’ TCH 69’. RVR–TMR Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04L: TORA–11351 TODA–11351 ASDA–11470 LDA–11010

RWY 04R: TORA–8400 TODA–8400 ASDA–8400 LDA–8400

RWY 13L: TORA–10000 TODA–10000 ASDA–10000 LDA–9093

RWY 13R: TORA–14511 TODA–14511 ASDA–14511 LDA–12468

RWY 22L: TORA–8400 TODA–8400 ASDA–8400 LDA–8400

RWY 22R: TORA–12079 TODA–12079 ASDA–11219 LDA–7795

RWY 31L: TORA–14511 TODA–14511 ASDA–14511 LDA–11248

RWY 31R: TORA–10000 TODA–10000 ASDA–9513 LDA–8486

ARRESTING GEAR/SYSTEM

RWY 04R: EMAS

RWY 22L: EMAS

SERVICE: S4 FUEL 100LL, JET A OX 1, 3


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NE, 5 NOV 2020 to 31 DEC 2020

New York City Copter (H–10I, 12J, L–33B, 34H)

New York Airport (JFK) 122 NE, 5 NOV 2020 to 31 DEC 2020
CONTINUED FROM PRECEDING PAGE

AIRPORT MANAGER: (718) 244-3501
WEATHER DATA SOURCES: ASOS 128.725 (718) 656–0956. LLWAS. TDWR.
COMMUNICATIONS: D–ATIS ARR/DEP 128.725 D–ATIS ARR–SW 115.4 D–ATIS ARR–NE 117.7 UNICOM 122.95
KENNEDY RCO 122.5 115.9T (NEW YORK RADIO)
NEW YORK APP CON 125.7 128.125
NEW YORK DEP CON 135.9
TOWER 119.1 (Rwys 04R–22L and 13L–31R) 123.9 (Rwy 04L–22R and 13R–31L)
GND CON 121.9 CLNC DEL/PRE TAXI CLNC 135.05 RAMP CTL 125.05
CFDLC (LOGON KUSA)

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION:
NOTAM FILE JFK.
KENNEDY (H) VOR/DME 115.9 JFK Chan 106 N40º37.97´ W73º46.28´ at fld. 11/12W.
VOR/DME unusable: 100º–299º byd 30 NM bld 2,000´ 300º–059º byd 30 NM bld 5,000´ 060º–099º byd 25 NM bld 5,000´
CANARSIE (T) VOR/DME 112.3 CRI Chan 70 N40º36.75´ W73º53.67´ 084º 5.5 NM to fld. 10/11W.
VOR unusable: 047º–175º 224º–035º
ILS/DME 110.9 I–HIQ Chan 46 Rwy 04L. Class IE. Glideslope unusable byd 5º right of course. Auto cpd apchs na bld 5000R MSL.
ILS/DME 109.5 I–JKF Chan 32 Rwy 04R. Class IIIE. DME also serves Rwy 22R.
ILS/DME 111.5 I–TLK Chan 52 Rwy 13L. Class IIIE. LOC unusable byd 11 DME. DME unusable byd 30º right of centerline. Glideslope unusable byd 8 NM.
ILS/DME 110.9 I–IYI Chan 46 Rwy 22L.
ILS/DME 109.5 I–JOC Chan 32 Rwy 22R. Localizer offset angle 2.5 deg. DME also serves Rwy 04R.
ILS 111.35 I–MOH Rwy 31L. Class II.
ILS/DME 111.5 I–RTH Chan 52 Rwy 31R. Class ID. LOC unusable byd 15º left side of course. ILS rth markings obsc at twy k indef.

COMM/NAV/WEATHER REMARKS: Use caution for possible radio interference or false instructions on twr frequencies.

LAGUARDIA (LGA)(KLGA) 4 E UTC–5(–4DT) N40º46.64´ W73º52.36´
21 B LRA Class I, ARFF Index D NOTAM FILE LGA
HIRL CL
RwY 13: MALS RL. TDLZ. PAPI(P4L)–GA 3.1º TCH 55´. RVR–TR
RwY 31: RFL. PAPI(P4R)–GA 3.0º TCH 71´. RVR–TR Bldg.
RwY 04: MALS RL. TDLZ. PAPI(P4R)–GA 3.1º TCH 56´. RVR–TR Bldg.
RwY 22: ALSF. TDLZ. PAPI(P4R)–GA 3.0º TCH 67´. RVR–TR

RUNWAY DECLARED DISTANCE INFORMATION
RwY 04: TORA–7001 TODA–7001 ASDA–7001 LDA–7001
RwY 31: TORA–7003 TODA–7003 ASDA–7003 LDA–7003

ARRESTING GEAR/SYSTEM
RwY 04: EMAS
RwY 13: EMAS
RwY 22: EMAS
RwY 31: EMAS

SERVICE: S4 FUEL 100LL, JET A OK 1, 2, 3, 4


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NEW YORK
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AIRPORT MANAGER: 718-533-3401
WEATHER DATA SOURCES: ASOS (718) 672–6317 LLWAS.
COMMUNICATIONS: D–ATIS ARR 125.95 (718) 424–4713 D–ATIS DEP 127.05 (718) 424–4713 UNICOM 122.95
®
NEW YORK APP CON 120.8 120.05
TOWER 118.7 GND CON 121.7 CLNC DEL 135.2 (121.875 helicopters) PRE TAXI CLNC 135.2
®
NEW YORK DEP CON 120.4
CPDLC (LOGON KUSA)
AIRSPACE: CLASS B See VFR Terminal Area Chart.
RADIO AIDS TO NAVIGATION:
NOTAM FILE LGA.
LA GUARDIA (L) VOR/W/DME 113.1 LGA Chan 78 N40º47.02´ W73º52.12´ at fld. 9/12W.
VOR unusable:
245º–280º byd 6,000´
DME unusable:
245º–280º byd 25 NM blo 6,000´
ILS/DME 110.5 I–LGA Chan 42 Rwy 04. Class IT. LOC unusable byd 20º left of course.
ILS/DME 108.5 I–GDI Chan 22 Rwy 13. Class IE. Glideslope unusable byd 4º left of course.
ILS/DME 110.5 I–URD Chan 42 Rwy 22. Class IIE.
LDA/DME 111.15 I–TKD Chan 48(Y) Rwy 22X. LOC unusable byd 250º left of course byd 18º right of course. LOC cpl apch na.
LOC/DME 108.5 I–PZV Chan 22 Rwy 31. Offset localizer angle 1.7 degrees.
HELIPAD H1: H60X60 (ASPH) PERIMETER LGTS
HELIPORT REMARKS: H1 lctd int Twys BB between Twys D and F. Helicopter pad lctd at the int of Twy D, Twy F and Twy Y clsd indef. H1 helipad NSTD markings and lgts.

LONG ISLAND MAC ARTHUR (ISP)(KISP) P (ARNG) 40 E UTC–5(–4DT) N40º47.77´
W73º06.04´
99 B LRA Class I, ARFF Index C NOTAM FILE ISP
RwY 06–24: H7006X150 (ASPH–GRVD) S–100, D–210, 2S–175, 2D–300 PCN 55 F/B/X/U HIRL CL
RwY 06: MALSR (NSTD) VASI(V4L)–GA 3.0° TCH 51´. RVR–TR Tree.
RwY 24: MALSR. VASI(V4L)–GA 3.0° TCH 52´. RVR–TR Rgt tcf.
RwY 15R–33L: H5186X150 (ASPH–GRVD) S–100, D–170, 2S–175, 2D–300 PCN 55 F/B/X/U MIRL 0.4% up NW
RwY 15R: VASI(V4L)–GA 3.1° TCH 45´. Rgt tcf.
RwY 33L: VASI(V4L)–GA 3.2° TCH 60´. Trees.
RwY 15L–33R: H3175X75 (ASPH) S–25 PCN 19 F/B/X/U 0.3% up NW
RwY 33R: Rgt tcf.
LAND AND HOLD–SHORT OPERATIONS
LDG RWY HOLD–SHORT POINT AVBL LDG DIST
RwY 06 15R–33L 4200
RwY 33R 06–24 3000
RUNWAY DECLARED DISTANCE INFORMATION
RwY 06: TORA–7006 TODA–7006 ASDA–7006 LDA–7006
RwY 15L:TORA–3175 TODA–3175 ASDA–3175 LDA–3175
RwY 15R:TORA–5186 TODA–5186 ASDA–5186 LDA–5186
RwY 24: TORA–7006 TODA–7006 ASDA–7006 LDA–7006
RwY 33L:TORA–3186 TODA–5186 ASDA–5186 LDA–5186
RwY 33R:TORA–3175 TODA–3175 ASDA–3175 LDA–3175
SERVICE: 100LL, JET A 0X 1, 2, 3, 4 LGT When twr clsd ACTIVATE MIRL RwY 15R–33L, twy lgts—CTAF. HIRL RwY 06–24 preset low ints ACTIVATE—CTAF. MALSR RwY 06 or 24 preset med ints for prevailing wind rwy. RwY 06 NSTD MALSR, three outermost flasher lgts exceed std spacing.
MILITARY—FUEL 100LL, A
AIRPORT REMARKS: Attended continuously. Bird activity on and involv arpt. Advsy, tcf lgd RwY 33L high density VFR tcf opr 600º MSL and blo vcnty Bayport Aerodrome 3 miles southeast. Updrafts may be encountered involv powerplant 1.5 NM northeast RwY 24. Voluntary NS ABTMT procedures in effect for fixed wing act and helicopters. Ctc arpt management 631–467–3300. RwY 15L–33R clsd to fixed wing act at tgt and avbl for taxiing. RwY 15L–33R not avbl for tgt tfc and ldg ops. Ldgs limited to 48,000 lbs or less. Twy S unlgtd east of terminal apron. RwY 15L NSTD markings, thld bar missing on rwy end. RwY 33R NSTD markings, thld bar missing on rwy end. Ldg fee. Ldg fee for all acft exc mil and government.
AIRPORT MANAGER: 631-467-3300
WEATHER DATA SOURCES: ASOS 120.725 (631) 471–0131. WSP.

CONTINUED ON NEXT PAGE
NEW YORK SKYPORTS INC SPB (6N7) 0 E UTC–5(–4DT) N40°44.04’ W73°58.37’

COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 800-645-3206.

NEW YORK CONTINUED FROM PRECEDING PAGE

COMMUNICATIONS: CTAF 119.3 ATIS 120.725 UNICOM 122.95
NEW YORK APP/DEP CON 120.05
LONG ISLAND TOWER 119.3 (1100–0500Z‡) GND CON 135.3 CLNC DEL 121.85
CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc New York Apch at 516-683-2449.
AIRSPACE: CLASS C svc ctc APP CON svc 1100–0500Z‡; other times CLASS E.
VOR TEST FACILITY (VOT) 109.4
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

DEER PARK (L) VOR/DME 117.7 DPK Chan 124 N40°47.50’ W73°18.22’ 100° 9.3 NM to fld. 123/12W.
VOR/DME unusable:
Byd 25 NM blo 5,000’
DME unusable:
265°–274° byd 17 NM blo 5,000’
275°–280°
281°–015° byd 17 NM blo 5,000’
VOR unusable:
025°–045°
060°–077°
087°–095°

LOKKS NDB (LOMW) 366 IS N40°43.74’ W73°11.41’ 059° 5.7 NM to fld. 12/14W.
ILS/DME 108.3 I–ISP Chan 20 Rwy 06. Class IIIE. LOM LOKKS NDB. Unmonitored when ATCT clsd. LOC unusable byd 22º left of course.
ILS 108.3 I–RXN Rwy 24. Class IT. Unmonitored when ATCT clsd. Autopilot cpd apch na blw 800’.

HELIPAD H1: H50X50 (ASPH)
HELIPAD: MALS (NSTD)
HELIPORT REMARKS: Helipad H1 lctd on Twy W south of the int of Twy B. Helipad H2 lctd on Twy C north of Twy S.

NEW YORK COPTER NE, 5 NOV 2020 to 31 DEC 2020

WATERWAY N–S: 10000X1000 (WATER)
SEAPLANE REMARKS: Attended 1300Z–dusk. No tie-downs and no overnight stays avbl. Pilots must complete a proving flight with an authorized member of the N.E. Seaplanes Pilots Association prior to spbase use. 3–bladed props rqd on all seaplanes.
Pilots rqr not to fly over the 59th Street Bridge. East River velocity 2.6 miles per hr in SSW direction. Heavy boat tfc in river. Pilots rqd to taxi 1000’ offshore on Manhattan side before beginning tfk. CH13 (VHF 165.65) is monitored at seaport for inbound boat tfc and intership nav safety. Ldg fee.
AIRPORT MANAGER: (212) 214-0969
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 800-645-3206.

NE, 5 NOV 2020 to 31 DEC 2020
NEW YORK STEWART INTL  (SWF)(KSWF) P(A AR ANG MC)  44 N UTC–5(–4DT)  N41o30.25’
W74°06.29’

491 B TPA—See Remarks LRA  Class I, ARFF Index C NOTAM FILE SWF MON Airport

RWY 09–27: H11817X150 (ASPH–GRVD) S–85, D–175, 2S–175, 2D–350, 2D/2D–775 PCN 65 F/A/W/T  HIRL CL
RWY 09: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 65’. RVR–TMR Thld dsplcd 2000’. Fence. 0.4% down.
RWY 16–34: H6004X150 (ASPH–GRVD) S–120, D–190, 2S–175, 2D–350, 2D/2D–800 PCN 65 F/A/W/T  HIRL 0.6% up NW
RWY 16: REL.
RWY 34: REL. PAPI(P4L)—GA 3.0° TCH 49’. Trees.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–11817 TODA–11817 ASDA–10817 LDA–8817
RWY 16: TORA–6004 TODA–6004 ASDA–6004 LDA–6004
RWY 27: TORA–11817 TODA–11817 ASDA–11817 LDA–9817
RWY 34: TORA–6004 TODA–6004 ASDA–6004 LDA–6004

SERVICE: FUEL 100LL, JET A
LGT SFL Rwy 09 O/S UFN. Rwy 9 VGSIs and ILS GP not coincident. MILITARY— JASU 1(MA–1A) 1(M32–60) 1(MD–3)

TRAN ALERT No tran maint.

AIRPORT REMARKS: Attended continuously. All sfc. Work in progress grass cutting conducted April through October. Be aware, extensive glider activity 8 miles east of HUG VORTAC in a 5 mile radius. Hudson Valley Rgnl located 3.3 NM southwest of airport. VOR, do not mistake for Stewart Intl. Birds and deer on and in envir. NS ABTMT procedures in effect ctc arpt manager 845–838–8200. No jet training 0300–1200Z‡. Rwy 16 and Rwy 34 has mil assault ldg zone and basic markings with aiming points. Rwy 09 VGSIs and ILS glidepath not coincident. Army ops 1300–2100Z‡ weekend exc hol C845–938–8967, C845–567–1209, O ctc FBO. 24 hr PPR. All FBO svc avail at Army Ramp. PPR all cpter ldg US Mil Academy NY85. User fee charged to all intl flts. Fee for acft $1.53 per 1,000 lbs. Certificated gross maximum tkof weight. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER: (845) 838-8237

COMMUNICATIONS: ATIS 124.575  845–567–9311 UNICOM 122.95
NEW YORK APP/DEP CON 132.75
TOWER 121.0 GND CON 121.9

AIRSPACE: CLASS D.

RADIAL AIDS TO NAVIGATION: NOTAM FILE ISP.

KINGSTON (L) VOR/DME 117.6 IGN Chan 123 N41°39.93’ W73°49.33’ 245° 16.0 NM to fld. 582/12W.
VOR portion unusable:
045°–050° byd 35 NM bly 4,300’
070°–140° byd 30 NM bly 3,400’

NEELY NDB (MHW/LOM) 335 SW N41°29.15’ W74°13.67’ 093° 5.7 NM to fld. 405/14W. NOTAM FILE SWF.

mhw/lov unmonitored when ATCT clsd.

ILS 110.1 I–SWF Rwy 09.  Class IIIIE. LOM NEELY NDB.

ILS/DME 105.95 I–JKH Chan 36(Y) Rwy 27. Class IB.
### West 30th St Heliport

**Location:** West 30th St Heliport (JRA)(KJRA)  
**Latitude:** N40°45.27´  
**Longitude:** W74°00.43´


**Airport Manager:** 212-563-4442
**Communications:** CTAF/UNICOM 123.05  
**APP/DEP CON** 126.05 127.85

**Clearance Delivery Phone:** For CD ctc New York Apch at 516-683-2849.

### Newfane

**Location:** Hollands Intl Fld (85N)  
**Latitude:** N43º16.00´  
**Longitude:** W78º46.07´

**Airport Remarks:** Unattended. Parachute Jumping. Parachute club uses arpt during Apr–Nov. Rwy SW; NMRS trees +25–95´ tall ACRS THLD and extending ENTR LEN of Rwy on rgt 66–75´ from CNTRLN. Trees extend 150´ from THLD on left 74–96´ from CNTRLN. Rwy NE; NMRS trees +25–80´ tall; 50´ left to 143´ rgt of CNTRLN.

**Airport Manager:** 716-751-6170
**Communications:** CTAF  122.9

**Clearance Delivery Phone:** For CD ctc Cleveland ARTCC at 440-774-0490.

**NE, 5 Nov 2020 to 31 Dec 2020**
NEW YORK 227

NIAGARA FALLS INTL  (IAG)(KIAG) P  (AFRC ANG)  4 E  UTC−5(−4DT)  N43º06.45´ W78º56.75´

N92  B LRA ARFF Index—See Remarks  NOTAM FILE IAG


RWY 28R: MALSRS. TDZL. PAPI(P4L)—GA 2.5º TCH 67´. RVR–T Tree.

RWY 06–24: H5188X150 (ASPH) S–120, D–250, 2D–462 PCN 69 F/B/W/T  MIRL

RWY 06: REIL. PAPI(P4L)—GA 3.0º TCH 50´. Tree.

RWY 24: REIL. PAPI(P4L)—GA 3.0º TCH 48´. Tree.

RWY 10R–28L: H3972X78 (ASPH) S–73, D–97 PCN 29 F/C/X/T  MIRL


RWY 28L: REIL. PAPI(P2L)—GA 3.06º TCH 30´. Stack.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA–5188 TODA–5188 ASDA–5188 LDA–5188

RWY 10L: TORA–9829 TODA–10829 ASDA–9829 LDA–9129

RWY 10R: TORA–3973 TODA–3973 ASDA–3973 LDA–3973


RWY 28R: TORA–9829 TODA–10529 ASDA–9129 LDA–9129

SERVICE: S2 FUEL 100LL, JET A, A+  LGT When twr clsd ACTIVATE


MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. RSTD All mil acft opr rstd during Bird Watch Condition Moderate (tkf and ldg permission only when departing/arrival route avoids identified bird activity, no local IFR/VFR tfc pat activity) and Severe (tkf and ldg prohibited without OG/CC approval), ctc Comd Post for current Bird Watch Condition. MISC Local mission acft have priority for de–icing, full acft de–icing for C–17 and C–5 acft not avbl. All mil acft only minimal classified materials avbl, aircrews should arrive with appropriate amount to complete their mission. For current Mil Rwy Condition Reading (RCR) call or ctc 914 AW comdpost or 914th AW afld management. AFRC/ANG PPR ctc Afld mgmt DSN 238–2150, C716–236–2150. Afld mgmt does not issue or store COMSEC, for COMSEC storage ctc Command Post DSN 238–2150, C716–236–2150. Minimum alt over Niagara Falls scenic falls is 3500´. No fleet svc avbl. NSTD ops apn mkrs identifying prkg rows and prkg lctn. NSTD ops apn mkrs identifying akf bar and acft gnd eqpt (AGE) box. Customs/AG/IMG svc not located on Niagara Falls ARS. Rqr coord 72 hrs in advance to arrange U.S. Customs pers from one of crossing bridges to provide svc. Svc avbl 24 hrs.

AIRPORT MANAGER: (716) 297-4494

WEATHER DATA SOURCES: ASOS (716) 297–6984

COMMUNICATIONS: CTAF 118.5 ATIS 120.8 269.4 UNICOM 122.95

BUFFALO APP/DEP CON 126.5 317.6

TOWER 118.5 349.0 (1200–0400Z) GND CON 125.3 275.8 CLNC DEL 119.25 251.1


AIRSPACE: CLASS D svc 1200–0400Z; other times CLASS E.

CONTINUED ON NEXT PAGE
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

BUFFALO (H) VOR/DME 116.4  BUF  Chan 111  N42°55.74’ W78°38.78’  317° 17.0 NM to fld. 730/8W.

VOR unusable:
036°–261° blo 11,000’
262°–275° blo 2,300’
276°–035° blo 6,000’

DME unusable:
036°–261° blo 11,000’
262°–275° blo 2,300’
276°–035° blo 6,000’

(T) TACAN  Chan 47  IAG (111.0)  N43°06.75’ W78°57.61’  at fld. 592/10W. NOTAM FILE IAG. TACAN status unmonitored drg amops non-duty hrs 0400–1100Z‡.

TACAN AZIMUTH unusable:
079°–089° byd 20 NM blo 3,000’
090°–078° byd 20 NM

DME unusable:
079°–089° byd 20 NM blo 3,000’
090°–078° byd 20 NM

KATHI NDB  (LOMW)  329 IA  N43°06.55’ W78°50.30’  279° 4.7 NM to fld. 615/10W. NOTAM FILE KIAG.

ILS 110.1  I–IAG  Rwy 28R. Class IE. LOM KATHI NDB. Unmonitored when ATCT clsd.

NORTH BUFFALO SUBURBAN

NORWICH

LT WARREN EATON  (OIC/KOIC)  2 N  UTC–5(–4DT)  N42°33.99’ W75°31.45’

RWY 01–19: H4727X75 (ASPH–GRVD)  S–48.5, D–68 PCN 14 F/A/X/T

HIRL  0.3% up N

RWY 01: PAPI(P2L)—GA 4.0º TCH 34’. Thld dsplcd 275’. Treess.

RWY 19: REIL. PAPI(P2L)—GA 3.75º TCH 50’. Thld dsplcd 333’. Road.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA–4727  TODA–4727  ASDA–4394  LDA–4119

RWY 19: TORA–4727  TODA–4727  ASDA–4452  LDA–4119

SERVICE: FUEL  100LL, JET A, A+  LGT

ACTIVATE REIL Rwy 01 and Rwy 19; PAPI Rwy 01 and Rwy 19; HIRL Rwy 01–19—CTAF. Rwy 01 PAPI unusbl byd 4 deg left of cntrl. Rwy 19 PAPI unusbl byd 3 NM and 4 deg left of cntrl.


AIRPORT MANAGER: 607-334-9430


COMMUNICATIONS: CTAF/UNICOM 122.8

BOSTON CENTER APP/DEP CON 133.25

CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

ROCKDALE (L) VOR/DME 112.6  RKA  Chan 73  N42°27.98’ W75°14.35’  307° 14.0 NM to fld. 2032/11W.
OGDENSBURG INTL (OGS) 2 SE UTC–5(–4DT) N44º40.94´ W75º27.80´

302 B AOE LRA ARFF Index—See Remarks NOTAM FILE OGS

RWY 09–27: H6400X150 (ASPH–GRVD) S–114, D–151, 2D–225
PCN 46 F/D/W/T HIRL
RWY 09: PAPI(P4L)—GA 3.0º TCH 46´.
RWY 27: REIL. PAPI(P4L)—GA 3.0º TCH 45´.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09: TORA–6400 TODA–6400 ASDA–6006 LDA–6006

SERVICE: FUEL 100LL, JET A LGT
PAPI Rwy 09 and Rwy 27, HIRL
Rwy 09–27 and twy lgts—CTAF.

AIRPORT REMARKS:

AIRPORT MANAGER: (315) 869-2676

WEATHER DATA SOURCES: AWOS–3 118.525 (315) 393–8982.

COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.4 (BURLINGTON RADIO)

BOSTON CENTER APP/DEP CON 135.25

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Boston ARTCC at 603-879-6859.

RADAR AIDS TO NAVIGATION:
MASSENA (H) VORTACW 114.1 MSS Chan 88 N44º54.87´ W74º43.36´ 260º 34.6 NM to fld. 198/14W.

LOC/DME 110.7 I–OGS Chan 44 Rwy 27. LOM OGIVE NDB. Loc/LOM unmonitored.

COMM/NAV/WEATHER REMARKS: Acft approaching from the west and landing on Rwy 09 should monitor Brockville Arpt (CNL3) UNICOM on 123.0.

OGIVE N44º42.09´ W75º21.18´ NOTAM FILE OGS.
NDB (LONW) 358 OG N44º42.09´ W75º21.18´ 269º 4.9 NM to fld. 358/13W. NOTAM FILE OGS.
LOC/DME 110.7 I–OGS Chan 44 Rwy 27. LOM OGIVE NDB. Loc/LOM unmonitored.

COMM/NAV/WEATHER REMARKS: Acft approaching from the west and landing on Rwy 09 should monitor Brockville Arpt (CNL3) UNICOM on 123.0.

OLCOTT–NEWFAANE (DB80) 2 SW UTC–5(–4DT) N43º19.25´ W78º43.74´

315 NOTAM FILE BUF
RWY 09–27: 2500X60 (TURF)
RWY 09: Trees.
RWY 27: Pole.
RWY 06–24: 2408X30 (TURF)
RWY 06: Trees.
RWY 24: Trees.


AIRPORT MANAGER: 716-778-6700
COMMUNICATIONS: CTAF/UNICOM 122.7

CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.

Ogdensburg Intl
OLEAN

CATTARAUGUS CO–OLEAN (OLE)(KOLE) 10 N UTC–5(–4DT) N42º14.47´ W78º22.28´

2135  B  NOTAM FILE OLE

RWY 04–22: H4BOX100 (ASPH–GRVD) S–81, D–103, 2D–168

PCN 32 F/D/Y/T  HIRL  0.4% up SW

RWY 04: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Thld dsplcd 100´. Trees.


RWY 16–34: 2117X100 (TURF)  0.9% up NW

RWY 16: Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA–4800  TODA–4800  ASDA–4600  LDA–4500


SERVICE:  FUEL  100LL, JET A+

LGT ACTVT REIL Rwy 04 and 22; PAPI Rwy 04 and 22; HIRL Rwy 04–22; WDI—CTAF. PAPI Rwy 22 unusable byd 5 deg left of RCL.


AIRPORT MANAGER: 716-557-8800


COMMUNICATIONS: CTAF/UNICOM 122.8

CLEVELAND CENTER APP/DEP CON 124.325

CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0227.

RADIO AIDS TO NAVIGATION:

WELLSVILLE (L) DME 111.4 ELZ Chan 51 N42º05.38´ W77º59.97´ 308º 18.9 NM to fld. 2297/9W.

LOC 109.3  I–OLE  Rwy 22.

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GIERMEK EXECUTIVE (BG3) 2 SE UTC–5(–4DT) N42º04.06´ W78º24.33´

1420  NOTAM FILE BUF

RWY 10–28: 3150X80 (TURF)

RWY 16: Trees.

RWY 28: Trees.


AIRPORT MANAGER: (716) 307-3581

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0227.
NEW YORK
231

ALBERT S NADER RGNL (N66) 3 N UTC–5(–4DT) N42°31.49´ W75°03.87´
1763 B NOTAM FILE BUF
RWY 06–24: H4199X75 (ASPH) S–12 MIRL 0.3% up SW
RWY 06: REIL, VASI(V4R)—GA 3.0º TCH 30´. Tree.
RWY 24: MALS, REIL, PAPI(P2L)—GA 3.0º TCH 51´. Fence.
SERVICE: S4 FUEL 100LL, JET A, A+ LGT Rwy 24 REIL OTS indef.
ACTIVATE MALS Rwy 24, REIL Rwy 06 and Rwy 24, VASI Rwy 06 and Rwy 24, MIRL Rwy 06–24—CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡. Bcn twr partially obscured by trees. Ldg fee.
AIRPORT MANAGER: (607) 431-1076
COMMUNICATIONS: CTAF/UNICOM 122.8
BOSTON CENTER APP/DEP CON 133.25
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
ROCKDALE (L) VOR/DME 112.6 RKA Chan 73 N42º27.98´ W75º14.35´ 077º 8.5 NM to fld. 2032/11W.

ORANGE CO (See MONTGOMERY on page 218)

OSWEGO CO (See FULTON on page 199)

OID (D82) 2 SE UTC–5(–4DT) N42°39.29´ W76°47.78´
1062 NOTAM FILE BUF
RWY 01R–19L: H2880X40 (ASPH)
RWY 01R: Trees.
RWY 19L: Trees.
RWY 01L–19R: 2200X60 (TURF)
RWY 01L: Trees.
RWY 19R: Trees.
SERVICE: FUEL MOGAS
AIRPORT MANAGER: 607-869-5601
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.

PAWLING N41°46.19´ W73°36.03´ NOTAM FILE ISP
(L) VOR/DME 114.3 PWL Chan 90 247º 27.7 NM to New York Stewart Intl. 1250/12W.
PENN YAN (PEO/KPEO) 1 S UTC–5(–4DT) N42°38.23′ W77°03.17′
988 B NOTAM FILE PEO
RWY 01–19: H5499X100 (ASPH–GRVD) S–82.6, D–112, 2D–195
PCN 33 F/C/Y/T MIRL 1.3% up S
RWY 01: REIL. PAPI(P2L)—GA 3.0º TCH 28’. Fence.
RWY 19: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Trees.
RWY 10–28: H3561X50 (ASPH) S–12.5 PCN 4 F/B/X/U LIRL
1.6% up E
SERVICE: S4 FUEL 100LL, JET A OX 3, 4 LGT ACTIVATE PAPI Rwy 01,
Rwy 19, Rwy 10, Rwy 28; MIRL Rwy 01–19; LIRL Rwy 10–28—CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡, Sat 1400–2000Z‡,
Sun 1400–2000Z‡. The pavement section for Rwy 10–28 is greater
than the required thickness for the fleet of acft that currently utilize the
rwy. The PCN listed is the largest acft classification number for the
AIRPORT MANAGER: 315-536-4471
WEATHER DATA SOURCES: ASOS 121.175 (315) 536–4102.
COMMUNICATIONS: CTAF/UNICOM 123.0
ELMIRA APP/DEP CON 124.3 (1100–0500Z‡)
CLEVELAND CENTER APP/DEP CON 127.475 (0500–1100Z‡)
CLEARANCE DELIVERY PHONE: For CD ctc elmry Apc at 607-739-1971, when Apc chsd ctc Cleveland ARTCC at
440-774-0231.
RADIO AIDS TO NAVIGATION: NOTAM FILE ITH.
ITHACA (L) VOR/DME 111.8 ITH Chan 55 N42°29.70′ W76°27.58′ 298º 27.6 NM to fld. 1102/10W.
VOR portion unusable:
060º–080º byd 28 NM bio 2,500′
081º–150º byd 10 NM bio 3,800′
360º–059º byd 10 NM bio 3,800′
DME portion unusable:
360º–160º byd 20 NM bio 6,500′
NDB (MHW) 260 PIA N42°38.64′ W77°03.37′ at fld. 857/12W. NOTAM FILE PEO.
NDB unmnt

NE, 5 NOV 2020 to 31 DEC 2020
PERRY–WARSAW

RWY 10–28: H3429X60 (ASPH)  MIRL
RWY 10: REIL. Tree.
RWY 04–22: 1806X60 (TURF)  0.5% up NE
RWY 04: Trees.
RWY 22: Fence.

SERVICE: S4  FUEL  100LL  LGT


AIRPORT MANAGER: 585-237-9938
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.
RADIO AIDS TO NAVIGATION:
GENESEO (L) VOR/DME 108.2 GEE Chan 19  N42º50.06´ W77º43.97´ 258º 15.2 NM to fld. 990/9W.
VOR portion unusable:
208º–224º byd 29 NM blo 5,000´
225º–230º
231º–245º byd 29 NM blo 5,000´
DME unusable:
115º–120º byd 29 NM blo 4,000´
140º–155º byd 30 NM blo 5,000´

PHILMONT

PHILMONT  (L) VORTACW  111.2 UCA Chan 49  N43º01.59´ W75º09.87´ 060º 38.3 NM to fld. 1420/12W.

PINE HILL

PINE HILL  (See ALBION on page 183)

PISECO

PISECO  (K09)  1 N  UTC–5(–4DT)  N43º27.20´ W74º30.90´

SERVICE: FUEL  100LL  LGT ACTIVATE MIRL Rwy 04–22, REIL Rwy 04 and Rwy 22, PAPI Rwy 04 and Rwy 22 and helipad perimeter lgts—CTAF.
AIRPORT REMARKS: Attended May–Oct, Sat–Sun 1400–2200Z‡. Airport unattended Nov–Apr. Large birds, deer, bears occasionally involv rwy during summer months. Expect turbulence and downdrafts during periods of strong crosswinds. Area not maintained for ski equipped acft. Rwy 04–22 may be unusable due to snow accumulation Nov–Apr. Check NOTAMS or call 518–548–3415 for fld conditions. Acft departing Rwy 22 are requested to maintain rwy heading until past Island checkpoint, prior to making left turn. Acft arriving maintain rgt downwind heading until past Island checkpoint. Rwy lgts (electric eye over–ride).

AIRPORT MANAGER: 518-548-8794
COMMUNICATIONS: CTAF/UNICOM 122.8
UTICA RCO 122.2 (BUFFALO RADIO)
BOSTON APP/DEP CON 135.25
CLEARANCE DELIVERY PHONE: For CD ctc Syracuse Apch at 315-455-6218.
RADIO AIDS TO NAVIGATION:
UTICA (L) VORTACW  111.2 UCA Chan 49  N43º01.59´ W75º09.87´ 060º 38.3 NM to fld. 1420/12W.

PLATEAU SKY RANCH  (See EDINBURG on page 194)
PLATTSBURGH INTL  (PBG)(KPBG)  3 S  UTC–5(–4DT)  N44º39.06´ W73º28.09´  
234  B  LRA  ARFF Index—See Remarks  NOTAM FILE PBG  
PCN 57 F/C/W/T  HIRL  
RWY 17:  REIL. PAPI(P4L)—GA 3.0º TCH 40´. Tree. Rgt tfc. 0.8% down.  
RWY 35:  MALSRIPT. PAPI(P4L)—GA 3.0º TCH 55´. Tree. 0.5% up.  
RUNWAY DECLARED DISTANCE INFORMATION  
RWY 17:  TORA–11759  TODA–11759  ASDA–11759  LDA–11759  
RWY 35:  TORA–11759  TODA–11759  ASDA–11759  LDA–11759  
SERVICE:  FUEL 100LL, JET A  
LGT ACTIVATE MALSR Rwy 35 REIL Rwy 17, HIRL Rwy 17–35 and twy ligts—CTAF.  
AIRPORT REMARKS:  Attended 1030–0230Z‡. During periods of snow removal ops Nov 1–May 1 act ct 122.7 or 518–335–3792 1400–1600Z‡. Call arpt manager at 518–565–4794 or 518–565–4008. Index I coverage is avbl upon request. Index B. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats. Call arpt manager at 518–565–4794 or 518–565–4008. PPR and ARFF Index I call 518–335–3735. First 2700´ asph, concrete portion has numerous cracks and spalling currently being repaired. First 2700´ of AER 35 asph good cond, remaining 9058´ conc fair cond. Expect downdrafts and turbulence during periods of strong cross winds. Acft arriving or departing PBG must announce intentions on CTAF. Ldg fees for acft over 12,500 lbs max gross ldg weight; no ldg fee for government acft. US CUST AVBL MON–FRI, 1300–2100Z‡. PPR 24 hours for AFT hours; CTC CBP SUPVR @ 518–324–5617.  
AIRPORT MANAGER:  518-565-4794  
WEATHER DATA SOURCES: ASOS 132.225 (518) 324–5539. 
COMMUNICATIONS: CTAF/UNICOM 122.7  
BURLINGTON APP/DEP CON 121.1 (1030–0500Z‡)  
BOSTON CENTER APP/DEP CON 120.35 (0500–1030Z‡)  
CLNC DEL 121.85 
CLEARANCE DELIVERY PHONE: For CD ctc Burlington Apch at 802-657-4401, when Apch clsd ctc Boston ARTCC at 603-879-6859.  
RADIO AIDS TO NAVIGATION:  NOTAM FILE BTV.  
BURLINGTON (L) VOR/DME 117.5  BTV  Chan 122  N44º23.83´ W73º10.96´ 336º 19.5 NM to fld. 417/15W.  
VOR unusable: 075º–132º byd 30 NM blo 9,000´.  
133º–165º byd 30 NM blo 8,000´.  
DME unusable: 075º–132º byd 30 NM blo 9,000´.  
133º–165º byd 30 NM blo 8,000´. 
I/L/DME 109.7 FQV Chan 34 Rwy 35. Class IE.  
PLAZZ  N42º52.43´ W78º48.99´  NOTAM FILE GBD.  
NDB (LOM) 204  GB 052º 5.5 NM to Buffalo Niagara Intl. 593/9W. 
DETROIT  L–31E 
PORT WASHINGTON 
SANDS POINT SPB  (7N3)  2 NW  UTC–5(–4DT)  N40º49.65´ W73º43.03´  
00  NOTAM FILE ISP  
WATERWAY 01W–19W: 6000X300 (WATER)  
WATERWAY 12W–30W: 6000X300 (WATER)  
SEAPLANE REMARKS: Attended Apr 1–Nov 1 1300Z‡–dusk. Numerous +60´ sailboats and masts. 
AIRPORT MANAGER:  516-883-7800  
COMMUNICATIONS: CTAF 122.9 
NE, 5 NOV 2020 to 31 DEC 2020
POUGHKEEPSIE

Hudson Valley Rgnl (POU)(KPOU) 4 S UTC–5(–4DT) N41°37.60´ W73°53.05´

164 B TPA—See Remarks ARFF Index—See Remarks NOTAM FILE POU

RWY 06–24: H5001X100 (ASPH–GRVD) S–50, D–60, 2D–110

PCN 42 F/D/W/T HIRL

RWY 06: MALSR. PAPI(P4L)—GA 3.0º TCH 57’. Tree.


RWY 15–33: H2744X100 (ASPH–CONC) S–35, D–45, 2D–80

PCN 26 F/D/W/T MIRL 0.3% up SE

RWY 15: Trees.

RWY 33: REIL. VASI(V4L)—GA 3.75º TCH 64’. Trees.

RWY 07–25: 1358X100 (TURF)

RWY 25: Antenna.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA–5001 TODA–5001 ASDA–5001 LDA–5001

RWY 07: TORA–1358 TODA–1358 ASDA–1358 LDA–1358

RWY 15: TORA–2743 TODA–2743 ASDA–2743 LDA–2743

RWY 24: TORA–5001 TODA–5001 ASDA–5001 LDA–4888


RWY 33: TORA–2743 TODA–2743 ASDA–2743 LDA–2743

SERVICE: FUEL 100LL, JET A LGT When twr clsd actvt HIRL Rwy 06–24, MALSR Rwy 06—CTAF.


AIRPORT MANAGER: 845-463-6000

WEATHER DATA SOURCES: ASOS 126.75 (845) 462–0648. LAWRS.

COMMUNICATIONS: CTAF 124.0 ATIS 126.75 UNICOM 122.95

© NEW YORK APP/DEP CON 132.75

TOWER 124.0 (1200–0300Z† 15 May–14 Sept, 1200–0200Z† 15 Sept–14 May) GND CON 121.8 CLNC DEL 121.8

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc New York Apch at 516-683-2448 or 121.8.

CONTINUED ON NEXT PAGE
AIRSPACE: CLASS D svc 1200–0300Z‡ 15 May–14 Sep, 1200–0200Z‡ 15 Sep–14 May; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

**KINGSTON (L) VOR/DME**

117.6’ IGN Chan 123 N41º39.93’ W73º49.33’ 242° 3.6 NM to fld. 582/12W.

VOR portion unusable:
- 045º–050º byd 35 NM bio 4,300’
- 070º–140º byd 30 NM bio 3,400’

**ILS**

111.3’ I–POU Rwy 06. Class IA. ILS unmonitored 0200–1200Z‡ Sep 15–May 14 and loc/gs unmonitored 0300–1200Z‡ May 15–Sep 14.

**POUGHKEEPSIE**

N41º37.60’ W73º53.02’

RCO (NEW YORK RADIO)

**PRATT’S EASTERN DIVIDE**

(See SHERMAN on page 243)

**R & R AERO**

(See WARSAW on page 249)

**RANDALL**

(See MIDDLETOWN on page 215)

**RED HOOK**

SKY PARK (46N) 2 E UTC–5(–4DT) N41º59.08’ W73º50.16’

323 NOTAM FILE ISP

RWY 01–19:
- H2664X30 (ASPH) S–30 0.3% up S
  - Trees.

RWY 19:
- Trees.

AIRPORT REMARKS: Unattended. Arpt access road gate locked call at least three (3) hours prior minimum for PPR at 914–380–3903. Rwy safety areas have dropoffs and rough terrain. Rwy 01–19 deteriorated pavement has large potholes, loose aggregate and tall vegetation throughout surface of taxiway and runway.

AIRPORT MANAGER: 845 538 5664

COMMUNICATIONS: CTAF 122.9

(NEW YORK APP/DEP CON 132.75)


RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

**KINGSTON (L) VOR/DME**

117.6’ IGN Chan 123 N41º39.93’ W73º49.33’ 010º’ 19.2 NM to fld. 582/12W.

VOR portion unusable:
- 045º–050º byd 35 NM bio 4,300’
- 070º–140º byd 30 NM bio 3,400’

**RENSSELAER CO**

(See TROY on page 248)

**REPUBLIC**

(See FARMINGDALE on page 197)
ROCHESTER


RUNWAY DECLARED DISTANCE INFORMATION


ARRESTING GEAR/SYSTEM

RWY 28: EMAS SERVICE: S4 FUEL 100LL, JET A, J8 OX 1, 2, 3, 4 LGT REIL Rwy 07, REIL Rwy 10 and Rwy 25 REIL controlled by twr but not monitored. PAPI Rwy 22, PAPI Rwy 10, Rwy 25 and Rwy 28 operate 24 hrs. MILITARY—A–GEAR Rwy 28 EMAS 368’ x 160’. FUEL J8(Mil) (NC–100LL, A)


AIRPORT MANAGER: 585-753-7056 WEATHER DATA SOURCES: ASOS 124.825 (585) 235–7322. WSP. COMMUNICATIONS: ATIS 124.825 UNICOM 122.95 ROCHESTER RCO 122.6 (BUFFALO RADIO)

APP/DEP CON 119.55 (330º–160º) 123.7 (161º–329º)
TOWER 118.3 GND CON 121.7 CLNC DEL 118.8 PRE TAXI CLNC 118.8

AIRSPACE: CLASS C svc ctc APP CON. RADIO AIDS TO NAVIGATION: NOTAM FILE ROC.

ROCHESTER (L) VOR/DME 110.0 ROC Chan 37 N43°07.08’ W77°40.37’ at fld. 545/12W. ILS 110.7 I–MCU Rwy 04. Class IIE. ILS 110.7 I–MWD Rwy 22. Class IT. OM unmonitored. ILS/DME 109.5 I–ROC Chan 32 Rwy 28. Class IT.
BECKS GROVE (K16) 8 NW UTC–5(–4DT) N43°15.05´ W75°36.26´

450 NOTAM FILE BUF

RWY 06–24: H3000X23 (ASPH) S–12 RWY LGTS(NSSTD)

RWY 06: Trees.

RWY 24: Road.

SERVICE: LGT Rwy edge lights activate upon request.

AIRPORT REMARKS: Attended Mon–Fri daigt hrs. Large birds (turkeys) and
der on and invof Rwy 06–24. Rwy edge lights are not centered on
pavement on approach to Rwy 06. Note that bldg, bushes are 45–55´

north of centerline at 495´ from Rwy 24 thld.

AIRPORT MANAGER: 315-337-3367

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Syracuse Apch at 315-455-6218.

GRIFFISS INTL (RME)(KRME) 1 NE UTC–5(–4DT) N43°14.03´ W75°24.42´

504 B TPA—See Remarks ARFF Index—See Remarks NOTAM FILE RME

RWY 15–33: H11821X200 (ASPH–GRVD) S–100, D–240, 2D–500

PCN 71 F/B/WT HIRL

RWY 15: PAPI(P4L)—GA 3.0º TCH 55´. 0.3% down..

RWY 33: MALSR. PAPI(P4L)—GA 3.0º TCH 56´. Rgt tlc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 15: TORA–11821 TODA–11821 ASDA–11821 LDA–11821

RWY 33: TORA–11821 TODA–11821 ASDA–11821 LDA–11821

SERVICE: S4 FUEL 100LL, JET A LGT When twr clsd ACTIVATE MALSR

Rwy 33, HIRL Rwy 15–33, and twy lgts —CTAF.

AIRPORT REMARKS: Attended 1200–0400Z†. Migratory bird alert Aug–Nov
and Apr–May. Class IV, ARFF Index A. PPR 24 hrs for air carrier ops with
more than 9 passenger seats outside of attendance schedule hrs call arpt
manager 315–790–3072 or 315–272–5881. PPR 24 hrs for air carrier
ops with more than 30 passenger seats call arpt manager
315–790–3072 or 315–272–5881. Index B is provided. Index C avbl
upon request 315–790–3072 or 315–272–5881. Rwy 15–33 military
assault ldg zone and precision instrument markings. Rwy 33 designated
calm wind rwy. TPA—2004(1500) reciprocating eng, 2504(2000)

Turboprop/Jet. Portions of apron not visible from twr. International opr
US Customs user fee arpt. US Customs avbl 1300–2200Z‡ Mon–Fri.

AIRPORT MANAGER: 315-736-4171

WEATHER DATA SOURCES: ASOS (315) 337–0379

COMMUNICATIONS: CTAF 118.1 ATIS 118.7 UNICOM 122.95

SYRACUSE APP/DEP CON 127.425

TOWER 118.1 (1200–0200Z†) GND CON 121.9

CLEARANCE DELIVERY PHONE: When ATCT clsd, for CD ctc Syracuse Apch at 315-455-6218

AIRSPACE: CLASS D svc 1200–0200Z†; other times CLASS E.

TRSA

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

UTICA (L) VORTAC 111.2 UCA Chan 49 N43°01.59´ W75°09.87´ 331º 16.4 NM to fld. 1420/12W.

ILS/DME 110.1 I–RME Chan 38 Rwy 33. Class IT. LOC unusable byd 6.0 NM fm thld abv 4,200´. LOC unusable

within thld abv 1,500´. Unmonitored when twr clsd.
ROUND LAKE  (W57)  2 E  UTC–5(–4DT)  N42°55.87’ W73°46.25’  NEW YORK
178  NOTAM FILE BTV
RWY 14–32: 1927X76 (TURF)  1.0% up SE
RWY 14:  Tree.
RWY 32:  Trees.
AIRPORT MANAGER: 518-899-6316
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

ROUSES POINT SPB  (K21)  0 E  UTC–5(–4DT)  N44°59.50´ W73°21.81´  MONTREAL
95  AOE  NOTAM FILE BTV
WATERWAY ALL–WAY: 7900X500 (WATER)
SERVICE: FUEL MOGAS
AIRPORT MANAGER: 518-297-7000
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Burlington Apch at 802-657-4401.

ROYALTON  (See GASPORT on page 200)

SANDS POINT SPB  (See PORT WASHINGTON on page 234)

SARANAC LAKE  ADIRONDACK RGNL  (SLK)(KSLK)  4 NW  UTC–5(–4DT)  N44°23.12´ W74°12.37´  MONTREAL
1663  B  ARFF Index—See Remarks NOTAM FILE SLK
RWY 05–23: H6573X150 (ASPH–GRVD) S–40, D–73, 2S–92, 2D–115 PCN 64 F/B/W/T HIRL 0.3% up NE
RWY 05: PAPI(P4L)—GA 3.0º TCH 35´. Trees.
RWY 23: MALSR. Trees.
RWY 09–27: H3997X100 (ASPH) S–40, D–73, 2S–92, 2D–115 PCN 61 F/B/W/T MIRL
RWY 09: Trees.
RWY 27: Thld dsplcd 400´, Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–6573 TODA–6573 ASDA–6573 LDA–6573
RWY 09: TORA–3997 TODA–3997 ASDA–3997 LDA–3997
RWY 27: TORA–3997 TODA–3997 ASDA–3997 LDA–3997
SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE HIRL Rwy 05–23, MIRL Rwy 09–27, MALSR Rwy 23, PAPI Rwy 05 and twy lgts—CTAF.
AIRPORT MANAGER: 518-891-4600
WEATHER DATA SOURCES: ASOS 124.175 (518) 891–6696.
COMMUNICATIONS: CTAF/UNICOM 123.0
BOSTON CENTER APP/DEP CON 120.35

CONTINUED ON NEXT PAGE

NE, 5 NOV 2020 to 31 DEC 2020
CLEARANCE DELIVERY PHONE: For CD if una to ctc on freq, ctc Boston ARTCC at 603-879-6859.

RADIO AIDS TO NAVIGATION: NOTAM FILE SLK.

SARANAC LAKE (L) VOR/DME 109.2 SLK Chan 29 N44º23.07’ W74º12.27’ at fld. 1647/14W.

- VOR unusable:
  - 295º–305º byd 15 NM blo 9,000’
  - 295º–305º byd 25 NM
- DME unusable:
  - 089º–104º byd 25 NM blo 10,000’
  - 105º–110º byd 25 NM
  - 111º–165º byd 25 NM blo 10,000’
  - 300º–350º byd 36 NM blo 10,000’

SARANAC LAKE (L) VOR/DME 109.2 SLK Chan 29 at Adirondack Rgnl. 1647/14W.

- VOR unusable:
  - 295º–305º byd 15 NM blo 9,000’
  - 295º–305º byd 25 NM
- DME unusable:
  - 089º–104º byd 25 NM blo 10,000’
  - 105º–110º byd 25 NM
  - 111º–165º byd 25 NM blo 10,000’
  - 300º–350º byd 36 NM blo 10,000’

SARATOGA CO (See SARATOGA SPRINGS on page 240)

SARATOGA SPRINGS

- PCN 46 F/A/X/T MIRL
- RWY 05–23:
  - H4699X100 (ASPH–CONC–GRVD) S–116, D–192
  - REIL. PAPI(P2L)—GA 3.55º TCH 49´. Trees.
- RWY 23:
  - REIL. PAPI(P2L)—GA 3.0º TCH 43´. Trees.
- RWY 14–32:
  - H4000X100 (ASPH–CONC) S–83, D–126
  - PCN 30 F/A/X/T MIRL
- RWY 14:
  - Trees.
- RWY 32:
  - PAPI(P2L)—GA 5.4º TCH 48’. Trees.

SERVICE:
- FUEL: 100LL, JET A
- LGT ACTVT REIL Rwy 05–23; MIRL Rwy 05–23–CTAF; Rwy 14–32 rwy lgts OTS.

AIRPORT REMARKS:
- Attended 1230Z‡–dusk. AlbanyANG helicopters do touch and go ldg ops usually during dalgt hrs. Glider activity on weekends and occasionally weekdays with extensive pre–launch and after ldg ground ops on shoulders of rwy in use. Year round federally and state protected habitat for Karner Blue Butterfly, unauthorized off–pavement ops prohibited. VASI clearance plane obstruction exists on Rwy 32 due to tree height.

AIRPORT MANAGER: 518-885-5470

WEATHER DATA SOURCES: AWOS–3 132.025 (518) 884–9289.

COMMUNICATIONS: CTAF/UNICOM 123.075
- ALBANY APP/DEP CON 118.05
- GCO 118.125 (ALBANY CLNC DEL)

CLEARANCE DELIVERY PHONE: For CD if GCO una to ctc Boston ARTCC at 603-879-6859.

RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.

CAMBRIDGE (L) VOR/DME 115.0 CAM Chan 97 N42º59.66’ W73º20.64’ 293º 23.0 NM to fld. 1490/14W.

- DME portion unusable:
  - 040º–130º blo 9,000’
NEW YORK 241

SCHENECTADY CO (SCH)(KSCH) P (ANG) 3 N UTC–5(–4DT) N42º51.15´ W73º55.74´

378 B LRA NOTAM FILE SCH

RWY 04–22: H7001X150 (ASPH–GRVD) S–95, D–175, 2D–348, 2D/2D–850 HIRL 0.9% up NE

RWY 04: MALSR. PAPI(P4L)—GA 3.0º TCH 56 ´. Trees.


RWY 10: PAPI(P2L)—GA 4.0º TCH 50 ´. Thld dsplcd 200 ´. Road.

RWY 28: REIL. PAPI(P2L)—GA 3.0º TCH 50 ´. Trees.

SERVICE: 56 FUEL 100LL, JET A. OX

LGT When twr clsd, ACTIVATE MALSR Rwy 04; PAPI Rwy 04 and Rwy 22; HIRL Rwy 04–22; MIRL Rwy 10–28—CTAF. MILITARY—JASU (A/M32A–86) (MA–1A) (AM32–95) FUEL A++(Mil) (NC–100LL, A) FLUID SP(Mil) LOX(Mil) OIL O–148–156(Mil).


AIRPORT MANAGER: (518) 399-0111

WEATHER DATA SOURCES: AWOS–3 119.275 (518) 399–6586.

COMMUNICATIONS: CTAF 121.3 UNICOM 122.95

ALBANY APP/DEF CON 118.05

TOWER 121.3 (1230–0330Z‡) GND CON 121.9

CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

AIRSPACE: CLASS D svc 1230–0330Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE ALB.

ALBANY (L) VORTACW 115.3 ALB Chan 100 N42º44.84´ W73º48.19´ 332º 8.4 NM to fld. 273/13W.

VOR unusable:

020º–059º byd 13 NM bl 6,000´
060º–080º
100º–135º byd 8 NM bl 10,000´
120º–135º byd 37 NM bl 14,500´
136º–175º byd 8 NM
144º–152º byd 20 NM bl 10,000´
144º–152º wi 20 NM bl 8,000´
153º–175º byd 8 NM bl 6,000´
176º–193º byd 17 NM bl 8,000´
176º–193º byd 25 NM bl 12,000´
194º–221º blo 6,000´
194º–221º byd 28 NM bl 8,000´
222º–250º byd 18 NM bl 15,000´
310º–320º byd 30 NM bl 5,000´
330º–019º blo 3,000´
330º–019º byd 10 NM bl 6,000´
330º–019º byd 19 NM bl 9,000´
330º–019º byd 28 NM bl 10,000´

TACAN AZIMUTH unusable:

030º–055º byd 10 NM
155º–195º byd 28 NM bl 5,500´
255º–340º byd 28 NM

DME unusable:

030º–055º byd 10 NM
155º–195º byd 28 NM bl 5,500´
255º–340º byd 28 NM

HUNTER NDB (MHW) 356° HEU N42º51.25´ W73º56.01´ at fld. 333/14W. NOTAM FILE SCH.

COMM/NAV/WEATHER REMARKS: UNICOM use 122.95 for svc from FBO.
SCHROON LAKE  (4B7)  2 N  UTC–5(–4DT)  N43º51.75´ W73º44.43´
834  NOTAM FILE BTV
RWY 16–34:  H3000X60 (ASPH)  S–13
RWY 16:  Thld dsplcd 100´. Road.
RWY 34:  Trees.
AIRPORT REMARKS:  Attended dalgt hrs. Debris from adjacent land fill is occasionally blown onto and across rwy. 25 ft dropoff 30 ft pamphent AER 34. Recommend Idg Rwy 16, tfk Rwy 34.
AIRPORT MANAGER:  518-532-7737
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION:  NOTAM FILE BTV.

BURLINGTON  (L) VOR/W/DME  117.5  BTV  Chan 122  N44º23.83´ W73º10.96´  232º 40.1 NM to fld. 417/15W.
VOR unusable:
075º–132º byd 30 NM blo 9,000´
133º–165º byd 30 NM blo 8,000´
DME unusable:
075º–132º byd 30 NM blo 9,000´
133º–165º byd 30 NM blo 8,000´

SCHUYLERVILLE
GARNSEYS  (B04)  1 S  UTC–5(–4DT)  N43º04.06´ W73º35.03´
100  NOTAM FILE BTV
RWY 02–20:  2500X90 (TURF)
RWY 02:  Road.
RWY 20:  Road.
Tiedowns located immediately north of driveway adjacent to Rwy 20 end.
AIRPORT MANAGER:  518-695-3346
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Albany Apch at 518-862-2299.

WATERWAY 02W–20W:  9999X750 (WATER)

SENECA FALLS
FINGER LAKES RGNL  (0G7)  2 SE  UTC–5(–4DT)  N42º53.01´ W76º46.87´
492  B  NOTAM FILE BUF
RWY 01–19:  H4592X75 (ASPH)  S–12.5, D–30  MIRL
RWY 19:  REIL. PAPI(P2L)—GA 3.0º TCH 40´. Road.
RWY 11–29:  1850X60 (TURF)  1.3% up W
RWY 11:  Trees.
RWY 29:  Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 01:  TORA–4592  TODA–4592  ASDA–4592  LDA–4199
SERVICE:  S4  FUEL  100LL, JET A  LGT
ACTIVATE REIL Rwy 01 and Rwy 19; MIRL Rwy 01–19—CTAF.
AIRPORT MANAGER:  315-568-0110
WEATHER DATA SOURCES:  AWOS–3 120.0 (315) 568–5362.
COMMUNICATIONS:  CTAF/UNICOM 122.8
ELMIRA APP CON 124.3 (SW–SE) (1100–0500Z‡)
NEW YORK CENTER APP CON 133.35 (SW–SE) (0500–1100Z‡)
ROCHESTER APP/DEP CON 119.55 (W–NW)
SYRACUSE APP/DEP CON 126.125
CLEARANCE DELIVERY PHONE:  For CD ctc Syracuse Apch at 315-455-6218.
RADIO AIDS TO NAVIGATION:  NOTAM FILE ITH.
ITHACA  (L) VOR/W/DME  111.8  ITH  Chan 55  N42º29.70´ W76º27.58´  339º 27.3 NM to fld. 1102/10W.
VOR portion unusable:
060º–080º byd 28 NM blo 2,500´
081º–150º byd 10 NM blo 3,800´
360º–059º byd 10 NM blo 3,800´
DME portion unusable:
360º–160º byd 20 NM blo 6,500´
SHARON
(K31) 2 SE UTC–5 (–4DT) N42º46.70´ W74º34.66´
1508 NOTAM FILE BUF
RWY 13–31: 2570X120 (TURF)
RWY 31: Trees.
AIRPORT REMARKS: Attended irregularly. P–line parallel on SW side of rwy 285 ft from rwy edge. Rwy 13 thld dsplcd ngt ops only. Rwy shortened by 200´ on the west end due to turf holes/crevasses.
AIRPORT MANAGER: 518-284-2081
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Syracuse Apch at 315-455-6218.

SHERMAN
(D88) 4 W UTC–5 (–4DT) N42º09.00´ W79º41.15´
1640 NOTAM FILE BUF
RWY 08–26: 2600X75 (TURF)
RWY 08: Trees.
RWY 26: Trees.
AIRPORT REMARKS: Attended irregularly. Deer on and invof rwy. Ultralight on and invof arpt. There are 28´ p–lines running along south side of Hazen Rd sighted 115´ left and 495´ from Rwy 08 end.
AIRPORT MANAGER: 814-725-5923
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Buffalo Apch at 716-626-6920, when Apch clsd ctc Cleveland ARTCC at 440-774-0232.

SHIRLEY
(HWV) KHWV 1 N UTC–5 (–4DT) N40º49.32´ W72º52.01´
81 B NOTAM FILE HWV
RWY 15–33: H4222X150 (ASPH–CONC) S–52, D–70, 25–89, 2D–120
MIRL
RWY 15: REIL. PAPI(P2L)—GA 3.0º TCH 47´. Trees.
RWY 33: REIL. PAPI(P2L)—GA 3.0º TCH 46´. Trees.
RWY 06–24: H4201X100 (ASPH) S–32, D–56, 2D–93 MIRL
0.3% up NE
RWY 06: MALSR. VASI(V4L)—GA 3.0º TCH 47´. Trees.
RWY 24: REIL. Trees.
SERVICE: S4 FUEL 100LL, JET A LGT All twy lgts opr. ACTVT MALSR Rwy 06; REIL Rwys 24, 15 and 33; PAPI Rwys 15 and 33; MIRL Rwys 06–24 and 15–33—CTAF.
AIRPORT REMARKS: Attended 1300–0000Z‡. Deer all areas of arpt especially at ngt. Glider ops dalgt hrs. Pilots be aware when conducting practice ILS apchs, extensive lgt act training on and invof arpt all hrs. Gliders use tgt tcf pat for Rwy 24 and Rwy 33, gliders use left tcf pat for Rwy 06 and Rwy 15. No touch and go on weekends and non daylight hours. Parachute Jumping. Extensive parachute jumping activity invof arpt. Upper air balloons launched 3 miles north of arpt 1100Z‡ and 2300Z‡. Rwy 06 VGSI and glidepath not coincident. Relocated thld is Taxiway Z1. Overnight ramp parking $5.00. No ldg fee.
AIRPORT MANAGER: 631-281-5100
WEATHER DATA SOURCES: ASOS 119.625 (631) 399–7095.
COMMUNICATIONS: CTAF/UNICOM 122.8
NEW YORK APP/DEP CON 120.05
CLNC DEL 133.2
CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 516-683-2449 or 133.2
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.
CALVERTON (L) VOR/DME 117.2 CCC Chan 119 N40º55.78´ W72º47.93´ 219º 7.2 NM to fld. 85/13W.
VOR unusable: 106º–116º
280º–290º byd 25 NM
ILS 108.95 I–HHW Rwy 06. Glideslope unmonitored. LOC unusable byd 4.6 NM fm thld abv 2,100´. LOC unusable within thld abv 1,000´. LOC unusable within 0.5 NM.
SIDNEY MUNI (N23)  1 W  UTC–5(–4DT)  N42°18.16´ W75°24.96´
1027  B  NOTAM FILE BUF
RWY 07–25:  H2401X75 (ASPH)  S–25, D–45  MIRL
RWY 07:  REIL. Tree.
SERVICE:  S4  FUEL  100LL, JET A  OK 3, 4  LGT ACTIVATE MIRL Rwy
07–25 and REIL Rwy 07 and 25—CTAF.
AIRPORT REMARKS:  Attended 1300–2200Z‡. For attenant other times call
607–561–2346. Numerous hills surround arpt up to 800´ abv arpt
elevation. High tension lines 1 NM from AER 07. Two ft high cement
fixtures in prim sfc in ditches 130 ft W of rwy. Fence 7 ft abv rwy end
325 ft of cntrln. Cold temperature airport. Altitude correction required
at or below –21C.
AIRPORT MANAGER:  607-561-2346
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE:  For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION:  NOTAM FILE BUF.
DELANCEY (L) VOR/DME 112.1  DNY Chan 58  N42°10.70´
W74°57.42´  301º 21.8 NM to fld. 2560/11W.
ROCKDALE (L) VOR/DME 112.6  RKA Chan 73  N42°27.98´
W75°14.35´  230º 12.6 NM to fld. 2032/11W.

SKANEATELES AERO DROME (6B9)  2 SW  UTC–5(–4DT)  N42°54.84´ W76°26.45´
1039  TPA—1839(800)  NOTAM FILE BUF
RWY 04–22:  3350X130 (TURF)  0.8% up SW
RWY 04:  Trees.
RWY 22:  Fence.
RWY 10–28:  H1314X58 (ASPH)  S–9  MIRL(NSTD)  0.4% up W
RWY 28:  Trees.
SERVICE:  FUEL  100LL  LGT Arpt lgt OTS indef. ACTIVATE MIRL Rwy
10–28—CTAF.
AIRPORT REMARKS:  Unattended, call manager. Fuel avbl 24 hr self svc credit
card. Rwy 28 two 55´ power poles 70´ either side centerline 700´
MIRL. Lgts are 38´ from pavement edge. Rwy 28 has 4 lgts out and 2
lgts very dim. One thld lgt is rotated 90º (red/green lens). Rwy 10 3´
fence 20´ from thld on both sides, 15´ road 30´ from thld on both
sides and 4´ fence 80´ from thld on both sides. –10´ culvert/ditch 50´
left of centerline at thld. Rwy 04–22 has variations in rwy sfc.
AIRPORT MANAGER:  707-580-9240
WEATHER DATA SOURCES: AWOS–3P 120.125 (315) 685–5790.
COMMUNICATIONS: CTAF/UNICOM 122.8
SYRACUSE APP/DEP CON 126.125
CLEARANCE DELIVERY PHONE:  For CD ctc Syracuse Apch at 315-455-6218.
RADIO AIDS TO NAVIGATION:  NOTAM FILE SYR.
SYRACUSE (H) VORTACW 117.0  SYR Chan 117  N43º09.63´ W76º12.27´
226º 18.1 NM to fld. 453/11W.
TACAN AZIMUTH & DME unusable:  Byd 35 NM bls 4,000´
VOR unusable:  010º–025º 067º–077º byd 30 NM
134º–144º byd 19 NM

SKY ACRES  (See MILLBROOK on page 216)
SKY PARK  (See RED HOOK on page 236)
SOUTH ALBANY  (See SOUTH BETHLEHEM on page 245)
**SOUTH BETHLEHEM**

**SOUTH ALBANY** (4B0) 2 N UTC–5(–4DT) N42°33.64′ W73°50.04′

- 196 NOTAM FILE BTW
- RWY 01–19: H2853X60 (ASPH) LIRL 0.4% up N
- RWY 01: RVR-T Thld dsplcd 150′. Fence.
- RWY 19: RVR-R Thld dsplcd 124′. Road.

**SERVICE:** 54 **FUEL** 100LL, JET A

**AIRPORT REMARKS:** Attended Nov–Mar 1300–2100Z‡, Apr–Oct 1100–0200Z‡. Arpt clsd to acft over 12,500 lbs. Birds on and invof arpt. Helicopter NS ABTMT procedures in effect. VFR dep maintain rwy hdg until reaching 500′ AGL. Avoid arr and dep to/from the west. +17′ railroad across centerline 200′ S of Rwy 01.

**AIRPORT MANAGER:** (518) 281-5430

**COMMUNICATIONS:** CTAF 122.9

**ALBANY APP/DEP CON** 118.05

**CLEARANCE DELIVERY PHONE:** For CD ctc Albany Apch at 518-862-2299.

**AIRPORT REMARKS:**

- Attended continuously. Noise sensitive area due to houses nearby. No idling or waiting on helipad permitted. Rwy H1; +4 FT stone wall 22 FT S; +15 FT road 25 FT S; +47 FT house 230 FT S. Rwy H1; +24′ brush 65′ SE; +31′ AWOS twr 165′ SE; +45′ bldg 430′ SE. Rwy H1; +52′ bldg 550′ SW. Ldg fee $150 for less than 5,000 lbs max gross ldg weight and $200 for greater than or equal to 5,000 lbs max gross ldg weight. Rwy H1 +3′ concrete block, 53′ NE of helipad. Rwy H1; +5′ dune, 300′ NW of helipad.

**AIRPORT MANAGER:** 631-283-0247

**COMMUNICATIONS:** CTAF 122.9

**NEW YORK APP/DEP CON** 125.975

**CLEARANCE DELIVERY PHONE:** For CD ctc New York Apch at 516-683-2449

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HTO.

**HAMPTON (H) VORTAC** 113.6 HTO Chan 83 N40°55.14′ W72°19.00′

- 250′ 8.1 NM to fld. 22/13W.
- DME unusable:
  - 280°–325° byd 35 NM b/o 1,700′
  - 326°–355° byd 30 NM b/o 2,000′
- TACAN AZIMUTH unusable:
  - 280°–325° byd 35 NM b/o 1,700′
  - 326°–355° byd 30 NM b/o 2,000′
- VOR unusable:
  - 01°–24°
  - 270°–323°

**SMARTARO** (See EAST MORICHES on page 194)

**SPENCERPORT AIRPARK** (D91) 2 S UTC–5(–4DT) N43°10.17′ W77°49.10′

- 614 NOTAM FILE BUF
- RWY E–W: 2450X30 (TURF)
- RWY E: Trees.
- RWY W: Trees.

**AIRPORT REMARKS:** Attended irregularly. Rwy E–W soft in winter. For rwy conditions call 585–737–3018, +80′ antenna 2270′ from thld 10′ south of centerline.

**AIRPORT MANAGER:** (585) 737-3018

**COMMUNICATIONS:** CTAF 122.9

**CLEARANCE DELIVERY PHONE:** For CD ctc Cleveland ARTCC at 440-774-0490.

NE, 5 NOV 2020 to 31 DEC 2020
STAATSBURG

AIRHAVEN (9N) 3 SE UTC–5 (−4DT) N41º49.96´ W73º52.57´

450 NOTAM FILE ISP
RWY 02–20: 1863X75 (TURF) 1.5% up N
RWY 02: Tree.
RWY 20: Trees.
SERVICE: S4
AIRPORT REMARKS: Unattended. Rwy not plowed in winter. Rwy 02–20 2´ pvc reflective markers, blue markers at thld, all others along edges are white. Rwy 20 has +50´ trees, 30´ from thld, 50´ left. Steep grades and drop-offs located in Rwy 02 safety area.
AIRPORT MANAGER: 845-889-4717
COMMUNICATIONS: CTAF 122.9

STORMVILLE (N69) 1 NE UTC–5 (−4DT) N41º34.62´ W73º43.94´

358 NOTAM FILE ISP
RWY 06–24: H3315X50 (ASPH) S–25 0.8% up NE
RWY 06: Trees.
AIRPORT REMARKS: Unattended. Geese on and invof rwy. Rwy 06–24 not plowed. Flee market obstns and material may be next to rwy ends. Rwy 06–24 wide cracks and weeds on rwy.
AIRPORT MANAGER: (845) 227-4444
COMMUNICATIONS: CTAF/UNICOM 122.8
NEW YORK APP/DEP CON 132.75

SUFFOLK CO N40º50.27´ W72º37.91´ NOTAM FILE FOK.
(T) TACAN 111.0 FOK Chan 47 at Francis S Gabreski. 50/13W. TACAN unmonitored when twr clsd.
No NOTAM MP: 1600–2000Z‡ Mon
TACAN AZIMUTH unusable:
089º–217º byd 11 NM
335º–345º byd 11 NM
335º–345º wi 11 NM blo 2,000´
DME unusable:
089º–217º byd 11 NM
335º–345º byd 11 NM
335º–345º wi 11 NM blo 2,000´

SULLIVAN CO INTL (See MONTICELLO on page 219)
SYRACUSE HANCOCK INTL (SYR/KSYR) P (ANG AR) 4 NE UTC–5(–4DT) N43°06.67’ W76°06.38’

NEW YORK H–11C, 121 L–32F
IAP AD

NE, 5 NOV 2020 to 31 DEC 2020

RUNWAY DECLARED DISTANCE INFORMATION

RWY 10:
TORA–9003 TODA–9003 ASDA–9003 LDA–9003
RWY 15:
TORA–7500 TODA–7500 ASDA–7500 LDA–7500
RWY 28:
TORA–9003 TODA–9003 ASDA–9003 LDA–9003
RWY 33:
TORA–7500 TODA–7500 ASDA–7500 LDA–7500

SERVICE:
S4 FUEL 100LL, JET A OX 1, 2, 3, 4 MILITARY—JASU 2(A/M32A–86) 1(MC–1A) 2(MC–2A) 3(M32A–60A) 2(MC–11) FUEL A+ (NC–100LL, A)

AIRPORT REMARKS:
Attended continuously. No charter ops through passenger terminal bldg without prior permission. No jet engine maintenance runs abv idle between 0400–1100Z‡. No tran acft parking on main terminal ramp. Deer, coyote, birds on and inof arpt. Rwy 28 touchdown RVR sensor shared by Rwy 33. Direct custom notification is required. Hrs of notification are Mon–Sat 1300–2200Z‡. Arrivals outside of these hrs must make arrangements during regular work hrs, call 315–455–2271. NS ABTMT procedures in effect. UAS operate within the confines of the Syracuse Class C, times vary. UAS ops in Syracuse Apch/Dep airspace will be controlled by SYR ATC at all times.

AIRPORT MANAGER: 315-454-3263

WEATHER DATA SOURCES:
ASOS (315) 454–3350 WSR
RCO 122.4 (BUFFALO RADIO)

COMMUNICATIONS: ATIS 124.225 315–455–3444 UNICOM 122.95
TOWER 120.3 GND CON 121.7 CLNC DEL 125.05

AIRSPACE: CLASS C svc ctc APP/DEP CON

RADIO AIDS TO NAVIGATION:
(H) VORTACW 117.0 SYR Chan 117 N43°09.63’ W76°12.27’ 135º 5.2 NM to fld. 453/11W.
TACAN AZIMUTH & DME unusable:
Byd 35 NM blo 4,000’
VOR unusable:
01º–02º 06º–07º byd 30 NM
134º–144º byd 19 NM

ILS/DME 109.9 I–MRZ Chan 36 Rwy 10. Class IB. Monitored by ATCT.

COMM/NAV/WEATHER REMARKS:
Fld condition reports recording avbl call 315–455–3444.
TICONDEROGA MUNI  (4B6)  2 NE UTC–5(–4DT) N43°52.64´ W73°24.79´
274 NOTAM FILE BTV
RWY 02–20: H4041X60 (ASPH) MIRL
  RWY 02: REIL. PAPI(P2L)—GA 3.0º TCH 46´. Fence.
SERVICE: FUEL 100LL LGT Rwy 02 2 thld lghts OTS indef. ACTIVATE
  MIRL Rwy 02–20, PAPI Rwy 02 and Rwy 20, REIL Rwy 02 and Rwy 20—CTAF.
  100LL self svc credit. Arpt fees–hangar, tie down, ldg for part 135, jet/turbine. Rwy 02 50´ trees 1150´ from rwy end 50´ left. Wildlife on and invof arpt. Cold temperature airport. Altitude correction required at or below –18C.
AIRPORT MANAGER: 518-585-6265
COMMUNICATIONS: CTAF/UNICOM 122.8
BOSTON CENTER APP/DEP CON 135.7
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.
BURLINGTON  (L) VOR/DME 117.5 BTV Chan 122 N44º23.83´ W73º10.96´ 213º 32.7 NM to fld. 417/15W.
  VOR unusable: 075º–132º byd 30 NM blo 9,000´ 133º–165º byd 30 NM blo 8,000´
  DME unusable: 075º–132º byd 30 NM blo 9,000´ 133º–165º byd 30 NM blo 8,000´
TC–CITIES (See ENDICOTT on page 196)

TROY
RENSSELAER CO  (5B7)  6 SE UTC–5(–4DT) N42º41.50´ W73º34.80´
440 NOTAM FILE BTV
RWY 18–36: H2670X50 (ASPH) S–8
  RWY 18: Trees.
  RWY 36: Trees.
AIRPORT REMARKS: Unattended. Tran acft call 518–596–5947 for fld conditions prior to arrival. Deer and birds on and invof arpt. Surrounding terrain slopes down to rwy, due to higher surrounding terrain recommend use of the following procedures, departing Rwy 36, use best angle of climb speed until well clear of residential area north of Rwy 36, arrivals Rwy 18 maintain sufficient alt on final so as to avoid low alt and/or high power over residential area which underlies final apch to Rwy 18. Departures Rwy 18 and arrivals Rwy 36 use normal procedures. Rwy 18–36 pavement cracked, loose rocks and vegetation. Rwy 18 first 40´ overgrown with grass. Rwy 18 markings not visible. Rwy 36 marking numbers faded.
AIRPORT MANAGER: (518) 596-5947
COMMUNICATIONS: CTAF/UNICOM 122.7
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

UTICA/FRANKFORT
FRANKFORT–HIGHLAND  (6B4)  4 SE UTC–5(–4DT) N43º00.97´ W75º10.17´
1325 NOTAM FILE BUF
RWY 13–31: H2750X60 (ASPH) S–12 LIRL 0.4% up NW
  RWY 31: Thld dsplcd 205´.
SERVICE: FUEL 100LL
AIRPORT REMARKS: Unattended. Self–serve fuel. Geese on and invof arpt during spring and fall. Model plane club opr on arpt. Rwy 31 has 120´ dropoff 90´ from thld on both sides. LIRL Rwy 13–31 not avbl to tran acft.
AIRPORT MANAGER: 315 732-9888
COMMUNICATIONS: CTAF/UNICOM 122.2
CLEARANCE DELIVERY PHONE: For CD ctc Syracuse Apch at 315-455-6218.

UTICA
FRANKFORT–HIGHLAND  (6B4)  4 SE UTC–5(–4DT) N43º00.97´ W75º10.17´
1325 NOTAM FILE BUF
RWY 13–31: H2750X60 (ASPH) S–12 LIRL 0.4% up NW
  RWY 31: Thld dsplcd 205´.
SERVICE: FUEL 100LL
AIRPORT REMARKS: Unattended. Self–serve fuel. Geese on and invof arpt during spring and fall. Model plane club opr on arpt. Rwy 31 has 120´ dropoff 90´ from thld on both sides. LIRL Rwy 13–31 not avbl to tran acft.
AIRPORT MANAGER: 315 732-9888
COMMUNICATIONS: CTAF/UNICOM 122.2
CLEARANCE DELIVERY PHONE: For CD ctc Syracuse Apch at 315-455-6218.

UTICA N43º01.59´ W75º10.17´ NOTAM FILE BUF. (L) VORTACW 111.2 UCA Chan 49 331º 16.4 NM to Griffiss Intl. 1420/12W.
RHO 122.2 (BUFFALO RADIO)

VRNAH N42º25.80´ W76º22.08´ NOTAM FILE ITH.
NDB (LOWM) 266 IT 324º 5.5 NM to Ithaca Tompkins Rgnl. 1497/12W.
WALLKILL

KOBELT (N45)  2 NE  UTC–5(–4DT)  N41°37.45′ W74°08.50′

420  B  NOTAM FILE ISP
RWY 03–21: H2664X50 (ASPH)  S–13
RWY 03: Trees.
RWY 21: Trees.

SERVICE: FUEL  100LL
AIRPORT REMARKS: Unattended. Arpt clsd to acft 13,500 lbs and over. Deer on and invof arpt. PJE at arpt 3.0 NM radius SFC–14,500′. Rwy 03 has access road 16′ from thld both sides. Rwy center width of 30′ in good condition, 10′ width on both sides of centerline in poor condition with extensive cracks and vegetation. Rwy 03–21 slight depression in grass areas opposite south end of rwy. Rwy center 30′ in fair condition, outside edges beyond this in poor condition. 18′ wide parallel twy, stub connectors to rwy between ends in poor condition.

AIRPORT MANAGER: 845-255-1087
COMMUNICATIONS: CTAF/UNICOM  122.8

WARSAW

R & R AERO (5R5)  3 WSW  UTC–5(–4DT)  N42°43.25′ W78°11.08′

1650  NOTAM FILE ISP
RWY 10–28: 4000X140 (TURF)

AIRPORT REMARKS: Attended irregularly. Cld during snow months (Nov–Apr).

AIRPORT MANAGER: 530-864-3737
COMMUNICATIONS: CTAF  122.9
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.

WARWICK MUNI (N72)  3 NE  UTC–5(–4DT)  N41°17.26′ W74°17.23′

540  NOTAM FILE ISP
RWY 08–26: 2250X80 (TURF)
RWY 08: Tree.
RWY 26: Tree.
RWY 03R–21L: H2150X28 (ASPH)  LIRL(NSTD)
RWY 03R: Tree.
RWY 21L: Trees.
RWY 03L–21R: 2100X50 (TURF)
RWY 03L: Trees.
RWY 21R: Trees.

SERVICE: FUEL  100LL  LGT
FUEL: Activate LIRL Rwy 03R–21L—CTAF.
AIRPORT REMARKS: Attended irregularly. Arpt CLOSED to tran acft sunset–sunrise. Deer and bird act near movement areas. Mountains and twrs in close vicinity of arpt. Self svc fuel avbl. Rwy 08 has 6′ chain link fence 58′ left, parallel to rwy. Practice ldgs NA. Rwy 03R–21L NSTD LIRL, spacing 400′ apart. Seaplane use of Wickham Lake prohibited.

AIRPORT MANAGER: 845-258-0183
COMMUNICATIONS: CTAF/UNICOM  123.0
WATERTOWN INTL  (ART/KART)  5 W UTC–5(–4)D  N43º59.51´ W76º01.17´
331  B  AOE  LRA  ARFF Index—See Remarks  NOTAM FILE ART  MON Airport
PCN 43 F/C/X/T  MIRL  0.3% up E
RWY 10: PAPI(P4L)—GA 3.0º TCH 47´. Trees.
RWY 28: REIL. PAPI(P4L)—GA 3.0º TCH 45´. Trees.
RWY 07–25: H4999X150 (ASPH–GRVD)  S–105, D–147, 2D–244
PCN 41 F/C/X/T  HIRL  0.3% up NE
RWY 07: MALS. PAPI(P4L)—GA 3.0º TCH 51´. Trees.
RWY 25: PAPI(P4L)—GA 3.0º TCH 45´. Trees.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 07: TORA–4999 TODA–4999 ASDA–4784 LDA–4784
RWY 10: TORA–7001 TODA–7001 ASDA–7001 LDA–7001

SERVICE:
FUEL 100LL, JET A
LGT ACTIVATE HIRL Rwy 07–25, MIRL Rwy 10–28, MALS Rwy 07, PAPI Rwy 10 and Rwy 28, REIL Rwy 28 and twy lgts—CTAF.

AIRPORT REMARKS:

AIRPORT MANAGER: 315–786–6002
WEATHER DATA SOURCES: ASOS 132.325 (315) 639–4002.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.1R 109.BT (BURLINGTON RADIO)
RCO 122.2 (BURLINGTON RADIO)
®WHEELER–SACK APP/DEP CON 124.875
CLNC DEL 120.8
AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION:
(L) VORTAC 109.8  ART Chan 35  N43º57.13´ W76º03.88´ 051º 3.1 NM to fld. 374/12W.
VOR unusable: 090º–111º byd 15 NM 112º–139º 140º–175º byd 20 NM
ILS 111.1 I–ART Rwy 07. Class ID. Auto pilot cpd apch na blw 900´.
NEW YORK

WEEDSPORT

WHITFORDS (B16)  2 NE UTC–5(–4DT) N43º04.84´ W76º32.29´

400  B TPA—1200(800) NOTAM FILE BUF

RWY 10–28: H3630X60 (ASPH) MIRL
RWY 10: Thld dsplcd 430´. Trees.
RWY E–W: 2800X100 (TURF)
RWY E: Hill.
RWY W: Trees.

SERVICE: FUEL 100LL, MOGAS LGT


AIRPORT MANAGER: 315-834-9950

COMMUNICATIONS: CTAF/UNICOM 122.8

® SYRACUSE APP/DEP CON 126.125

CLEARANCE DELIVERY PHONE: For CD ctc Syracuse Apch at 315-455-6218.

RADIO AIDS TO NAVIGATION: NOTAM FILE SYR.

SYRACUSE (H) VORTACW 117.0 SYR Chan 117 N43º09.63´ W76º12.27´ 263º 15.4 NM to fld. 453/11W.

TACAN AZIMUTH & DME unusable:
Byd 35 NM bio 4,000´
VOR unusable:
010º—025º
067º–077º byd 30 NM
134º–144º byd 19 NM

WELLSVILLE MUNI ARPT TARANTINE FLD (ELZ)(KELZ)  2 SW UTC–5(–4DT) N42º06.57´

W77º59.40´

2124  B NOTAM FILE ELZ

RWY 10–28: H5301X100 (ASPH–GRVD) S–25, D–45 HIRL
0.4% up W


RWY 28: MALS. PAPI(P2L)—GA 3.0º TCH 52´.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 10:
TORA–5301 TODA–5301 ASDA–5301 LDA–4901

RWY 28:
TORA–5301 TODA–5301 ASDA–5301 LDA–5101

SERVICE: 54 FUEL 100LL, JET A LGT

AIRPORT REMARKS: Attended Mon–Fri 1300–2130Z‡. Unattended weekends, Memorial Day, 4th of July, Labor Day, Thanksgiving, Christmas Eve, Christmas and New Years Day. After hrs svc are avbl call 585–593–3350 for numbers. 24 hr access to the lobby and restrooms. 24 hr self svc AVGAS and Jet-A.

AIRPORT MANAGER: 585-593-3350

WEATHER DATA SOURCES: ASOS 119.275 (585) 593–0203.

COMMUNICATIONS: CTAF/UNICOM 123.0

CLEVELAND CENTER APP/DEP CON 124.325

CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0227.

RADIO AIDS TO NAVIGATION: NOTAM FILE ELZ.

(l) DME 111.4 ELZ Chan 51 N42º05.38´ W77º59.97´ 029º 1.3 NM to fld. 2297/9W.

WEST 30TH ST HELIPORT (See NEW YORK on page 226)

WESTCHESTER CO (See WHITE PLAINS on page 254)
WESTHAMPTON BEACH
FRANCIS S GABRESKI (FOK)(KFOK) P (ANG) 3 N UTC–5(–4DT) N40°50.62’ W72°37.91’

RWY 06–24: H9002X150 (ASPH–CONC) PCN 31 F/B/X/T HIRL 0.3% up NE

RWY 06: REIL. PAPI(P2L)—GA 3.0º TCH 66’. Trees.

RWY 01–19: H5100X150 (ASPH–CONC) S–50, D–50, 2D–100 PCN 17 R/B/Y/T 0.4% up N

RWY 01: Trees.


RWY 15–33: H5002X150 (ASPH) PCN 42 F/B/W/T MIRL 0.3% up NW

RWY 15: REIL. PAPI(P2L)—GA 3.0º TCH 62’. Trees.

RWY 19: Trees.

RWY 15–33: Malts. PAPI(P4L)—GA 3.0º TCH 77’. Trees. Rgt tcf.

SERVICE: S4 FUEL 100LL, JET A OX 3, 4 LGT When ATCT clsd


MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. CAUTION Birds and deer haz. PJE vcnty of arpt. ANG Radio ctr acft opr 0.5 NM north of AER 15 SR–SS, ctc twr for advsy. PPR DSN 456–7362/4, C631–723–7362/4. PPR offl bus. For use of ANG ramp. Offl bus only PPR all acft, 48 hr PN, ctr afld ops DSN 456–7362, C631–723–7362 drg duty hr. Tue–Fri PPR drg off–duty hr. 106 OG/CC apvl required nml duty hr. Nml duty hr 1200–2130Z‡ Mon–Fri. Clsd Sat, Sun, hol and ev otr Mon. Lt ramp space. Tran acft may be diverted to civ FBO drg non–duty hr. Rwy clsd to acft AUW 100,000 lb exc C130/emerg UFN. AMC/ACC acft opr stdr Bird Watch cond MODERATE (tkof or ldg proh wo OG/CC apvl), ctr Afdt Managment OPS for current Bird Watch cond. Dur Phase II BASH window (+/– 1 hr of SR/SS), not tkof or ldg perms, 106 OG/CC waiver auth. Bird haz (waterfowl) hvy dur Phase II BASH Window. Phase II nml begins 1 Aug and ends 30 Nov. CSTMS/AG/IMG US CSTMS cnc svc avbl with PN (JFK) 718–487–2691 (Mil flts will coord through Base Ops 631–723–7362/7364). Mon–Fri minimum 24 hr PN, Sun and hol before 2200Z‡ on regular business day preceding svc req date, maximum pax 15.

AIRPORT MANAGER: 631-852-8095

WEATHER DATA SOURCES: ASOS 119.925 (631) 288–0588.

COMMUNICATIONS: CTAF 125.3 UNICOM 122.95

NEW YORK APP/DEP CON 125.975 343.75 343.65

TOWER 125.3 236.6 (1200–0400Z‡) GND CON 121.8 225.4

ANG OPS (RESCUE OPS) 328.475

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc New York Apch at 516-683-2449.

AIRSPACE: CLASS D svc 1200–0400Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

CALVERTON (L) VOR/DME 117.2 CCC Chan 119 N40°55.78’ W72°47.93’ 137º 9.2 NM to fld. 85/13W.

SUFFOLK CO (T) TACAN Chan 47 FOK (111.0) N40°50.27’ W72°37.91’ at fld. 50/13W. NOTAM FILE FOK.

TACAN unmonitored when twr clsd.

No NOTAM MP: 1600–2000Z‡ Mon

TACAN AZIMUTH unusable: 089º–217º by 11 NM 335º–345º by 11 NM 335º–345º wi 11 NM blo 2,000’

DME unusable: 089º–217º by 11 NM 335º–345º by 11 NM 335º–345º wi 11 NM blo 2,000’

ILS/DME 111.7 I–FOK Chan 54 Rwy 24. Class IT. Unmonitored when ATCT clsd.
NEW YORK 253

WHEELER–SACK AAF (GTB)(KGTB) A 1 NE UTC–5(–4DT) N44°03.34´ W75°43.19´

690 B TPA—See Remarks NOTAM FILE GTB Not insp. H–11C, 12K, L–32F
RWY 03–21: H10000X150 (CONC) PCN 59 R/B/W/T HIRL

RWY 03: ALSF1. PAPI(P4L)—GA 3.0º TCH 64´. Thld dispclcd 1363´.

RWY 21: ALSF1. PAPI(P4L)—GA 3.0º TCH 72´.

RWY 15–33: H5002X150 (CONC) PCN 43 R/C/W/T HIRL

RWY 15: MALSR.

RWY 08–26: H4501X150 (CONC) PCN 10 R/C/W/T LIRL

SERVICE: MILITARY— FUEL PPR. J8 avbl 1400–0230Z‡ Mon–Fri, exc federal hol OT PN. FLUID De–icing Type I and Type IV avbl with 3 hr PN. TRAN ALERT Ltd. All tran acft must notify Base OPS no later than 20 min prior arr.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Information. RSTD 72 hr PPR for gnd services, opr 1200–0400Z‡ Mon–Fri, exc federal hol. DSN 772–7536, 772–7537, C315–772–5366, 772–5373, 772–5377, 772–5379, 772–5381, 772–5389, 772–5393, 772–5410, 772–5412, 772–5420. All lth passengers must be accounted for by Base OPS. Rwy 03–21 accelerate stop and takeoff run distance avbl 10,000´. Section of Rwy 08–26 b/t Rwy 03–21 and Twy D rated conc PCN 54 R/B/W/T. Twy G rstd to C130 or smaller, max ACN 25. CAUTION Lgt stack 860´ 2 NM west arpt.

CAUTION R5201 east of afld, heavy artillery, rotary wing and fixed wing jet acft activity.

TFC PAT TPA— Rotary wing 1400(710), fixed wing 2000(1310), turbojet 2500(1810), overhead 3000(2310). NS ABTMNT Quiet hrs 0300–1100Z‡. CSTMS/AG/IMG No onsite customs, 24 hr prior notice required. When KGTB is the first port of entry into the US, all passengers, to include all thru passengers, will disembark and proceed thru a mandatory US CSTMS inspection. NS MISC Wx svc avbl Mon 0500Z‡ thru Sat 0500Z‡ exc federal hol. DSN 772–6065, C315–772–6065. Back–up wx brie afvl fr 15 OWS Scott AFB DSN 576–9755/9702, 576–9755/9702. PRI wx sensors automated H24. Drg augmentation/back–up wx observation point is 033º–162º. ATC will assist in cooperative watch by notifying wx of unreported cond. Narrow Twa A, Twa B arc 40º wide. Tight turns req from Twa A to B and B to A, advs GND if acft cannot make these turns. Actf inbd for fld maint act (AFMA) must arr no later than 1900Z‡, ctc C315–772–7536, DSN 772–7536.

COMMUNICATIONS: ATIS 119.525

TOWER 118.75 290.25 GND CON 121.9 229.8 CLNC DEL 121.9 PMSV SACK METRO 304.3
BASE OPS 126.2 280.8 FORT DRUM FLT FLW 141.025 397.75

AIRSPACE: CLASS D

RADIO AIDS TO NAVIGATION: NOTAM FILE ART.

WATERTOWN (L) VORTAC 109.8 ART Chan 35 N43°57.13´ W76°03.88´ 079º 16.2 NM to fld. 374/12W.

VOR unusable:
090º–111º byd 15 NM
112º–139º
140º–175º byd 20 NM

DRUM NDB (MHW) 257 GTB N44°04.23´ W75°44.23´ 153º 1.2 NM to fld. 559/13W. NOTAM FILE GTB.

ILS/DME 108.5 I–AEZ Chan 22 Rwy 03.

ILS/DME 108.5 I–GTB Chan 22 Rwy 21. Class IE.

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima. 128.875 and 257.8 in all apch plates/mins.
WESTCHESTER CO (HPN) (KHPN) 3 NE UTC–5 (–4 DT) N41°04.02´ W73°42.45´

NEW YORK

439 B LRA Class I, ARFF Index B NOTAM FILE HPN

RWY 16–34: H6549X150 (ASPH–GRVD) D–120, 2S–152, PCN 34 F/B/X/U HIRL CL 0.9% up NW

RWY 16: MALS R. TDZL. PAPI(P4L)–GA 3.0º TCH 55´. RVR–T

RWY 34: REIL. PAPI(P4L)–GA 3.0º TCH 56´. RVR–R Bldg.

RWY 11–29: H4451X150 (ASPH–GRVD) S–70, D–120, 2S–152, 2D–120 PCN 28 F/B/X/U MIRL

RWY 11: REIL. PAPI(P4L)–GA 3.0º TCH 54´.

RWY 29: Thld dispcl 1292´. Trees.

LAND AND HOLD–SHORT OPERATIONS

LDG RWY HOLD–SHORT POINT AVBL LDG DIST

RWY 11 16–34 2500

RWY 16 11–29 4000

RUNWAY DECLARED DISTANCE INFORMATION

RWY 11: TORA–4451 Toda–4451 ASDA–4451 LDA–4451

RWY 16: TORA–6549 Toda–6549 ASDA–6549 LDA–6549

RWY 29: TORA–4451 Toda–4451 ASDA–4451 LDA–3159

RWY 34: TORA–6549 Toda–6549 ASDA–6549 LDA–6549

SERVICE: FUEL S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LGT When twr clsd

ACTIVATE MALS Rwy 16; REIL Rwy 11 and Rwy 34; TDZ lgts Rwy 16; cntrln lgts Rwy 16–34; HIRL Rwy 16–34; MIRL Rwy 11–29; twy lgts—CTAF.

AIRPORT REMARKS: Attended continuously. Deer, birds and other wildlife on and inv of arpt. Except for taxiing, Rwys 11–29 CLOSED for arrivals and departures of the following acft: scheduled air carrier acct opr with more than 9 seats and unscheduled air carrier acct opr with more than 30 seats. Rwy 29 clsd to ldg acct more than 12,500 lbs. Snow removal equipment operating on all acft movement areas Nov thru Apr. Mowing within safety areas of all rws and twys May thru Nov. Equipment and materials staged adjacent to the southern edge of Hangar 6 ramp. Be alert: Ground equipment opr adjacent to east side of Twy A between Twy G and Twy F. Noise abatement procedures in effect ctc arpt management. 914–995–4861. Four designated helicopter routes in use for noise abatement. Act ct op MGTOW over 120,000 lbs must have prior permission, to be granted by arpt mgr or designee 194–995–4856. All approved act cts ctc opr ops (open 24/7) on unicom freq 122.95 with actual tkof and ldg weights. ATC clnc rqrd for pushback onto movement areas. Hangar D3 ramp adj to active PAX loading area at main terminal ramp, act requested use minimum thrust and avoid excess power and jet blast. Rwy 11 aiming point markings. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Westchester Co Noise Abatement Procedures.

AIRPORT MANAGER: 914–995–4850

WEATHER DATA SOURCES: ASOS (914) 288–0216 WSP.

COMMUNICATIONS: D–ATIS 133.8 914–948–0130 CTAF 118.575 UNICOM 122.95

NEW YORK APP CON 126.4 (1200–0400Z‡) 120.8 (0400–1200Z‡)

NEW YORK DEP CON 120.55

TOWER 118.575 (1100–0400Z†) GND CON 121.825

CLNC DEL 127.25 CLNC DEL 126.4 (When HPN twr clsd)

CPDLC (LOGON KUSA)

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc New York Apch on 126.4, if una call 516–683-2849.

AIRSPACE: CLASS D svc 1100–0400Z; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

CARMEL (L) VOR/DME 116.6 CMK Chan 113 N41°16.81´ W73°34.88´ 216º 14.0 NM to fld. 694/12W. VOR unusable:

001º–155º

195º–225º

245º–270º

325º–355º

ILS/DME 109.7 I–HPN Chan 34 Rwy 16. Class IIE.

ILS/DME 109.7 I–OJZ Chan 34 Rwy 34. Class IT. LOC unusable byd 28º left of course and 25º right of course.

COMM/NAV/WEATHER REMARKS: ATIS can also be received via CMK VOR frequency 116.6 (CARMEL)

WHITFORDS (See WEEDSPORT on page 251)

WILLIAMSON–SODUS (See WILLIAMSON/SODUS on page 255)
WILLIAMSON–SODUS

(SDC)(KSDC) 3 W  UTC–5(–4DT)  N43°14.08′ W77°07.17′
424  B  TPA—1400(976) NOTAM FILE BUF
RWY 10–28: H3803X60 (ASPH)  S–12  MIRL
RWY 10: REIL, PAPI(P2L)—GA 3.0° TCH 40′. Tree.
RWY 28: REIL, PAPI(P2R)—GA 3.2° TCH 42′. Tree.
SERVICE:  S4  FUEL  100LL  LGT
ACTIVATE REIL Rwy 10 and Rwy 28; MIRL Rwy 10–28—CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1330–2200Z‡. Credit card fuel avbl
24 hrs. Geese and deer on and in vicinity of arpt.
AIRPORT MANAGER: 315-483-6011
WEATHER DATA SOURCES: AWOS–3
124.2 (315) 483–6171.
COMMUNICATIONS: CTAF/UNICOM 122.8
®
ROCHESTER APP/DEP CON 119.55
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at
440-774-0490.
RADIO AIDS TO NAVIGATION: NOTAM FILE ROC.
ROCHESTER (L) VOR/DME 110.0 ROC Chan 37  N43°07.08′ W77°40.37′
086° 25.3 NM to fld. 545/12W.

WURTSBORO–SULLIVAN CO

(N82) 2 NE  UTC–5(–4DT)  N41°35.83′ W74°27.50′
548  NOTAM FILE ISP
RWY 05–23: H3591X60 (ASPH)  S–30  0.3% up SW
RWY 05: Thld dsplcd 233′. Pole.
RWY 23: Trees.
RWY 14–32: 2092X120 (TURF)  0.6% up NW
RWY 14: Hill.
RWY 32: Trees.
RWY 18–36: 1250X150 (TURF)  0.3% up N
RWY 18: Hill.
RWY 36: Trees.
RWY 05–27: 1101X110 (TURF)  0.7% up W
RWY 09: Trees.
RWY 27: Trees.
SERVICE:  FUEL  100LL
AIRPORT REMARKS: Attended 1400–2200Z‡. Winter months attended till
dusk. Extensive glider activity. Deer on and in vicinity of arpt. Twr
elevation 1690′ MSL 250′ AGL, located 9000′ NE thld apch Rwy 23.
AIRPORT MANAGER: (845) 888-2791
COMMUNICATIONS: CTAF/UNICOM 122.8
®
NEW YORK APP/DEP CON 132.75
CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 516-683-2448
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.
KINGSTON (L) VOR/DME 117.6 IGN Chan 123  N41°39.93′ W73°49.33′
274° 29.8 NM to fld. 582/12W.
VOR portion unusable:
045°–050° byd 35 NM bld 4,300′
070°–140° byd 30 NM bld 3,400′

NE, 5 NOV 2020 to 31 DEC 2020
ALLENTOWN QUEEN CITY MUNI (XLL)(KXLL) 2 SW UTC–5(–4DT) N40°34.22´ W75°29.30´ NEW YORK
399 B NOTAM FILE IPT
RWY 07–25: H3950X75 (ASPH–GRVD) S–12 MIRL
RWY 07: REIL. PAPI(P4L)—GA 3.0º TCH 41´. Trees.
RWY 25: REIL. PAPI(P4L)—GA 3.5º TCH 40´. Pole.
RWY 15–33: H3160X75 (ASPH) S–12 MIRL 0.4% up SE
RWY 15: Tree.
SERVICE: S2 FUEL 100LL, JET A LGT ACTIVATE MIRL Rwys 07–25 and 15–33, REIL Rwys 07 and 25—CTAF. Rwys 25 VGSIs unusable byd 3º left of course.
AIRPORT MANAGER: 610-791-5193
COMMUNICATIONS: CTAF/UNICOM 122.7
® APP/DEP CON 119.65 (3000´ and blo) 124.45 (above 3000´)
CLNC DEL 118.9
CLEARANCE DELIVERY PHONE: For ctc Allentown Apch at 800-728-6322.
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
EAST TEXAS  (L) VOR/RDME 110.2 ETX Chan 39 N40º34.86´ W75º41.04´ 103º 9.0 NM to fld. 742/9W.

LEHIGH VALLEY INTL (ABE)(KABE) 3 NE UTC–5(–4DT) N40°39.14´ W75°26.42´ NEW YORK
394 B TPA—See Remarks LRA Class I, ARFF Index C NOTAM FILE ABE
RWY 06–24: H7599X150 (ASPH–GRVD) S–75, D–209, 2S–175, 2D–370 PCN 49 F/A/W/U HIRL CL
RWY 06: MALSR. PAPI(P4L)—GA 3.0º TCH 48´. RVR–TR
RWY 24: REIL. PAPI(P4L)—GA 3.0º TCH 60´. RVR–TR Thld dispcl 510´. Road.
RWY 13: MALSR.
RWY 31: REIL. PAPI(P4L)—GA 3.0º TCH 54´. Pole.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–7599 TODA–7599 ASDA–7599 LDA–7599
RWY 13: TORA–5800 TODA–5800 ASDA–5800 LDA–5800
RWY 24: TORA–7599 TODA–7599 ASDA–7599 LDA–7089
RWY 31: TORA–5800 TODA–5800 ASDA–5800 LDA–5800
ARRESTING GEAR/SYSTEM
RWY 13: EMAS
RWY 31: EMAS
SERVICE: S4 FUEL 100LL, JET A OK 1, 2
AIRPORT REMARKS: Attended procedures for turbojet powered act. in effect; preferential Rwys 06–24. Rwys 06–24 are advised that departures may be over a noise sensitive area. Rwys 31 turbojet departures turn right heading 360º until 2000´ MSL. TPA—1399(1006) reciprocating props, 1999(1606) turbine powered act. Military act. plan to park and refuel on Hangar 7 apron. Twy C rstd to maximum acft weight 12,500 lbs. Twy B south of Twy B3 rstd to act with wingspan 118´ or less. Twy B3 west of Rwys 13–31 rstd to act with wingspan 118´ or less. Twy E north of Rwys 06–24 in very poor condition with sections of broken pavement. Rwys 13–31 rstd to act with wingspan 118´ or less. Trml apron taxilane bhn trml blgs closed to act with wingspan greater than 100´. Rwys 06 VGSIs and ILS glidepath not coincident. Rwys 24 VGSIs and ILS glidepath not coincident. U.S. Customs user fee arpt. Ldg fee. Flight Notification Service (ADCUS) avbl—2 hours PPR.
AIRPORT MANAGER: 610-266-6001
WEATHER DATA SOURCES: ASOS 126.975 (610) 264–1765.

CONTINUED ON NEXT PAGE

NE, 5 NOV 2020 to 31 DEC 2020
COMMUNICATIONS: ATIS 126.975 UNICOM 122.95

COMMUNICATIONS: ATIS 126.975 UNICOM 122.95

CONTINUED FROM PRECEDING PAGE

ALLENTOWN APP/DEP CON 119.65 (3000´ & blo) 124.45 (abv 3000´) 124.45 (from west)

TOWER 120.5 GND CON 121.9 CLNC DEL 124.05

AIRSPACE: CLASS C svc ctc APP CON.

RADIO AIDS TO NAVIGATION: NOTAM FILE ABE.

ALLENTOWN (L) VORTACW 117.5  FJC Chan 122  N40º43.60´ W75º27.28´  182º 4.5 NM to fld. 681/10W.

TACAN AZIMUTH & DME unusable:
  061º–299º byd 30 NM blo 4,000´
  300º–600º byd 26 NM blo 4,500´

VOR unusable:
  021º–189º byd 10 NM
  190º–260º byd 9,000´
  190º–260º byd 24 NM
  261º–306º byd 9 NM blo 4,000´
  307º–349º
  350º–020º blo 3,500´
  350º–020º byd 33 NM blo 4,000´

ILS 110.7  I–ABE  Rwy 06.  Class IIIE.

ILS 111.9  I–BXY  Rwy 13.  Class IB.

ILS/DME 108.55  I–GUW  Chan 22(Y)  Rwy 24.  Class "IE".

NEW YORK

H–10I, L–30K, 33A, 34G

NE, 5 NOV 2020 to 31 DEC 2020
ALTOONA–BLAIR CO (AOO)(KAOO) 12 S UTC–5(–4DT) N40º17.78´ W78º19.20´

RWY 03–21: H5465X100 (ASPH–GRVD) S–16, D–44 HIRL 0.6% up S

RWY 03: REIL. PAPI(P4L)—GA 3.0º TCH 43´. Trees.
RWY 21: MALSR. PAPI(P4L)—GA 3.0º TCH 52´. Trees.

RWY 12–30: H3668X75 (ASPH) S–11.5, D–33 MIRL

RWY 12: REIL. PAPI(P4L)—GA 3.0º TCH 54´. Trees.
RWY 30: REIL. PAPI(P4R)—GA 4.0º TCH 54´. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA–5465 TODA–5465 ASDA–5465 LDA–5465
RWY 12: TORA–3668 TODA–3668 ASDA–3668 LDA–3668
RWY 21: TORA–5465 TODA–5465 ASDA–5465 LDA–3668
RWY 30: TORA–3668 TODA–3668 ASDA–3668 LDA–3668

SERVICE: S4 FUEL 100LL, JET A

AIRPORT REMARKS: Attended Mon–Fri 0930–0330Z‡, Sat 1230–0030Z‡, Sun 1330–0130Z‡. Preferred rwy is Rwy 21; for NS ABTMT when departing Rwy 03, maintain rwy heading until 2 NM north of arpt. Rwy/twy conds unmonitored outside of normal attendance hrs. Specialized acft (ultralgt, homebuilt, etc) ctc arpt manager 814–793–2027 or UNICOM 123.0 prior to ldg. PPR 24 hrs for unscheduled air carrier and non–air carrier ops with more than 30 passenger seats call arpt manager 814–793–2027.

AIRPORT MANAGER: 814-793-2027

COMMUNICATIONS: CTAF 123.6 UNICOM 123.0 RCO 122.2 (ALTOONA RADIO)

CLEARANCE DELIVERY PHONE: For CD ctc Johnstown Apch at 814-532-5960, when Apch clsd ctc Cleveland ARTCC at 440-774-0234.

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION:

NOTAM FILE AOO.

ST THOMAS (L) VORTACW 115.0 THS Chan 97 N39º55.99´ W77º57.06´ 329º 27.6 NM to fld. 2338/7W.

ILS 111.1 I–AOO Rwy 21. Class IA. LOC unusable byd 25º right of course.

BALLY (See LATROBE on page 286)

BANDEL (See EIGHTY FOUR on page 272)

BAUBLITZ COMMERCIAL (See BROGUE on page 262)
BEAVER FALLS

BEAVER CO

1253 B NOTAM FILE BVI

RWY 10–28: H4501X100 (ASPH–GRVD) S–16, D–32 MIRL

1.1% up E

RWY 10: REIL. PAPI(P4L)—GA 3.0° TCH 42°. Trees.

RWY 28: REIL. PAPI(P4L)—GA 3.0° TCH 43°. Trees.

SERVICE: S4 FUEL 100LL, JET A


AIRPORT MANAGER: 724-847-4662

WEATHER DATA SOURCES: AWOS–3 PT 118.35 (724) 843–1024.

COMMUNICATIONS: CTAF 120.3 ATIS 118.35

ELLWOOD CITY RCO 122.1R 115.8T (ALTOONA RADIO)

PITTSBURGH APP/DEP CON 124.75

TOWER 120.3 (1230–0200Z‡ Mon–Fri; 1400–2200Z‡ Sat and Sun)

GND CON 121.8 CLNC DEL 124.85 (when twr clsd)

AIRSPACE: CLASS D svc 1230–0200Z‡ Mon–Fri; 1400–2200Z‡ Sat & Sun; other times CLASS G.

RADIO AIDS TO NAVIGATION:

EWR Chan 105

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at twr.
BELLEFONTE  (N96)  3 SW UTC–5 (–4DT)  N40°53.13´ W77°48.97´
1072  B  TPA—2101(1029)  NOTAM FILE AOO
RWY 07–25:  H3632X60 (ASPH)  RWY LGTS(NSTD)  0.3% up SW
RWY 07:  Tree.
RWY 25:  PAPI(P2L)—GA 3.5º TCH 40´. Rgt tfc.
SERVICE:  S4  FUEL 100LL, JET A
AIRPORT REMARKS:  Attended 1300Z‡–dusk. For svc after hrs ctc 814–355–7407 or 814–883–7646. Ultralights on and invof arpt. All helicopters rqr to use fixed wing tfc pat. Heavy glider activity during dryt hrs, all alts within 10 NM area, all directions, especially along ridge 1 NM west and north of arpt. Ctc UNV twr (University Park) 128.475 prior to entering Class D airspace. Rwy 07–25 markings extremely faded.
AIRPORT MANAGER:  814-355-7407
COMMUNICATIONS:  CTAF/UNICOM 122.8
NEW YORK CENTER APP/DEP CON 134.8
CLNC DEL 119.625
RADIO AIDS TO NAVIGATION:  NOTAM FILE AOO.
PHILIPSBURG (H) VORTAC 115.5  PSB  Chan 102  N40º54.98´ W77º59.56´ 113º 8.2 NM to fld. 2443/10W.
COMM/NAV/WEATHER REMARKS:  Clearance delivery provided by New York ARTCC on FREQ 118.55 when UNV TWR CLSD.

BELLGROVE  (H) NDB (MHW) 328  BZJ at Muir AAF (Fort Indiantown Gap). 518/10W.

BELTZVILLE  (See LEHIGHTON on page 287)

BENDIGO  (See TOWER CITY on page 313)

BENSalem

TOTAL RF HELIPORT  (Ø0A)  1 E UTC–5 (–4DT)  N40º04.25´ W74º56.02´
11  NOTAM FILE IPT
HELPAD H:  H80X80 (ASPH)  PERIMETER LGTS
AIRPORT MANAGER:  215-990-5300
COMMUNICATIONS:  CTAF 122.9

BERMUDIAN VALLEY AIRPARK  (See KRALLTOWN on page 285)

BETHel

GRIMES  (8N1)  2 E UTC–5 (–4DT)  N40º29.09´ W76º15.81´
582  NOTAM FILE IPT
RWY 11–29:  2720X100 (TURF)
RWY 11:  Thld dsplcd 250´. Road.
RWY 29:  Thld dsplcd 270´. Tree.
AIRPORT MANAGER:  717-933-9566
COMMUNICATIONS:  CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE:  For CD ctc Reading ATCT at 610-478-9562. when clsd, ctc Harrisburg Apch at 800-932-0712.
**BLOOMSBURG MUNI** (N13) 0 E UTC–5(–4DT) N40°59.86’ W76°26.11’

481 B NOTAM FILE IPT

RWY 09–27: H3200X60 (ASPH) S–12.5 MIRL

RWY 09: Road.

SERVICE: S4 FUEL 100LL LGT ACTIVATE MIRL Rwy 09–27—CTAF.


AIRPORT MANAGER: (570) 317–2481

COMMUNICATIONS: CTAF/UNICOM 122.8

WILKES–BARRE APP/DEP CON 126.3

CLEARANCE DELIVERY PHONE: For CD ctc Wilkes-Barre Apch at 570-655-2084.

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

MILTON (L) VORTACW 109.2 MIP Chan 29 N41°01.40’ W76°39.92’ 1000/9W.

**BLUE KNOB VALLEY** (See NEWRY on page 293)

**BRADEN AIRPARK** (See EASTON on page 271)

**BRADFORD CO** (See TOWANDA on page 313)

**BRADFORD RGNL** (BFD)(KBFD) 10 S UTC–5(–4DT) N41°48.18’ W78°38.40’

2143 B ARFF Index—See Remarks NOTAM FILE BFD


RWY 14: REIL. VASI(V4L)—GA 3.0º TCH 42’. Trees.

RWY 32: MALSR. Trees.

RWY 05–23: H4499X100 (ASPH–GRVD) S–48, D–60 MIRL 0.3% up NE

RWY 05: REIL. Trees.

RWY 23: REIL. PAPI(P4L)—GA 3.0º TCH 40’.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA–4499 TODA–4499 ASDA–4499 LDA–4499

RWY 14: TORA–6306 TODA–6306 ASDA–6306 LDA–6306


RWY 32: TORA–6306 TODA–6306 ASDA–6306 LDA–6306

SERVICE: S2 FUEL 100LL, JET A+ LGT ACTIVATE MALSR Rwy 32; REIL Rwy 05, Rwy 23 and Rwy 14; VASI Rwy 14; PAPI Rwy 23; MIRL Rwy 05–23; HIRL Rwy 14–32; twy lgts—CTAF.


AIRPORT MANAGER: 814-368-5928

WEATHER DATA SOURCES: ASOS 133.825 (814) 368–2581.

COMMUNICATIONS: CTAF/UNICOM 123.075

RCO 122.2 (ALTOONA RADIO)

CLEVELAND CENTER APP/DEP CON 124.325

CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0227.

AIRSPACE: CLASS E svc 1100–0330Z‡ Mon–Fri, 1100–2330Z‡ Sat, 1300–0330Z‡ Sun; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE BFD.

(L) DME 116.6 BFD Chan 113 N41°47.18’ W78°37.16’ 324º 1.4 NM to fld. 2110/7W.

ILS 108.3 I–BFD Rwy 32. Class IB.
262 PENNSYLVANIA

BRADFORD  N41°47.18´ W78°37.16´ NOTAM FILE BFD.
(l) DME 116.6  BFD  Chan 113  324º 1.4 NM to Bradford Rgnl. 2110/7W.
RCO 122.2 (ALTOONA RADIO)

BRANDYWINE RGNL (See WEST CHESTER on page 316)

BREEZEWOOD

GREATER BREEZEWOOD RGNL  (P17)  7 S  UTC–5(–4DT)  N39°52.46´ W78°17.86´
1345  NOTAM FILE A00
RWY 01–19: 3073X100 (TURF)  2.1% up N
RWY 01:  Rd. Rgt tlc.
RWY 18:  Rd.
AIRPORT REMARKS: Unattended. Deer and wildlife on and inv of arpt, low pass encouraged. Call for field cond. Rwy marked with white plastic barrels.
AIRPORT MANAGER: 814-784-0093
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc Johnstown Apch at 814-532-5960, when Apch clsd ctc Cleveland ARTCC at 440-774-0234.

BROGUE

BAUBLITZ COMMERCIAL  (9W8)  1 S  UTC–5(–4DT)  N39°51.14´ W76°29.18´
750  B  NOTAM FILE IPT
RWY 10–28: 2493X100 (TURF)
RWY 10:  Thld dsplcd 476´. Pole.
SERVICE: FUEL 100LL
AIRPORT MANAGER: (717) 870-4076
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-429-5882.

BROKENSTRAW (See PITTSFIELD on page 301)

BUTLER

BUTLER FARM SHOW  (3G9)  3 W  UTC–5(–4DT)  N40°51.15´ W79°58.49´
1333  B  NOTAM FILE A00
RWY 18–36: H2580X38 (ASPH)  S–9  LIRL(NSTD)
RWY 18:  Thld dsplcd 180´. Pole.
RWY 36:  Thld dsplcd 197´. Trees.
SERVICE: FUEL 100LL  LGT ACTIVATE LIRL—CTAF. Arpt bcn ops dusk–1000Z‡. Rwy 18–36 NSTD LIRL 50´ from rwy. Lgtd wind "T" dusk to dawn.
AIRPORT MANAGER: 724-991-2208
COMMUNICATIONS: CTAF/UNICOM 122.7
CLEARANCE DELIVERY PHONE: For CD ctc Pittsburgh Apch at 412-472-5591

DETROIT NE, 5 NOV 2020 to 31 DEC 2020

CINCINNATI

WASHINGTON
PITTSBURGH/BUTLER RGNL (BTP)(KBTP)  5 SW UTC–5(–4DT)  N40°46.60′ W79°57.07′

1248 B  NOTAM FILE BTP  MON Airport
RWY 08–26: H4801X100 (ASPH–GRVD)  S–37, D–50  HIRL
0.3% up E
RWY 08: MALSF, PAPI(P4L)—GA 3.0º TCH 53′. Trees.
RWY 26: REIL. PAPI(P4L)—GA 3.5º TCH 52′. Trees.
SERVICE: S4  FUEL  100LL, JET A, A+  OX 1, 2  LGT ACTIVATE MALSF
Rwy 08, PAPI Rwy 08 and Rwy 26, HIRL Rwy 08–26—CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1200–0000Z‡, Sat–Sun
1300–2300Z‡. Unattended Christmas Day and Easter Day. Arpt ofc hrs
1300–2100 M–F, clsd hols. 100LL self–serve avbl. Deer and birds on
and inv of arpt. NS ABTMT procedures in effect; climb to 2000′ before
turning.
AIRPORT MANAGER: 724-586-6665
WEATHER DATA SOURCES: AWOS–3PT
121.450 (724) 586–6434. SAWRS.
COMMUNICATIONS: CTAF/UNICOM 123.05
ELLWOOD CITY RCO 122.1R 115.8T (ALTOONA RADIO)
® PITTSBURGH APP/DEP CON 124.75
CLNC DEL 119.4
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
ELLWOOD CITY (H) VOR/DME 115.8 EWC Chan 105  N40°49.50′
W80º12.69′  112º 12.2 NM to fld. 1227/8W.
VOR unusable:
285º–335º
ILS 111.5  I–BTP  Rwy 08.

BUTTER VALLEY GOLF PORT (See BALLY on page 258)

CAMOR N39°52.97′ W79°44.68′ NOTAM FILE AOO.
NDB (MHW/LOM) 299 VV 049º 6.1 NM to Joseph A Hardy Connellsville. 1020/8W.
NDB unusable:
Byd 10 NM

CANADENSIS

FLYING DOLLAR (8N4)  2 N UTC–5(–4DT)  N41°12.90′ W75°14.81′
1430 NOTAM FILE IPT
RWY 02–20: 2405X100 (TURF)  4.5% UP N
RWY 20: Trees.
AIRPORT REMARKS: Attended irregularly. Deer and wildlife on and inv of rwy. No snow removal. Ldg prohibited Rwy 20,
departure prohibited Rwy 02. Rwy 02–20 marked with white cones. Announce tfc on—CTAF 122.9
AIRPORT MANAGER: 646-298-4753
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Wilkes-Barre Apch at 570-655-2084.

CAPITAL CITY (See HARRISBURG on page 280)
PENNSYLVANIA

CARLISLE (N94) 2 SE UTC–5(–4DT)  N40º11.27´ W77º10.46´
510 B NOTAM FILE IPT
RWY 10–28: H4008X60 (ASPH) S–12.5, D–12.5 LIRL
RWY 10: Tree.
RWY 28: PVASI(PSIL)—GA 4.0º TCH 45´. Thld dsplcd 126´. Tree.
SERVICE: S2 FUEL 100LL, JET A+ LGT ACTIVATE LIRL Rwy 10–28—CTAF.
AIRPORT MANAGER: 717-448-7730
COMMUNICATIONS: CTAF/UNICOM 122.8

CASTLE (N74) 4 NE UTC–5(–4DT)  N40º53.40´ W77º36.19´
1245 NOTAM FILE AOO
RWY 07–25: H2509X40 (ASPH) 0.9% up NE
RWY 07: Tree.
RWY 25: Tree.
AIRPORT MANAGER: 814-364-1479
COMMUNICATIONS: CTAF/UNICOM 122.8

CENTRE AIRPARK (See CENTRE HALL on page 264)

CENTRE HALL

CENTRE AIRPARK (N16) 2 SE UTC–5(–4DT)  N40º48.70´ W77º39.43´
1307 NOTAM FILE AOO
RWY 06–24: 3100X210 (TURF)
RWY 06: Thld dsplcd 400´. Road.
RWY 24: Thld dsplcd 400´. Trees.
AIRPORT MANAGER: (814) 364-9188
COMMUNICATIONS: CTAF/UNICOM 122.7
CHAMBERSBURG

FRANKLIN CO RGNL  (N68)  3 N UTC–5(–4DT)  N39º58.38´ W77º38.60´
688  B  NOTAM FILE IPT
RWY 06–24: H3300X75 (ASPH)  S–12.5  MIRL
RWY 06: PAPI(P2R)—GA 3.0º TCH 40´. Trees. Rgt tfc.
SERVICE:  S2  LGT ACTIVATE MIRL Rwy 06–24—CTAF.
AIRPORT MANAGER: 717-948-3900
WEATHER DATA SOURCES: AWOS–3 120.725 (717) 261–1943.
COMMUNICATIONS: CTAF 122.9
HARRISBURG APP/DEP CON 124.1
CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
ST THOMAS (L) VORTACW 115.0  THS Chan 97  N39º55.99´ W77º57.06´ 087º 14.4 NM to fld. 2338/7W.

CHESTER CO G O CARLSON  (See COATESVILLE on page 266)

CHEERRY RIGE  (See HONESDALE on page 282)

CLARION CO  (AXQ)(KAXQ)  3 NW UTC–5(–4DT)  N41º13.50´ W79º26.53´
1458  B  NOTAM FILE AOO
RWY 06–24: H5003X75 (ASPH)  S–15  MIRL  0.5% up NE
RWY 06: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Trees.
RWY 24: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Trees.
SERVICE:  FUEL  100LL, JET A+  LGT ACTIVATE MIRL Rwy 06–24, REIL Rwy 06 and Rwy 24 and PAPI Rwy 06 and Rwy 24—CTAF.
AIRPORT MANAGER: (814) 226-9993
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEVELAND CENTER APP/DEP CON 126.725 or call 440–774–0234.
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0234/0442.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
(L) VOR/DME 112.9  CIP Chan 76  N41º08.78´ W79º27.48´ 015º 4.8 NM to fld. 1520/6W.

WASHINGTON
L–290, A
IAP
CLEARFIELD–LAWRENCE (FIG)(KFIG) 2 NE UTC–5(–4DT) N41º02.95´ W78º24.91´

1516 B NOTAM FILE FIG
RWY 12–30: H4499X75 (ASPH) S–12.5 MIRL
RWY 12: PAPI(P2L)—GA 3.1º TCH 29´. Tree.
RWY 30: REIL. PAPI(P4L)—GA 3.0º TCH 27´.

SERVICE: FUEL 100LL, JET A LGT ACTIVATE REIL Rwy 30, PAPI Rwy 12 and Rwy 30, MIRL Rwy 12–30—CTAF. Rwy 12 VGS and descent angles not coincident. Rwy 30 VGS and RNAV glidepath not coincident.


AIRPORT MANAGER: 814-768-7710
WEATHER DATA SOURCES: ASOS 119.275 (814) 765–9703.
COMMUNICATIONS: CTAF/UNICOM 122.725

NEW YORK CENTER APP/DEP CON 134.8

RADIO AIDS TO NAVIGATION: NOTAM FILE A00.

PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40º54.98´ W77º59.56´ 303º 20.8 NM to fld. 2443/10W.

COATESVILLE

CHESTER CO G O CARLSON (MQS)(KMQS) 2 W UTC–5(–4DT) N39º58.74´ W75º51.93´

660 B NOTAM FILE IPT
RWY 11–29: H5400X100 (ASPH–GRVD) S–30, D–48 HIRL
0.4% up E
RWY 11: REIL. VASI(V4R)—GA 3.0º TCH 52´. Tree.
RWY 29: REIL. PAPI(P4L)—GA 3.0º TCH 57´. Tree.

SERVICE: S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LGT ACTVT REIL Rwy 11–29; VASI Rwy 11; HIRL Rwy 11–29—CTAF.


AIRPORT MANAGER: 610-383-6057
WEATHER DATA SOURCES: AWOS–3 126.25 (610) 384–6132.
COMMUNICATIONS: CTAF/UNICOM 122.7

PHILADELPHIA APP/DEP CON 124.35

CLNC DEL 125.6

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

MODENA (L) VORTACW 113.2 MXE Chan 79 N39º55.08´ W75º40.25´ 301º 9.7 NM to fld. 473/9W.

VOR unusable:
036º–046º
047º–057º byd 10 NM
058º–068º
170º–248º byd 27 NM blo 7,500´
170º–248º byd 30 NM blo 9,500´
170º–248º byd 8 NM blo 6,000´
268º–278º byd 28 NM
278º–290º blo 10,000´
290º–326º

ILS 108.5 I–MQS Rwy 29. Class IA.
PENNSYLVANIA 267

COLLEGEVILLE

PERKIOMEN VALLEY (N10) 2 NE UTC–5(–4DT) N40°12.42´ W75°25.82´

277 NOTAM FILE IPT
RWY 09–27: H2860X40 (ASPH) S–12.5 1.0% up E
RWY 09: Thld dsplcd 420´, Trees.
RWY 27: Thld dsplcd 370´, Trees.


AIRPORT MANAGER: (610) 999-3560

COMMUNICATIONS: CTAF/UNICOM 122.8

PHILADELPHIA APP/DEP CON 126.85


RADIO AIDS TO NAVIGATION: NOTAM FILE PTW.

POTTSTOWN (L) VOR/TCW 116.5 PTW Chan 112 N40°13.33´ W75°33.62´ 109º 6.1 NM to fld. 285/9W.

VOR unusable:
071º–104º blo 6,900´
071º–104º byd 30 NM
105º–120º byd 14 NM blo 3,000´
141º–159º byd 15 NM blo 6,000´
160º–179º
180º–205º byd 10 NM blo 5,500´
206º–220º byd 10 NM blo 4,500´
241º–269º byd 23 NM blo 5,500´
241º–285º byd 15 NM blo 4,500´
270º–285º byd 18 NM
270º–285º byd 6 NM blo 3,500´
286º–287º byd 28 NM blo 3,000´
288º–319º byd 10 NM
320º–339º byd 17 NM
340º–070º byd 14 NM blo 6,000´
340º–070º byd 36 NM

TACAN AZIMUTH & DME unusable:
241º–286º byd 30 NM blo 5,500´

TACAN AZIMUTH OTS indef

CONTINUED ON NEXT PAGE
CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

INDIAN HEAD (L) VORTAC
108.2 IHD Chan 19 N39º58.45´ W79º21.50´ 272º 13.8 NM to fld. 2820/6W.

VOR & TACAN AZIMUTH OTS indef
VOR voice OTS indef

CAMOR NDB (MHWLOM) 299 VV N39º52.97´ W79º44.68´ 049º 6.1 NM to fld. 1020/8W.

NDB unusable:
Byd 10 NM

LOC 110.7 I–VVS Rwy 05. LOM CAMOR NDB. LOC unmonitored indef.

CORY–LAWRENCE (8G2) 1 S UTC–5(–4DT) N41º54.45´ W79º38.46´
1766 B NOTAM FILE AOO

RWY 14–32: H4101X75 (ASPH) S–12.5 MIRL 1.7% up SE
RWY 14: REIL. Trees.
RWY 32: REIL.

SERVICE: FUEL 100LL, JET A, A+ LGT ACTIVATE MIRL Rwy 14–32
and REIL Rwys 14 and 32—CTAF.

AIRPORT REMARKS: Attended irregularly. Birds on and invof arpt.

AIRPORT MANAGER: (814) 462-7350

COMMUNICATIONS: CTAF/AUNICOM 122.8

BUFFALO APP/DEP CON 121.0 (1100–0500Z‡)
CLEVELAND CENTER APP/DEP CON 127.075 (0500–1100Z‡) ctc Cleveland
ARTCC at 440–774–0227.

CLEARANCE DELIVERY PHONE: For CD ctc Buffalo Apch at 716-626-6920,
when Apch clsd ctc Cleveland ARTCC at 440–774-0232.

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

TIDIOUTE (L) DME 117.6 TDT Chan 123 N41º42.78´ W79º25.04´ 319º 15.4 NM to fld. 1710/0W.

DME unusable:
041º–051º byd 30 NM blo 4,000´
305º–340º byd 24 NM blo 3,500´
340º–005º byd 24 NM blo 5,000´

COVE VALLEY (See WILLIAMSBURG on page 317)

CRESVO

ROCKY HILL (48P) 1 SE UTC–5(–4DT) N41º08.91´ W75º16.52´
1240 NOTAM FILE IPT

RWY 09–27: 1000X100 (TURF)
RWY 09: Thld dsplcd 130´. Trees.


AIRPORT MANAGER: 570-595-2269

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.
DANVILLE  (8N8)  3 SW  UTC–5(–4DT)  N40°56.90’  W76°38.64’
559  B  NOTAM FILE IPT
RWY 09–27: H3000X60 (ASPH)  MIRL  0.4% up E
RWY 09:  Trees.
RWY 27:  Trees.
SERVICE:  S4  LGT Lighting NSTD. ACTVT MIRL Rwy 09–27 drg periods of
darkness only—CTAF. Rwy 27 thld lgts dsplcd 365’ from rwy end for
ngt displacement. Rwy end lgtd with two red lgts on left side (NSTD).
and wildlife on and invof arpt. Radio controlled airplane ops N of rwy.
Main ramp no prop wash invof main hangar due to actft painting.
AIRPORT MANAGER:  570-274-6190
COMMUNICATIONS:  CTAF/UNICOM 122.8
WILKES–BARRE APP/DEP CON 126.3
CLEARANCE DELIVERY PHONE:  For CD ctc Wilkes-Barre Apch at
570-655-2084.
RADIO AIDS TO NAVIGATION:  NOTAM FILE IPT.
MILTON  (L) VORTACW  109.2  MIP Chan 29  N41°01.40’
W76°39.92’  177º 4.6 NM to fld. 1000/9W.

DONEGAL SPRINGS AIRPARK  (See MOUNT JOY/MARIETTA on page 290)

DOVER
LAZY B RANCH  (8P8)  3 E  UTC–5(–4DT)  N40°01.47’  W76°48.92’
476  NOTAM FILE IPT
RWY 05–23: H2400X60 (ASPH–CONC)  LIRL  1.3% up SW
RWY 05:  Brush.
RWY 23:  Tree.
SERVICE:  LGT For LIRL Rwy 05–23 key 122.9 five times.
only, marked with yellow cones.
AIRPORT MANAGER:  717-332-9233
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Harrisburg Apch at 800-932-0712.
DOYLESTOWN (DYL) (KDYL)  2 N UTC–5(–4DT)  N40°19.98′ W75°07.34′

394  B  NOTAM FILE DYL

RWY 05–23:  H3002X60 (ASPH) S–12 MIRL

RWY 05:  SAVAS(S2L)—GA 5.0′. Trees.

RWY 23:  REIL. PAPI(P2L)—GA 3.0′ TCH 20′. Tree.

SERVICE:  S4 FUEL 100LL, JET A  LGT ACTIVE REIL Rwy 23—CTAF.


AIRPORT MANAGER:  215-340-0707

WEATHER DATA SOURCES:  ASOS 118.875 (215) 345–0392.

COMMUNICATIONS:  CTAF/UNICOM 122.975

PHILADELPHIA APP/DEP CON 123.8

CLNC DEL 118.55


RADIO AIDS TO NAVIGATION:  NOTAM FILE IPT.

YARDLEY (L) VOR/DME 108.2 ARD Chan 19 N40°15.20′ W74°54.46′ 306º 11.0 NM to fld. 294/10W.

VOR unusable:
020º–040º
195º–225º byd 25 NM blo 5,000′
250º–265º blo 3,500′
266º–280º byd 20 NM blo 5,000′
281º–300º byd 14 NM blo 6,000′

DME unusable:
225º–275º byd 25 NM blo 5,000′

DUBOIS RGNL (DUJ) (KDUJ)  7 NW UTC–5(–4DT)  N41°10.70′ W78°53.92′

1817  B  Class II, ARFF Index A  NOTAM FILE DUJ

RWY 07–25:  H5503X100 (ASPH–GRVD) S–45, D–60, 2D–93

PCN 18 F/G/X/U HIRL

RWY 07:  REIL. VASI(V2L)—GA 3.0′ TCH 28′. Trees.

RWY 25:  MALSR. PAPI(P4L)—GA 3.0′ TCH 58′. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07:  TORA–5503 TODA–5503 ASDA–5503 LDA–5503


SERVICE:  FUEL 100LL, JET A LGT ACTIVE HIRL Rwy 07–25, REIL and VASI Rwy 07, MALSR Rwy 25, twy lgts—CTAF.

AIRPORT REMARKS:  Attended Mon–Fri 0930–0400Z‡, Sat 1200–0200Z‡, Sun 1400–0400Z‡. Flocks of birds on and inv of arpt. PPR 24 hrs for air carrier ops with more than 30 passenger seats call arpt manager 814–328–5311.

AIRPORT MANAGER:  814-328-5311

WEATHER DATA SOURCES:  ASOS 119.025 (814) 328–5140.

COMMUNICATIONS:  CTAF/UNICOM 123.0

DU BOIS RCO 122.2 (ALTOONA RADIO)

CLEVELAND CENTER APP/DEP CON 126.725

CLEARANCE DELIVERY PHONE:  For CD ctc Cleveland ARTCC at 440-774-0234.

AIRSPACE:  CLASS E svc 1025–0330Z‡ Mon–Fri, 1300–2300Z‡ Sat, 1300–0330Z‡ Sun; other times CLASS G.

RADIO AIDS TO NAVIGATION:  NOTAM FILE AOO.

CLARION (L) VOR/DME 112.9 CIP Chan 76 N41°08.78′ W79°27.48′ 091º 25.4 NM to fld. 1520/6W.

ILS 109.9 I–DUJ Rwy 25. Class IE.
EAST STROUDSBURG

STROUDSBURG–POCONO  (N53)  3 N UTC–5(–4DT)  N41°02.15’ W75°09.64’

RWY 08–26: H3087X30 (ASPH)  LIRL(NSTD)  0.3% up E

RWY 08: Thld dsplcd 100’. Trees.

RWY 26: Thld dsplcd 770’. Tree.

SERVICE: FUEL 100LL, LGT Rwy lights OTS. ACTIVATE LIRL Rwy 08–26 and rotating bcn—CTAF. Rwy 08–26 NSTD LIRL, Rwy 26 end lgt offset from rwy centerline.


AIRPORT MANAGER: (570) 982-5050

COMMUNICATIONS: CTAF/UNICOM 123.0

CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.

EAST TEXAS  N40°34.86’ W75°41.04’ NOTAM FILE IPT.

(L) VOR/DME 110.2  ETX Chan 39 103º 9.0 NM to Allentown Queen City Muni. 742/9W.

RCO 122.4 (WILLIAMSPORT RADIO)

EASTON

BRADEN AIRPARK  (N43)  3 N UTC–5(–4DT)  N40°44.53’ W75°14.58’

RWY 18–36: H1956X165 (ASPH–TURF)  LIRL(NSTD)  0.5% up N

RWY 18: Thld dsplcd 192’. Tree.

RWY 36: Trees.

SERVICE: S2 FUEL 100LL, JET A LGT Rwy 18–36 NSTD LIRL, lgts spaced at 400’ intervals.

AIRPORT REMARKS: Attended 1400–2200Z‡. Rwy 18–36 1956’ by 50’ asph aligned in center of 165’ turf strip. Acft may not be visible on all parts of fld. 24 hr self serve fuel avbl.

AIRPORT MANAGER: 610-231-5270

COMMUNICATIONS: CTAF/UNICOM 123.0

CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.

RADIO AIDS TO NAVIGATION: NOTAM FILE ABE.

ALLENTOWN (L) VOR/TACAN 117.5  FJC Chan 122  N40°43.60’ W75°27.28’ 094º 9.7 NM to fld. 681/10W.

TACAN AZIMUTH & DME unusable: 061º–299º byd 30 NM blo 4,000’ 300º–060º byd 26 NM blo 4,500’

VOR unusable: 021º–189º byd 10 NM 190º–260º blo 9,000’ 190º–260º byd 24 NM 261º–306º byd 9 NM blo 4,000’ 307º–349º 350º–020º blo 3,500’ 350º–020º byd 33 NM blo 4,000’

NEW YORK

L–33A, 34H  IAP

NE, 5 NOV 2020 to 31 DEC 2020
EBENSBURG (9GB) 3 SW UTC–5(–4DT) N40°27.67′ W78°46.51′
2099B NOTAM FILE AOO
RWY 07–25: H3204X50 (ASPH) S–12.5 MIRL 0.6% up NE
  RWY 07: Trees.
  RWY 25: Road.
RWY 11U–29U: 1636X150 (TURF–DIRT)
SERVICE: FUEL 100LL LGT ACTIVATE MIRL Rwy 07–25 and twy
lghts—CTAF.
AIRPORT REMARKS: Attended irregularly. 24 hr self–serve fuel avbl. Deer on
and inv of arpt. Rwy 11U–29U for ultra light use only. Rwy 11U–29U
rwy boundary marked with yellow cones. Barrels are rusting and grass
AIRPORT MANAGER: (814) 934-5717
COMMUNICATIONS: CTAF/UNICOM 122.8
® JOHNSTOWN APP/DEP CON 121.2 (1200–0400Z‡) or ctc 814–532–5960.
® CLEVELAND CENTER APP/DEP CON 124.4 (0400–1200Z‡) or ctc Cleveland
ARTCC at 440–774–0234.
CLEARANCE DELIVERY PHONE: For CD ctc Johnstown Apch at 814–532-5960,
when Apch clsd ctc Cleveland ARTCC at 440–774-0234.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
REVLOC (L) VOR/DME 110.6 REC Chan 43 N40°32.79′ W78°44.82′ 203º 5.3 NM to fld. 2340/9W.
VOR unusable: 070º–085º

EIGHTY FOUR
BANDEL (22D) 3 SE UTC–5(–4DT) N40°07.84′ W80°05.77′
1210 NOTAM FILE AOO
RWY 01–19: 2260X100 (TURF–DIRT) 0.3% up N
  RWY 01: Hill.
  RWY 19: Trees.
AIRPORT REMARKS: Attended irregularly. PAEW adj Rwy 01–19 indefly. Extsw glider ops wknds. Local aircraft and gliders
monitor frequency 123.3. 250 ft high terrain 3450 ft north of Rwy 19. Rwy 01–19 marked with flush white bucket lids
boundary markers. Rwy 01 150 ft dthr mkd with flush orange bucket lids. Rwy 19 1330 ft dthr mkd with flush orange
bucket lids. Rwy not maintained durg winter months.
AIRPORT MANAGER: 412-877-4584
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Pittsburgh Apch at 412-472-5591.

ELLWOOD CITY
N40°49.50′ W80°12.69′ NOTAM FILE AOO.
(H) VOR/DME 115.8 EWC Chan 105 257º 8.8 NM to Beaver Co. 1227/8W.
VOR unusable: 285º–335º
RCO 122.1R 115.8T (ALTOONA RADIO)

ENOLA N40°14.78′ W76°54.04′ NOTAM FILE MDT.
NDB (LOMW) 204 MD 128º 7.1 NM to Harrisburg Intl. 461/11W.
ERIE INTL/TOM RIDGE FLD (ERI)(KERI)  5 SW  UTC−5(−4DT)  N42º04.99´  W80º10.44´  DETROIT
732.  B. LRA.  Class I, ARFF Index B  NOTAM FILE ERI
RWY 06−24: H8420X150 (ASPH−GRVD)  S–114, D–161, 2S–124, 2D–264  PCN 45  F/X/T  HIRL
RWY 02−20: H3508X150 (ASPH)  S−50, D−60, 2D−150  MIRL
RWY 02: Thld dspclcd 817’.  Railroad.
RWY 20: VASI(V4L)−GA 4.0º TCH 69’.  Thld dspclcd 306’.  Road.
LAND AND HOLD−SHORT OPERATIONS
LDG RWY  HOLD−SHORT POINT  AVBL LDG DIST
RWY 24  02−20  6550

RUNWAY DECLARED DISTANCE INFORMATION
RWY 02: TORA−3508  TODA−3508  ASDA−3337  LDA−2520
RWY 06: TORA−8420  TODA−8420  ASDA−8420  LDA−7501
RWY 20−3508: ASDA−3208  LDA−2902
RWY 24−3508: ASDA−7501  LDA−7501

SERVICE: S2  FUEL 100LL, JET A  OX 3, 4  LGT When twr clsd ACTIVATE MALSR Rwy 06 and Rwy 24, PAPI Rwy 06 and Rwy 24, HIRL Rwy 06−24, VASI Rwy 06−24, and twr lgts—CTAF.  Rwy 06 MALSR unmonitored.  Rwy 24 MALSR unmonitored.  Lgd supplemental windcone located at north side Rwy 24 1000’ west AER.

AIRPORT REMARKS: Attended Mon−Fri 1000−0400Z‡, Sat−Sun 1000−0300Z‡.  Birds on and inv of arpt.  Rwy 02−20 not avbl for air carrier ops.  Extensive non−radio and ultralight acft opr 3.5−5 NM southwest of arpt at or blo 700’ AGL May 1−Oct 31 annually SR−SS.  Ramp usage fee for acft clearing customs.  Fee based on ACFT wgt, ctc ARPT for fee SKED.  Flight Notification Service (ADCCUS) available, prior reservation required, phone 814−833−1355.

AIRPORT MANAGER: 814−833−4258

WEATHER DATA SOURCES: ASOS 120.35 (814) 835−7112.

COMMUNICATIONS: CTAF 118.1  ATIS 120.35  UNICOM 122.95

BUFFALO APP/DEP CON 121.0 (1100−0500Z‡) or ctc Cleveland ARTCC at 440−774−0227.

TOWER 118.1 (1100−0500Z‡)  GND CON 121.9  CLNC DEL 126.8

CLEARANCE DELIVERY PHONE: For CD ctc Buffalo Apch at 716−626−6920, when Apch clsd ctc Cleveland ARTCC at 440−774−0232.

AIRSPACE: CLASS D svc 1100−0500Z‡; other times CLASS E.

TRSA svc ctc BUFFALO APP CON within 20 NM

RADAR AIDS TO NAVIGATION: NOTAM FILE ERI.
(L) VORTAC 109.4  ERI  Chan 31  N42º01.04´  W80º17.56´  059º  6.6 NM to fld.  797/6W.

VOR unusable: 048º−066º
076º−154º byd 30 NM blo 5,000’
155º−190º byd 30 NM
191º−249º byd 30 NM blo 6,000’
250º−274º byd 20 NM

TACAN AZIMUTH unusable:
076º−109º byd 30 NM blo 5,000’
110º−180º byd 25 NM blo 5,000’
181º−249º byd 30 NM blo 5,000’
250º−274º byd 20 NM
295º−315º byd 35 NM blo 3,000’

DME unusable:
076º−109º byd 30 NM blo 5,000’
110º−180º byd 25 NM blo 5,000’
181º−249º byd 30 NM blo 5,000’
250º−274º byd 20 NM
295º−315º byd 35 NM blo 3,000’

ILS/DME 110.3  I−ERI  Chan 40  Rwy 06.  Class IE.  Unmonitored when ATCT closed.  LOM unmonitored when ATCT closed.

ILS/DME 110.3  I−AWY  Chan 40  Rwy 24.  Class ID.
THERMAL–G (03G) 3 W UTC–5(–4DT) N42°01.24´ W80°04.24´ DETROIT
1434 NOTAM FILE AOO
RWY 07–25: 1264X110 (TURF) 1.0% up E
RWY 07: Rgt tfc.
AIRPORT REMARKS: Attended continuously. Glider ops on the arpt. Rwys 07–25 NSTD markings, rwy marked with white tires. Turf with topsoil base can be soft; call for condition. 945´ turf twy on east end of rwy. 1,000´ turf twy on west end of rwy. Circular hot air balloon launching pad radio controlled model airplane circle.
AIRPORT MANAGER: 814-866-1131
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Buffalo Apch at 716-626-6920, when Apch clsd ctc Cleveland ARTCC at 440-774-0232.

ERWINNA

VANSANT (9N1) 2 SW UTC–5(–4DT) N40°29.06´ W75°05.98´ NEW YORK
390 TPA—See Remarks NOTAM FILE IPT
RWY 07–25: 3058X120 (TURF)
RWY 07: Thld dsplcd 365´. Road.
RWY 25: Tree.
RWY 05G–23G: 1340X200 (TURF)
SERVICE: S4 FUEL 100LL
AIRPORT MANAGER: 610-847-8494
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.

ESSINGTON

PHILADELPHIA SPB (9N2) 1 S UTC–5(–4DT) N39°51.54´ W75°17.98´ WASHINGTON
00 TPA—300(300) NOTAM FILE IPT
WATERWAY 11W–29W: 9100X250 (WATER)
WATERWAY 11W: Rgt tfc.
AIRPORT MANAGER: 610-521-3530
COMMUNICATIONS: CTAF 122.9
FAIRFIELD

MID ATLANTIC SOARING CENTER  (W73)   2 SE  UTC–5(–4DT)  N39°45.42´ W77°21.08´

573  NOTAM FILE IPT
RWY 15–33:  H2700X50 (ASPH)  S–12.5, D–12.5
RWY 15: Tree.


AIRPORT MANAGER: 717-642-9886

COMMUNICATIONS: CTAF 123.3

CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-709-4993.

COMM/NAV/WEATHER REMARKS: Multicom 123.3 used during glider activity.

FARMERS PRIDE  (See FREDERICKSBURG on page 277)
FINLEYVILLE AIRPARK (G05) 1 SW UTC–5(–4DT) N40°14.73’ W80°00.59’
1236 B TPA—See Remarks NOTAM FILE A00
RHW 14–32: H2497X50 (ASPH) LIRL 1.2% up NW
RHW 32: Trees.
SERVICE: S4 FUEL 100LL LGT ACTIVATE LIRL—CTAF. After 0500Z‡ ACTIVATE rotating bcn—CTAF.
AIRPORT MANAGER: (412) 580-8932
COMMUNICATIONS: CTAF/UNICOM 123.0
® PITTSPURGH APP/DEP CON 119.35
CLEARANCE DELIVERY PHONE: For CD ctc Pittsburgh Apch at 412-472-5591
RADIO AIDS TO NAVIGATION: NOTAM FILE AGC.
ALLEGHENY (L) VOR/DME 110.0 AGC Chan 37 N40°16.72’ W80°02.45’ 153º 2.4 NM to fld. 1285/9W.
VOR portion unusable: 036º–059º byd 10 NM blo 7,000’ 071º–175º 226º–261º byd 10 NM

FLYING DOLLAR (See CANADENSIS on page 263)

FLYING M AERODROME (See GERMANSVILLE on page 278)

FORT INDIANTOWN GAP (See MUIR AAF (FORT INDIANTOWN GAP) on page 291)

FRANKLIN
VENANGO RGNL (FKL)(KFKL) 2 SW UTC–5(–4DT) N41°22.65’ W79°51.64’
1540 B Class II, ARFF Index A NOTAM FILE FKL
RHW 03–21: H5200X150 (ASPH–GRVD) S–40, D–70, 2S–89
PCN 19 F/B/X/U HIRL
RHW 03: PAPI(P4L)—GA 3.0º TCH 45’. Trees.
RHW 12–30: H3593X100 (ASPH) S–67, D–105, 2S–133
PCN 27 R/B/X/U MIRL
RHW 12: Trees.
RHW 30: PAPI(P4L)—GA 3.0º TCH 41’.
RUNWAY DECLARED DISTANCE INFORMATION
RHW 03: TORA–5200 TODA–5200 ASDA–5200 LDA–5200
RHW 30: TORA–3593 TODA–3593 ASDA–3593 LDA–3593
SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE HIRL Rwy 03–21, MALS Rwy 21, MIRL Rwy 12–30, PAPI Rwy 03, Rwy 21, and Rwy 30 and twy lgts—CTAF.
AIRPORT MANAGER: 814-432-5333
WEATHER DATA SOURCES: AWOS–3PT 118.175 (814) 437–2066.

CONTINUED ON NEXT PAGE
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.1R 109.6T (ALTOONA RADIO)
① YOUNGSTOWN APP CON 126.25 (1100–0500Z†) or ctc 330–856–4806.
② YOUNGSTOWN DEP CON 133.95 (1100–0500Z†)  CLNC DEL 126.25
③ CLEVELAND CENTER APP/DEP CON 126.725 (0500–1100Z†) or ctc Cleveland ARTCC at 440–774–0234.
CLEARANCE DELIVERY PHONE: For CD ctc Youngstown Apch at 330-856-4806, when Apch clsd ctc Cleveland ARTCC at 440-774-0234.
AIRSPACE: CLASS E svc Mon–Fri 1030–0330Z‡; Sat 1030–1430Z‡; Sun 2330–0330Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
CLARION (L) VOR/W/DM 112.9 CIP Chan 76 N41º08.78´ W79º27.48´ 313º 22.9 NM to fld. 1520/6W.
FRANKLIN (L) VOR 109.6 FKL N41º26.31´ W79º51.40´ 189º 3.7 NM to fld. 1528/6W. NOTAM FILE FKL.
VOR unusable:
140º–207º byd 20 NM blo 9,000´
248º–291º blo 4,000´
355º–005º blo 4,000´
ILS 110.5 I–FKL Rwy 21. Class IB. Unmonitored Sat 0100‡–Sun 1200‡.
AIRPORT MANAGER: (717) 507-0303
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.

FREDERICKSBURG
FARMERS PRIDE (9N7) 9 W UTC–5(–4DT) N40º26.57´ W76º26.50´ NEW YORK
495 B NOTAM FILE IPT
RWY 10–28: 3410X150 (TURF) RWY LGTS(NSTD)
RWY 28: Thld dsplcd 590´. Tree.
SERVICE: S2 FUEL 100LL LGT ACTIVATE LIRL Rwy 10–28 on CTAF—122.9. ACTIVATE rotating bcn CTAF—122.9.
AIRPORT MANAGER: (717) 507-0303
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.

FREEPORT
MCVILLA (6P7) 7 NE UTC–5(–4DT) N40º44.07´ W79º36.74´ DETROIT
1105 B NOTAM FILE AOO
RWY 14–32: H2800X60 (ASPH) MIRL
RWY 14: Trees.
SERVICE: S4 FUEL 100LL, MOGAS LGT ACTIVATE MIRL Rwy 14–32–122.8.
AIRPORT REMARKS: Attended 1300–2200Z‡, Alternate phone 412–418–3703. MOGAS is 89 octane.
AIRPORT MANAGER: 724-335-0390
COMMUNICATIONS: CTAF/UNICOM 123.0
① JOHNSTOWN APP/DEP CON 121.2 (1200–0400Z†, other times ctc)
② CLEVELAND CENTER APP/DEP CON 124.4 (0400–1200Z†)
CLEARANCE DELIVERY PHONE: For CD ctc Johnstown Apch at 814-532-5960, when Apch clsd ctc Cleveland ARTCC at 440-774-0234.
RADAR AIDS TO NAVIGATION: NOTAM FILE JST.
JOHNSTOWN (L) VOR/W/DM 113.0 JST Chan 77 N40º19.00´ W78º50.05´ 312º 42.9 NM to fld. 2279/6W.
VOR unusable:
035º–047º byd 25 NM blo 11,000´
110º–130º
131º–135º blo 17,000´
255º–324º blo 10,000´
GERMANSVILLE

FLYING M AERODROME (P91) 2 N UTC–5(–4DT) N40°44.25´ W75°42.33´

735 NOTAM FILE IPT
RWY 08–26: 2380X100 (TURF) 0.4% up E
RWY 26: Thld dsplcd 300´. Road.

SERVICE: S2
AIRPORT REMARKS: Attended irregularly. Rwy 08–26 marked with white cones. Rwy 26 dsplcd thld marked with cones and 3 lghts each side.
AIRPORT MANAGER: 610-248-8190
COMMUNICATIONS: CTAF/UNICOM 122.725
CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.

GETTYSBURG RGNL (W05) 2 W UTC–5(–4DT) N39°50.48´ W77°16.48´

553 B NOTAM FILE IPT
RWY 06–24: H3100X60 (ASPH) MIRL 0.4% up NE
RWY 06: Thld dsplcd 165´. Road.
RWY 24: Thld dsplcd 539´. Trees.

SERVICE: LGT ACTIVATE MIRL Rwy 06–24—CTAF.
AIRPORT REMARKS: Unattended. Deer and birds invof arpt. RWY 24 CLSD to LDG DLY SS–SR.
AIRPORT MANAGER: 717-948-3900
COMMUNICATIONS: CTAF 122.9

® POTOMAC APP/DEP CON 126.825

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
WESTMINSTER (H) VORTAC 117.9 EMI Chan 126 N39°29.70´ W76°58.71´ 335º 24.9 NM to fld. 820/8W.
VOR portion unusable:
128º–161º byd 20 NM blo 6,500´
221º–231º byd 4,500´
221º–231º byd 13 NM blo 16,000´
301º–334º blo 5,500´
TACAN AZIMUTH & DME unusable:
281º–055º byd 35 NM blo 3,000´

GREATER BREEZEWOOD RGNL (See BREEZEWOOD on page 262)

GREENE CO (See WAYNESBURG on page 315)

GREENSBURG JEANNETTE RGNL (See JEANNETTE on page 283)
GREENVILLE MUNI (4G1)  3 N  UTC–5(–DT)  N41°26.81’  W80°23.47’
1206  B  NOTAM FILE A00
RWY 15–33:  H3006X75 (ASPH)  S–12.5  MIRL  1.4% up SE
RWY 15:  REIL. PAPI(P2L)—GA 3.0º TCH 40’. Trees.
RWY 33:  REIL. PAPI(P2L)—GA 3.0º TCH 44’. Trees.
RWY 05–23:  2551X118 (TURF)  0.5% up SW
RWY 05:  Thld dsplcd 984’. Trees.
RWY 23:  Trees.
SERVICE:  S4  FUEL  100LL  LGT
ACTIVATE MIRL Rwy 15–33; REIL Rwy 15 and Rwy 33 and PAPI Rwy 15 and Rwy 33—CTAF.
AIRPORT MANAGER:  724-588-1665
COMMUNICATIONS:  CTAF/UNICOM
© YOUNGSTOWN APP/DEP CON 133.95 (1100–0500Z‡)
© CLEVELAND CENTER APP/DEP CON 120.775 (0500–1100Z‡) or ctc Cleveland ARTCC at 440–774–0227.
CLEARANCE DELIVERY PHONE:  For CD ctc Youngstown Apc at 330-856-4806, when Apc clsd ctc Cleveland ARTCC at 440-774-0232.
RADIO AIDS TO NAVIGATION:  NOTAM FILE YNG.
© YOUNGSTOWN (L) VORTACW 109.0  YNG Chan 27  N41°19.86’  W80°40.48’  066º 14.6 NM to fld. 1159/5W.
VOR unusable:
015º–179º blo 5,000’
180º–014º byd 25 NM blo 5,000’

GRIMES
(See BETHEL on page 260)

GROVE CITY (29D)  3 W  UTC–5(–4DT)  N41°08.76’  W80°10.07’
1370  B  NOTAM FILE A00
RWY 10–28:  H4500X75 (ASPH)  S–12.5  MIRL  1.6% up W
RWY 10:  REIL. PAPI(P2L)—GA 3.8º TCH 37’. Brush.
RWY 28:  REIL. PAPI(P2L)—GA 3.0º TCH 56’.
SERVICE:  FUEL  100LL, JET A  LGT
ACTIVATE PAPI Rwy 10 and 28; MIRL Rwy 10–28—CTAF. Rwy 10 PAPI unusable byd 5º left of rwy centerline. Twy lgts stub to apron.
AIRPORT MANAGER:  724-748-5530
COMMUNICATIONS:  CTAF/UNICOM
© YOUNGSTOWN RCO 122.1R 115.8T (ALTOONA RADIO)
© YOUNGSTOWN APP/DEP CON 133.95 (1100–0500Z‡)
© CLEVELAND CENTER APP/DEP CON 120.775 (0500–1100Z‡) or ctc Cleveland ARTCC at 440–774–0227.
CLEARANCE DELIVERY PHONE:  For CD ctc Youngstown Apc at 330-856-4806, when Apc clsd ctc Cleveland ARTCC at 440-774-0234.
RADIO AIDS TO NAVIGATION:  NOTAM FILE A00.
© ELLWOOD CITY (H) VOR/DME 115.8  EWC Chan 105  N40°49.50’  W80°12.69’  014º 19.4 NM to fld. 1227/8W.
VOR unusable:
285º–335º
HARRISBURG
(CXY)(KCXY) 3 SE UTC–5(–4DT) N40º13.03´ W76º51.08´
347 B TPA—See Remarks NOTAM FILE CXY

RWY 08–26: H5000X150 (ASPH–GRVD) S–65, D–105, 2S–133,
2D–185 HIRL
RWY 08: MALSR. PAPI(P4R)—GA 3.0º TCH 55 ´. RVR–T Tree.
RWY 26: VASI(V4L)—GA 3.1º TCH 56 ´. Pole. Rgt tfc.
RWY 12–30: H3778X100 (ASPH) S–40, D–65, 2S–82, 2D–115 MIRL
0.3% up SE
RWY 12: REIL. VASI(V4L)—GA 3.9º TCH 49 ´. Tree. Rgt tfc.
RWY 30: REIL. VASI(V4L)—GA 4.0º TCH 56 ´. Tree.

LAND AND HOLD–SHORT OPERATIONS
LDG RWY HOLD–SHORT POINT AVBL LDG DIST
RWY 26 12–30 3450

SERVICE: S4 FUEL 100LL, JET A LIT When twr clsd ACTIVATE MALSR
Rwy 08, HIRL Rwy 08–26, MIRL Rwy 12–30 and twy lgts—CTAF. Rwy
08 PAPI unusbl byd 7º right of course.

AIRPORT REMARKS: Attended 1100–0400ZI. PPR for hazardous cargo. Bird
flocks on and inv of arpt. All rwys for loads over 100,000 lbs prior
permission reqd. Arpt CLOSED to FAR PART 121 acft. Active twy prior to
Rwy 12 relocated thld, no tfc or ldg on this sfc. High terrain south Rwy
12–30. TPA 1500(1153) conventional.

AIRPORT MANAGER: 717-774-8335
WEATHER DATA SOURCES: ASOS (717) 770–0880 LAWRS.
COMMUNICATIONS: CTAF 119.5 ATIS 134.95 UNICOM 122.95
HARRISBURG RCO 122.2 (WILLIAMSPORT RADIO)

HARRISBURG APP/DEP CON 124.1
TOWER 119.5 (1200–0200ZI) GND CON 121.9 CLNC DEL 124.1 (when twr clsd)

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc Harrisburg Apch 124.1 or 800-932-0712.

AIRSPACE: CLASS D svc 1200–0200ZI; other times CLASS E.
TRSA svc ctc APP CON 20 NM out.

RADIO AIDS TO NAVIGATION: NOTAM FILE LNS.
LANCASTER (T) VOR/DME 117.3 LRP Chan 120 N40º07.20´ W76º17.48´ 292º 26.4 NM to fld. 399/9W.
VOR unusable:
195º–273º byd 21 NM bio 9,000´
DME unusable:
180º–190º 320º–330º byd 31 NM bio 8,000´

LATLE NDB (LOMW) 219 CX N40º10.69´ W77º00.34´ 083º 7.5 NM to fld. 505/11W. NOTAM FILE CXY.
ILS 109.1 I–CXY Rwy 08. Class IB. Unmonitored when ATCT closed.

NEW YORK
H–10H, L–29E, 34G, A
HARRISBURG INTL  (MDT)(KMDT)  P (ANG)  8 SE  UTC–5(–4DT)  N40º11.59´ W76º45.76´
310  B  TPA—See Remarks  LRA  Class I, ARFF Index B  NOTAM FILE MDT
RWY 13–31:  H10001X200 (ASPH–GRVD)  S–155, D–330, 2S–175,
2D–550  PCN  90  F/C/X/T  HIRL  CL
RWY 13: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 75´. RVR–TMR Thld
dspcld 993´. Trees.
RWY 31:  REIL. PAPI(P4L)—GA 3.0º TCH 51´. RVR–TMR Thld dspcld

RUNWAY DECLARED DISTANCE INFORMATION
RWY 31:  TORA–10001  TODA–10001  ASDA–9122  LDA–8129

SERVICE: 54  FUEL  100LL, JET A  OK 1,2,4 MILITARY—FUEL A, A+
(C717–944–4666) (NC–100LL) FLUID LOX OIL O–128(Mil)

AIRPORT REMARKS: Attended continuously. Bird flocks on and inv of arpt.
East apron clsd to tran acft without prior permission, call arpt manager
717–948–3919. No touch and go ldgs 0400–1100 Z‡. Cold
temperature airport. Altitude correction required at or below –17C.
TPA—1300(990) props, 1800(1490) jets. Cargo apron parking spot
9 clsd to acft with a wingspan of more than 52´. Ldg fee. Flight
Notification Service (ADCUS) avbl.

AIRPORT MANAGER: 717-948-3900
WEATHER DATA SOURCES: ASOS 118.8 (717) 944–1372. WSP.
COMMUNICATIONS: ATIS 118.8
HARRISBURG APP/DEP CON 118.25 (310º–079º) 124.1 (180º–309º) 126.45 (080º–179º)
HARRISBURG INTL TOWER 124.8  GND CON 121.7

AIRSPACE: CLASS B.
TRSA svc ctc Apch Cl 20 NM out

VOR TEST FACILITY (VOT) 110.0
RADIO AIDS TO NAVIGATION: NOTAM FILE LNS.
LANCASTER (T) VOR/DME 117.3  LRP  Chan 120  N40º07.20´ W76º17.48´ 291º 22.1 NM to fld. 399/9W.
VOR unusable:
195º–273º byd 21 NM blo 9,000´
DME unusable:
180º–190º
320º–030º byd 31 NM blo 8,000´
ENOLA NDB (LOMW) 204  MD  N40º14.78´ W76º54.04´ 128º 7.1 NM to fld. 461/11W. NOTAM FILE MDT.
ILS 110.9 I–MDT  Rwy 13.  Class IIIE. LOM ENOLA NDB. LOC unusable above 1,800´ at thld; above 4,800´ byd
OM (6.4 NM).
ILS 110.9 I–HQA  Rwy 31.  Class IB.  Unmonitored when ATCT clsd.

HARRISBURG  N40º18.13´ W77º04.17´ NOTAM FILE CXY.
(L) VORTAC 112.5  HAR  Chan 72  225º 8.4 NM to Carlisle. 1301/10W.
VOR unusable:
097º–107º byd 10 NM
146º–168º byd 20 NM blo 7,000´
RCO 122.2 (WILLIAMSPORT RADIO)

NEW YORK
H–10H, 12J, L–29E, 34G, A
IAP AD
HAZLETON RGNL (HZL) (HZL) 2 NW UTC–5 (–4DT) N40°59.21´ W75°59.68´
1603 B NOTAM FILE IPT
RUNWAY DECLARED DISTANCE INFORMATION
RWY 10: TORA–5001 TODA–5001 ASDA–5001 LDA–4801
SERVICE: S2 FUEL 100LL, JET A
LGT Actv MALS Rwy 28; REIL Rwy 10; PAPI Rwy 10–28 (3, 5, 7 clicks)—CTAF.
AIRPORT MANAGER: (484) 661-8994
WEATHER DATA SOURCES: AWOS–3 119.975 (570) 459–4901.
COMMUNICATIONS: CTAF/UNICOM 123.0
RADIO AIDS TO NAVIGATION: NOTAM FILE AVP.
WILKES–BARRE (L) VORTACW 111.6 LVZ Chan 53 N41°16.37´ W75°41.37´ 229º 22.0 NM to fld. 2118/10W. VOR unusable: 290º–305º byd 15 NM blo 6,000´. LOC/DME 110.5 I–HZL Chan 42 Rwy 28. LOC unusable abv 5,000´. COMM/NAV/WEATHER REMARKS: AWOS avbl 570–459–4901.

HONESDALE
CHERRY RIDGE (N30) 3 S UTC–5 (–4DT) N41°30.94´ W75°15.09´
1357 NOTAM FILE IPT
RWY 18–36: H2986X50 (ASPH) S–10 RWY LGTS(NSTD) 0.6% up N
RWY 18: Thld dsplcd 519´. Tree.
SERVICE: S4 FUEL 100LL
AIRPORT REMARKS: Attended 1400–2200Z‡.
AIRPORT MANAGER: 570-253-5833
COMMUNICATIONS: CTAF/UNICOM 122.8
WILKES–BARRE APP/DEP CON 120.95
CLEARANCE DELIVERY PHONE: For CD ctc Wilkes-Barre Apch at 570-655-2084.
RADIO AIDS TO NAVIGATION: NOTAM FILE AVP.
WILKES–BARRE (L) VORTACW 111.6 LVZ Chan 53 N41°16.37´ W75°41.37´ 063º 24.6 NM to fld. 2118/10W. VOR unusable: 290º–305º byd 15 NM blo 6,000´.

HORSHAM VALLEY AIRWAYS INC HELIPORT (N48) 2 NW UTC–5 (–4DT) N40°12.12´ W75°10.69´
250 NOTAM FILE IPT
HELIPAD H1: H60X60 (ASPH)
SERVICE: LGT Helipad H1 lgtd by flood lgts from building.
AIRPORT MANAGER: 215-674-2100
COMMUNICATIONS: CTAF/UNICOM 123.075

INDIAN HEAD
N39°58.45´ W79°21.50´ NOTAM FILE AOO.
(L) VORTACW 108.2 IHD Chan 19 272º 13.8 NM to Joseph A Hardy Connellsville. 2820/6W. VOR & TACAN AZIMUTH OTS indef VOR voice OTS indef

NE, 5 NOV 2020 to 31 DEC 2020
INDIANA CO (JIMMY STEWART FLD) (IDI)(KIDI) 2 E UTC–5(–4DT) N40°37.86´ W79°06.09´ DETROIT
1419 B NOTAM FILE IDI
RWY 11–29: H5502X100 (ASPH) HIRL 0.9% up E
RWY 11: REIL. PAPI(P4L)—GA 3.0º TCH 42´. Trees.
RWY 29: PAPI(P4L)—GA 3.0º TCH 45´. Trees.
SERVICE: S2 FUEL 100LL, JET A, A+ LGT ACTIVATE REIL Rwy 11; PAPI Rwy 11 and Rwy 29; HIRL Rwy 11–29 and twys—CTAF.
AIRPORT MANAGER: 724-463-3883
WEATHER DATA SOURCES: AWOS–3 126.625 (724) 388–0204.
COMMUNICATIONS: CTAF/UNICOM 122.8
JOHNSTOWN APP/DEP CON 121.2 (1200–0400Z‡)
CLEVELAND CENTER APP/DEP CON 124.4 (0400–1200Z‡)
CLEARANCE DELIVERY PHONE: For CD ctc Johnstown Apch at 814-532-5960, when Apch clsd ctc Cleveland ARTCC at 440-774-0234.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
REVLOC (L) VOR/DME 110.6 REC Chan 43 N40º32.79´ W78º44.82´ 296º 17.0 NM to fld. 2340/9W.
VOR unusable: 070º–085º

INTER CO (See IRWIN on page 283)

IRWIN
INTER CO (31D) 4 W UTC–5(–4DT) N40º20.00´ W79º46.75´ DETROIT
1250 4 NOTAM FILE AOO
RWY E–W: 1800X120 (TURF) L–29C
RWY E: Trees.
RWY W: Trees.
AIRPORT MANAGER: 412-751-9009
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Pittsburgh Apch at 412-472-5591
RADIO AIDS TO NAVIGATION: NOTAM FILE AGC.
ALLEGHENY (L) VOR/DME 110.0 AGC Chan 37 N40º32.79´ W79º44.82´ 296º 17.0 NM to fld. 2340/9W.
VOR unusable: 070º–085º

JEANNETTE
GREENSBURG JEANNETTE RGNL (5G8) 3 N UTC–5(–4DT) N40º22.58´ W79º36.53´ DETROIT
1188 B NOTAM FILE AOO
RWY 02–20: H2605X50 (ASPH) MIRL 0.6% up S L–29C
RWY 02: Hill. Rgt tlc.
RWY 20: Trees.
SERVICE: LGT Arpt bcn opr dusk to 0600Z‡. ACTIVATE MIRL Rwy 02–20—CTAF. Rwy 02–20 no twy lgt. NSTD rwy lgt spacing. NSTD thld lgt spacing.
AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡. Parachute Jumping. Deer and birds on and invof arpt with occasional rwy incursions. 240º hill/trees 4,690´ south of Rwy 02. Terrain drops off rapidly on both ends of rwy.
AIRPORT MANAGER: 724-744-2900
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Pittsburgh Apch at 412-472-5591
RADIO AIDS TO NAVIGATION: NOTAM FILE AGC.
ALLEGYHENY (L) VOR/DME 110.0 AGC Chan 37 N40º16.72´ W80º02.45´ 082º 20.7 NM to fld. 1285/9W.
VOR unusable: 036º–059º byd 10 NM blo 7,000´
071º–175º 226º–261º byd 10 NM
JOHN MURTHA JOHNSTOWN–CAMBRIA CO

JOHNSTOWN

JOHN MURTHA JOHNSTOWN–CAMBRIA CO (JST)(KJST) P (ANG ARNG AR) 3 NE UTC–5(–4DT)

N40°19.93´ W78º50.08´

2284 B Class I, ARFF Index A NOTAM FILE JST


RWY 15: VASI(V4L)—GA 3.0º TCH 52´. Trees.

RWY 33: MALS. PAPI(P4R)—GA 3.0º TCH 53´. Trees.


RWY 05: REIL. PAPI(P4L)—GA 3.0º TCH 44´. Tree.

RWY 23: REIL. VASI(V4L)—GA 3.0º TCH 45´. Bldg.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA–4386 TODA–4386 ASDA–4386 LDA–4386

RWY 15: TORA–7003 TODA–7003 ASDA–7003 LDA–7003

RWY 23: TORA–4386 TODA–4386 ASDA–4386 LDA–4386

RWY 33: TORA–7003 TODA–7003 ASDA–7003 LDA–7003

SERVICE: S4 FUEL 100LL, JET A LGT When twr clsd ACTIVATE MALSR Rwy 33, HIRL Rwy 15–33, PAPI Rwy 33, twy lgts Twy A, Twy B, Twy G, and main terminal apron—CTAF. MIRL Rwy 05–23 unavailable when twr clsd. MILITARY— FUEL A, A+ (1100–0400Z‡, C814–361–3500; OT 3 hr PN, C814–254–2425. $70 fee per occurrence.) (NC–100LL)

AIRPORT REMARKS: Attended 1200–0400Z‡. Arpt unattended 0400–1200Z‡ daily. Deer and birds on and invof arpt. 48 hrs PPR for unscheduled air carriers ops with more than 30 passenger seats, call arpt manager 814–536–0002. Twy B between Rwy 05–23 and Twy B2 rstd to acft with wingspan 78´ or less. Ldg fee.

MILITARY REMARKS: ARNG All fixed wing ramp use PPR ct ARNG 1300–2130Z‡ weekend C814–532–7600. Fixed wing park first 5 pads facing hangar. Ldr maintenance fixed wing. Ramp PCL twy and park 143.3.

AIRPORT MANAGER: 814-536-0002

WEATHER DATA SOURCES: ASOS 118.325 (814) 535–3511.

COMMUNICATIONS: CTAF 125.75 ATIS 118.325 UNICOM 122.95

©JOHNSTOWN APP/DEP CON 128.2 121.2 244.875 (1200–0400Z‡ or ctc 814–532–5960), other times ctc CLEVELAND CENTER 124.4 327.1 (10400–1200Z‡) or ctc Cleveland ARTCC at 440–774–0234.

TOWER 125.75 253.5 (1200–0400Z‡) END CON 121.6 CLNC DEL 126.85

KEYSTONE OPS ARNG 139.15 241.35 36.5

CLEARANCE DELIVERY PHONE: For CD ctc Johnstown Apch at 814-532-5960, when Apch clsd ctc Cleveland ARTCC at 440–774–0234.

AIRSPACE: CLASS D svc 1200–0400Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE JST.

JOHNSTOWN (L) VOR/DME 113.0 JST Chan 77 N40°19.00´ W78º50.05´ at fd. 2279/6W.

VOR unusable:

035º–047º byd 25 NM b10 11,000´

110º–130º

131º–135º blo 17,000´

255º–324º blo 10,000´

ILS 110.1 I–JST Rwy 33. Class IB. Glideslope unusable byd 5º left of course. Unmonitored when ATCT clsd.

COMM/NAV/WEATHER REMARKS: UNICOM frequency 122.95 avbl for ground svcv only.

JOSEPH A HARDY CONNELLSVILLE (See CONNELLSVILLE on page 267)

KAMPEL (See WELLSVILLE on page 315)
KEATING  N41°12.90’ W78°08.57’  NOTAM FILE A00.
(H) VORTACW  116.0  ETG  Chan 107  241º 15.9 NM to Clearfield–Lawrence. 2250/10W.

KELLER BROTHERS  (See LEBANON on page 286)

KRALLTOWN

BERMUDIAN VALLEY AIRPARK  (O7N)  2 W  UTC–5(–CDT)  N40°01.01´ W77º00.23´

470  NOTAM FILE IPT
RWY 16–34: 2200X100 (TURF)
RWY 16: Thld dsplcd 370’. Trees.
RWY 34: Thld dsplcd 100’. Trees.

SERVICE: 54

AIRPORT REMARKS: Attended irregularly. Ultralight activity on and inv of arpt. Fls soft after prolonged rain. Rwy 16–34 rwy ends and edges mkd w w cones. Rwy 16 and Rwy 34 dplcd thlds marked w 3 white cones each side of rwy and 2 white tires east side of rwy.

AIRPORT MANAGER: (717) 858-5063

LAKEHILL  (See MARS on page 288)

LANCASTER  (LNS/KLNS)  4 N  UTC–5(–CDT)  N40°07.34´ W76º17.66´

1000  FUEL  100LL, JET A

LAND AND HOLD–SHORT OPERATIONS
LDG RWY  HOLD–SHORT POINT  AVBL LDG DIST
RWY 26  13–31  5190

RUNWAY DECLARED DISTANCE INFORMATION
RWY 08: TORA–6934  TODA–6934  ASDA–6475  LDA–6118
RWY 26: TORA–6934  TODA–6934  ASDA–6177  LDA–6118
RWY 31: TORA–4102  TODA–4102  ASDA–4102  LDA–4102

SERVICE: 54  FUEL  100LL, JET A  0X 4  LGT


AIRPORT MANAGER: 717-569-1221
WEATHER DATA SOURCES: ASOS 125.675 (717) 569–8860.

COMMUNICATIONS: CTAF 120.9 ATIS 125.675 UNICOM 122.95

HARRISBURG APP/DEP CON 126.45
TOWER 120.9 (1100–0400Z) GND CON 121.8

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd, ctc Harrisburg Apch at 800-932-0712.

AIRSPACE: CLASS D svc 1100–0400Z; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE LNS.

(T) VOR/DME  117.3  LRP  Chan 120  N40°07.20´ W76º17.48´ at fld. 399/9W.
VOR unusable:
195º–237º byd 21 NM bl 9,000´
DME unusable:
180º–190º
320º–030º byd 31 NM bl 8,000´
ILS 108.7  I–LNS  Rwy 08. Class IE. Unmonitored when ATCT clsd.

LATLE  N40°10.69´ W77º00.34´  NOTAM FILE CYX.

NDB (LOMW) 219  CX  083º 7.5 NM to Capital City. 505/11W.

NE, 5 NOV 2020 to 31 DEC 2020
LATROBE

ARNOLD PALMER RGNL  (LBE)(KLBE)  2 SW UTC–5(–4DT)  N40°16.39´ W79°24.62´
1199  B  Class I, ARFF Index B  NOTAM FILE LBE
RWY 06–24: HB222X100 (ASPH–GRVD)  S–68, D–90, 2S–114, 2D–150
PCN 39 F8/X/U  HIRL
RWY 06: REIL. PAPI(P4L)—GA 3.0º TCH 45°. Pole. 1.4% down.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–8222  TODA–8222  ASDA–8222  LDA–8222
RWY 24: TORA–8222  TODA–8222  ASDA–8222  LDA–7372

SERVICE: FUEL 100LL, JET A
OX 3  LGT When twr clsd, ACTIVATE MALSR Rwy 24; REIL Rwy 06; HIRL Rwy 06–24; Twy A, B, C and D—CTAF.

AIRPORT REMARKS: Attended continuously. Deer and birds on and inof arpt. Ldg fee. PPR 24 for unscheduled acft ops with more than 9 pax call arpt mgr 724–640–7234.

AIRPORT MANAGER: 724-539-8100

COMMUNICATIONS: CTAF 125.0 ATIS 118.375 (724–539–0671)
HARRISBURG APP/DEP CON 126.45 (080°–179°)
CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.

RADIO AIDS TO NAVIGATION:
NOTAM FILE IPT

LEBANON

KELLER BROTHERS  (08N)  5 SE UTC–5(–4DT)  N40°17.49´ W76°19.72´
550  B  NOTAM FILE IPT
RWY 07–25: 2692X120 (TURF)  LIRL(NSTD)
RWY 07: Thld dsplcd 701´. Tree.
RWY 25: Thld dsplcd 793´. Road.

SERVICE: FUEL 100LL  LGT ACTIVATE rotating bcn, wind indicator lgts and LIRL. Rwy 07–25—CTAF. Rwy 07–25 NSTD LIRL; rwy ends identified by 2 strobe lgts and NSTD thld lgts fixtures. Rwy 07–25 thlds and dsplcd thlds marked with lgts.

AIRPORT REMARKS: Unattended. 100LL self serve.

AIRPORT MANAGER: (717) 222-1234
COMMUNICATIONS: CTAF 122.9
HARRISBURG APP/DEP CON 126.45 (080°–179°)
CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.

RADIO AIDS TO NAVIGATION:
NOTAM FILE IPT

LEHIGH VALLEY INTL  (See ALLENTOWN on page 256)
LEHIGHTON

BETZVILLE (14N)  3 E  UTC–5(–4DT)  N40º50.66´  W75º38.12´
899  NOTAM FILE IPT
RWY 08–26: 2018X100 (TURF)  S–5
RWY 08: Thld dsplcd 360´. Road.
RWY 26: Thld dsplcd 230´. Fence.
SERVICE: 52
AIRPORT MANAGER: 610-377-1996
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.

JAKE ARNER MEM (22N)  3 SW  UTC–5(–4DT)  N40º48.57´  W75º45.69´
534  B  NOTAM FILE IPT
RWY 08–26: H3000X60 (ASPH)  S–12.5  MIRL  0.8% up W
RWY 08: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Tree.
RWY 26: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Tree.
SERVICE: S4  FUEL  100LL, JET A
FUEL ACTIVATE MIRL Rwy 08–26, REIL and PAPI Rwy 08 and Rwy 26 —CTAF. Rwy 08 REIL OTS indef.
AIRPORT REMARKS: Attended 1300Z‡–dusk. 24 hr self–serve 100LL and JET A. Deer and geese on and invof arpt.
AIRPORT MANAGER: 570-778-4783
WEATHER DATA SOURCES: AWOS–3PT 119.350 (570) 386–3423.
COMMUNICATIONS: CTAF/UNICOM 123.05
CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
EAST TEXAS (L) VOR/DME 110.2  ETX  Chan 39  N40º34.86´
W75º41.04´  355º 14.1 NM to fld. 742/9W.

LOCK HAVEN

WILLIAM T PIPER MEM (LHV)(KLHV)  2 E  UTC–5(–4DT)  N41º08.15´  W77º25.34´
556  B  NOTAM FILE IPT
RWY 09L–27R: H3799X75 (ASPH)  S–12.5  MIRL
RWY 09L: REIL. PAPI(P2L)—GA 3.5º TCH 49´. Trees.
RWY 09R–27L: 2179X100 (TURF)
RWY 27L: Rgt tfc.
SERVICE: S4  FUEL  100LL, JET A
FUEL ACTIVATE PAPI Rwy 09L and Rwy 27R; MIRL Rwy 09L–27R—CTAF. Rwy 09L PAPI unusable byd 5° left of centerline. Rwy 27R PAPI unusable byd 6° left and 8° right of centerline.
AIRPORT MANAGER: 570-748-5123
COMMUNICATIONS: CTAF/UNICOM 122.8
NEW YORK CENTER APP/DEP CON 134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
PHILIPSBURG (H) VORTAC 115.5  PSB  Chan 102  N40º54.98´  W77º59.56´  073º 29.1 NM to fld. 2443/10W.
COMM/NAV/WEATHER REMARKS: Local wx on CTAF (3 clicks).
MARS

LAKEHILL  (P89)  1 NW  UTC–5(–4DT)  N40°42.48´ W80°01.71´
1070  NOTAM FILE AOO
RWY 05–23: 2850X75 (TURF)
RWY 05: Thld dsplcd 660´. Road.
RWY 23: Trees.
AIRPORT MANAGER: 412-414-3380

MEADVILLE

MEADVILLE  (GKJ)(KGKJ)  3 W  UTC–5(–4DT)  N41°37.59´ W80°12.88´
1399  B  NOTAM FILE GKJ
RWY 07–25: H5001X75 (ASPH) S–12, D–60  MIRL
RWY 07: VASI(V4L)—GA 3.0º TCH 58´. Trees.
RWY 25: MALS. PAPI(P4L)—GA 3.0º TCH 41´.
SERVICE: S4  FUEL  100LL, JET A  LGT ACTIVATE MIRL Rwy 07–25, VASI Rwy 07; PAPI Rwy 25 and MALS Rwy 25—CTAF.
AIRPORT MANAGER: 814-720-2261
WEATHER DATA SOURCES: ASOS 121.425 (814) 337–2590.
COMMUNICATIONS: CTAF/UNICOM 123.0
Youngstown App/Dep Con 133.95 (1100–0500Z‡)
CLEVELAND CENTER APP/DEP CON 120.775 (0500–1100Z‡) or ctc Cleveland ARTCC at 440–774–0227.
CLNC DEL 124.95
CLEARANCE DELIVERY PHONE: For CD ctc Youngstown Apch at 330-856-4806, when Apch clsd ctc Cleveland ARTCC at 440-774-0232.
RADIO AIDS TO NAVIGATION: NOTAM FILE YNG.
Youngstown (L) Vortac 109.0  YNG  Chan 27  N41°19.86´ W80°40.48´ 054º 27.3 NM to fld. 1159/5W. VOR unusable:
015º–179º blo 5,000´
180º–014º byd 25 NM blo 5,000´
LOC 108.5  I–GKJ  Rwy 25.
PENNSYLVANIA

MIFFLINTOWN  (P34)  2 N  UTC–5(–4DT)  N40º35.94´ W77º24.34´
545  B  NOTAM FILE IPT
RWY 08–26: H2627X50 (ASPH)  LIRL
RWY 08: Thld dsplcd 232´, Trees.
RWY 26: Trees.
SERVICE: LGT ACTIVATE rotating bcn, LIRL Rwy 08–26 and wind indicator lghts—CTAF.
AIRPORT REMARKS: Unattended.
AIRPORT MANAGER: 717-436-2725
COMMUNICATIONS: CTAF/UNICOM 122.8
NEW YORK CENTER APP/DEP CON 134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE SEG.
SELLINGS (L) VOR/DME 110.4  SEG
Chan 41  N40º47.45´ W76º53.04´ 252º 26.4 NM to fld. 610/8W.
VOR unusable:
098º–150º byd 20 NM blo 5,000´
106º–116º byd 20 NM blo 10,000´
151º–185º byd 19 NM
250º–285º byd 10 NM blo 14,000´
295º–300º byd 25 NM blo 4,500´
DME unusable:
098º–150º byd 20 NM blo 5,000´
151º–185º byd 19 NM
255º–265º blo 7,000´
295º–300º byd 25 NM blo 4,500´

MILTON  N41º01.40´ W76º39.92´ NOTAM FILE IPT.
(L) VORTACW 109.2  MIP
Chan 29  107º 10.6 NM to Bloomsburg Muni. 1000/9W.

MODENA  N39º55.08´ W75º40.25´ NOTAM FILE IPT.
(L) VORTACW 113.2  MXE
Chan 79  052º 6.0 NM to Brandywine Rgnl. 473/9W.
VOR unusable:
036º–046º
047º–057º byd 10 NM
058º–085º
170º–248º byd 27 NM blo 7,500´
170º–248º byd 30 NM blo 9,500´
170º–248º byd 8 NM blo 6,000´
268º–278º blo 28 NM
278º–290º blo 10,000´
290º–326º

MONONGAHELA

ROSTRAVER  (FWQ) (KFQW)  5 E  UTC–5(–4DT)  N40º12.58´ W79º49.89´
1228 B  NOTAM FILE AOO
RWY 08–26: H4002X75 (ASPH–GRVD)  S–26, D–30  MIRL
RWY 08: REIL. VASI(V4R)—GA 3.0º TCH 51´. Trees.
RWY 26: REIL. VASI(V4L)—GA 3.0º TCH 48´.
SERVICE: S4 FUEL 100LL, JET A, A+ LGT ACTIVATE MIRL Rwy 08–26, REIL Rwy 08 and Rwy 26—CTAF.
AIRPORT MANAGER: 724-379-6980
WEATHER DATA SOURCES: AWOS–3 118.475 (724) 379–5815.
COMMUNICATIONS: CTAF/UNICOM 122.8
PITTSBURGH APP/DEP CON 119.35
CLEARANCE DELIVERY PHONE: For CD ctc Pittsburgh Apch at 412-472-5591.
RADIO AIDS TO NAVIGATION: NOTAM FILE AGC.
ALLEGHENY (L) VOR/DME 110.0  AGC
Chan 37  N40º16.72´ W80º02.45´ 122º 10.5 NM to fld. 1285/9W.
VOR unusable:
036º–059º byd 10 NM blo 7,000´
071º–175º
226º–261º byd 10 NM

MONTOUR  N40º29.28´ W80º11.63´ NOTAM FILE PIT.
(L) DME 112.0  MMJ
Chan 57  285º 1.8 NM to Pittsburgh Intl. 1193/8W.
MOUNT JOY/MARIETTA
DONEGAL SPRINGS AIRPARK  
(N71)  3 SW  UTC–5(–4DT)  N40º05.53´ W76º34.46´  
458 B  NOTAM FILE IPT  
RWY 10–28: H3250X50 (ASPH)  S–12.5  MIRL  
RWY 10: Thld dsplcd 300´. Trees.  
RWY 14–32: 1641X175 (TURF)  2.6% up SE  
RWY 14: Road.  
RWY 32: Trees.  
SERVICE: FUEL 100LL  
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡, Sat–Sun unattended. Parachute Jumping. Rwy 10 dsplcd thld bar 300´ from rwy end, dsplcd thld lgts 300´ from rwy end.  
AIRPORT MANAGER: 717-928-4360  
COMMUNICATIONS: CTAF/UNICOM 122.8  
CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.  
RADIO AIDS TO NAVIGATION: NOTAM FILE LNS.  
LANCASTER (T) VOR/DME 117.3  LRP Chan 120  N40º07.20´ W76º17.48´ 272º 13.1 NM to fld. 399/9W.  
VOR unusable: 195º–273º byd 21 NM blo 9,000´  
DME unusable: 180º–190º 320º–030º byd 31 NM blo 8,000´  

MOUNT PLEASANT
MOUNT PLEASANT/SCOTTDALE  
(P45)  3 S  UTC–5(–4DT)  N40º06.46´ W79º32.59´  
1160  NOTAM FILE AOO  
RWY 06–24: 2158X135 (TURF)  2.8% up NE  
RWY 06: Trees.  
RWY 14–32: 1641X175 (TURF)  2.6% up SE  
RWY 14: Road.  
RWY 32: Trees.  
SERVICE: FUEL 100LL  
AIRPORT REMARKS: Attended irregularly. Wildlife on and involw rws. Extensive helicopter activity at adjacent heliport. Ultralight activity on and involw rws. Ultralight actv use 500´ AGL rgt tfc pat for all rws. Rwy not monitored during winter months. Rwys unusable during spring thaw and wet periods. Both rwy sfcs are rolling. Rwy 14 road crosses centerline 90´ out, angling to the left side of thld. Rwy 06–24 marked with yellow cones. Rwy 14–32 marked with yellow cones. First 375´ AER 06 has 7% gradient. First 100´ AER 32 has 5.5% gradient. Seasonal crops located around rws.  
AIRPORT MANAGER: 814-442-1747  
COMMUNICATIONS: CTAF 122.9  
CLEARANCE DELIVERY PHONE: For CD ctc Johnstown Apch at 814-532-5960, when Apch clsd ctc Cleveland ARTCC at 440-774-0234.  

W P H S HELIPORT  
(P99)  3 S  UTC–5(–4DT)  N40º06.49´ W79º32.88´  
1090  NOTAM FILE AOO  
HELIPAD H1: H74X74 (ASPH–CONC)  
SERVICE: FUEL JET A  
AIRPORT MANAGER: 724-887-4410  
COMMUNICATIONS: CTAF 122.9  
CLEARANCE DELIVERY PHONE: For CD ctc Johnstown Apch at 814-532-5960, when Apch clsd ctc Cleveland ARTCC at 440-774-0234.
MOUNT POCONO

POCONO MOUNTAINS MUNI (MPO/KMPO) 2 NW UTC–5(–4DT) N41°08.26´ W75°22.80´

1915  B  NOTAM FILE MPO
RWY 13–31: H5001X75 (ASPH) S–30, D–45 MIRL
RWY 31: REIL. PAPI(P2L)—GA 3.5º TCH 40´.
RWY 05–23: H3999X100 (ASPH) S–30, D–45, 2D–70 MIRL
1.0% up NE
RWY 05: REIL. PAPI(P2L)—GA 4.0º TCH 43´. Trees.
RWY 23: REIL. PAPI(P2L)—GA 4.0º TCH 53´. Road.

SERVICE: S4 FUEL 100LL, JET A
OX LGT ACTIVATE MIRL Rwys 05–23, MIRL Rwy 05, Rwy 13, Rwy 23 and Rwy 31, and REIL Rwy 05, Rwy 13 and Rwy 23—CTAF. Rwy 31 VGSI and RNAV glidepath not coincident.


AIRPORT MANAGER: (570) 839-0258
WEATHER DATA SOURCES: ASOS

CONTINUED ON NEXT PAGE
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

BELLE GROVE NDB (MHW) 328 BZJ N40°26.16’ W76°33.18’ at fld. 518/10W.

HELIPAD H1: H100X100 (CONC)
HELIPAD H2: H100X100 (CONC)
HELIPAD H3: H100X100 (CONC)

MYERSTOWN

DECK (9D4) 1 SW UTC–5(–4DT) N40°21.13’ W76°19.78’
523 B NOTAM FILE IPT
RWY 01–19: H3786X50 (ASPH) S–12 MIRL 0.3% up N
RWY 01: REIL. PAPI(P2L)—GA 3.0° TCH 40’. Tree.
RWY 19: REIL. PAPI(P2L)—GA 4.0° TCH 42’. Thld dspcd 177°.
SERVICE: S4 FUEL 100LL, JET A OX 1, 3 LGT ACTIVATE REIL Rwys 01 and 19, MIRL Rwy 01–19, and rotating bcn—CTAF. Rwy 01 NSTD REIL, strobe lghts identify rwy ends. Rwy 19 NSTD REIL, strobe lghts identify rwy ends. Rwy 01–19 no amber caution lghts last half of rwy.
AIRPORT REMARKS: Attended 1200–0000Z. Rwy 01–19 turn around area at dep end of Rwy 01 left side. Act hngar 570’ behind Rwy 01 thld and 212’ left. Act may be parked 57’ behind Rwy 01 thld and 132’ left. Hovering by large military helicopters not authorized.
AIRPORT MANAGER: 717-866-4388
WEATHER DATA SOURCES: AWOS–2
COMMUNICATIONS: CTAF/UNICOM 122.8

NEW CASTLE MUNI (UCP)(KUCP) 4 NW UTC–5(–4DT) N41°01.52’ W80°24.81’
1070 B NOTAM FILE AOO
RWY 05–23: H3995X75 (ASPH) S–12.5 MIRL 0.4% up SW
RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 45’. Trees.
RWY 13–31: H2745X100 (ASPH) S–12.5 2.0% up SE
SERVICE: S4 FUEL 100LL LGT ACTIVATE REIL Rwy 05 and Rwy 23; PAPI Rwy 05, Rwy 13, Rwy 23; MIRL Rwy 05–23—CTAF. Rwy 13 16 ft trees 283 ft out 91 ft right and 8 ft trees 269 ft out 45 ft left obst PAPI.
AIRPORT REMARKS: Attended 1330–2200Z. Deer on and inv of arpt.
AIRPORT MANAGER: (724) 651-2100
WEATHER DATA SOURCES: AWOS–3PT
COMMUNICATIONS: CTAF/UNICOM 123.0

NEW YORK L–30I, 34G, A

YOUNGSTOWN (L) VORTACW 109.0 YNG Chan 27 N41°19.86’ W80°40.48’ 152° 21.8 NM to fld. 1159/5W.
VOR unusable: 016°–179° blo 5,000’ 180°–014° byd 25 NM blo 5,000’
CASTLE NDB (MHW) 272 UCP N41°01.38’ W80°24.95’ at fld. 1110/9W. NOTAM FILE AOO.
NEWRY

BLUE NOB VALLEY (7G4) 1 W UTC–5 (–4 DT) N40°23.79’ W78°27.22’
1270 NOTAM FILE A00
RWY 11–29: 3415X89 (GRVL)
RWY 11: Thld dsplcd 300’. Road.
SERVICE: FUEL 100LL
AIRPORT REMARKS: Unattended. Call for fuel service 814–502–8867. Rwy may not be maintained during winter; call prior to use. Rwy 11–29 sfc is rolled slate. Rwy 11 dsplcd thld marked with yellow L’s each side. Arpt surrounded by mountains. Loose stones and tall grass on rwy, twy and ramp.
AIRPORT MANAGER: 814-502-8867
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Johnstown Apch at 814-532-5960, when Apch clsd ctc Cleveland ARTCC at 440-774-0234.

NORTH PHILADELPHIA N40°04.92’ W75°00.64’
RCO 122.2 (WILLIAMSPORT RADIO)

NORTHEAST PHILADELPHIA (See PHILADELPHIA on page 294)

NORTHUMBERLAND CO (See SHAMOKIN on page 308)

PALMYRA

REIGLE FLD (58N) 2 S UTC–5 (–4 DT) N40°17.21’ W76°34.62’
489 B NOTAM FILE IPT
RWY 13–31: H1955X40 (ASPH) S–12.5 LIRL(NSTD) 0.4% up SE
RWY 31: Thld dsplcd 300’. Brush.
SERVICE: S4 FUEL 100LL LGT ACTIVATE LIRL Rwy 13–31 and rotating bcn—CTAF. NSTD LIRL, lghts located 125’ left and right of centerline. Rwy 13; first 110’ unlgtd. Rwy 31; first 60’ unlgtd. 1780’ of rwy lgtd. Rwy 31 dsplcd thld identified at ng by one green lgts each side of rwy.
AIRPORT REMARKS: Attended 1400–2200Z‡.
AIRPORT MANAGER: 717-838-5519
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.
RADIO AIDS TO NAVIGATION: NOTAM FILE LNS.
LANCASTER (T) VOR/DME 117.3 LRP Chan 120 N40°07.20’ W76°17.48’ 316º 16.5 NM to fld. 399/9W.
VOR unusable: 195º–273º byd 21 NM blo 9,000’
DME unusable: 180º–190º
320º–30º byd 31 NM blo 8,000’

PENN VALLEY (See SELINSGROVE on page 307)

PENN’S LANDING HELIPORT (See PHILADELPHIA on page 295)

PENN Ridge (See PERKASIE on page 294)

PENNS CAVE (See CENTRE HALL on page 264)

PENUE N40°54.61’ W77°44.50’ NOTAM FILE UNV.
NDB (LOMW) 388 UN 244º 6.0 NM to University Park: 942/11W.

PENNSLYVANIA 293

DETROIT

NEW YORK

L–34G, A

NE, 5 NOV 2020 to 31 DEC 2020
PERKASIE

PENNNGLYANIA

(CKZ)(KCKZ) 1 N UTC–5(–4DT) N40°23.35´ W75º17.43´

568  B TPA—See Remarks NOTAM FILE IPT
RWY 08–26: H4211X100 (ASPH–PFC) D–26 MIRL 1.1% up E

SERVICE: S4 FUEL 100LL, JET A LGT ACTVT PAPI Rwy 08 and Rwy 26, MIRL. Rwy 08–26—CTAF.

Occasional deer and wild turkeys inv of rwy. Skydiving act daily dawn to dusk. Rwy 08–26 clsd to touch and go ldgs. TPA for light acft 1368(800), TPA for turbo prop and jets 1768(1200).

AIRPORT MANAGER: 215-592-2704


COMMUNICATIONS: CTAF/UNICOM 123.0

PHILADELPHIA

(NORTHEAST PHILADELPHIA) (PNE)(KPNE) 10 NE UTC–5(–4DT) N40°04.92´ W75º00.64´

120  B TPA—See Remarks LRA NOTAM FILE PNE
RWY 06–24: H7000X100 (ASPH–GRVD) S–60, D–90, 25–114 HIRL
RWY 06: REIL. PAPI(P4L)—GA 3.0º TCH 57´. Trees.
RWY 24: MALSRS. PAPI(P4R)—GA 3.0º TCH 53´. Trees.
RWY 15–33: H5000X150 (ASPH–GRVD) S–40, D–55 MIRL

LAND AND HOLD–SHORT OPERATIONS

LDG RWY HOLD–SHORT POINT AVBL LDG DIST
RWY 24 15–33 4150
RWY 23 06–24 3600

SERVICE: S4 FUEL 100LL, JET A OK 1, 3, 4 LGT When ATCT CLSD
HIRL RWY 06–24 preset MED INTST; ACTVT MALSRS RWY 24—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1000–0400Z‡, Sat–Sun 1100–0300Z‡. FBO opn Mon–Fri 1400–0800Z‡, Sat–Sun 1600–0700Z‡. Arpt CLOSED to Part 121 air carrier and Part 135 scheduled svc. Deer and birds on and inv of arpt. Be alert, 3 large brightly lit jumbotron signs apx 3 miles northeast of AER 24. These signs may cause visual illusions dur an apch or missed apch. Pilots be advised. Be alert for arpt vehicles when twr clsd. No mil practice apchs without prior apvl. RWy 06–24 safety areas work in progress mowing wkdays, Rwy 15–33 safety areas work in progress mowing wkdays. Twa all safety areas work in progress mowing wkdays. TPA acft less than 12,500 lbs 1119(999), acft 12,500 lbs or more and all turbojet and turbine powered acft 1619(1499), rotary wing acft 919(799). Turbojet acft are confined to full length Rwly 06–24 unless strong winds dictate otherwise. Rwy 15 is noise sensitive. Rwy 15 arrivals are req to fly at or abv glide path. Twa L3 safety area non std. Ldg fee. CBP user fee arpt, 24 hr PPR by calling 215–594–4272 or 215–594–4141.

AIRPORT MANAGER: 215-937-7968

WEATHER DATA SOURCES: ASOS 121.15 (215) 677–0146.

COMMUNICATIONS: CTAF 126.9 ATIS 121.15 UNICOM 122.95
NORTH PHILADELPHIA RCO 122.2 (WILLIAMSPORT RADIO)

APP/DEP CON 123.8
TOWER 126.9 (1100–0400Z‡) GND CON 121.7 CLNC DEL 127.25
CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc phil Apch at (800) 354-9884.

CONTINUED ON NEXT PAGE
AIRSPACE: CLASS D svc 1100–0400Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

YARDLEY (L) VOR/DME 108.2 ARD Chan 19 N40º15.20´ W74º54.46´ 215º 11.3 NM to fld. 294/10W.

VOR unusable:
- 020º–040º
- 195º–225º byd 25 NM blo 5,000´
- 250º–265º blo 3,500´
- 266º–280º byd 20 NM blo 5,000´
- 281º–300º byd 14 NM blo 6,000´

DME unusable:
- 225º–275º byd 25 NM blo 5,000´

ILS 111.1 I–PNE Rwy 24. Class IA. LOC unusable byd 030º left and 020º r of course; wi 5.8 NM abv 2,000´; at thld abv 1,000´.

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

PENN’S LANDING HELIPORT (P72) 0 N UTC–5(–4DT) N39º56.24´ W75º08.48´

HELIPAD H1: H68X68 (ASPH)

SERVICE: FUEL JET A LTG ACTIVATE NSTD perimeter lgts—123.025. Helipad H1 green lgts on east and south sides only.


COMMUNICATIONS: CTAF 122.9

PHILADELPHIA INTL (PHL/KPHL)  5 SW UTC–5(–4DT)  N39°52.33’ W75°14.44’
36 B  LRA  Class I, ARFF Index E  NOTAM FILE PHL  Not insp.
PCN 60 F/A/X/T  HIRL  CL
R W Y 0 9 R:  ALSF2. TDZL. PAPI(P4R)—GA 3.0º TCH 72’. RVR–TMR
Tree.
R W Y 2 7 L:  MALS R. PAPI(P4L)—GA 3.0º TCH 73’. RVR–TMR Thld
dspld 1913’. Boat.
R W Y 0 9 L– 2 7 R: H9500X150 (ASPH–GRVD)  S–100, D–210, 2D–350
PCN 60 F/A/X/T  HIRL  CL
R W Y 0 9 L:  MALS R. REIL. RVR–TMR Trees.
R W Y 1 7–3 5: H6500X150 (ASPH–GRVD)  S–100, D–170, 2S–175,
2D–300 PCN 27 F/A/X/T  HIRL
R W Y 0 8–2 6: H5001X150 (ASPH–GRVD)  D–145 PCN 27 F/A/X/T
HIRL  CL  0.5% up E
R W Y 0 8:  RVR–TR Bldg.

RUNWAY DECLARED DISTANCE INFORMATION
R W Y 0 8:  TORA–5001 TODA–5001 ASDA–5001 LDA–5001
R W Y 0 8 L:  TORA–9500 T O D A – 9 5 0 0  A S D A – 9 5 0 0  L D A – 9 5 0 0
R W Y 0 9 R:  TORA–12000 T O D A – 1 2 0 0 0  A S D A – 1 2 0 0 0  L D A – 1 2 0 0 0
R W Y 1 7:  TORA–6500 T O D A – 6 5 0 0  A S D A – 6 5 0 0  L D A – 6 5 0 0
R W Y 2 6:  TORA–5001 T O D A – 5 0 0 1  A S D A – 5 0 0 1  L D A – 5 0 0 1
R W Y 2 7 L:  TORA–12000 T O D A – 1 2 0 0 0  A S D A – 1 1 8 2 5  L D A – 9 9 1 2
R W Y 2 7 R:  TORA–9500 T O D A – 9 5 0 0  A S D A – 9 5 0 0  L D A – 8 8 6 4
R W Y 3 5:  TORA–6500 T O D A – 6 5 0 0  A S D A – 6 5 0 0  L D A – 6 5 0 0

SERVICE:  S 4  FUEL  100LL, JET A  OK 1, 2, 3, 4  LGT
Rwy 26 PAPI unusable byd 8º right of cntrln.

AIRPORT REMARKS:
Attended continuously. Birds on and invof arpt. Arpt is lctd in a noise sensitive area. Arpt NS ABTMT tkf
procedures are to be used. Unlgtd stack 288’ MSL (271’ AGL) 2.3 NM southwest of arpt. TCAS equipped acft, TCAS
alert may be caused by transponder equipped ships lctd PHL Naval Base 3 NM east.
Rwy 26, Rwy 27L, Rwy 27R, and Rwy 35 ship channel (Delaware River) max height of ships 189’. Rwy 26 ship channel (Schuylkill) max height of ships
149’. Rwy 27 LDA 9500’ avbl O/R to ATC. Possible unmarked ship obst transitng east or westbound along the
Delaware River reaching heights of 189’, be alert when apch PHL Rwy 35 and whenever circling or visually apch all other
rwys. Pilots can exp to exit and re-enter the PHL Class B airspace dur moderate to heavy arrival periods. Rwy 09R rollout
RVR used for Rwy 09L midpoint RVR. ASDE–X in use. Operate transponders with altitude reporting mode and ADS–B (if
equipped) enabled on all airport surfaces. Only nose–in parking permitted on North remote aprons. PPR from arpt ops for
all acft parking on remote aprons, ctc 215–937–6914/6800. Land Rwy 26, tkf Rwy 08. Ldg fee. Flight Notification
Service (ADCSUS) avbl.

AIRPORT MANAGER:  215-937-6914

WEATHER DATA SOURCES:  ASOS (215) 492–9617  LLWAS. TDWR.
COMMUNICATIONS:  D–ATIS ARR 133.4  D–ATIS DEP 135.925  UNICOM
®
APP CON 123.8 (001º–089º at or blo 5000’) 126.85 (270º–360º at or blo 5000’) 127.35 (090º–269º at or blo 5000’)
128.4 (270º–089º abv 5000’) 133.875 (090º–269º 8000’–6000’)

R W Y 0 8: TOWER 118.5 (Rwys 09L–27R, 17–35, 08–26) 135.1 (Rwy 09R–27L) GND CON 121.9 121.65
CLNC DEL 118.85
CPDLC (LOGON KUSA)

AIRSPACE:  CLASS B  See VFR Terminal Area Chart.

CONTINUED ON NEXT PAGE
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

DUPONT (L) VORTAC 114.0 DQO Chan 87 N39°40.69’ W75°36.43’ 065° 20.6 NM to fld. 70/10W.
DME unusable:
210°–235° byd 30 NM blo 3,000’
235°–265° byd 22 NM
VOR unusable:
230°–265° byd 22 NM
TACAN AZIMUTH unusable:
001°–050° byd 7 NM
210°–235° byd 30 NM blo 3,000’
235°–265° byd 22 NM

ILS/DME 108.95 I–VII Chan 26(Y) Rwy 09L. Class IE. DME also serves Rwy 27R.

ILS/DME 109.3 I–PHL Chan 30 Rwy 09R. Class IIIE. DME also serves Rwy 27L.

ILS/DME 108.75 I–MYY Chan 24(Y) Rwy 17. Class IT. LOC unusable byd 150’ left of course.

ILS/DME 111.55 I–LLH Chan 52(Y) Rwy 26.

ILS/DME 109.3 I–GLC Chan 30 Rwy 27L. Class IE.

ILS/DME 108.95 I–PDP Chan 26(Y) Rwy 27R. Class IIE. DME installed on Rwy 09L serves Rwy 09L/27R.

WINGS FLD (LOM)(KLOM) 3 NW UTC–5(–4DT) N40º08.25’ W75º15.91’

302 B NOTAM FILE LOM

RWY 06–24: H3700X75 (ASPH) S–12.5 MIRL 0.6% up SW
RWY 06: REIL. PAPI(P2L)—QA 3.0’ TCH 40’. Thld dspclcd 177’. Pole.
RWY 24: REIL. PAPI(P2L)—QA 3.0’ TCH 40’. Trees.

SERVICE: S4 FUEL 100LL, JET A OX 1, 2 LGT ACTIVATE MIRL Rwy 06–24, PAPI Rwy 06 and Rwy 24 and REIL Rwy 06 and Rwy 24–CTAF.

AIRPORT REMARKS: Attended 1100–0300Z†. For svc after hrs ctc
215–646–0400. Deer and large flocks of geese on and invof arpt. PPR all act exceeding 12,500 lbs max tkf gross weight or abv, call 215–646–0400. NS ABTMT Rwy 06 and 24, no turns after tkf before 1000’ AGL. Avoid overflight of schools east and west of arpt. Rwy 06–24 no touch and go landings.

AIRPORT MANAGER: 215-646-0400

WEATHER DATA SOURCES: AWOS–3 118.925 (215) 646–1068.

COMMUNICATIONS: CTAF/UNICOM 123.0

PHILADELPHIA APP/DEP CON 126.85

CLNC DEL 118.55 (800–354–9884)


RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

MODENA (L) VORTACW 113.2 MXE Chan 79 N39°55.08’ W75°40.25’ 064° 22.9 NM to fld. 473/9W.

VOR unusable:
036°–046°
047°–057° byd 10 NM
058°–085°
170°–248° byd 27 NM blo 7,500’
170°–248° byd 30 NM blo 9,500’
170°–248° byd 8 NM blo 6,000’
268°–278° byd 28 NM
278°–290° blo 10,000’
290°–326°

AMBLER NDB (MHW) 275 ING N40°07.56’ W75°17.11’ 065° 1.2 NM to fld. 12W.

OTS indef

PHILADELPHIA SPB (See ESSINGTON on page 274)
PHILIPSBURG

ALBERT (1N3)  5 N  UTC–5(–4DT)  N40°58.30′ W78°14.58′
1784   NOTAM FILE AOO
RWY 11–29: 3350X125 (TURF–GRVL)  0.5% up W
RWY 11: Thld dsplcd 750’. Trees.
RWY 29: Thld dsplcd 200’. Road.
AIRPORT MANAGER: (814) 553-4693
COMMUNICATIONS: CTAF 122.9

MID–STATE (PSB)(KPSB) 8 E  UTC–5(–4DT)  N40°53.06′ W78°05.24′
1948   B  NOTAM FILE AOO
RWY 16–34: H5711X100 (ASPH)  S–48, D–60, 2D–90  MIRL
0.5% up NW
RWY 16: Brush.
RWY 34: Trees.
RWY 06–24: H5006X100 (ASPH)  S–48, D–60, 2D–90  MIRL
1.0% up NE
RWY 06: Trees.
RWY 24: Trees.
SERVICE: S4  LGT ACTIVATE MIRL Rwy 06–24 and Rwy 16–34
CTAF—122.9.
AIRPORT REMARKS: Unattended. Deer on and inof arpt. Heavy glider activity during dalgt hrs, all alts, on and inof arpt and within 15 NM east and south of arpt. Rwy 16–34 asph crumbling in middle of rwy causing slight pothole and FOD.
AIRPORT MANAGER: 814-342-3897
COMMUNICATIONS: CTAF 122.9
PHILIPSBURG RCO 122.5 (ALTOONA RADIO)
RCO 122.1R 115.5T (ALTOONA RADIO)
NEW YORK CENTER APP/DEP CON 134.8
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc New York ARTCC at 631-468-1425.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
PHILIPSBURG (H) VORTAC 115.5  PSB  Chan 102  N40°54.98′ W77°59.56′  256° 4.7 NM to fld. 2443/10W.
COMM/NAV/WEATHER REMARKS: Ctc NG Ops 30.5, 122.85, 242.4.
PITTSBURGH

ALLEGHENY CO (AGC)(KAGC) 4 SE UTC–5(–4DT) N40º21.27´ W79º55.74´

1252  B LRA NOTAM FILE AGC
RWY 10–28 H6501X150 (CONC–GRVD) S–90, D–120, 2S–152, 2D–210 HIRL
RWY 10: REIL. VASI(V4L)—GA 3.0º TCH 47´. RVR–R
RWY 13–31: H3825X100 (CONC–GRVD) S–20, D–22 HIRL
RWY 13: REIL.
RWY 31: REIL.

LAND AND HOLD–SHORT OPERATIONS
LDG RWY HOLD–SHORT POINT AVBL LDG DIST
RWY 10 13–31 3250

SERVICE: S4 FUEL 100LL, JET A, A+ OX 1, 2, 3, 4
AIRPORT REMARKS: Attended continuously. Birds and deer on and invof arpt. Jet A anti-ice avbl upon req. Ldg fee for acft 5,000 lbs and abv to include all helicopters.

AIRPORT MANAGER: (412) 466-4327

WEATHER DATA SOURCES: ASOS 120.55 (412) 466–8968.

COMMUNICATIONS: ATIS 120.55 UNICOM 122.95
RCO 122.2 (ALTOONA RADIO)

PITTSBURGH APP/DEP CON 119.35
TOWER 121.1 GND CON 121.7

AIRSPACE: CLASS D.

RADIO AIDS TO NAVIGATION: NOTAM FILE AGC.
(L) VOR/DME 110.0 AGC Chan 37 N40º16.72´ W80º02.45´ 057º 6.9 NM to fld. 1285/9W.
VOR portion unusable:
036º–059º byd 10 NM blo 7,000´
071º–176º
226º–261º byd 10 NM


HELIPAD H1: H47X45 (CONC)

HELIPORT REMARKS: Heliport H1 located on general aviation apron E of Twy C.
PITTSBURGH INTL (PIT)(KPIT) P (AFRC ANG) 12 NW UTC—5(—4DT) N40°29.49’ W80°13.96’

1203 B LRA Class I, ARFF Index D NOTAM FILE PIT


Rwy 28: MALS. TDZL. PAPI(P4L)—GA 3.0º TCH 70’. RVR–TMR Trees. 0.3% up.


Rwy 10C: REIL. PAPI(P4L)—GA 3.0º TCH 73’. RVR–TMR Thld dsplcd 620’.

Rwy 28C: TDZL. PAPI(P4L)—GA 3.0º TCH 43’. RVR–TMR Thld dsplcd 620’.


Rwy 10L: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 83’. RVR–TMR Pole. 0.5% down.

Rwy 28R: MALSR. TDZL. PAPI(P4L)—GA 3.0º TCH 71’. RVR–TMR Antenna.


Rwy 14: PAPI(P4L)—GA 3.0º TCH 67’. RVR–TMR Pole. 0.5% down.

Rwy 32: MALS. TDZL. PAPI(P4L)—GA 3.0º TCH 72’. RVR–TMR Thld dsplcd 335’. Trees. 0.3% up.

RUNWAY DECLARED DISTANCE INFORMATION

Rwy 10C: TORA–10775 TODA–10775 ASDA–10173 LDA–9708


Rwy 10R: TORA–11500 TODA–11500 ASDA–11500 LDA–11500

Rwy 28C: TORA–10775 TODA–10775 ASDA–10310 LDA–9708

Rwy 28L: TORA–11500 TODA–11500 ASDA–11500 LDA–11500


Rwy 32: TORA–8101 TODA–8101 ASDA–7801 LDA–7466

SERVICE:

S2 FUEL 100LL, JET A LGT Ryw 10L ALSF2 and SSALR is a dual mode sys and ctl by twr and remote monitored.

MILITARY—JASU (ANG) – (A/M32A–86) (AM32–95); (AFRC) – 2(A/M32A–86) (AM32–95) FUEL A, A+ (C412–472–6700, 1000–0400Z‡; After hr, 2 hr PPR and call out fee of $250 per occurrence for any delivery in excess of 5000 gal; Call C412–906–8772.) A++ Provided by ANG and AFRC.(Mil) (NC–100LL) FLUID LPOX LHNIT OIL 0–156 TRAN ALERT No priority basis.

AIRPORT REMARKS:

Attended continuously. Deer and birds on and inv of arpt. Twr is authorized to have acft line up and wait on Rwy 28L at Twy P dur hrs of darkness. The Specific rwy shall be used only for dep and the int must be visible from twr.

All jets dep Rwy 28R must be aligned with rwy prior to applying tkf power. Acft using Twy N prohibited to stop on overpass area due to possible emerg evacuation haz. Terminal taxilanes east of concourses A and B rstd to group 3 acft and smaller.


MILITARY REMARKS: ANG –Opr 1130–2030Z‡ Mon–Fri exc hol. (CLOSED every other Mon). Official business only. PPR 48 hr prior notice rqr. Call DSN 294–7374/7428, C412–776–7374/7428. 20 min prior to ETA, ctc STEEL CON. ANG acft must ctc Tanker 303.0/Ftr ops 293.7 before crossing Rwy 28L to obt cnc to enter. AFRC–PPR/offl bus min 48 hr ctc afld mgmt DSN 277–8163, C412–474–8163. Ltd tran svc. Afld mgt nml duty hrs 1300–0100Z‡ Mon, Wed, Fri, 1300–0500Z‡ Tue, Thu, exc hol. Unit training assembly 1300–2000Z‡ Sat–Sun. Tran acft must have appvl of 911OG/CC for PPR dur off–duty hr. No svc avbl for space avbl pax dur off–duty hr. Call Pitt Comd Post (Iron City) by RDO prior to entry to AFRC ramp. Afld mgmt does not issue or store COMSEC. COMSEC storage ctc comd post DSN 277–8146. CSTMS/AG/IMG–Coord with 171 ARW comd post DSN 312–294–7374 or 911AW Afld Mgmt DSN 312–277–8163. CAUTION–BASH Phase II ops in effect 1 Jul–31 Aug annually. Unless MSN requirements direct otherwise, flights should not be sked within ±1 hr of SS/3R. Tran aircrew should req bird watch cond fr AFRC (Pitt ops) on 252.1 or ANG ops (steel ctl) on 311.0. Aircrew will be informed by steel control or pitt ops (as applicable) if current BWC is other than low regardless of BASH phase.

AIRPORT MANAGER: (412) 472–3509

WEATHER DATA SOURCES: ASOS (412) 472–0145 TDWR.

CONTINUED ON NEXT PAGE
COMMUNICATIONS: D–ATIS ARR 127.25 D–ATIS DEP 135.9 UNICOM 122.95
APP CON 124.15 (001º–090º) 123.95 (091º–180º) 133.7 (181º–270º) 121.25 (271º–360º)
TOWER 128.3
CLNC DEL 126.75 PRE–TAXI CLNC 126.75 GND CON 121.9 (South) 127.8 (North)
DEP CON 119.35 (South) 124.75 (North) 125.275
CPDLC (LOGON KUSA)
AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION:

- NOTAM FILE PIT.
- MONTOUR (L) DME 112.0 MMJ Chan 57 N40º29.28´ W80º11.63´ 285º 1.8 NM to fld. 1193/8W.
- ILS 111.7 I–LXB Rwy 10L. Class IIIE.
- ILS 108.9 I–GUT Rwy 10R. Class IIIE.
- ILS 108.9 I–PFS Rwy 28L. Class IT.
- ILS 111.7 I–HFE Rwy 28R. Class IIIE.
- ILS/DME 111.3 I–TQW Chan 50 Rwy 32. Class IE. Glideslope Monitor.

HELIPAD H1: H60X60 (CONC)

HELIPORT REMARKS: Heliport H1 lctd on Twy N north of Twy N4.

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PITTSBURGH NORTHEAST (9G1) 12 NNE UTC–5(–4DT) N40º36.21´ W79º49.57´

- NOTAM FILE AOO
- RWY 17–35: H3550X100 (ASPH)
- RWY 17: Trees.
- RWY 35: Trees.


AIRPORT MANAGER: (724) 265-6767

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Pittsburgh Apch at 412-472-5591

RADIO AIDS TO NAVIGATION:

- NOTAM FILE PIT.
- MONTOUR (L) DME 112.0 MMJ Chan 57 N40º29.28´ W80º11.63´ 075º 18.2 NM to fld. 1193/8W.

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PITTSBURGH/BUTLER RGNL (See BUTLER on page 263)

BROKENSTRAW (P15) 1 E UTC–5(–4DT) N41º49.98´ W79º21.64´

- NOTAM FILE AOO
- RWY 09–27: 3650X100 (TURF) LIRL 0.3% up W
- RWY 09: Thld dsplcd 510´. Pole.


AIRPORT MANAGER: 814-563-3166

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Buffalo Apch at 716-626-6920, when Apch clsd ctc Cleveland ARTCC at 440-774-0232.

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POCONO MOUNTAINS MUNI (See MOUNT POCONO on page 291)

PORT MEADVILLE (See MEADVILLE on page 288)
POTTSTOWN FLD (PTW)(KPTW)  3 E UTC–5(–4DT)  N40º14.37´ W75º33.40´
308  B  NOTAM FILE PTW
Rwy 10–28: H371X75 (ASPH)  MIRL
Rwy 18: REIL. PAPI(P2L)—GA 3.0º TCH 45°. Trees.
Rwy 26: REIL. PAPI(P2L)—GA 3.0º TCH 45°. Thld dsplcd 190’. Tree. Rgt tlc.
SERVICE:  S4  FUEL  100LL, JET A  LGT  ACTIVATE rotating bcn—122.7.
ACTIVATE MIRL Rwy 10–28—122.7.
AIRPORT REMARKS: Attended Mon–Fri 1100–0300Z‡, Sat–Sun 1200–2300Z‡. Birds and deer on and invof arpt. Lgtd and marked 507’ AGL (769´ MSL) stack 6000’ west of Rwy 10. Ldg fee.
AIRPORT MANAGER: (610) 495-7000
WEATHER DATA SOURCES: ASOS 119.425 (610) 495-0823.
COMMUNICATIONS: CTAF/UNICOM 122.7
PHILADELPHIA APP/DEP CON 126.85 (800–354–9884)
CLNC DEL 118.55
RADIO AIDS TO NAVIGATION: NOTAM FILE PTW.
POTTSTOWN (L) VORTACW 116.5 PTW Chan 112 N40º13.33´ W75º33.62´ 018º 1.1 NM to fld. 285/9W.
VOR unusable:
071º–104º byd 6,900´
071º–104º byd 30 NM
105º–120º byd 14 NM blo 3,000´
141º–159º byd 15 NM blo 6,000´
160º–179º
180º–205º byd 10 NM blo 5,500´
206º–220º byd 10 NM blo 4,500´
241º–269º byd 23 NM blo 5,500´
241º–285º byd 15 NM blo 4,500´
270º–285º byd 18 NM
270º–285º byd 6 NM blo 3,500´
286º–287º byd 28 NM blo 3,000´
288º–319º byd 10 NM
320º–339º byd 17 NM
340º–070º byd 14 NM blo 6,000´
340º–070º byd 36 NM
TACAN AZIMUTH & DME unusable:
241º–286º byd 30 NM blo 5,500´
TACAN AZIMUTH OTS indef
LOC 108.3  I–PTW  Rwy 28.
POTTSTOWN MUNI  
(N47)  2 NW  UTC–5(–4DT)  N40°15.63´ W75°40.25´

256  B  NOTAM FILE IPT

RWY 08–26: H2704X75 (ASPH) S–12  MIRL  0.4% up SW

RWY 08: REIL. Thld dsplcd 380´. Tree.

RWY 26: REIL. PAPI(P2L)—GA 3.75º TCH 30´. Tree.

SERVICE:  S4  FUEL 100LL, JET A  OX 4  LGT ACTIVATE MIRL Rwy 08–26, REIL Rwy 08 and Rwy 26—CTAF 122.8. Rwy 08 PAPI OTS indef. Rwy 08 REIL OTS indef.


AIRPORT MANAGER: (610) 495-6366

COMMUNICATIONS: CTAF/UNICOM 122.8

CLNC DEL 118.55


RADIO AIDS TO NAVIGATION: NOTAM FILE PTW.

(L) VORTACW 116.5  PTW Chan 112  N40°13.33´ W75°33.62´  303º 5.6 NM to fld. 285/9W.

VOR unusable:

071º–104º blo 6,900´
071º–104º byd 30 NM
105º–120º byd 14 NM blo 3,000´
141º–159º byd 15 NM blo 6,000´
160º–179º
180º–205º byd 10 NM blo 5,500´
206º–220º byd 10 NM blo 4,500´
241º–269º byd 23 NM blo 5,500´
241º–285º byd 15 NM blo 4,500´
270º–285º byd 18 NM
270º–285º byd 6 NM blo 3,500´
286º–287º byd 28 NM blo 3,000´
288º–319º byd 10 NM
320º–339º byd 17 NM
340º–070º byd 14 NM blo 6,000´
340º–070º byd 36 NM

TACAN AZIMUTH & DME unusable:

241º–286º byd 30 NM blo 5,500´

TACAN AZIMUTH OTS indef

POTTSTOWN  
N40°13.33´ W75°33.62´  NOTAM FILE PTW.

(L) VORTACW 116.5  PTW Chan 112  N40°13.33´ W75°33.62´  303º 5.6 NM to Heritage Fld. 285/9W.

VOR unusable:

071º–104º blo 6,900´
071º–104º byd 30 NM
105º–120º byd 14 NM blo 3,000´
141º–159º byd 15 NM blo 6,000´
160º–179º
180º–205º byd 10 NM blo 5,500´
206º–220º byd 10 NM blo 4,500´
241º–269º byd 23 NM blo 5,500´
241º–285º byd 15 NM blo 4,500´
270º–285º byd 18 NM
270º–285º byd 6 NM blo 3,500´
286º–287º byd 28 NM blo 3,000´
288º–319º byd 10 NM
320º–339º byd 17 NM
340º–070º byd 14 NM blo 6,000´
340º–070º byd 36 NM

TACAN AZIMUTH & DME unusable:

241º–286º byd 30 NM blo 5,500´

TACAN AZIMUTH OTS indef
POTTSVILLE

SCHUYLKILL CO/JOE ZERBEY (ZER)(KZER) 8 W UTC–5(–4DT) N40°42.41´ W76º22.38´

1729 B NOTAM FILE IPT
RWY 11–29: H4599X75 (ASPH) S–21 MIRL 0.5% up W
RWY 11: REIL. PAPI(P2L)–GA 3.0º TCH 40’. Trees.
RWY 29: REIL. PAPI(P2L)–GA 3.0º TCH 40’. Trees.
RWY 04–22: 2523X140 (TURF) 0.3% up NE
RWY 04: Trees.


AIRPORT REMARKS: Attended Mon–Fri 1230–2200Z‡, Sat–Sun on call. For svc after hrs 570–617–6002. AVGAS self serve with credit card. JET A self serve with credit card. GPU avbl for AC/DC power. Deer on and invof arpt. Rwy 04–22 not maintained winter months. Rwy 04–22 edge and dspclcd thld marked with orange cones.

AIRPORT MANAGER: (570) 617-6002

COMMUNICATIONS: CTAF/UNICOM 123.075

CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.

RADIO AIDS TO NAVIGATION:

RAVINE (L) VORTACW 114.6 RAV Chan 93 N40º33.20´ W76º35.96´ 059º 13.8 NM to fld. 1750/11W.

PUNXSUTAWNEY MUNI (N35) 3 NE UTC–5(–4DT) N40º58.00´ W78º55.80´

1439 B NOTAM FILE AOO
RWY 06–24: H3003X50 (ASPH) S–12.5 MIRL 0.9% up NE
RWY 06: REIL. PAPI(P2L)–GA 4.0º TCH 45’. Tree.
RWY 24: REIL. PAPI(P2L)–GA 4.0º TCH 40’. Road.
RWY 01–19: 2026X100 (TURF) MIRL 0.3% up N
RWY 01: REIL. Trees.
RWY 19: REIL. Road.

SERVICE: FUEL 100LL LTG ACTIVATE REIL Rwy 01, Rwy 06, Rwy 19, Rwy 24; PAPI Rwy 06 and Rwy 24; MIRL Rwy 01–19 and Rwy 06–24—CTAF.


AIRPORT MANAGER: (814) 590-1137

COMMUNICATIONS: CTAF/UNICOM 123.0

Cleveland Center APP/DEP CON 126.725 or ctc Cleveland ARTCC at 440-774-0234.

CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0234.

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

CLARION (L) VORR/DME 112.9 CIP Chan 76 N41º08.78´ W79º27.48´ 120º 26.3 NM to fld. 1520/6W.
QUAKERTOWN  (UKT)(KUKT)  2 W UTC–5(–4DT)  N40°26.11′ W75°22.92′

525 B NOTAM FILE UKT
RWY 11–29: H3210X75 (ASPH) S–12 MIRL  0.6% up W
RWY 11: REIL. PAPI(P2L)—GA 4.0º TCH 44’. Tree.
RWY 29: REIL. PAPI(P2L)—GA 4.0º TCH 48’. Thld dsplcd 190’ Trees.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 11: TORA–3210 TODA–3210
RWY 29: TORA–3210 TODA–3210

SERVICE:  S4  FUEL  100LL  LGT ACTIVATE MIRL Rwy 11–29 and REIL
Rwy 11 and Rwy 29—CTAF.

AIRPORT REMARKS: Attended 1330–2200Z‡. 100LL avbl 24 hrs self–serve
Acft with wingspan greater than 54.5´ must coordinate with arpt
manager.

AIRPORT MANAGER: 215-538-3055

WEATHER DATA SOURCES: AWOS–3
119.475 (215) 538–7610.

COMMUNICATIONS: CTAF/UNICOM 122.725
PHILADELPHIA APP/DEP CON 123.8
CLNC DEL 118.55

RAVINE  NOTAM FILE IPT.

NEW YORK

NE, 5 NOV 2020 to 31 DEC 2020
CONTINUED ON NEXT PAGE
COMMUNICATIONS: CTAF 119.9 ATIS 127.1 UNICOM 122.95
READING APP/DEP CON 125.15 (1100–0500Z‡)
HARRISBURG APP/DEP CON 124.1 (0500–1100Z‡)
TOWER 119.9 (1100–0500Z‡) GND CON 121.9

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd, ctc Harrisburg Apch at 800-932-0712.

AIRSPACE: CLASS D svc 1100–0500Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
EAST TEXAS (L) VOR/W/DM 110.2 ETX Chan 39 N40º34.86´ W75º41.04´ 236º 17.7 NM to fld. 742/9W.
ILS/DM 110.55 I–VXO Chan 42(Y) Rwy 13. Class IA. DME unusable byd 19º right of course; byd 8º left of course byd 18 NM. Glideslope unusable byd 004º left of course.
ILS 109.5 I–RDG Rwy 36. Class IB. Unmonitored when ATCT closed.

REEDSVILLE

MIFFLIN CO (RVL)(KRVL) 5 NW UTC–5(–4DT) N40º40.64´ W77º37.61´
819 B NOTAM FILE IPT
RWY 06–24: H5001X75 (ASPH) S–60 MIRL
   RWY 06: REIL. PVASIFSIL—GA 4.0º TCH 36º. Trees.
   RWY 24: REIL. PVASIFSIL—GA 3.0º TCH 37º.
SERVICE: S4 FUEL 100LL, JET A
   LGT ACTIVATE MIRL Rwy 06–24, REIL Rwy 06 and Rwy 24—CTAF. Rwy 06 PSIL OTS indef. Rwy 24 PSIL OTS indef.
AIRPORT MANAGER: 717-667-6829
WEATHER DATA SOURCES: AWOS–3PT 123.85 (717) 667–3993.
COMMUNICATIONS: CTAF/UNICOM 122.7
NEW YORK CENTER APP/DEP CON 134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40º54.98´ W77º59.56´ 141º 22.0 NM to fld. 2443/10W.
LOC 109.3 I–RVL Rwy 06. LOC unmonitored. LOC unusable byd 20º either side of course; byd 16 NM blo 4,000´.

REIGLE FLD

REIGLE FLD (See PALMYRA on page 293)

REVLOC

REVLOC N40º32.79´ W78º44.82´ NOTAM FILE AOO.
(L) VOR/DME 110.6 REC Chan 43 203º 5.3 NM to Ebensburg. 2340/9W.
VOR unusable: 070º–085º

RIDGE SOARING

RIDGE SOARING (See UNIONVILLE on page 314)

ROCK SPRINGS

ROCK SPRINGS FLF N40º47.40´ W77º51.60´/1230
ASOS (814) 237–5778

ROCKY HILL

ROCKY HILL (See CRESCO on page 268)

ROSTRAVER

ROSTRAVER (See MONONGAHELA on page 289)
ST MARYS MUNI  (OYM)(KOYM)  3 SE  UTC–5(–4DT)  N41º24.75´ W78º30.16´

1934  B  NOTAM FILE AOO

RWY 10–28: H4300X75 (ASPH–GRVD)  S–33  MIRL  0.7% up E

RWY 10: PAPI(P4L)—GA 3.0º TCH 41´. Trees.


AIRPORT REMARKS:  Attended Mon–Fri 1400–2100Z‡.

AIRPORT MANAGER:  (661) 706-1150

WEATHER DATA SOURCES: AWOS–3P  118.05 (814) 834–9416.

COMMUNICATIONS:  CTAF/UNICOM  122.7

RCO 122.4 (ALTOONA RADIO)

CLEVELAND CENTER APP/DEP CON  126.725

CLNC DEL 122.4 (ALTOONA RADIO)

CLEARANCE DELIVERY PHONE:  For CD ctc Cleveland ARTCC at 440-774-0226.

RADIO AIDS TO NAVIGATION:  NOTAM FILE AOO.

SLATE RUN  (H) VORTACW  113.9  SLT  Chan 86  N41º30.77´ W77º58.21´  264º  24.8 NM to fld. 2310/8W.

KEATING  (H) VORTACW  116.0  ETG  Chan 107  N41º12.90´ W78º08.57´  316º  20.1 NM to fld. 2250/10W.


ST THOMAS  N39º55.99´ W77º57.06´  NOTAM FILE AOO.

(L) VORTACW  115.0  THS  Chan 97  087º  14.4 NM to Franklin Co Rgnl. 2338/7W.

SEAMANS FLD  (See FACTORYVILLE on page 275)

SELINSGROVE

PENN VALLEY  (SEG)(KSEG)  1 N  UTC–5(–4DT)  N40º49.27´ W76º51.85´

464  B  NOTAM FILE SEG

RWY 17–35: H4760X75 (ASPH)  S–27, D–27  MIRL  0.5% up N

RWY 17: REIL. Thld dsplcd 388´. Tree.

RWY 35: REIL. PAPI(P4L)—GA 3.5º TCH 45´. Thld dsplcd 250´. Trees.

SERVICE:  S2  FUEL  100LL, JET A  LGT  ACTIVATE REIL Rwy 17 and Rwy 35; PAPI Rwy 35; MIRL Rwy 17–35—CTAF.


AIRPORT MANAGER:  570-809-4701

WEATHER DATA SOURCES: ASOS  123.975 (570) 374–4099.

COMMUNICATIONS:  CTAF/UNICOM  122.7

HARRISBURG APP/DEP CON  118.25

CLEARANCE DELIVERY PHONE:  For CD ctc Harrisburg Apch at 800-932-0712.

RADIO AIDS TO NAVIGATION:  NOTAM FILE SEG.

SELINSGROVE (L) VOR/DME  110.4  SEG  Chan 41  N40º47.45´ W76º53.04´  034º  2.0 NM to fld. 610/8W.

VOR unusable:  098º–150º byd 20 NM blo 5,000´  106º–116º byd 20 NM blo 10,000´  151º–185º byd 19 NM  250º–285º byd 10 NM blo 14,000´  295º–300º byd 25 NM blo 4,500´

DME unusable:  098º–150º byd 20 NM blo 5,000´  151º–185º byd 19 NM  255º–265º blo 7,000´  295º–300º byd 25 NM blo 4,500´
SELINSGROVE  (L) VOR/DME  110.4  SEG  Chan 41  034° 2.0 NM to Penn Valley. 610/8W.
VOR unusable:
098°–150° byd 20 NM blo 5,000’
106°–116° byd 20 NM blo 10,000’
151°–185° byd 19 NM
250°–285° byd 10 NM blo 14,000’
295°–300° byd 25 NM blo 4,500’
DME unusable:
098°–150° byd 20 NM blo 5,000’
151°–185° byd 19 NM
255°–265° blo 7,000’
295°–300° byd 25 NM blo 4,500’

SHAMOKIN
NORTHUMBERLAND CO  (N79)  3 N  UTC–5(–4DT)  N40°50.22’ W76°33.15’
881  B  NOTAM FILE IPT
RWY 08–26: H3297X75 (ASPH) S–12.5 MIRL  0.8% up E
RWY 08: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Trees.
RWY 26: REIL. PAPI(P2L)—GA 3.0º TCH 40’.
SERVICE: S4  FUEL  100LL, JET A  LGT ACTIVATE PAPI Rwy 08 and Rwy 26, MIRL Rwy 08–26—121.8
AIRPORT REMARKS: Attended on Mon–Fri 1300–1900Z‡, Sat–Sun on call.
AIRPORT MANAGER: 570-898-8588
COMMUNICATIONS: CTAF/UNICOM 122.8

SHOESTRING AVIATION AIRFIELD  (See STEWARTSTOWN on page 311)
SKYHAVEN  (See TUNKHANNOCK on page 313)

SLATE RUN  (H) VORTACW  113.9  SLT  Chan 86  264° 24.8 NM to St Marys Muni. 2310/8W.

SLATINGTON  (69N)  1 N  UTC–5(–4DT)  N40°45.82’ W75°36.29’
380  B  NOTAM FILE IPT
RWY 01–19: H2455X50 (ASPH)  LIRL(STD)
RWY 01: Thld dsplcd 352’. Trees.
RWY 19: Tree.
SERVICE: S4  FUEL  100LL  LGT ACTIVATE LIRL Rwy 01–19 and rotating bcn—CTAF. Rwy 01–19 STD LIRL located 10’ and 20’ outboard from rwy edges respectively. Rwy 19 end lghts located outboard from rwy edges.
AIRPORT REMARKS: Attended Mon–Sat dalgt hrs. For svc after hours call 610–799–3302. +977’ hill 7700’ from Rwy 19 thld. Rwy 01 clsd for ngt ops.
AIRPORT MANAGER: 610-767-5881
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.
SMOKETOWN  (S37)  0 N UTC–5(–4DT)  N40º02.50´ W76º12.11´

370  B  NOTAM FILE IPT
RWY 10–28: H2750X50 (ASPH)  S–12.5, D–12.5  LIRL  1.3% up W
RWY 10: Thld dsplcd 517´. Pole.
RWY 28: Thld dsplcd 110´.
SERVICE:  FUEL  100LL
AIRPORT MANAGER: 717-394-6476
COMMUNICATIONS: CTAF/UNICOM 123.05
CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.

SOMERSET CO  (2G9)  3 NE UTC–5(–4DT)  N40º02.31´ W79º00.92´

2275  B  NOTAM FILE AOO
RWY 07–25: H5002X75 (ASPH)  S–18  MIRL  1.5% up W
RWY 07: REIL. PAPI(P2L)—GA 3.0º TCH 56º. Pole.
RWY 25: REIL. PVASI(PSIL)—GA 3.0º TCH 29º. Pole.
RWY 14–32: 2729X150 (TURF)  1.0% up SE
RWY 14: Thld dsplcd 335´. Road.
RWY 32: Trees.
SERVICE:  FUEL  100LL, JET A, A+  LGT  MiRl Rwy 07–25 and twy lghts on dusk–0500Z‡; ACTVT REIL Rwy 07–25, PAPI Rwy 07; PVASI Rwy 25—CTAF;
AIRPORT MANAGER: 814-445-1599
WEATHER DATA SOURCES: AWOS–3P  133.8 (814) 443–2114.
COMMUNICATIONS: CTAF/UNICOM 122.8
® JOHNSTOWN APP/DEP CON 121.2 (1200–0400Z‡ or ctc 814–532–5960), other times ctc
® CLEVELAND CENTER APP/DEP CON 124.4 (0400–1200Z‡) or ctc Cleveland ARTCC at 440–774–0234.
CLEARANCE DELIVERY PHONE: For CD ctc Johnstown Apch at 814-532-5960, when Apch clsd ctc Cleveland ARTCC at 440-774-0234.
RADAR AIDS TO NAVIGATION:  NOTAM FILE AOO.
INDIAN HEAD  (L) VORTAC W 108.2 IHD  Chan 19  N39º58.45´ W79º21.50´ 082º 16.3 NM to fld. 2820/6W.
VOR & TACAN AZIMUTH OTS indef
VOR voice OTS indef
STOYSTOWN NDB  (MHW)  209  SYS  N40º05.14´ W78º54.99´ 248º 5.4 NM to fld. 2130/10W.
NDB unusable:
090º–150º byd 20 NM
LOC 108.7  I–SOZ  Rwy 25.  LOC unusable byd 18º left and right of course.

SPRING HILL (See STERLING on page 310)
STATE COLLEGE
UNIVERSITY PARK (UNV)(KUNV) 3 N UTC–5(–4DT) N40º51.00´ W77º50.86´
1231 B TPA—See Remarks Class I, ARFF Index B NOTAM FILE UNV
RWY 06–24: H6701X150 (ASPH–GRVD) S–50, D–110 PCN 44 F/B/X/U
HIRL 0.6% up SW
RWY 06: REIL, PAP(P4L)—GA 3.0º TCH 45´, Rgt tfc.
RWY 24: MALSR, PAP(P4R)—GA 3.0º TCH 55´. Trees.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 06:
TORA–6701 TODA–6701 ASDA–6701 LDA–6701
RWY 24:
TORA–6701 TODA–6701 ASDA–6701 LDA–6701

SERVICE: S3 FUEL 100LL, JET A OX LGT

AIRPORT REMARKS: Attended continuously. Student training 2.5 NM NE at Bellefonte Arpt. Glider activity during dalgt hrs. All alt within 10 NM all directions, spcl along ridge 2 NM west and north of arpt. Acft on either end Rwy 06–24 cannot be seen on other end due to rwy grade. Rwy 06–24 grvd portion of rwy center 80´. PPR 24 hrs for unskd ACR ops with more than 9 pax seats btw 0400–0900Z. Call AMGR. TPA 2192(961) single engine acft, 2692(1461) multi engine acft. Deicing equipment avbl on apron adjacent to Twy B between Twys C and B1. Twy J NW of Twy A std to acft less than 12,500 pounds. Ldg fee for single engine, multi engine acft and helicopters. 35´ AGL Iltg poles on the north edge of de–ice apron.

AIRPORT MANAGER: 814-865-5511

COMMUNICATIONS: CTAF 122.95

STERLING
SPRING HILL (7E) 1 NW UTC–5(–4DT) N41º20.84´ W75º24.95´
1729 B NOTAM FILE IPT
RWY 05–23: H2478X42 (ASPH) S–10 LIRL 2.4% up SW
RWY 05: Thld dsplcd 400´. Hill.

SERVICE: FUEL 100LL LGT ACTIVATE LIRL Rwy 05–23 and rotating bcn—CTAF.


AIRPORT MANAGER: 570-689-9316

COMMUNICATIONS: CTAF 122.9 WILKES–BARRE APP/DEP CON 126.3

CLEARANCE DELIVERY PHONE: For CD ctc Wilkes-Barre Apch at 570-655-2084.

RADIO AIDS TO NAVIGATION: NOTAM FILE AVP.

©WILKES–BARRE (B) VORTAC/W 111.6 LVZ Chan 53 N41º16.37´ W75º41.37´ 080º 13.2 NM to fld. 2118/10W.

VOR unusable: 290º–305º byd 15 NM bio 6,000´
STEWARTSTOWN

SHOESTRING AVIATION AIRFIELD (B02) 3 NW UTC–5(–4DT) N39°47.78’ W76°38.78’

1000 NOTAM FILE IPT
RWY 06U–24U: 1000X100 (TURF)
RWY 06U: Tree.
RWY 24U: Rgt tfc.
RWY 15–33: 1000X100 (TURF)
RWY 15: Rgt tfc.
RWY 33: Thld dsplcd 500’. Tree.

SERVICE: S4

AIRPORT REMARKS: Attended irregularly. Extensive ultralight activity on and inof arpt. Rwy 15–33 and Rwy 06–24 used for ultralight ops. Major airframe and powerplant repair for light sport act only. Rwy 06, Rwy 15, Rwy 24, Rwy 33 marked with white patio blocks. Dsplcd thlds marked with three white paver each side. Rwy 24U dsplcd 183 ft.

AIRPORT MANAGER: 717-235-6724

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-429-5882.

STONYFORK

N41°41.72’ W77°25.19’ NOTAM FILE IPT.

(L) VOR/DME 108.6 SFK Chan 23 037º 2.3 NM to Wellsboro Johnston, 1985/8W.

STOYSTOWN

N40°05.14’ W78°54.99’ NOTAM FILE AOO.

NDB (MHW) 209 SYS 248º 5.4 NM to Somerset Co. 2130/10W.

NDB unusable:
090º–150º byd 20 NM

STROUDSBURG–POCONO (See EAST STROUDSBURG on page 271)

SUNBURY

(71N) 2 NE UTC–5(–4DT) N40°53.51’ W76°46.73’

450 NOTAM FILE IPT
RWY 05–23: 3250X250 (TURF)
RWY 05: Thld dsplcd 1050’. Trees.
RWY 23: Trees.

SERVICE: S2


AIRPORT MANAGER: (570) 847-5865

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.

SUNBURY SPB (H11) 3 NE UTC–5(–4DT) N40°54.79’ W76°43.98’

430 NOTAM FILE IPT
WATERWAY 07W–25W: 5000X250 (WATER)
WATERWAY 25W: Rgt tfc.

SERVICE: S2

SEAPLANE REMARKS: Attended Jun–Aug irregularly dalgt hrs. PPR 48 hrs prior to arrival due to changing conditions and attendance, 570–850–2671 or 570–743–3229. Extreme caution maintained to insure mutual safety of boaters and flt ops, coordination be made with Sunbury Arpt on CTAF 122.9 to assure adequate separation of ops, and largest class of acft recommended is single engine. Rwy 07W–25W 850’ MSL ridge line parallel to rwy south side.

AIRPORT MANAGER: 570-743-3229

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.

THERMAL–G (See ERIE on page 274)

TIDIOUTE

N41°42.78’ W79°25.04’ NOTAM FILE AOO.

(L) DME 117.6 TDT Chan 123 247º 15.9 NM to Titusville. 1710/0W.

DME unusable:
041º–051º byd 30 NM blo 4,000’
305º–340º byd 24 NM blo 3,500’
340º–005º byd 24 NM blo 5,000’

DETROIT

H–10H, L–30J

L–29D

L–30H
TITUSVILLE (6G1) 3 W UTC–5(–4DT) N41°36.53’ W79°44.48’
1600 B NOTAM FILE AOO
RWY 01–19: H4902X75 (ASPH) S–12.5 MIRL 1.4% up N
  RWY 01: Trees.
  RWY 19: Pole.
SERVICE: S2 FUEL 100LL, JET A LGT Arpt beacon SS–SR. ACTIVATE
MIRL Rwy 01–19 on CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1300–1700Z‡. Fuel avbl 24/7 with
credit card. Birds and deer on and invof arpt. Radio controlled acft invof
arpt. Gyro ops invof arpt last Sat every month. Parallel twy and north
jug handle twy marked with blue reflectors. Rwy 01–19 markings
faded.
AIRPORT MANAGER: 814-827-5300
COMMUNICATIONS: CTAF 122.9
® YOUNGSTOWN APP/DEP CON 133.95 (1100–0500Z‡)
® CLEVELAND CENTER APP/DEP CON 127.075 (0500–1100Z‡)
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at
440-774-0232.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
  TIDIOUTE (L) DME 117.6 TDT Chan 123 N41°42.78’
  W79°25.04’ 247º 15.9 NM to fld. 1710/0W.
  DME unusable:
  041º–051º byd 30 NM blo 4,000’
  305º–340º byd 24 NM blo 3,500’
  340º–005º byd 24 NM blo 5,000’
  FRANKLIN (L) VOR 109.6 FKL N41°26.31’ W79°51.40’
  033º 11.5 NM to fld. 1528/6W. NOTAM FILE FKL.
  VOR unusable:
  036º–046º byd 20 NM blo 9,000’
  248º–291º blo 4,000’
  355º–005º blo 4,000’.
TOTAL RF HELIPORT (See BENSALEM on page 260)

TOUGHKENAMON
NEW GARDEN (N57) 1 W UTC–5(–4DT) N39°49.83’ W75°46.18’
436 B NOTAM FILE IPT
RWY 06–24: H3695X50 (ASPH) MIRL
  RWY 06: Tree.
  RWY 24: Tree.
SERVICE: S4 FUEL 100LL LGT ACTIVATE MIRL Rwy 06–24—CTAF.
AIRPORT REMARKS: Attended 1300–2200Z‡. For assistance after hrs ctc
  610–476–1702. Deer and other wildlife on and invof arpt. Glider ops
  weekends. Turf sfc south of rwy for glider recovery only. Rwy 06 NS
  ABTMT climb to 1200’ MSL before turning crosswind. Overnight
  parking $10.
AIRPORT MANAGER: 610-268-2619
COMMUNICATIONS: CTAF/UNICOM 123.05
® PHILADELPHIA APP/DEP CON 124.35
CLNC DEL 125.6
CLEARANCE DELIVERY PHONE: For CD ctc Philadelphia Apch at
  800-354-9884.
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
  MODENA (L) VORTACW 113.2 MXE Chan 79 N39°55.08’
  W75°40.25’ 230º 7.0 NM to fld. 473/9W.
  VOR unusable:
  036º–046º
  047º–057º byd 10 NM
  058º–085º
  170º–248º byd 27 NM blo 7,500’
  170º–248º byd 30 NM blo 9,500’
  170º–248º byd 8 NM blo 6,000’
  268º–278º byd 28 NM
  278º–290º blo 10,000’
  290º–326º
TOWANDA

BRADFORD CO (N27)  2 S UTC–5(–4DT)  N41°44.40’ W76°26.83’
730 B NOTAM FILE IPT
RWY 05–23: H4301X75 (ASPH) S–12 MIRL 0.4% up SW
RWY 05: REIL. PAPI(P2L)—GA 3.0º TCH 37’. Trees.
RWY 23: REIL. PAPI(P2L)—GA 3.0º TCH 37’.
SERVICE:  54 FUEL 100LL, JET A
LGT ACTIVATE REIL Rwy 05 and Rwy 23, PAPI Rwy 05 and Rwy 23 and MIRL Rwy 05–23—123.0.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. Sat–Sun March to October 1300–2100Z‡. Unattended Sat–Sun November to February. For svc after hrs call 570–637–4902. Cold temperature airport. Altitude correction required at or below –24C.
AIRPORT MANAGER: 570-265-4900
WEATHER DATA SOURCES: AWOS–3 119.925 (570) 265–1024.
COMMUNICATIONS: CTAF/UNICOM 123.0
BINGHAMTON APP/DEP CON 118.6 (1100–0500Z‡)
NEW YORK CENTER APP/DEP CON 132.175 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION:
BINGHAMTON (L) VOR/DME 112.2 CFB Chan 59 N42º09.45’ W76º08.19’ 219º 28.6 NM to fld. 1583/10W. VOR unusable: 023º–033º byd 15 NM blo 6,000’

TOWER CITY

BENDIGO (74N)  2 S UTC–5(–4DT)  N40°33.54’ W76°33.58’
791 B NOTAM FILE IPT
RWY 05–23: H2325X60 (ASPH–CONC) S–12.5 MIRL
RWY 05: Tree.
SERVICE:  LGT Rwy 23 VASI unusbl byd 2.3 NM from thld; does not provide obstacle clearance. ACTIVATE MIRL Rwy 05–23—CTAF.
AIRPORT MANAGER: 610-413-7428
COMMUNICATIONS: CTAF 122.9
HARRISBURG APP/DEP CON 126.45
CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.
RADIO AIDS TO NAVIGATION:
RAVINE (L) VORTACW 114.6 RAV Chan 93 N40º33.20’ W76º35.96’ 090º 1.8 NM to fld. 1750/11W.

TUNKHANNOCK

SKYHAVEN (76N)  1 S UTC–5(–4DT)  N41°31.69’ W75°56.75’
639 NOTAM FILE IPT
RWY 01–19: H2007X50 (ASPH) S–12.5 1.0% up S
RWY 19: Thld dsplcd 438’. Tree.
SERVICE:  54 FUEL 100LL
AIRPORT MANAGER: 570-466-0697
COMMUNICATIONS: CTAF/UNICOM 122.8
WILKES–BARRE APP/DEP CON 120.95
CLEARANCE DELIVERY PHONE: For CD ctc Wilkes-Barre Apch at 570-655-2084.
UNIONVILLE

RIDGE SOARING (79N) 2 SW UTC–5(–4DT) N40°53.04′ W77°54.43′
815   NOTAM FILE AOO
RWY 07–25: H3322X150 (ASPH–TURF)
RWY 07: Thld dsplcd 725’. Trees.
SERVICE: FUEL 100LL


AIRPORT MANAGER: 814-355-2483

COMMUNICATIONS: CTAF 122.9


COMM/NAV/WEATHER REMARKS: Communications with arpt avbl on 123.3 Aviation Instructional frequency.

UNIVERSITY PARK (See STATE COLLEGE on page 310)

VANSANT (See ERWINNA on page 274)

VENANGO RGNL (See FRANKLIN on page 276)

W P H S HELIPORT (See MOUNT PLEASANT on page 290)

WASHINGTON CO (AFJ)(KAFJ) 3 SW UTC–5(–4DT) N40°08.19′ W80°17.41′
1184   B NOTAM FILE AFJ
RWY 09–27: H5004X100 (ASPH) S–40, D–60, 2D–90 HIRL
RWY 09: PAPI(P4L)—GA 3.71º TCH 85’. Trees.
SERVICE: S4 FUEL 100LL, JET A, A+ OX 1, 3 LGT ACTIVATE HIRL Rwy 09–27 and REIL Rwy 27—CTAF. PAPI Rwy 09 and Rwy 27 opr 24 hrs. Rwy 27 PAPI rstd to category A and B acct only. Rwy 09 PAPI unusable byd 7º right of centerline. Rwy 09 VGSI and descent angles not coincident.

AIRPORT REMARKS: Attended Mon–Fri 1200–0000Z‡, Sat–Sun 1200–2200Z‡. Birds on and invof rwy. 200’ hill and trees 2909’ from thld Rwy end 09. 285’ hill and trees 7222’ from thld Rwy end 27. 222’ hill and trees 7204’ from thld Rwy end 27. Unlit utility poles 162’ high, approximately 3000’ from thld Rwy end 09.

AIRPORT MANAGER: 724-228-5151

WEATHER DATA SOURCES: AWOS–3PT 119.175 (724) 228–3529.

COMMUNICATIONS: CTAF/UNICOM 122.975

PITTSBURGH APP/DEP CON 119.35

CLNC DEL 127.3

RADIO AIDS TO NAVIGATION: NOTAM FILE AGC.
ALLEGHENY (L) VOR/DME 110.0 AGC Chan 37 N40°16.72′ W80°02.45′ 242º 14.3 NM to fld. 1285/9W.
VOR portion unusable:
036º–059º byd 10 NM blw 7,000’
071º–175º
226º–261º byd 10 NM

WHEELING (L) VOR/DME 112.2 HLG Chan 59 N40°15.59′ W80°34.12′ 127º 14.8 NM to fld.
1269/7W. NOTAM FILE HLG.

VOR portion unusable:
020º–026º byd 15 NM
028º–039º byd 10 NM
080º–100º byd 15 NM blw 11,000’
123º–133º blw 4,000’
150º–170º byd 15 NM
R–027 byd 20 NM
ILS/DME 110.3 I–AFJ Chan 40 Rwy 27. Glideslope unusable byd 5º left of course.

Ne, 5 Nov 2020 to 31 Dec 2020
WAYNESBURG

GREENE CO (WAY)(KWAY) 2 E UTC–5(–4DT) N39º54.07´ W80º07.84´

1069 B NOTAM FILE AOO

RWY 09–27: H3500X75 (ASPH) S–12 MIRL

RWY 09: Trees.

RWY 27: VASI(V4R)—GA 3.75º TCH 27º. Trees.

SERVICE: FUEL 100LL LGT


AIRPORT MANAGER: 724-998-5042

COMMUNICATIONS: CTAF/UNICOM 122.8

CLARKSBURG APP/DEP CON 121.15 (1200–0400Z‡)

CLEVELAND CENTER APP/DEP CON 126.950 (0400–1200Z‡)

CLEARANCE DELIVERY PHONE: For CD ctc Clarksburg Apch at 304-842-2011, when Apch clsd ctc Cleveland ARTCC at 440-774-0226.

RADIO AIDS TO NAVIGATION: NOTAM FILE AGC.

ALLEGHENY (L) VORW/DME 110.0 AGC Chan 37 N40º16.72´ W80º02.45´ 199º 23.0 NM to fld. 1285/9W.

WELLSBORO JOHNSTON (N38) 4 SW UTC–5(–4DT) N41º43.68´ W77º23.73´

1892 B NOTAM FILE IPT

RWY 10–28: H3597X60 (ASPH) MIRL

RWY 10: PAPI(P2L)—GA 3.0º TCH 40º. Trees.

RWY 28: REIL. PAPI(P2L)—GA 3.0º TCH 40º. Trees.

RWY 11–29: 1576X80 (TURF) 0.6% up W

SERVICE: FUEL 100LL, JET A

AIRPORT REMARKS: Attended Mon–Fri 1500–2200Z‡, Sat and Sun unattended. Arpt clsd to tran acft Nov–Apr. Fuel not avbl on weekends. Rwy 05–23 marked with yellow cones. Rwy 23 dsplcd thld marked with 3 yellow cones each side of rwy. Rwy 05 dsplcd thld marked with 3 yellow cones each side of rwy.

AIRPORT MANAGER: (570) 724-3746

COMMUNICATIONS: CTAF/UNICOM 122.8

ELMIRA APP/DEP CON 128.425 (1100–0500Z‡)

NEW YORK CENTER APP/DEP CON 133.35 (0500–1100Z‡)


RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

STONYFORK (L) VORW/DME 108.6 SFK Chan 23 N41º41.72´ W77º25.19´ 037º 2.3 NM to fld. 1985/8W.

WELLSVILLE

KAMPEL (2N5) 2 W UTC–5(–4DT) N40º02.97´ W76º58.63´

611 NOTAM FILE IPT

RWY 05–23: 2550X100 (TURF) 0.7% up NE

RWY 05: Thld dsplcd 303´. Stack.


SERVICE: FUEL 100LL


AIRPORT MANAGER: 717-432-9688

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.
WEST CHESTER

BRANDYWINE RGNL (OQN)(KOQN) 3 NE UTC–5(–4DT) N39º59.41´ W75º34.91´

465  B  NOTAM FILE IPT

RWY 09–27: H3347X50 (ASPH) S–10 LIRL

RWY 09: PAPI(P2L)—QA 4.2º TCH 23 ´, Thld dsplcd 125´. Trees. Rgt tfc.

SERVICE: S6 FUEL 100LL, JET A LGT Rwy 09 PAPI ops continuous.
Rwy 27 PAPI ops continuous.


AIRPORT MANAGER: 610-692-6100

WEATHER DATA SOURCES: AWOS–3T 121.4 (610) 692–6190.

COMMUNICATIONS: CTAF/UNICOM 123.075

PHILADELPHIA APP/DEP CON 124.35

CLNC DEL 125.6


RADIO AIDS TO NAVIGATION:

NOTAM FILE IPT.

MODENA (L) VORTACW 113.2 MXE Chan 79 N39º55.08´ W75º40.25´ VOR unusable:
036º–046º
047º–057º byd 10 NM
058º–085º
170º–248º byd 27 NM blo 7,500´
170º–248º byd 30 NM blo 9,500´
170º–248º byd 8 NM blo 6,000´
268º–278º byd 28 NM
278º–290º blo 10,000´
290º–326º

WILKES–BARRE WYOMING VALLEY (WBW)(KWBW) 3 N UTC–5(–4DT) N41º17.84´ W75º51.13´

544  B  NOTAM FILE IPT

RWY 07–25: H3375X75 (ASPH) MIRL

RWY 07: PAPI(P2L)—QA 4.0º TCH 40´. Trees.
RWY 25: PAPI(P2L)—GA 3.75º TCH 40 ´. Trees.

RWY 09–27: H2193X100 (ASPH–TURF)

RWY 09: Thld dsplcd 672´. Trees.

SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 07–25, PAPI Rwy 07, Rwy 25 and rotating bcn—CTAF. Rwy 07–25 preset low ints to ACTIVATE higher ints—CTAF.

AIRPORT REMARKS: Attended 1300–2200Z‡. Rwy 09–27 clsd winter months. +152 ´ transmission lines 6,000´ from Rwy 25 thld 585´ left marked with red spheres. Rwy 09–27 marked with 3´ white cones. Rwy 09 dsplcd thld marked with three white cones each side. Rwy 09–27 first 544 ft Rwy 27 asph, rmndr turf.

AIRPORT MANAGER: 570-288-3257

COMMUNICATIONS: CTAF/UNICOM 122.8

APP/DEP CON 126.3

CLEARANCE DELIVERY PHONE: For CD ctc Wilkes-Barre Apch at 570-655-2084.

RADIO AIDS TO NAVIGATION:

NOTAM FILE AVP.

(L) VORTACW 111.6 LVZ Chan 53 N41º16.37´ W75º41.37´ VOR unusable:
290º–305º byd 15 NM blo 6,000´
WILKES–BARRE/SCRANTON INTL (AVP) (KAVP)  5 SW UTC–5(–4DT)  N41º20.31´  PENNSYLVANIA 317
W75º43.40´
962  B  LRA  ARFF Index—See Remarks  NOTAM FILE AVP
PCN 45 F/A/X/T  HIRL  0.7% up SW
RWY 04: MALSR. PAPI(PAR)—GA 3.0º TCH 58´. RVR–TR
2D–125  MIRL  0.3% up E
RWY 10: REIL. PAPI(P2L)—GA 3.0º TCH 43´. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 04: TORA–7501 TODA–7501 ASDA–7501 LDA–7501

ARRESTING GEAR/SYSTEM
RWY 04: EMAS
RWY 22: EMAS

SERVICE: S3  FUEL  100LL, JET A  OX 2, 4

AIRPORT REMARKS: Attended continuously. Deer and birds on and invof arpt. Rwy 04–22 precipitous drop-off each rwy end. Class I, ARFF
Index B. Index C ARFF equipment avbl upon request call 570–602–2040. Unlgtd twr 1130´ 1.3 miles east AER 28, 1155´ MSL 0.91 miles east AER 28, 1463´ MSL 1.49 miles east–southeast AER 28, 1667´ MSL 2.25 miles east AER 28, 1920´ MSL 2.84 miles east AER 28. For FBO svcs 0500–1000Z‡ local Mon–Fri and 0200–0500Z‡ local Sat–Sun call (570) 457–4485. Ldg fee. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER: 570-602-2000

WEATHER DATA SOURCES: ASOS
111.6 (570) 655–0748.
COMMUNICATIONS: CTAF
122.9
CLEARANCE DELIVERY PHONE: For CD ctc Johnstown Apch at 814–532–5960, when Apch clsd ctc Cleveland ARTCC at 440-774-0234.

WILLIAMSBURG
COVE VALLEY (6G6)  2 W UTC–5(–4DT)  N40º27.27´  W78º14.28´
1156  NOTAM FILE AOO
RWY 04–22: 2750X100 (TURF)

SERVICE: S4


AIRPORT MANAGER: 814-832-2694

COMMUNICATIONS: CTAF  122.9

CLEARANCE DELIVERY PHONE: For CD ctc Johnstown Apch at 814–532–5960, when Apch clsd ctc Cleveland ARTCC at 440-774-0234.
WILLIAMSPORT RGNL (IPT)(KIPT) 4 E UTC–5(–4DT)  N41º14.50´ W76º55.31´

528  B  ARFF Index—See Remarks  NOTAM FILE IPT


RWY 09: REIL, PAPI(P4L)—GA 3.0º TCH 49’. Trees.


RWY 12–30: H4273X150 (ASPH)  S–200, D–200, 2S–175, 2D–400  PCN 46 F/A/X/T  MIRL

RWY 12: PAPI(P2L)—GA 3.75º TCH 45’. Trees.

RWY 30: PAPI(P2L)—GA 4.0º TCH 41’. Trees. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09: TORA–6825  TODA–6825  ASDA–6073  LDA–6073


RWY 27: TORA–6825  TODA–6825  ASDA–6318  LDA–6063

RWY 30: TORA–4273  TODA–4273  ASDA–4273  LDA–4273

SERVICE:  S4  FUEL  100LL, JET A  OX  LGT

When ATCT CLSD ACTVT

MALSR RWY 27; REIL RWY 09; HIRL RWY 09–27; MIRL RWY 12–30; and TWY LGTS—CTAF. PAPI RWYS 09, 12 and 30 OPER CONSLY. MIRL RWY 12–30, click three times for medium INTST. RWY 09 PAPI baffled UNUSBL BYD 2 DEGS R of CRS. RWY 30 PAPI baffled UNUSBL BYD 7 DEGS L of CRS.

AIRPORT REMARKS:  Attended 1130–0330Z‡. After hrs by prior coordination call 570–368–2651. Fuel and svcs avbl 1030–0300Z‡, after hrs by prior coordination call 570–368–2651. Arpt clsd to banner towing ops. Twy J clsd to acft with wing span over 78’. Class I, ARFF Index A, PPR 12 hrs for unscheduled air carrier ops with more than 30 passenger seats 0400–1100Z‡ daily call arpt manager 570–368–2444. Index B coverage avbl upon req call arpt manager 570–368–2444. Deer and birds on and invof arpt especially AER 27 and AER 30. Unlgted crane 90º AGL 0.5 miles SE AER 30 permanently. For landside access from arpt after hrs use computerized gate system at east end or FBO apron. Cold temperature rstd arpt. Altitude correction required at or blo –10C. Ldg fee.

AIRPORT MANAGER:  570-368-2444

WEATHER DATA SOURCES:  ASOS 125.225 (570) 368–3420.

COMMUNICATIONS:  CTAF 119.1  UNICOM 122.95

RCO 122.2 (WILLIAMSPORT RADIO)

NEW YORK CENTER APP/DEP CON 124.9

TOWER 119.1  (1130–0330Z‡)  GND CON 121.9

CLEARANCE DELIVERY PHONE:  For CD if una to ctc on FSS freq, ctc New York ARTCC at 631-468-1425.

AIRSPACE:  CLASS D svc 1130–0330Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION:  NOTAM FILE IPT.

COMM/NAV/WEATHER REMARKS:  When twr clsd New York Center provides Clncl Del on 124.9.

WINGS FLD (See PHILADELPHIA on page 297)

YARDLEY N40º15.20´ W74º54.46´  NOTAM FILE IPT.

(L) VOR/DME 108.2  ARD  Chan 19  082º 4.5 NM to Trenton Mercer. 294/10W.

VOR unusable:

020º–040º

195º–225º byd 25 NM blo 5,000´

250º–265º blo 3,500

266º–280º byd 20 NM blo 5,000´

281º–300º byd 14 NM blo 6,000´

DME unusable:

225º–275º byd 25 NM blo 5,000´
PENNSYLVANIA

YORK (THV/KTHV) 7 SW UTC–5 (–4DT) N39°55.02' W76°52.38'
495 B NOTAM FILE THV
RWY 17–35: H5188X100 (ASPH–GRVD) S–20, D–20, 2D–20 MIRL
0.4 % up SE
RWY 17: REIL. PAPI(P4L)—GA 4.5º TCH 20’. Thld dsplcd 794’. Pole.
SERVICE: S4 FUEL 100LL, JET A OX 3
AIRPORT REMARKS: Attended May–Oct 1100–0000Z‡, Nov–Apr Mon–Fri 1100–2300Z‡, Nov–Apr Sat–Sun 1300–2200Z‡. Twy to Rwy 35 clsd to acft with wingspan over 60’. Trees within primary sfc 83’ in from thld and 221’ left of Rwy 17 centerline; ramp tie-down area, medivac parking pad and twy within primary sfc on right side. Rwy 17 trees 1377 ft out 88 ft right apch slp 20:1 to dthr. Rwy 35 trees 2695 ft out 426 ft right apch slp 23:1 to dthr. Ldg fee.
AIRPORT MANAGER: 717-792-5566
WEATHER DATA SOURCES: ASOS 119.275 (717) 792–5529.
COMMUNICATIONS: CTAF/UNICOM 123.0
HARRISBURG APP/DEP CON 124.1
CLNC DEL 121.65
CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.
AIRSPACE: CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE CXY.
HARRISBURG (L) VORTACW 112.5 HAR Chan 72 N40º18.13’ W77º04.17’ 169º 24.8 NM to fld. 1301/10W.
VOR unusable:
097º–107º byd 10 NM
146º–168º byd 20 NM blw 7,000’

ZELIENOPLE MUNI (PJC/KPJC) 1 W UTC–5 (–4DT) N40º48.12’ W80º09.65’
898 B NOTAM FILE AOO
RWY 17–35: H4933X75 (ASPH) MIRL
RWY 17: REIL. Thld dsplcd 551’. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 17: TORA–4932 TODA–4932 ASDA–4932 LDA–4381
RWY 35: TORA–4932 TODA–4932 ASDA–4932 LDA–4650
SERVICE: S4 FUEL 100LL, JET A, A+ OX 2, 3 LGT ACTIVATE REIL
Rwy 17 and Rwy 35; MIRL Rwy 17–35 after 0300Z‡—CTAF. PAPI continuous and MIRL opr dusk–0300Z‡. Rwy 35 PAPI unusable byd 5º left of centerline.
AIRPORT MANAGER: 724-452-4719
WEATHER DATA SOURCES: AWOS–3PT 118.45 (724) 452–5304.
COMMUNICATIONS: CTAF 122.9
PITTSBURGH APP/DEP CON 124.75
CLEARANCE DELIVERY PHONE: For CD ctc Pittsburgh Apch at 412-472-5591.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
ELLWOOD CITY (H) VOR/DME 115.8 EWC Chan 105 N40º49.50’ W80º12.69’ 129º 2.7 NM to fld. 1227/8W.
VOR unusable:
285º–335º
**RHODE ISLAND**

**NEW YORK**

**NEWPORT STATE**  (UUU)(KUUU)  2 NE UTC–S(–4DT)  N41º31.95´ W71º16.89´

<table>
<thead>
<tr>
<th>172</th>
<th>B</th>
<th>NOTAM FILE UUU</th>
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<tr>
<td>Rwy 04–22:</td>
<td>H2999X75 (ASPH)</td>
<td>S–30</td>
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<tr>
<td>Rwy 04:</td>
<td>MALSF. VASI(V4L)—GA 4.0º TCH 51’. Trees.</td>
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<tr>
<td>Rwy 22:</td>
<td>REIL. PAPI(P4L)—GA 4.0º TCH 30’. Trees.</td>
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<td>Rwy 16–34:</td>
<td>H2623X75 (ASPH)</td>
<td>S–30</td>
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<tr>
<td>Rwy 16:</td>
<td>VASI(V4L)—GA 3.75º TCH 40’. Trees.</td>
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<tr>
<td>Rwy 34:</td>
<td>Thld dsplcd 250’. Trees.</td>
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**SERVICE:** S4  FUEL  100LL, JET A  LGT ACTIVATE REIL Rwy 22; MIRL
Rwy 04–22 and Rwy 16–34; Twys A, B, C and ramp area—CTAF.

**AIRPORT REMARKS:** UNATNDD TUE–FRI 2030–1200Z‡, SAT–SUN. Fuel avbl 24 hrs by credit card. 24–hr advanced notice required for all Jet A services after posted business hours. Parachute Jumping, Deer and birds on and env of arpt. Seasonal bird activity AER 34, ctc arpt mgr for details 401–691–2265. Rwy CONDS may not be MNT or RPRTD when AP is UNATNDD. CTC RI AP CORPORATION OPS at 401–691–2265. Arpt parking and safety brief avbl on landing 122.85 MHz or call 401–466–5511. Ldg fee: commercial and non Rhode Island registered acft. Overnight parking fee. Rwy 10–28 safety area not STD SE. +15 ft dropoff 130 ft fm rwy end, 150 left.

**AIRPORT MANAGER:** (401) 691-2000

**WEATHER DATA SOURCES:** ASOS 132.05 (401) 846–5910.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

**CLEARANCE DELIVERY PHONE:** For CD ctc when Apch clsd ctc Boston ARTCC at 603-879-6859.

**CONTINUED ON NEXT PAGE**

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**NE, 5 NOV 2020 to 31 DEC 2020**

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RADIO AIDS TO NAVIGATION: NOTAM FILE PVD.

PROVIDENCE (H) VOR/DME 115.6 PVD Chan 103 N41°43.46’ W71°25.78’ 164° 13.3 NM to fld. 49/14W.

VOR portion unusable:
085°–105° byd 12 NM blo 5,500’
085°–105° byd 8 NM blo 3,000’
106°–294° byd 30 blo 3,000’
295°–330° byd 30 blo 6,000’
331°–084° byd 30 blo 3,000’

DME portion unusable:
085°–105° byd 12 NM blo 5,500’
085°–105° byd 8 NM blo 3,000’
106°–152° byd 11 NM blo 2,000’
106°–152° byd 20 NM blo 4,000’
153°–294° byd 30 NM blo 3,000’
295°–330° byd 30 blo 6,000’
331°–084° byd 30 blo 3,000’

LOC/DME 108.5 I–OTI Chan 22 Rwy 22. LOC unmonitored.

NORTH CENTRAL STATE (See PAWTUCKET on page 322)

NORTH KINGSTOWN

QUONSET STATE (OQU)(KOQU) P (ARNG ANG) 3 NE UTC–5(–4DT) N41°35.83’ W71°24.73’

18 B TPA—See Remarks LRA NOTAM FILE OQU

RWY 16–34: H750X150 (ASPH–GRVD) D–175, 2S–175 HIRL

RWY 16: MALS R. PAPI(P4L)—GA 3.0º TCH 58’. Trees.

RWY 34: PAPI(P4L)—GA 3.0º TCH 50’. Thld dsplcd 403’.

RWY 05–23: H4000X150 (ASPH) 5–12.5 MIRL

RWY 05: REIL. PAPI(P4L)—GA 3.0º TCH 40’. Pole.

RWY 23: REIL. PAPI(P4R)—GA 3.0º TCH 40’.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 16: TORA–7100 TODA–7100 ASDA–7100 LDA–7100

RWY 34: TORA–7500 TODA–7500 ASDA–7500 LDA–7100

SERVICE: FUEL 100LL, JET A LGT ACTIVATE MALS Rwy 16, REIL

Rwy 05 and Rwy 23, PAPI Rwy 05 and Rwy 23, MIRL Rwy 05–23, HIRL Rwy 16–34 and twy lghts—CTAF. MILITARY— FUEL J8(Mil), A+

(FBO opr 1100–0200Z‡. PPR mandatory dur non–duty hrs. Ctc ARNG C401–295–5020 (NC–100LL, A)

AIRPORT REMARKS:


Inbnd acft ctc Quahog/Rhody Ops for latest Bird Watch Cond. No hot cargo parking avbl. Tmpry stor of classified materials up to Secret at comd post.


AIRPORT MANAGER: (401) 691-2000

WEATHER DATA SOURCES: ASOS 118.6. USAF AN/FMQ–19.

CONTINUED ON NEXT PAGE
COMMUNICATIONS: CTAF 126.350 ATIS 118.6 (Tue–Fri 1300–0400Z‡, Sat 1400–2200Z‡, Sun 1500–2300Z‡, clsd Mon and hols) UNICOM 122.950

RCO 255.4 (BRIDGEPORT RADIO)

PROVIDENCE APP/DEP CON 123.675 244.875 (Sun–Fri 1030–0530Z‡, Sat 1030–0500Z‡) other times ctc BOSTON CENTER APP/DEP CON 124.85 307.9

TOWER 126.35 (Tue–Fri 1300–0400Z‡, Sat 1400–2200Z‡, Sun 1500–2300Z‡, clsd Mon and hols)

CLNC DEL 134.5

CLEARANCE DELIVERY PHONE: For CD when Apch clsd ctc Boston ARTCC at 603-879-6859.

AIRSPACE: CLASS D svc 1300–0400Z‡ Tue–Fri, 1400–2200Z‡ Sat, 1500–2300Z‡ Sun, clsd Mon and hol; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE PVD.

PROVIDENCE (H) VOR/DME 115.6 PVD Chan 103 N41º43.46´ W71º25.78´ 188º 7.7 NM to fld. 49/14W.

VOR portion unusable:

085º–105º byd 12 NM blo 5,500´
085º–105º byd 8 NM blo 3,000´
106º–294º byd 30 blo 3,000´
295º–330º byd 30 blo 6,000´
331º–084º byd 30 blo 3,000´

DME portion unusable:

085º–105º byd 12 NM blo 5,500´
085º–105º byd 8 NM blo 3,000´
106º–152º byd 11 NM blo 2,000´
106º–152º byd 20 NM blo 4,000´
153º–294º byd 30 NM blo 3,000´
295º–330º byd 30 blo 6,000´
331º–084º byd 30 blo 3,000´

ILS/DME 109.5 I–OQU Chan 32 Rwy 16. Class IT. Preventive maint sched 1400–1600Z‡ Thur. Unmonitored when ATCT clsd. LOC unusable byd 14 NM byd 7º r of course

PAWTUCKET

NORTH CENTRAL STATE  (SFZ)(KSFZ) 3 E UTC–5(–4DT) N41º55.25´ W71º29.49´

441 B LRA NOTAM FILE SFZ Not insp.

RWY 05–23: H5000X100 (ASPH) S–30, D–60  HIRL

RWY 05: MALS, VASI(V4R)—GA 3.0º TCH 52´. Trees.

RWY 23: REIL. PAPI(P4L)—GA 3.0º TCH 35´. Trees.

RWY 15–33: H3211X75 (ASPH) S–12.5 MIRL 0.5% up SE

RWY 15: REIL. PAPI(P4R)—GA 3.5º TCH 35´. Trees.

RWY 33: REIL. Trees.

SERVICE: S4 FUEL 100LL, JET A, A+ LGT ACTIVATE MALS Rwy 05 and REIL Rwy 15, Rwy 23 and Rwy 33; PAPI Rwy 15 and Rwy 23; HIRL Rwy 05–23 and MIRL Rwy 15–33 and twy lgts —CTAF.


AIRPORT MANAGER: (401) 691-2000

WEATHER DATA SOURCES: AWOS–3PT 120.775 (401) 334–0324.

CONTINUED ON NEXT PAGE
RHODE ISLAND
CONTINUED FROM PRECEDING PAGE

COMMUNICATIONS: CTAF/UNICOM 123.075

‡ PROVIDENCE APP/DEP CON 123.675 (Sun–Fri 1030–0530Z‡ Sat 1030–0500Z‡ other times ctc)

BOSTON CENTER APP/DEP CON 124.85

CLNC DEL 124.35

CLEARANCE DELIVERY PHONE: For CD ctc when Apch clsd ctc Boston ARTCC at 603-879-6859.

RADIO AIDS TO NAVIGATION:

PROVIDENCE (H) VOR/DME 115.6 PVD Chan 103 N41°43.46’ W71°25.78’ 001° 12.1 NM to fld. 49/14W.

VOR portion unusable:
085°–105° byd 12 NM blo 5,500’
085°–105° byd 8 NM blo 3,000’
106°–294° byd 30 blo 6,000’
331°–084° byd 30 blo 3,000’

DME portion unusable:
085°–105° byd 12 NM blo 5,500’
085°–105° byd 8 NM blo 3,000’
106°–152° byd 11 NM blo 2,000’
106°–152° byd 20 NM blo 4,000’
153°–294° byd 30 NM blo 3,000’
295°–330° byd 30 blo 6,000’
331°–084° byd 30 blo 3,000’

PUTNAM (H) VOR/DME 117.4 PUT Chan 121 N41°57.33’ W71º50.65’ 111º 15.9 NM to fld. 652/14W. NOTAM FILE BDR.

DME unusable:
265°–301° byd 36 NM blo 3,000’

LOC/DME 111.9 I–SFZ Chan 56 Rwy 05. LOC unmonitored.

THEODORE FRANCIS GREEN STATE (PVD)(KPVD) 6 S UTC–5(–4DT) N41°43.34’

NEW YORK
H–10I, 11D, 12K, L–33C, 34J
IAP AD

WEATHER DATA SOURCES: ASOS 124.2 (401) 734–2818. LLWAS.

CONTINUED ON NEXT PAGE
NE, 5 NOV 2020 to 31 DEC 2020
COMMUNICATIONS: CTAF 120.7 D–ATIS 124.2 (401) 737–3215
PROVIDENCE RCO 122.6 (BRIDGEPORT RADIO)

PROVIDENCE APP/DEP CON 123.675 (Sun–Fri 1030–0530Z‡, Sat 1030–0500Z‡) other times ctc
BOSTON CENTER APP/DEP CON 124.85

PROVIDENCE TOWER 120.7 (Sun–Fri 1030–0530Z‡, Sat 1030–0500Z‡) GND CON 121.9 CLNC DEL 126.65
BRIDGEPORT RADIO CLNC DEL 122.6 (0500–1100Z‡)

CLEARANCE DELIVERY PHONE: For CD when Apch clsd ctc Boston ARTCC at 603-879-6859.

AIRSPACE: CLASS C svc ctc APP CON svc Sun–Fri 1030–0530Z‡, Sat 1030–0500Z‡; other times CLASS E.

VOR TEST FACILITY (VOT) 108.2

RADIO AIDS TO NAVIGATION: NOTAM FILE PVD.

PROVIDENCE (H) VOR/DME 115.6 PVD Chan 103 N41º43.46´ W71º25.78´ at fld. 49/14W.
VOR portion unusable:
085º–105º byd 12 NM blo 5,500´
085º–105º byd 8 NM blo 3,000´
106º–294º byd 30 blo 3,000´
295º–330º byd 30 blo 6,000´
331º–084º byd 30 blo 3,000´

DME portion unusable:
085º–105º byd 12 NM blo 5,500´
085º–105º byd 8 NM blo 3,000´
106º–152º byd 11 NM blo 2,000´
106º–152º byd 20 NM blo 4,000´
153º–294º byd 30 NM blo 3,000´
295º–330º byd 30 blo 6,000´
331º–084º byd 30 blo 3,000´

ILS/DME 109.3 I–PVD Chan 30 Rwy 05. Class III. Cat ii and cat iii unavbl when ATCT closed.

ILS/DME 111.5 I–UNQ Chan 52 Rwy 34. Class IE. Glideslope unusable byd 4º right of course. Glideslope autopilot cpd apch na blw 300´.

PROVIDENCE H–10I, 11D, 12J, L–33C, 34J

NEW YORK
H–10I, 11D, 12J, L–33C, 34J

QUONSET STATE (See NORTH KINGSTOWN on page 321)

RICHMOND (See WEST KINGSTON on page 325)

SANDY POINT N41º10.05´ W71º34.57´ NOTAM FILE BID.
(L) VOR/DME 117.8 SEY Chan 125 at Block Island State. 100/15W.
DME unusable:
160º–164º byd 15 NM blo 2,000´
240º–270º byd 25 NM blo 3,000´

THEODORE FRANCIS GREEN STATE (See PROVIDENCE on page 323)

NE, 5 NOV 2020 to 31 DEC 2020
WEST KINGSTON

RICHMOND  (B8R)  3 W  GMT–5(–4DT)  N41º29.37´ W71º37.24´

130  NOTAM FILE BDR

RWY 11–29: H2129X30 (ASPH) LIRL(NSTD)

RWY 11: Trees.

RWY 29: TRC(VTRL)—GA 5.5º TCH 21´. Thld dsplcd 130´. Tree.

SERVICE: S4  FUEL  100LL  LGT


AIRPORT MANAGER: 401-783-1498

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Providence Apch at 401-738-8945, when Apch clsd ctc Boston ARTCC at 603-879-6859.

WESTERLY STATE  (WST)(KWST)  2 SE  UTC–5(–4DT)  N41º20.98´ W71º48.21´

81  B  NOTAM FILE WST

RWY 07–25: H4010X100 (ASPH–GRVD) S–30, D–60 MIRL 0.7% up NE

RWY 07: MALSF. PAPI(P4R)—GA 3.5º TCH 46´. Trees.

RWY 25: REIL. VASI(V2L)—GA 3.5º TCH 36´. Trees.

RWY 14–32: H3960X75 (ASPH) S–12.5 MIRL 0.6% up SE

RWY 14: REIL. PAPI(P4L)—GA 4.0º TCH 40´. Trees.

RWY 32: REIL. PAPI(P4L)—GA 4.0º TCH 40´. Thld dsplcd 750´. Trees.

SERVICE: S4  FUEL  100LL, JET A

Dusk–Dawn. ACTIVATE MALSF Rwy 07; REIL Rwy 25, Rwy 14 and Rwy 32; PAPI Rwy 14 and Rwy 32 and MIRL Rwy 07–25 and Rwy 14–32—CTAF. Rwy 07 PAPI U/S. Rwy 14 PAPI U/S.


AIRPORT MANAGER: (401) 691-2265

WEATHER DATA SOURCES: ASOS 132.375 (401) 596–9543.

COMMUNICATIONS: CTAF/UNICOM 123.0

PROVIDENCE APP/DEP CON 119.45 (South of ORW) (Sun–Fri 1030–0530Z‡, Sat 1030–0500Z‡) other times ctc BOSTON CENTER APP/DEP CON 124.85

CLEARANCE DELIVERY PHONE: For CD ctc Providence Apch at 401-738-8945, when Apch clsd ctc Boston ARTCC at 603-879-6859.

RADIO AIDS TO NAVIGATION: NOTAM FILE GON.

GROTON (I) VOR/DME 110.85  GON  Chan 45(Y) N41º19.82´ W72º03.12´ 098º 11.3 NM to fld. 9/14W.

VOR portion unusable: 241º–265º blo 5,000´

DME unusable: 355º–019º blo 3,000´

LOC/DME 108.9 I–RLS Chan 26 Rwy 07. LOC unmanned.
BARRE/MONTPELIER

EDWARD F KNAPP STATE (MPV/KMPV) 3 W UTC–5(–4DT) N44º12.21´ W72º33.73´
1166 B NOTAM FILE MPV MON Airport
RWY 17–35: H5002X100 (ASPH) S–31, D–70, 2S–88 MIRL 1.5% up S
RWY 17: MLSR. REIL. PAPI(P4L)—GA 3.0º TCH 50´. Trees.
RWY 35: REIL. Thd spcld 487´. Trees.
RWY 05–23: H3000X75 (ASPH) S–30, D–46 MIRL 1.0% up SW
RWY 05: Trees.
SERVICE: S4 FUEL 100LL, JET A+ LGT ACTIVATE MIRL Rwy 17–35 and MLSR Rwy 17—CTAF.
AIRPORT REMARKS: Attended 1:00–2200Z. Fld condition report may not be avbl and/or current at ngt. Rwy conditions may not be monitored or reported when the arpt is unattended. 70´ tree, 393´ right of centerline and 1545´ from Rwy 35 end. 50´ tree, 332´ left of centerline and 393´ from Rwy 17 end. Cold temperature rstd arpt. Altitude correction required at or below –20C.
AIRPORT MANAGER: (802) 223-2221
WEATHER DATA SOURCES: ASOS 132.675 (802) 229–2037.
COMMUNICATIONS: CTAFCOM 122.8
BURLINGTON RCO 122.6 (BURLINGTON RADIO)
BURLINGTON RCO 122.2 (BURLINGTON RADIO)
BOSTON CENTER APP/DEP CON 135.7
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Boston ARTCC at 603-879-6859.
AIRSPACE: CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE MPV.
MONTPELIER (L) VORW/DME 110.8 MPV Chan 45 N44º05.13´ W72º26.96´ 342º 8.6 NM to fld. 2080/16W.
ILS/DME 108.7 1-MPV Chan 24 Rwy 17. Class IA. DME unmonitored. Localizer unusable byd 28º right of course.
COMM/NAV/WEATHER REMARKS: UNICOM base station not manned continuously.

BASIN HARBOR (See VERGENNES on page 332)

BENNINGTON

WILLIAM H MORSE STATE (DDH/KDDH) 3 W UTC–5(–4DT) N42º53.47´ W73º14.77´
827 B NOTAM FILE DDH
RWY 13–31: H3704X75 (ASPH) S–12.5 MIRL 0.9% up SE
RWY 13: REIL. PAPI(P4L)—GA 4.0º TCH 45´. Hill.
RWY 31: REIL. PAPI(P4R)—GA 4.0º TCH 45´. Ground. Rgt tfc.
SERVICE: S4 FUEL 100LL, JET A+ OX 3 LGT ACTIVATE MIRL Rwy 13–31 and REIL Rwy 13 and Rwy 31 and PAPI Rwy 13 and Rwy 31—CTAF.
AIRPORT MANAGER: 802-442-5503
WEATHER DATA SOURCES: ASOS 135.925 (802) 442–6059.
COMMUNICATIONS: CTAFCOM 122.8
ALBANY APP/DEP CON 132.825
GCO 121.725 (BTV CD and FLIGHT SERVICES. OTS INDEFLY)
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.
CAMBRIDGE (L) VOR/DME 115.0 CAM Chan 97 N42º59.66´ W73º20.64´ 159º 7.5 NM to fld. 1490/14W. DME portion unusable: 040º–130º blo 9,000´
VERMONT 327

BURLINGTON INTL (BTV)(KBTV) P (ANG ARNG) 3 E UTC–5(–4DT) N44º28.32´ W73º09.20´

335 B AOE LRA Class I, ARFF Index B NOTAM FILE BTV

RWY 15–33: H8319X150 (ASPH–CONC–GRVD) S–100, D–175, 2S–175, 2D–355 PCN 39 F/A/X/T HIRL

RWY 15: MALSR. PAPI(P4R)—GA 3.0º TCH 51’. RVR–TR Trees. 0.6% up.


RWY 01–19: H4112X75 (ASPH) S–30, D–40, 2D–60 PCN 23 F/A/X/T MIRL

RWY 01: PAPI(P4R)—GA 3.5º TCH 40’. Thld dspclcd 225’. Tree.

RWY 19: PAPI(P4R)—GA 3.0º TCH 42’. Thld dspclcd 500’.

LAND AND HOLD–SHORT OPERATIONS

LDG RWY HOLD–SHORT POINT AVBL LDG DIST

RWY 01 15–33 2600

RWY 15 TXY A 3600

RWY 33 01–19 2900

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA–3611 TODA–3611 ASDA–3611 LDA–3386

RWY 15: TORA–7820 TODA–7820 ASDA–7820 LDA–7820

RWY 19: TORA–4111 TODA–4111 ASDA–4111 LDA–3386

RWY 33: TORA–8320 TODA–8320 ASDA–8320 LDA–7820

ARRESTING GEAR/SYSTEM

RWY 15 TYPE H/BAK–12A (B) 1499 FT.

SERVICE: FUEL 100LL, JET A, OK 1, 3 LGT Dusk–Dawn. ACTIVATE MALSR Rwy 15, MALSF Rwy 33, PAPI Rwy 01, Rwy 15, Rwy 19 and Rwy 33, MIRL Rwy 01–19 and HIRL Rwy 15–33 and all twys—CTAF. NSTD twy lghts on Twy E. Twy K edge lght changed to edge reflectors. MILITARY—A–GEAR—Type–H BAK–12A(B) apch end Rwy 33 lctd 1000´ fr displ thld. Rwy 15 and Rwy 33 A–G housings are non–frangible (26 in abv grd level) lctd 250´ fr rwy cntln. JASU 5(MD–4) 9(M32A–60) FUEL JB(MII) 100LL, A FLUID SP LOX OIL O–133–148(Mil) SOAP.

AIRPORT REMARKS: Attended continuously. Fixed based opr clsd exc 1 hr PPR 802–863–3626 daily 0700–1400Z‡. Fighter acft rstd to tkf window of Mon–Sat 1330–0330Z‡, Sun 1700–0330Z‡. CAUTION: Generating plant 2 NM from AER 15 produces steam which may obscure visibility on final apch. Birds and deer on and inv of arpt. CAUTION: Phase II wildlife act dur migration, Mar–May and Sep–Nov. Air carrier ramp not avbl for pvt/charter acft. Twy A btn Twy G and Twy C clsd to acft wingspan more than 118 ft exc 1 hr PPR 802–316–6014 dly. Twy L clsd to acft over 60,000 lbs. Twys D, E, F and N clsd to civ ops. Twys D, E, F, N, ANG and RNG ramps have unctl vehicle and acft. Twy M avbl for seasonal use, clsd drg winter months. ANG: Opr 1030–2100Z‡ weekdays, exc hol, clsd Sat–Mon. PPR for fuel/park, ctc ANG ops DSN 220–5213/5920/5267 C802–660–5213. All tran acft enroute Ethan Allen training site and R6501A must stop at AASF for sqr safety brief. ARFF avbl 24 hrs a day. A–G cable raised by twr on pilot req only. Fighter acft no low apchs. All other mil acft ltd to 2 practice apchs. Do not fly over hospital aprx 1.5 NM west of Rwy 15 apch end. Rw 01–19 south of Rwy 15–33 int to Twy C, single wheel 100, dual tandem wheel 355, south of Twy C int to south end of rwy, single wheel 30, dual wheel 60. Cold temperature airport. Altitude correction required at or below –10C. Acft turn around clearances on Twy K south of Twy J limited to acft design group II or smaller. Fee for itinerant acft greater than 6000 lbs. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER: 802-863-2874

WEATHER DATA SOURCES: ASOS 123.8 (802) 657–4490.

COMMUNICATIONS: ATIS 123.8 (802–657–4424) CTAF 118.3 UNICOM 122.95

RCO 122.2 (BURLINGTON RADIO)

APP/DEP CON 121.1 (1030–0500Z)

BOSTON CENTER APP/DEP CON 120.35 (0500–1030Z)

TOWER 118.3 (1030–0500Z) GND CON 126.3 CLNC DEL 119.15 ANG OPS 134.1 41.2

CLEARENCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Boston ARTCC at 603-879-6859.

AIRSPACE: CLASS C svc ctc APP CON svc 1030–0500Z; other times CLASS E.

VOR TEST FACILITY (VOT) 109.0

CONTINUED ON NEXT PAGE
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.

(L) VORW/DME 117.5 BTV Chan 122 N44º23.83´ W73º10.96´ 031º 4.7 NM to fld. 417/15W.

VOR unusable:
075º–132º byd 30 NM blo 9,000´
133º–165º byd 30 NM blo 8,000´

DME unusable:
075º–132º byd 30 NM blo 9,000´
133º–165º byd 30 NM blo 8,000´

(L) TACAN Chan 71 BJA (112.4) N44º28.62´ W73º09.41´ at fld. 308/15W.

TACAN unusable:
010º–089º
090º–124º byd 11,000´
160º–170º byd 25NM blo 7,000´

HERRO NDB (LOMW) 382 BT N44º31.94´ W73º14.97´ 146º 5.5 NM to fld. 130/15W.

DME unusable:
075º–132º byd 30 NM blo 9,000´
133º–165º byd 30 NM blo 8,000´

ILS/DME 110.3 I–BTV Chan 40 Rwy 15. Class IB. LOM HERRO NDB. Unmonitored when ATCT clsd. LOC unusable byd 28º right of course.

ILS/DME 110.3 I–VOE Chan 40 Rwy 33. Class IA. LOC unusable byd 10 NM blo 2,700´ LOC unusable byd 13 NM blo 4,700´ Unmonitored when ATCT clsd.

CALEDONIA CO (See LYNDONVILLE on page 329)

DEERFIELD VALLEY RGNL (See WEST DOVER on page 333)

EDWARD F KNAPP STATE (See BARRE/MONTPELIER on page 326)

FRANKLIN CO STATE (See HIGHLGATE on page 328)

HARTNESS STATE (SPRINGFIELD) (See SPRINGFIELD on page 332)

HERRO N44º31.94´ W73º14.97´ NOTAM FILE BTV.
NDB (LOMW) 382 BT 146º 5.5 NM to Burlington Intl. 130/15W.

FRANKLIN CO STATE (FSO)(KFSO) 3 W UTC–5(–4DT) N44º56.42´ W73º05.85´

228 B LRA NOTAM FILE BTV

RWY 01–19: H3001X60 (ASPH) S–12.5 MIRL

RWY 01: REIL. PAPI(P2L)—GA 4.0º TCH 35´. Trees.

RWY 19: REIL. Trees.

SERVICE: S4 FUEL 100LL, JET A1+ LGT ACTIVATE REIL Rwy 01 and Rwy 19; PAPI Rwy 01; MIRL Rwy 01–19—CTAF. Rwy 01 Visual Glideslope Indicator and glidepath not coincident.

AIRPORT REMARKS: Attended Nov–Mar 1330–2200Z‡, Apr–Oct 1230–2200Z‡. After hrs self-serve fuel kiosk does not accept Mastercard. Seagulls invof arpt. Military equipment may be near the rwy. Turf ldg area east side of Rwy 01–19, no simultaneous ops. Rwy conditions may not be monitored or reported when the arpt is unattended.

AIRPORT MANAGER: 802-868-2822


COMMUNICATIONS: CTAF/UNICOM 122.8

@ BURLINGTON APP/DEP CON 121.1 (1030–0500Z‡)

@ BOSTON CENTER APP/DEP CON 120.35 (0500–1030Z‡)

CLEARANCE DELIVERY PHONE: For CD if GCO una ctc Boston ARTCC at 603-879-6859.

RADIO AIDS TO NAVIGATION:

ST JEAN (H) VORW/DME 115.8 YJN Chan 105 N45º15.35´ W73º19.28´ 169º 21.2 NM to fld. 230/16W.

COMM/NAV/WEATHER REMARKS: YJN VORTAC is in Canada–check Montreal QB (YUL) NOTAMS for outages or restrictions.
ISLAND POND

JOHN H BOYLAN STATE (ISLAND POND)  (5B1)  3 SE  UTC–5(–4DT)  N44º47.40´ W71º49.59´

1194  NOTAM FILE BTV
RWY 14–32: 2650X120 (TURF)  0.8% up NW
RWY 14:  Trees.
RWY 32:  Trees.
AIRPORT MANAGER: (802) 272-3574
COMMUNICATIONS: CTAF/UNICOM 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

JOHN H BOYLAN STATE (ISLAND POND)  (See ISLAND POND on page 329)

LYNDONVILLE

CALEDONIA CO  (CDA)(KCDA)  3 N  UTC–5(–4DT)  N44º34.15´ W72º01.08´

1188  NOTAM FILE BTV
RWY 02–20:  H3302X60 (ASPH) S–12.5  MIRL  0.3% up N
RWY 02:  Trees.
RWY 20:  Trees.
SERVICE:  FUEL  100LL  LGT ACTIVATE MIRL Rwy 02–20—CTAF.
ACTIVATE arpt rotating bcn—CTAF.
AIRPORT REMARKS: Attended Jan–Dec Mon–Fri 1200–2030Z‡. Self–svc fuel 24 hrs with major credit card. After hrs self–serve fuel kiosk does not accept Mastercard. Deer and wildlife on and invof arpt. Bald eagles roosting invof compost opn located 600´ east of Rwy 20 thld year around. Rwy conditions may not be monitored or reported when the arpt is unattended. Rising terrain 600´ from thld of Rwy 02. Rwy 02–20 pavement has numerous sealed, large diameter transverse cracks. For emergency acft maintenance call 802–334–5001. Bring own rope tiedowns.
AIRPORT MANAGER: 802-626-3353
WEATHER DATA SOURCES: AWOS–3 119.275 (802) 626–4532.
COMMUNICATIONS: CTAF/UNICOM 122.8
BOSTON CENTER APP/DEP CON 135.7
CLEARANCE DELIVERY PHONE: For CD ctc Burlington Apch at 802-657-4401, when Apch clsd ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE MPV.
MONTPELIER (L) VORW/DME 110.8 MPV Chan 45 N44º05.13´ W72º26.96´ 048º 34.5 NM to fld. 2080/16W.

MIDDLEBURY STATE  (6B0)  3 SE  UTC–5(–4DT)  N43º59.19´ W73º05.73´

490  TPA—See Remarks  NOTAM FILE BTV
RWY 01–19:  H3211X60 (ASPH) S–12.5
RWY 01:  Thld dsplcd 151´.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 01:  TORA–3211 TODA–3211
RWY 19:  TORA–3060 TODA–3060
SERVICE:  S4  FUEL  100LL
AIRPORT REMARKS: Attended Mon–Fri 1300Z‡–dusk. Parachute activity on weekends monitor NOTAMS for times. Self–svc fuel with credit card. High hills east of arpt. No line of sight between rwy ends. Rwy conditions may not be monitored or reported when the arpt is unattended. TPA—1300(810) single engine, 1500(1010) multi–engine. Ultralight and AG acft activity on and invof arpt.
AIRPORT MANAGER: 802-388-1800
WEATHER DATA SOURCES: ASOS 118.575 (802) 388–0255.
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Burlington Apch at 802-657-4401, when Apch clsd ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.
BURLINGTON (L) VOR/DME 117.5 BTV Chan 122 N44º23.83´ W73º10.96´ 186º 24.9 NM to fld. 417/15W.
VOR unusable:
075º–132º byd 30 NM blo 9,000´
133º–165º byd 30 NM blo 8,000´
DME unusable:
075º–132º byd 30 NM blo 9,000´
133º–165º byd 30 NM blo 8,000´
MONTPELIER  N44°05.13’ W72°26.96’ NOTAM FILE MPV.
(L) VOR/DME  110.8 MPV Chan 45  342° 8.6 NM to Edward F Knapp State. 2080/16W.
RCO  122.2 (BURLINGTON RADIO)
RCO  122.6 (BURLINGTON RADIO)

MORRISVILLE–STOWE STATE  (MVL)(KMVL)  2 SW UTC–5(–4DT)  N44°32.06’ W72°36.84’
733 B NOTAM FILE MVL
RWY 01–19: H3700X75 (ASPH) S–25 PCN 12 F/A/X/T HIRL 0.5% up N
RWY 01: REIL. P–line.
RWY 19: REIL. PAPI(P2L)—GA 3.5º TCH 31’. SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE REIL Rwy 01 and Rwy 19, PAPI Rwy 19, HIRL Rwy 01–19—CTAF.
AIRPORT REMARKS: Attended 1300–2300Z‡. For fuel and svc after hrs and
information call 802–253–2332. After hrs self–serve fuel kiosk does
not accept Mastercard. Rwy conditions may not be monitored or
reported when the arpt is unattended. Rwy 01 glider opr are right traffic.
3’ swales middle 1/3 of rwy on east and west sides outside of rwy
safety area. Cold temperature airport. Altitude correction required at or
below –20C.
AIRPORT MANAGER: (802) 253-2332
WEATHER DATA SOURCES: ASOS 135.625 (802) 888–7934.
COMMUNICATIONS: CTAF/UNICOM 122.8
BOSTON CENTER APP/DEP CON 135.7
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.
BURLINGTON (L) VOR/DME 117.5 BTV Chan 122 N44°23.83’
W73°10.96’ 086° 25.8 NM to fld. 417/15W.
VOR unusable:
075º–132º byd 30 NM blo 9,000’
133º–165º byd 30 NM blo 8,000’
DME unusable:
075º–132º byd 30 NM blo 9,000’
133º–165º byd 30 NM blo 8,000’

NEWPORT
NORTHEAST KINGDOM INTL  (EFK)(KEFK)  3 SW UTC–5(–4DT)  N44°53.29’ W72°13.72’
934 B LRA NOTAM FILE BTV
RWY 18–36: H5300X100 (ASPH) S–30, D–44 PCN 33 F/D/X/T MIRL
RWY 18: REIL. PAPI(P4L)—GA 3.0º TCH 43’. Thld dsplcd 300’.
RWY 36: REIL. PAPI(P4L)—GA 3.0º TCH 44’. Pole.
RWY 05–23: H3996X100 (ASPH) S–30, D–44
RWY 05: Trees.
RWY 23: Pole.
SERVICE: S4 FUEL 100LL, JET A+ LGT ACTIVATE MIRL Rwy 18–36
and PAPI Rwy 18 and Rwy 36—CTAF.
AIRPORT REMARKS: Attended 1400–2200Z‡. Fuel 24/7 self serve. Mobile
fuel vehicle when attended. Rwy conditions may not be monitored or
reported when the arpt is unattended. Guils on and in vicinity of arpt.
Visual glideslope indicator and descent angles not coincident. Cold
temperature std arpt. Altitude correction required at or blo –30C.
AIRPORT MANAGER: 802-334-5001
WEATHER DATA SOURCES: AWOS–3P 118.275 (802) 334–4427.
COMMUNICATIONS: CTAF/UNICOM 122.8
NEWPORT RCO 122.6 (BURLINGTON RADIO)
® BOSTON CENTER APP/DEP CON 135.7
RADIO AIDS TO NAVIGATION: NOTAM FILE BML.
BERLIN (H) DME 116.55 BML Chan 112(Y) N44°38.01’
W71°11.17’ 289º 47.1 NM to fld. 1730/0E.

NORTHEAST KINGDOM INTL  (See NEWPORT on page 330)
VERMONT

POST MILLS

(2B9) 0 E UTC–5(–4DT) N43°53.02´ W72°15.13´

696 NOTAM FILE BTV

RWY 04–22: 2900X80 (TURF)
RWY 22: Road.
RWY 05–23: 2300X80 (TURF) 0.8% up NE
RWY 05: Trees. Rgt tfc.
RWY 23: Road.

SERVICE: S2


AIRPORT MANAGER: 802-333-9254

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

RUTLAND – SOUTHERN VERMONT RGNL

(RUT)(KRUT) 5 S UTC–5(–4DT) N43°31.78´

787 B Class IV, ARFF Index A NOTAM FILE RUT

RWY 01: VASI(V2R)—GA 3.5º TCH 17´. Thld dsplcd 300´. Hill.
RWY 19: MALSR. PAPI(P4L)—GA 3.2º TCH 55´. Rgt tfc.
RWY 13–31: H3169X75 (ASPH) S–30 PCN 5 F/D/X/U MIRL
RWY 13: REIL. Road.
RWY 31: Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA–5303 TODA–5303 ASDA–5303 LDA–5003
RWY 19: TORA–5003 TODA–5003 ASDA–5003 LDA–5003

SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE MALSR Rwy 19; REIL Rwy 13; MIRL Rwy 01–19 and 13–31—CTAF.

AIRPORT REMARKS: Attended 1200–0100Z‡. For after hrs svc call 802–773–3348. Rwy conditions may not be monitored or reported when the arpt is unattended. Birds on and invof arpt. Rwy 13–31 not avbl for ldgs and takeoffs by air carriers with 10 or more passenger seats. CLOSED to unscheduled air carrier ops with more than 9 passenger seats except 48 hr PPR call arpt manager 802–786–8881. Use Twy A to tax to or from AER 01 or 19. Twy C connects main apn with Twy A. Actf with wingspans exceeding 79´ authorized to use Twy H and Twy B east of Rwy 01–19 and Rwy 13–31 for taxing and Rwy 01 and Rwy 19 for tkof and ldg. Noise sensitive area southeast of arpt ctc arpt manager. Type I and type IV deicing avbl. Cold temperature rstd arpt. Alt correction rqrd at or blo –8C. Ldg/parking fees may apply for non–based acft.

AIRPORT MANAGER: 802-786-8881

WEATHER DATA SOURCES: AWOS–3PT 118.375 (802) 747–3044.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.3 (BURLINGTON RADIO)

BOSTON CENTER APP/DEP CON 135.7

CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

RADIO AIDS TO NAVIGATION: NOTAM FILE RUT.

SMUTO NDB (MMW) 221 DYO N43°42.37´ W72°57.40´ 193º 10.6 NM to fld. 1138/15W.

NDB unusable: 351º–189º byd 15 NM

ILS/DME 111.7 I–RUT Chan 54 Rwy 19. Class IA. Glideslope unusable byd 4.00º right of course.

SHELBURNE

(VT8) 2 S UTC–5(–4DT) N44°21.62´ W73°13.58´

325 NOTAM FILE BTV

RWY 01–19: 3077X60 (TURF)
RWY 01: Trees.
RWY 19: Trees.

SERVICE: S4 FUEL MOGAS

AIRPORT REMARKS: Attended daylight hours. No line of sight btn rwy ends. For rwy cond–AMGR.

AIRPORT MANAGER: 802-985-2100

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Burlington Apch at 802-657-4401, when Apch clsd ctc Boston ARTCC at 603-879-6859.

NE, 5 NOV 2020 to 31 DEC 2020
SMUTO  N43º42.37’ W72º57.40’  NOTAM FILE RUT.
NDB (MHW) 221  DYO  193º 10.6 NM to Rutland – Southern Vermont Rgnl. 1138/15W.
NDB unusable:
351º–189º byd 15 NM

SPRINGFIELD
HARTNESS STATE (SPRINGFIELD)  (VSF)(KVSF)  3 NW  UTC–5(–4DT)  N43º20.62’ W72º31.04’
578 B  TPA—See Remarks  NOTAM FILE VSF
Rwy 05–23:  H5501X100 (ASPH)  S–32, D–45  MIRL  0.3% up SW
Rwy 05:  REIL. VASI(V4L)—GA 4.0º TCH 59’. Trees.
Rwy 23:  Trees.
Rwy 11–29:  H3000X75 (ASPH)  S–30  MIRL  0.3% up W
Rwy 11:  Trees.
SERVICE:  S4  FUEL  100LL, JET A, A+
AIRPORT REMARKS:  Attended Jan–Dec Sun–Sat 1200–2300Z‡. Geese on
and invof arpt. Gliders on and invof arpt. Rwy conditions may not be
monitored or reported when the arpt is unattended. Noise sensitive area
west of arpt. Rwy 23 is preferred for day, VFR, no wind conditions.
TPA—1658(1100) single engine, 2158(1600) multi–engine. Maintain
recommended TPA on downwind leg for Rwy 05. Apron and Twys A and
B pavement capacity is S–46, D–62. Cold temperature rstd arpt.
Altitude correction required at or blo –24ºC.
AIRPORT MANAGER:  (802) 886-2647
WEATHER DATA SOURCES:  ASOS  121.425 (802) 886–6006.
COMMUNICATIONS:  CTAF/UNICOM  122.8
SPRINGFIELD RCO  122.5 (BURLINGTON RADIO)
®BOSTON CENTER  APP/DEP CON  134.7
CLEARANCE DELIVERY PHONE:  For CD if una to ctc on FSS freq, ctc Boston
ARTCC at 603-879-6859 .
RADIO AIDS TO NAVIGATION:  NOTAM FILE LEB.
LEBANON (L) VOR/DME  113.7  LEB  Chan 84  N43º40.73’ W72º12.96’  228º 24.0 NM to fld. 1443/15W.
VOR portion unusable:
095º–115º byd 30 NM blo 7,000’
DME portion unusable:
045º–075º byd 36 NM blo 10,000’
091º–119º byd 30 NM blo 7,500’
161º–304º byd 30 NM blo 6,300’
LOC/DME 111.3  I–VSF  Chan 50  Rwy 05.  LOC/DME unmonitored. DME unusable byd 11 NM blo 3,500’; byd 20º
right of course.

VERGENNES
BASIN HARBOR  (B06)  4 NW  UTC–5(–4DT)  N44º11.50’ W73º21.52’
124  NOTAM FILE BTV
Rwy 02–20:  3000X90 (TURF)
Rwy 02:  Trees.
Rwy 26:  Trees.
AIRPORT REMARKS:  Attended May 15–Oct 15 SR–SS. Arpt CLOSED from late Fall to early Spring—ctc arpt manager
802–475–2311. Gliders on and invof arpt. Birds on and invof arpt. Primary surface area deficient, cluttered with 50’
trees either side of south half of rwy. Rwy 20 thld outlined with orange barrels and turf cones. Rwy surface soft after heavy
rain. Call for conditions.
AIRPORT MANAGER:  802-475-2311
COMMUNICATIONS:  CTAF/UNICOM  122.8
CLEARANCE DELIVERY PHONE:  For CD ctc Burlington Apch at 802-657-4401, when Apch clsd ctc Boston ARTCC at
603-879-6859.
WARREN–SUGARBUSH (Q87)  2 E UTC–5(–4DT)  N44°07.04′ W72°49.62′

1470   NOTAM FILE BTV
RWY 04–22: H2575X30 (ASPH)  S–8.5  0.5% up SW
RWY 22: Trees.
SERVICE: FUEL 100LL
AIRPORT REMARKS: Attended May–Oct 1400–2300Z‡. Arpt CLOSED Nov–Apr. Fuel self–serve only during hours airport is open. Extensive glider activity on arpt sfc to 18,000’ dalgt hrs. Occasional aerobatic activity, arpt may be CLOSED during this activity; check NOTAMs. No line of sight between rwy ends. Touch and go ldgs not permitted. Grass areas not authorized for taxi, tfds and ldgs without first checking UNICOM or manangement for fld conditions.
AIRPORT MANAGER: 802-496-2290
COMMUNICATIONS: CTAF/UNICOM 123.0
CLEARANCE DELIVERY PHONE: For CD ctc Burlington Apch at 802-657-4401, when Apch clsd ctc Boston ARTCC at 603-879-6859.

WEST DOVER

DEERFIELD VALLEY RGNL (AV8)  1 SW UTC–5(–4DT)  N42°55.63′ W72°51.94′

1953   NOTAM FILE BTV
RWY 01–19: H2650X75 (ASPH) MIRL(NSTD)
RWY 01: Trees.
RWY 19: Trees.
SERVICE: LGT Rwy 01–19 MIRL, NSTD alnmt.
AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with credit card. Ldg fee.
AIRPORT MANAGER: (802) 490-0775
COMMUNICATIONS: CTAF/UNICOM 122.8
BOSTON CENTER APP/DEP CON 123.75
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE EEN.
KEENE (L) VORTACW 109.4 EEN Chan 31 N42°47.66′ W72°17.51′ 302° 26.5 NM to fld. 1380/14W.
VOR portion unusable:
  017°–027° byd 20 NM
  037°–047° byd 20 NM
  070°–085° byd 25 NM blo 9,000′
  100°–110°
  165°–185° byd 10 NM blo 6,000′
  180°–225° byd 15 NM
TAC portion unusable:
  070°–085° byd 25 NM blo 9,000′

WILLIAM H MORSE STATE (See BENNINGTON on page 326)

Vermonter 33

R WY 05–23: 2202X100 (TURF)

R WY 23: Rgt tfc.

SERVICE: MILITARY— FUEL  J8 – Avbl 1300–2045Z† Mon–Fri excl hol with 24 hr ntc DSN 578–8360 C804–633–8360. RSTD Rotary wing act only.


COMMUNICATIONS: CTAF 126.2

POTOMAC APP/DEP CON 126.75

CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-640-4124.

RADIO AIDS TO NAVIGATION: NOTAM FILE EZF.

SHANNON NDB (MHW) 237 EZF N38°15.98′ W77°27.03′ 162º 13.4 NM to fld. 83/10W. NDB unmonitored when arpt unatnd.

NDB unusable: Byd 15 NM

COMM/NAV/WEATHER REMARKS: Ctc Hill Advisory/Range Control on 38.5, 126.2.

ABINGDON VIRGINIA HIGHLANDS (VJI)(KVJI) 2 W UTC–5(–4DT) N36°41.23′ W82°02.00′ NOTAM FILE VJI

R WY 06–24: H4471X75 (ASPH) S–30 MIRL  0.6% up NE

R WY 06: Trees.

R WY 24: ODALS, REIL, PAPI(P2L)—GA 4.0º TCH 32 ′. Tree.

SERVICE: S4 FUEL  100LL, JET A LGT ACTIVATE MIRL Rwy 06–24, PAPI Rwy 24, ODALS Rwy 24 and REIL Rwy 24—CTAF.


AIRPORT MANAGER: 276-628-2909


COMMUNICATIONS: CTAF/UNICOM 122.8

® TRI CITY APP/DEP CON 125.25 (1100–0500Z‡)

® ATLANTA CENTER APP/DEP CON 127.85 (0500–1100Z‡)

CLEARANCE DELIVERY PHONE: When Tri Cities Apch clsd, for CD ctc Atlanta ARTCC at 770-210-7692.

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

HOLSTON MOUNTAIN (L) VORTACW 114.6 HMV Chan 93 N36°26.22′ W82°07.78′ 021º 15.7 NM to fld. 4321/4W.

VOR unusable:
076º–126º byd 17 NM blo 8,500’
171º–178º byd 27 NM blo 10,000’
171º–178º within 27 NM blo 8,500’
260º–265º byd 36 NM blo 8,500’

LOC/DME 108.3 I–VJI Chan 20 Rwy 24. LOC unmonitored when arpt unatndd. LOC unusable byd 30º r of course. LOC unusable byd 20º left of course.

ACCOMACK CO (See MELFA on page 360)

NE, 5 NOV 2020 to 31 DEC 2020
VIRGINIA 335

ALLEN C PERKINSON BLACKSTONE AAF (BKT)(KBKT) MIL/CIV A 2 E UTC–5(–4DT) N37º04.49´

437 B NOTAM FILE DCA

RWY 04–22: H5333X150 (CONC) PCN 64 R/C/W/T MIRL

0.7% up NE

RWY 04: Tree.

RWY 22: Thid dsplcd 700´. Tree.


AIRPORT MANAGER: 434-292-2193


COMMUNICATIONS: CTAF 126.2

WASHINGTON CENTER APP/DEP CON 118.75 377.1

BLACKSTONE TOWER 126.2 241.0 292.7 (Mon–Fri 1300–0100Z‡ and first full weekend of each month. 1300–2100Z‡, exc federal holidays, other times by NOTAM)

RANGE OPS 34.1 36.1 121.5 243.0

CLEARANCE DELIVERY PHONE: When ATCT csld, for CD ctc Washington ARTCC at 703-771-3587.

AIRSPACE: CLASS D svc Mon–Fri 1300–0100Z‡ and first full weekend of each month. 1300–2100Z‡ exc fed hols; other times by NOTAM; other times CLASS G.

RADIO AIDS TO NAVIGATION:

LAWRENCEVILLE (L) VORTACW 112.9 LVL Chan 76 N36º49.08´ W77º54.18´ 358º 15.6 NM to fld. 350/8W.

VOR unusable:

090 blo 7,000´
090 byd 20 NM
091º–105º
106 blo 7,500´
106 byd 27 NM
107º–170º
171º–280º blo 6,000´
201º–325º byd 17 NM blo 9,000´
326º–089º

TACAN AZIMUTH unusable:

Blw 3,000´
VOR OTS indef
DME unusable:

BLACKSTONE NDB (MHW) 326 BKT N37º07.65´ W78º02.67´ 136º 5.3 NM to fld. 418/9W.

APOLLO SOUCEK FLD (See OCEANA NAS (APOLLO SOUCEK FLD) on page 366)

ARMEL N38º56.08´ W77º28.00´ NOTAM FILE IAD.

(L) VOR/DME 113.5 AML Chan 82 at Washington Dulles Intl. 296/8W.

VOR unusable:

055º–092º blo 4,500´
093º–115º
116º–210º blo 4,500´

DME unusable:

055º–210º byd 28 NM blo 2,500´
211º–230º byd 30 NM blo 3,000´

BALES N36º35.41´ W79º55.05´ NOTAM FILE MTV.

NDB (MHW/LOM) 396 UV 304º 5.4 NM to Blue Ridge. 1089/7W. NDB unmonitored when arpt unatndd.
BLACKSBURG

VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)(KBCB)  3 S  UTC–5(–4DT)  N37°12.56´

W80°24.73´  2120  B  TPA—See Remarks  NOTAM FILE BCB

RWY 13–31: H5501X100 (ASPH–GRVD)  MIWL


RWY 31: REIL. PAPI(P2L)—GA 3.0º TCH 50´. Brush.

SERVICE: S2  FUEL  100LL, JET A+  LGT  ACTVT REIL Rwy 13 and Rwy 31, MIWL Rwy 13–31—CTAF.


AIRPORT MANAGER: 540-231-4444

WEATHER DATA SOURCES: AWOS–3 133.325 (540) 231–4837.

COMMUNICATIONS: CTAF/UNICOM 123.05

ROANOKE APP/DEP CON 126.9

CLNC DEL 124.85

CLEARANCE DELIVERY PHONE: For CD ctc Roanoke Apch at 540-563-1307.

RADIO AIDS TO NAVIGATION:

PULASKI (H) VORTACW 116.8 PSK Chan 115 N37°05.26´ W80º42.77´ 069º 16.2 NM to fld. 2120/6W.

TECH NDB (MHW) 368 TEC N37º12.52´ W80º24.21´ at fld. 2126/8W. NOTAM FILE BCB.


BLUE RIDGE (See MARTINSVILLE on page 359)

BOJAR  N37º15.75´ W79º14.59´  NOTAM FILE LYH.

CINCINNATI

NDB (MMW/LOM) 385 LY 036º 4.3 NM to Lynchburg Rgnl/Preston GlennFld. 804/8W. NDB unmonitored when ATCT closed.

336 VIRGINIA

NE, 5 NOV 2020 to 31 DEC 2020
BRIDGEWATER AIR PARK (VBW)(KVBW) 1 SE UTC–5(–4DT) N38º22.00’ W78º57.62´
1165 B NOTAM FILE DCA
RWY 15–33: H2745X60 (ASPH) S–22 MIRL 0.3% up SE
RWY 15: Tree.
RWY 33: Thrd dsplcd 368´, Pole.
SERVICE: FUEL JET A+ LGT ACTIVATE MIRL Rwy 15–33—CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡, Sat 1400–2100Z‡,
and Sun 1700–2100Z‡. 1300´ twy in line with rwy prior to Rwy 33 in
addition to the displacement.  PPR for United States government ops
call 540–828–6070. Cold temperature rstd arpt. Altitude correction
required at or blo –20ºC.
AIRPORT MANAGER: 540-828-6070
COMMUNICATIONS: CTAF/UNICOM 122.7
® POTOMAC APP/DEP CON 132.85
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-640-4124.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
MONTEBELLO (L) VOR/DME 115.3 MOL Chan 100 N37º54.03´
W79º06.41´ 019º 28.8 NM to fld. 3455/5W.
DME portion unusable:
158º–168º byd 30 NM blo 6,000´

BROOKE N38º20.18´ W77º21.17´ NOTAM FILE DCA.
(L) VORTAC 114.5 BRV Chan 92 316º 6.1 NM to Stafford Rgnl. 145/9W.
DME unusable:
017º–027º byd 20 NM
141º–308º byd 10 NM blo 3,000´
141º–308º byd 24 NM blo 6,000´
Byd 35 NM blo 3,500´
VOR unusable:
007º–027º
077º–083º
084 byd 16 NM blo 9,000´
085º–089º byd 16 NM
090º–140º byd 10 NM blo 3,000´
141º–308º byd 10 NM blo 3,000´
141º–308º byd 24 NM blo 6,000´
341º–006º blo 2,500´
341º–006º byd 10 NM blo 5,500´
341º–006º byd 30 NM blo 8,500´
341º–006º byd 36 NM
TACAN AZIMUTH unusable:
017º–027º byd 20 NM
141º–308º byd 10 NM blo 3,000´
141º–308º byd 24 NM blo 6,000´
RCO 122.1R 114.5T (LEESBURG RADIO)
BROOKNEAL/CAMPBELL CO (0V4) 6 NW UTC–5(–4DT) N37º08.50´ W79º00.98´

597 B NOTAM FILE DCA

RWY 06–24: H3798X60 (ASPH) S–12.5 MIRL

RWY 06: REIL—PAPI—GA 3.0º TCH 43’. Tree.

RWY 24: REIL—PAPI—GA 3.0º TCH 46’. Tree.

SERVICE: FUEL 100LL   LGT MIRL Rwy 06–24 preset low, to incr inst and ACTVT REIL Rwy 06 and Rwy 24—CTAF.

AIRPORT REMARKS: Unattended. Ultralight activity on and inof arpt. Deer on and invof arpt. 24 hr self svc fuel avbl with credit card.

AIRPORT MANAGER: 434-444-2806

WEATHER DATA SOURCES: AWOS–3 120.575 (434) 283–7826.

COMMUNICATIONS: CTAF/UNICOM 122.7

ROANOKE APP/DEP CON 125.475 130.0

CLEARANCE DELIVERY PHONE: For CD ctc Roanoke Apch at 540-563-1307.

RADIO AIDS TO NAVIGATION: NOTAM FILE LYH.

LYNCHBURG (L) VOR/DME 109.2 LYH Chan 29 N37º15.27´ W79º14.18´ 128º 12.5 NM to fld. 871/5W.

VOR unusable: 200º–210º 330º–360º


BUCK’S ELBOW MOUNTAIN N38º06.25´ W78º44.62´

RCO 122.65 (LEESBURG RADIO)

BUMPASS LAKE ANNA (7W4) 0 NW UTC–5(–4DT) N37º57.95´ W77º44.75´

351 B NOTAM FILE DCA

RWY 08–26: H2558X50 (ASPH) S–6 MIRL

RWY 08: Trees.

RWY 26: Tree.

SERVICE: LGT ACTIVATE MIRL Rwy 08–26—CTAF.

AIRPORT REMARKS: Unattended. Deer on and invof arpt.

AIRPORT MANAGER: 804-550-5794

WEATHER DATA SOURCES: AWOS–3 120.775 (540) 872–0303.

COMMUNICATIONS: CTAF 122.9

POTOMAC APP/DEP CON 126.75

CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-640-4124.
<table>
<thead>
<tr>
<th>Airport Name</th>
<th>Location</th>
<th>NOTAM File</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>VIRGINIA 339</strong></td>
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<tr>
<td><strong>Camp Peary Lndg Strip</strong></td>
<td>(W94) A</td>
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<td>3 NE</td>
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<td>UTC–5(–4DT)</td>
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<td>41°37.18 N, 76°38.29 W</td>
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<td>(W94) A</td>
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<td>UTC–5(–4DT)</td>
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<td>41°37.18 N, 76°38.29 W</td>
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<td><strong>Military Remarks:</strong></td>
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<td>Opr Mon–Fri 1300–2130Z‡. Fld rstd, PPR by written req to Base Commander, Attn Air OPS. Exc when opr under prior permission authorized, pilots should maintain at least 3000’ abv the arpt elevation within 5 NM.</td>
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<tr>
<td><strong>Airport Manager:</strong></td>
<td>804-229-2121</td>
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<tr>
<td><strong>Clearance Delivery Phone:</strong></td>
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<td></td>
<td>For CD ctc Norfolk Apch at 757-464-0757.</td>
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<td><strong>Radio Aids To Navigation:</strong></td>
<td>NOTAM File DCA.</td>
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<tr>
<td></td>
<td>Harcum (L) Vortacw 108.8</td>
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<tr>
<td></td>
<td>HCM Chan 25 N37°26.92´ W76º42.68´ 164º 8.9 NM to fld. 8/7W.</td>
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<td>VOR unusable:</td>
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<tr>
<td></td>
<td>056º–095º byd 2,000’</td>
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<td>174</td>
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<tr>
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<td>275º–300º byd 2,000’</td>
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<tr>
<td><strong>Campbell Fld</strong></td>
<td>(See Weirwood on page 381)</td>
<td></td>
<td></td>
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<tr>
<td><strong>Cape Charles</strong></td>
<td>N37°20.85´ W75º59.86´</td>
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<td></td>
<td>(L) Vortacw 112.2 CCV</td>
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<td></td>
<td>Chan 59 042º 21.2 NM to Accomack Co. 10/10W.</td>
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<td>TACAN Azimuth unusable:</td>
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<td></td>
<td>005º–015º byd 20 NM blo 4,000’</td>
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<td>VOR unusable:</td>
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<td></td>
<td>137º–322º byd 17 NM blo 2,000’</td>
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<tr>
<td></td>
<td>137º–322º byd 22 NM blo 3,000’</td>
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<td>DME unusable:</td>
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<tr>
<td></td>
<td>005º–015º byd 20 NM blo 4,000’</td>
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<tr>
<td><strong>Casanova</strong></td>
<td>N38°38.47´ W77º51.93´</td>
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<td>(H) Vortacw 116.3 CSN</td>
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<td>Chan 110 184º 6.9 NM to Culpeper Rgnl. 442/6W.</td>
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<td>VOR unusable:</td>
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<tr>
<td></td>
<td>310º–350º byd 10 NM blo 11,000’</td>
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<td>TACAN Azimuth unusable:</td>
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<td></td>
<td>310º–350º byd 10 NM blo 11,000’</td>
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<td>DME unusable:</td>
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<td></td>
<td>310º–350º byd 10 NM blo 11,000’</td>
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<tr>
<td><strong>Caverns</strong></td>
<td>N38°41.96´ W78º28.34´</td>
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<td></td>
<td>NDB (MHW) 245 LUA 223º 2.4 NM to Luray Caverns. 834/9W. NDB unmonitored when arpt unatndd.</td>
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<td>NDB unusable:</td>
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<tr>
<td></td>
<td>050º–208º byd 10 NM</td>
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<td></td>
<td>209º–049º byd 15 NM</td>
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<tr>
<td><strong>Chambers Fld</strong></td>
<td>(See Norfolk NS (Chambers Fld) on page 365)</td>
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</tr>
</tbody>
</table>
NOTAM FILE CHO MON Airport

RWY 03–21: H6801X150 (ASPH–GRVD) S–120, D–228, 2S–175, 2D–368 PCN 65 F/C/X/T HIRL 0.3% up SW
RWY 03: MALSR.
RWY 21: REIL. PAPI(P4R)—GA 3.0º TCH 50´.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–6801 TODA–6801 ASDA–6801 LDA–6801

SERVICE: S4 FUEL 100LL, JET A LGT Rwy 21 PAPI unusable byd 6.5º left of RCL. When twr clsd HIRL Rwy 03–21, and twy lgts preset low ints. To ACTIVATE and increase intensity MALSR Rwy 03, REIL Rwy 21, HIRL Rwy 03–21 and twy lgts—CTAF.

AIRPORT REMARKS: Attended 0930–0530Z‡. Deer and birds on and inv of arpt. PPR 8 hrs for unscheduled air carrier ops with more than 9 passenger seats between 0400–1100Z‡, call arpt manager 434–981–4152. Wheeled helicopters are requested to ground taxi when transiting arpt. Twy J uncontrolled, not visible from twr. Ldg fee only for acft over 7000 lbs.

AIRPORT MANAGER: 434-973-8342
WEATHER DATA SOURCES: ASOS (434) 973–5024
COMMUNICATIONS: CTAF 124.5 ATIS 118.425 UNICOM 122.95
® POTOMAC APP/DEP CON 132.85
APP/DEP CON 120.525
TOWER 124.5 (1100-0400Z‡) GND CON 121.9
CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc Potomac Apch at 866-640-4124.

AIRSPACE: CLASS D svc 1100–0400Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

GORDONSVILLE (H) VORTAC 115.6 GVE Chan 103 N38º00.82´ W78º09.18´ 304º 16.1 NM to fld. 383/6W. TACAN AZIMUTH unusable: 250º–260º byd 25 NM blo 7,000´

ILS/DME 111.7 I–CHO Chan 54 Rwy 03. Class IA. ILS unmonitored when ATCT closed.
CHASE CITY MUNI (CXE)(KCXE) 2 W UTC–5(–4DT) N36°47.30´ W78°30.09´
503 TPA—1303(800) NOTAM FILE DCA
RWY 18–36: H3400X50 (ASPH) S–12.5 0.5% up N
RWY 18: Road.
RWY 36: Brush.
AIRPORT MANAGER: 434-372-5136
COMMUNICATIONS: CTAF 122.9
WASHINGTON CENTER APP/DEP CON 118.75
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
SOUTH BOSTON (L) VORTAC 110.4 SBV Chan 41 N36°40.50´ W79°00.87´ 080º 25.7 NM to fld. 520/5W.

CHESAPEAKE RGNL (See NORFOLK on page 363)

CHESTER
MC LAUGHLIN SPB (2G6) 6 E UTC–5(–4DT) N37°19.23´ W77°20.75´
7 NOTAM FILE DCA Not insp.
WATERWAY 05W–23W: 2500X150 (WATER)
WATERWAY 05W: Rgt tfc.
SEAPLANE REMARKS: Unattended.
AIRPORT MANAGER: 804-541-1011
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-640-4124.

CLARKSVILLE
LAKE COUNTRY RGNL (W63) 2 S UTC–5(–4DT) N36°35.75´ W78°33.61´
419 B TPA—1219(800) NOTAM FILE DCA
RWY 04–22: H4488X50 (ASPH) S–12.5 MIRL 1.2% up NE
RWY 04: Tree.
RWY 22: Thld dpshld 463´. Road.
SERVICE: FUEL 100LL
AIRPORT MANAGER: 434-374-8028
WEATHER DATA SOURCES: AWOS–3 118.225 (434) 374–2431.
COMMUNICATIONS: CTAF 122.9
WASHINGTON CENTER APP/DEP CON 118.75
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
SOUTH BOSTON (L) VORTAC 110.4 SBV Chan 41 N36°40.50´ W79°00.87´ 107º 22.4 NM to fld. 520/5W.
CREWE MUNI (W81) 1 E UTC–5(–4DT) N37°10.86' W78°05.91' 422 B NOTAM FILE DCA
RWY 15–33: H3300X60 (ASPH) S–12 MIRL 1.0% up NW
   RWY 15: Thld dsplcd 277’. Tree.
   RWY 33: Tree.
RUNWAY DECLARED DISTANCE INFORMATION
   RWY 15: TORA–3300 TODA–3300 ASDA–3023 LDA–3023
SERVICE: S8 FUEL 100LL LGT For MIRL Rwy 15–33 key CTAF 5 times on; 3 times off. Rwy 15–33 edge lghts OTS.
AIRPORT MANAGER: 434-645-1191
WEATHER DATA SOURCES: AWOS–3 119.050.
COMMUNICATIONS: CTAF/UNICOM 122.8
WASHINGTON CENTER APP/DEP CON 118.75
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

CULPEPER RGNL (CJR)(KCJR) 7 NE UTC–5(–4DT) N38°31.53’ W77°51.58’ 316 B NOTAM FILE CJR
RWY 04–22: H5000X100 (ASPH–GRVD) S–40 MIRL
   RWY 04: REIL PAPI(P4L)—GA 3.0’ TCH 40’. Trees.
   RWY 22: REIL PAPI(P4L)—GA 3.0’ TCH 40’. Bldg.
SERVICE: S4 FUEL 100LL, JET A+ LGT ACTIVATE MIRL Rwy 04–22, REIL Rwy 04, PAPI Rwy 04, REIL Rwy 22, PAPI Rwy 22 and twy lghts—CTAF.
AIRPORT MANAGER: 540-825-8280
WEATHER DATA SOURCES: AWOS–3 119.325 (540) 727–0523.
COMMUNICATIONS: CTAF/UNICOM 123.075
®
POTOMAC APP/DEP CON 128.525
CLNC DEL 121.6
GCO 121.6 (POTOMAC APCH CD. IF UNA, FOR CD CTC POTOMAC APCH AT 866–709–4993)
CLEARANCE DELIVERY PHONE: GCO avbl on freq 121.6 thru Potomac Apch CD.
   If una, for CD ctc Potomac Apch at 866-709-4993.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
CASANOVA (H) VORTACW 116.3 CSN Chan 110 N38°38.47’ W77°51.93’ 184° 6.9 NM to fld. 442/6W.
   VOR unusable:
   310°–350° byd 10 NM blo 11,000’
   TACAN AZIMUTH unusable:
   310°–350° byd 10 NM blo 11,000’
   DME unusable:
   310°–350° byd 10 NM blo 11,000’
   LOC 109.95 I–DZH Rwy 04.

NE, 5 NOV 2020 to 31 DEC 2020
DANVILLE RGNL  (DAN)(KDAN)  3 E  UTC–5(–4DT)  N36º34.35´ W79º20.18´

571  B  TPA—See Remarks NOTAM FILE DAN
RWY 02–20: H5900X100 (ASPH–GRVD)  S–90, D–130, 2S–165
HIRL  0.5% up N
RWY 02: MALSR. PAPI(P4L)—GA 3.0º TCH 55´. Trees.
RWY 20: REIL. PAPI(P4L)—GA 3.0º TCH 47´. Thld dsplcd 300´. Trees.
RWY 13–31: H3910X100 (ASPH) S–90, D–130, 2S–165  MIRL
1.1% up NW
RWY 31: REIL. PAPI(P2L)—GA 4.0º TCH 76´. Trees.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 02: TORA–5600 TODA–5900 ASDA–5600 LDA–5600

SERVICE:  FUEL  100LL, JET A+  LGT

ACTIVATE HIRL Rwy 02–20, MALSR Rwy 13–31, REIL Rwy 02, and Rwy 31, and Rwy 20, MALSR Rwy 02, VASI Rwy 13 and PAPI Rwy 02, Rwy 20 and Rwy 31—CTAF.


AIRPORT MANAGER: 434-799-5110

COMMUNICATIONS:  CTAF/UNICOM 123.05
RCO 122.2 (LEESBURG RADIO)

WASHINGTON CENTER APP/DEP CON 124.05
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Washington ARTCC at 703-771-3587.

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
SOUTH BOSTON  (L) VORTAC 110.4 SBV Chan 41 N36º40.50´ W79º00.87´ 254º 16.7 NM to fld. 520/5W.
(L) VOR/W 113.1 DAN N36º34.13´ W79º20.20´ at fld. 568/6W. NOTAM FILE DAN.
ILS 110.7  I–DAN  Rwy 02. Class IE.

DAVEE  N38º39.70´ W77º06.61´ NOTAM FILE DCA.
NDB (HW) 223  DAA  323º 4.6 NM to Davison AAF. 53/9W.
NDB unusable:
Byd 15 NM

WASHINGTON L–29E, 34E, 36I

NE, 5 NOV 2020 to 31 DEC 2020
DAVISON AAF (DAA)(KDAA) A (ARNG) 3 NW UTC–5(–4DT) N38°42.90’ W77°10.85’

COMMUNICATIONS: CTAF 126.3 ATIS 128.175 (1100–0230Z‡ Mon–Fri, excl hols)

RADIO AIDS TO NAVIGATION: NOTAM FILE IAD.

AIRSPACE: CLASS D svc 1100–0230Z‡ Mon–Fri exc hol; other times CLASS G.

HELIPAD H1: H50X50 (CONC)

DINWIDDIE CO (See PETERSBURG on page 368)
NEW RIVER VALLEY (PSK/KPSK)  2 N UTC–5(–4DT)  N37º08.24´ W80º40.71´
2105  B  NOTAM FILE PSK
RWY 06–24: H6201X150 (ASPH–GRVD) D–60  HIRL  0.5% up SW
RWY 06: MALSR. PAPi(P4L)—GA 3.0º TCH 58’. Ground.
RWY 24: REIL. PAPi(P4L)—GA 3.0º TCH 44’. Trees.
SERVICE:  54  FUEL  100LL, JET A+  LGT ACTVT MALSR Rwy 06, REIL
Rwy 24; PAPI Rwy 06 and 24; HIRL Rwy 06–24—CTAF.
AIRPORT REMARKS:  Attended Mon–Fri 1300–0000Z‡, Sat–Sun
1400–2200Z‡. Unattended Thanksgiving and Christmas Day. Mil
contract fuel unavbl. Deer on and invof arpt.
AIRPORT MANAGER:  540-674-4141
WEATHER DATA SOURCES: AWOS–3 127.375 (540) 674–2731.
COMMUNICATIONS: PULASKI RCO 122.3 (LEESBURG RADIO)
ROANOKE APP/DEP CON 126.0
CLNC DEL 121.7
RADIO AIDS TO NAVIGATION: NOTAM FILE PSK.
PULASKI (H) VORTACW 116.8  PSK Chan 115  N37º05.26´
W80º42.77´  035º 3.4 NM to fld. 2120/6W.
TACAN AZIMUTH & DME unusable:
034º–038º byd 25 NM
135º–175º byd 25 NM blo 10,000´
200º–225º byd 10 NM
284º–286º byd 10 NM blo 10,000´
287º–316º byd 25 NM blo 10,000´
315º–335º byd 10 NM blo 10,000´
334º–039º byd 25 NM blo 10,000´
DME unusable:
250º–350º byd 25 NM blo 10,000´
TACAN AZIMUTH unusable:
062º–100º
234º–283º
ILS  110.9  I–PSK  Rwy 06.  Class IA.  Unmonitored when FBO clsd.

EAGLE’S NEST (See WAYNESBORO on page 381)

EMPORIA–GREENSVILLE RGNL (EMV/KEMV)  3 E UTC–5(–4DT)  N36º41.21´ W77º28.97´
127  B  TPA—See Remarks NOTAM FILE EMV
RWY 16–34: H5010X100 (ASPH–GRVD) S–30, D–50, 2D–85  MIRL
0.3% up N
RWY 16: REIL. PAPi(P2L)—GA 3.0º TCH 31’. Road.
RWY 34: REIL. PAPi(P2L)—GA 3.0º TCH 43’. Road.
SERVICE:  FUEL  100LL, JET A LGT ACTIVATE REIL Rwy 16–34, PAPI
Rwys 16 and 34, and MIRL Rwy 16–34—CTAF.  Rwy 16 PAPI
unusable byd 7º left and right of centerline. Rwy 34 PAPI unusable byd
8º right of centerline.
AIRPORT REMARKS:  Attended 1400–2200Z‡. Deer on and invof arpt.
TPA—1127(1000) light actf, 1627(1500) heavy actf.
AIRPORT MANAGER:  434-634-3696
WEATHER DATA SOURCES: AWOS–3 124.175 (434) 634–0656.
COMMUNICATIONS: CTAF/UNICOM 123.0
WASHINGTON CENTER APP/DEP CON 132.025
CLEARANCE DELIVERY PHONE:  For CD ctc Washington ARTCC at
703-771-3587.
RADIO AIDS TO NAVIGATION: NOTAM FILE FKN.
FRANKLIN (L) VORTACW 110.6  FKN Chan 43  N36º42.85´ W77º06.74´  275º 22.8 NM to fld. 84/9W.
VOR unusable:
090º–119º byd 18 NM blo 2,000´
119º–128º byd 10 NM
129º–134º byd 33 NM
135º–148º
TACAN AZIMUTH unusable:
090º–139º
DME unusable:
090º–139º
LOC/DME  108.75  I–EMV  Chan 24(Y)  Rwy 34.  DME unusable byd 25º r of course.
FALWELL (See LYNCHBURG on page 358)

FARMVILLE RGNL (FVX)(KFVX) 4 NW UTC–5(–4DT) N37°21.45’ W78°26.27’

- RWY 03–21: H4400X75 (ASPH) S–12.5 MIRL
- RWY 03: REIL, PAPI(P2L)—GA 3.0º TCH 44’. Tree.
- RWY 21: REIL, PAPI(P2L)—GA 3.0º TCH 44’. Tree.
- SERVICE: S2 FUEL 100LL, JET A, LGT.
- RWY 03–21: preset low inst, to incr inst ACTVT—CTAF.
- AIRPORT REMARKS: Attended 1230–2200Z‡. Deer on and invol arpt.
- Possible unmanned aerial vehicle opr 5 NM radius Farmville Arpt.
- 3000’ AGL and blo.
- AIRPORT MANAGER: 434-392-5686
- COMMUNICATIONS: CTAF/UNICOM 122.8
- ROANOKE APP/DEP CON 135.0
- CLEARANCE DELIVERY PHONE: For CD ctc Roanoke Apch at 540-563-1307.
- RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
- FLAT ROCK (H) VORTACW 113.3 FAK Chan 80 N37º31.71’ W77º49.69’ 257º 30.9 NM to fld. 460/6W.
- TACAN 338 radial unusable
- VOR unusable:
  - 111º–168º
  - 169º–204º blo 5,000’
  - 274º–337º blo 4,000’
  - 274º–337º byd 33 NM
- NDB (MHW) 367 FVX N37º21.18’ W78º26.25’ at fld. 391/9W. NOTAM FILE FVX. NDB unmonitored when arpt
  unatndd.
- 3rd party
FELKER AAF  (FAF)(KFAF) A  UTC–5(–4DT)  N37°07.96′ W76°36.54′  WASHINGTON  L–34E, 35D, 36H

RWY 14–32:  H3025X75 (ASPH)  PCN 13 F/B/Y/T  MIRL

RWY 14:  ODALS.  PAP(P2L)—GA 3.0º TCH 48′.  Rgt tfc.

RWY 32:  PAP(P2L)—GA 3.0º TCH 48′.

SERVICE:  MILITARY—LGT ACTVT PAPI Rwy 14, 32; MIRL Rwy 14–32, ODALS Rwy 14–CTAF.  Rwy 32 VGS unusbl byd 9 degrees right and 7 degrees left of ctrln.  JASU 2(AGPU) FUEL:  J8 TRAN ALERT


AIRPORT MANAGER:  757–878–2865

COMMUNICATIONS:  CTAF 126.3

TOWER:  126.3  269.25 (1200–0400Z‡ Mon–Fri exc fed hol)  GND CON 121.35  229.4

PMSV METRO:  134.1 (Monitored Mon–Fri 1000–2200Z‡ exc hol.  Maximum range 30 NM)  BASE OPS 38.7 134.1 142.2 255.7

CLEARANCE DELIVERY PHONE:  For CD when ATCT clsd, ctc Norfolk Apch at c757–363–5864.

AIRSPACE:  CLASS D  svc 1200–0400Z‡ Mon–Fri exc fed hol; other times CLASS G.

RADIO AIDS TO NAVIGATION:  NOTAM FILE FKN.

FRANKLIN (L) VORTAC:  FKN Chan 43  N36°42.85′ W77°00.74′  047º 31.7 NM to fld.  84/9W.

VOR unusable:

090º–119º byd 18 NM blo 2,000′

119º–128º byd 10 NM

129º–134º byd 33 NM

135º–148º

TACAN AZIMUTH unusable:

090º–139º

DMC unusable:

090º–139º

FLAT ROCK  N37°31.71′ W77°49.69′  NOTAM FILE DCA.

NE, 5 NOV 2020 to 31 DEC 2020
FOREST

NEW LONDON (W90) 6 SW UTC–5(–4DT) N37°16.30’ W79°20.15’
842 NOTAM FILE DCA
RWY 18–36: H3164X40 (ASPH) 2.3% up N
RWY 18: Thld displaced 115’. Ground.
RWY 36: Trees.
AIRPORT REMARKS: Unattended. Rwy 18–36 CLOSED daily SS–SR. Stand, fence and twr in prim and/or transitional sfc’s with guardrail both sides of Rwy 36. Ultralgt acft on and invof arpt. Rwy used as drag strip on certain Sundays summer months. NOTAM when arpt closed.
AIRPORT MANAGER: 434-582-3028
COMMUNICATIONS: CTAF/UNICOM 122.8
® ROANOKE APP/DEP CON 135.0
CLEARANCE DELIVERY PHONE: For CD ctc Roanoke Apcp at 540-563-1307.
RADIO AIDS TO NAVIGATION: NOTAM FILE LYH.
LYNCHBURG (L) VOR/DME 109.2 LYH Chan 29 N37°15.27’ W79°14.18’ 287º 4.9 NM to fld. 871/5W.
VOR unusable:
200º–210º
330º–360º

FORT LEE AHP 3(QRTMST CEN) HELIPORT (VA39) A 0 S UTC–5(–4DT) N37°15.28’ W77°19.63’
100 NOTAM FILE FAF Not insp.
HELIPAD H1: H40X40 (CONC) PERIMETER LGTS
MILITARY REMARKS: RSTD 24 HR PPR DSN 687–6421. CAUTION Parachute jumping 2 NM NW. Small arms range 1 NM NW. Avoid overflight of national park and base housing areas adjacent to Fort Lee Reservation. Make advisory of ldg and tkf on 126.2.
COMMUNICATIONS: ® POTOMAC APP/DEP CON 126.75 307.2 MEDIVAC 32.5 (KENNER)
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apcp at 866-640-4124.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
HOPEWELL (L) VORTACW 112.0 HPW Chan 57 N37°19.73’ W77°06.96’ 252º 11.0 NM to fld. 70/6W.

FRANKLIN RGNL (FKN)(KFKN) 2 NE UTC–5(–4DT) N36°42.02’ W76°54.13’
40 B TPA—See Remarks NOTAM FILE FKN
RWY 09–27: H4977X100 (ASPH—GRVD) MIRL
RWY 09: PAPI(P2L)—GA 3.0º TCH 40’. Brush.
RWY 27: PAPI(P2L)—GA 3.0º TCH 40’. Tree.
SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE MIRL RwY 09–27—CTAF. Rwy 27 PAPI usable byd 1 NM from thld.
AIRPORT REMARKS: Attended 1300–2200Z‡. Possible tcf from the Southampton Memorial Helipad 2 NM west of arpt. Deer on and invof arpt. TPA—840(800) light acft, 1540(1500) heavy acft. Drainage ditches next to rwy and twys. Arpt FBO clsd Sat and Sun.
AIRPORT MANAGER: 757-562-8764
COMMUNICATIONS: CTAF/UNICOM 122.8
® NORFOLK APP/DEP CON 127.9
CLEARANCE DELIVERY PHONE: For CD ctc Norfolk Apcp at 757-464-0757.
RADIO AIDS TO NAVIGATION: NOTAM FILE FKN.
(L) VORTACW 110.6 FKN Chan 43 N36°42.85’ W77°00.74’ 108º 5.4 NM to fld. 84/9W.
VOR unusable:
090º–119º byd 18 NM blo 2,000’
119º–128º byd 10 NM
129º–134º byd 33 NM
135º–148º
TACAN AZIMUTH unusable:
090º–139º
DME unusable:
090º–139º
FRANKLIN  N36°42.85’ W77°00.74’ NOTAM FILE FKN.
(L) VORTAC  110.6  FKN  Chan 43  108° 5.4 NM to Franklin Rgnl. 84/9W.
VOR unusable:
  090°–119° byd 18 NM blo 2,000’
  119°–128° byd 10 NM
  129°–134° byd 33 NM
  135°–148°
TACAN AZIMUTH unusable:
  090°–139°
DME unusable:
  090°–139°

FREDERICKSBURG
SHANNON  (EZF)(KEZF)  2 S UTC–5(–4DT)  N38º15.97’ W77º26.96’
85 B  NOTAM FILE EZF
RWY 06–24:  H2999X100 (ASPH)  MIRL
RWY 15–33:  1300X100 (TURF)
RWY 15:  Brush.
SERVICE:  S4  FUEL  100LL, JET A+  LGT ACTIVATE MIRL Rwy
  06–24—CTAF. PVASI Rwy 06 OTS indef.
AIRPORT REMARKS:  Attended 1300Z–dusk. Unattended New Years, Easter,
  Independence, Thanksgiving and Christmas Days. Rwy 33 CLOSED
  daily SS–SR. 24 hr self-svc avbl, fuel truck avbl during opr hrs. Rwy
  15 csld to landing and takeoff. Rwy 15–33 outlined with yellow cones.
  First 89’ pavement Rwy 06 marked as unusable. Apchs to Rwy 06–24
  will be made suffly high to cross Rt. 2 (Rwy 24) for the railroad tracks
  (Rwy 06) at or abv 135’ MSL (50’ AGL).
AIRPORT MANAGER:  540-373-4431
COMMUNICATIONS:  CTAF/UNICOM  122.8
  BROOKE RCO  122.1R  114.5T (LEESBURG RADIO)
  QUANTICO APP/DEP CON  127.05 (Mon and Fri 1300–2200Z†, Tue, Wed
  and Thu 1300–0200Z† exc Sat, Sun and holidays) other times ctc
  POTOMAC APP/DEP CON  128.525 (When NYG twr clsd)
CLEARANCE DELIVERY PHONE:  Clearance delivery phone: GCO avbl on freq 135.075; Quantico CD
during op hrs - 6 clicks,
  Potomac CD all otcr times - 5 clicks. If una, for CD ctc Quantico CD
all otcr times at 703-784-5990, Potomach Apch
  all otcr times at 866-709-4993.
RADIO AIDS TO NAVIGATION:
  NOTAM FILE DCA.
  BROOKE  (L) VORTAC  114.5  BRV  Chan 92  N38º20.18’ W77º21.17’
  236° 6.2 NM to fld. 145/9W.
DME unusable:
  017°–027° byd 20 NM
  141°–308° byd 10 NM blo 3,000’
  141°–308° byd 24 NM blo 6,000’
  Byd 35 NM blo 3,500’
VOR unusable:
  007°–027°  
  077°–083°
  084 byd 16 NM blo 9,000’
  085°–089° byd 16 NM
  090°–140° byd 10 NM blo 3,000’
  141°–308° byd 10 NM blo 3,000’
  141°–308° byd 24 NM blo 6,000’
  341°–006° blo 2,500’
  341°–006° byd 10 NM blo 5,500’
  341°–006° byd 30 NM blo 8,500’
  341°–006° byd 36 NM
TACAN AZIMUTH unusable:
  017°–027° byd 20 NM
  141°–308° byd 10 NM blo 3,000’
  141°–308° byd 24 NM blo 6,000’
NDB (MHW)  237  EZF  N38º15.98’ W77º27.03’
  at fld. 83/10W.  NOTAM FILE EZF. NDB unmonitored when arpt
  unatndd.
NDB unusable:
  Byd 15 NM

 Helipad H1: 30 X 30
FRONT ROYAL–WARREN CO  (FRR)(KFRR)  3 W  UTC–5(–4DT)  N38º55.05’ W78º15.20’

704  B  NOTAM FILE DCA

RWY 10–28: H3008X75 (ASPH)  S–12.5  MIRL  0.4% up E

RWY 10: APAP(PNR)—GA 3.0º TCH 16’. Road.

RWY 28: APAP(PNL)—GA 3.0º TCH 16’. Pole.

SERVICE: S2  FUEL  100LL  LGT ACTIVATE MIRL Rwy 10–28—CTAF.


AIRPORT MANAGER: 540-635-3570

WEATHER DATA SOURCES: AWOS–3 121.85 (540) 635–5377.

COMMUNICATIONS: CTAF/UNICOM 123.0

POTOMAC APP/DEP CON 120.45

CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-709-4993.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

LINDEN (L) VORTACW 114.3  LDN Chan 90  N38º51.26’ W78º12.33’ 335º 4.4 NM to fld. 2435/6W.

DME portion unusable:
- 115º–150º byd 20 NM blo 3,500’
- 150º–175º byd 20 NM blo 4,000’
- 175º–200º byd 20 NM blo 5,000’
- 200º–225º byd 20 NM blo 5,500’

TACAN AZIMUTH unusable:
- 115º–225º byd 20 NM

GALAX HILLSVILLE

TWIN CO (HLX)(KHLX)  7 NE  UTC–5(–4DT)  N36º45.97’ W80º49.41’

2694  B  NOTAM FILE HLX

RWY 01–19: H4204X75 (ASPH)  S–12.5  MIRL  1.2% up S

RWY 01: REIL. PAPI(P2L)—GA 3.0º TCH 21’. Trees.


SERVICE: S4  FUEL  100LL, JET A+ LGT ACTVT MIRL RWY 01–19—CTAF.


AIRPORT MANAGER: 276-728-4504

WEATHER DATA SOURCES: AWOS–3 118.375 (276) 728–5897.

COMMUNICATIONS: CTAF/UNICOM 122.8

ROANOKE APP/DEP CON 126.0

CLEARANCE DELIVERY PHONE: For CD ctc Roanoke Apch at 540-563-1307.

RADIO AIDS TO NAVIGATION: NOTAM FILE PSK.

PULASKI (H) VORTACW 116.8  PSK Chan 115  N37º05.26’ W80º42.77’ 201º 20.0 NM to fld. 2120/6W.

TACAN AZIMUTH & DME unusable:
- 034º–038º byd 25 NM
- 135º–175º byd 25 NM blo 10,000’
- 200º–225º byd 10 NM
- 284º–286º byd 10 NM blo 10,000’
- 287º–316º byd 25 NM blo 10,000’
- 315º–335º byd 10 NM blo 10,000’
- 334º–039º byd 25 NM blo 10,000’

DME unusable:
- 250º–350º byd 25 NM blo 10,000’
- TACAN AZIMUTH unusable: 052º–100º 234º–283º

GLADE SPRING  N36°49.51′ W82°04.74′  NOTAM FILE DCA.  
(L) VOR/DME 110.2 GZG  Chan 39  045° 19.7 NM to Tazewell Co. 4200/2W.  
VOR unusable:  
010°–095°  
115°–120° byd 20 NM blo 10,000′  
351°–004° byd 15 NM blo 8,000′  
RCO 122.1R 110.2T (LEESBURG RADIO)

GORDONSVILLE MUNI  (GVE)(KGVE)  3 NE  UTC–5(–4DT)  N38°09.36′ W78°09.95′  
454  B  NOTAM FILE DCA  
RWY 05–23: HZ300X40 (ASPH)  S–12.5 MIRL  0.5% up SW  
RWY 05: APAP(PNIR). Tree.  
SERVICE: S2  LGT ACTIVATE MIRL Rwy 05–23—CTAF.  
AIRPORT MANAGER: (540) 832-2233  
WEATHER DATA SOURCES: AWOS–3 120.225 (540) 832–2095.  
COMMUNICATIONS: CTAF/UNICOM 123.0  
RCO 122.1R 115.6T (LEESBURG RADIO)  
® POTOMAC APP/DEP CON 132.85  
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-640-4124.  
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.  
(H) VORTAC 115.6 GVE  Chan 103  N38°00.82′ W78°09.18′  
W78°09.18′ 002° 8.6 NM to fld. 383/6W.  
TACAN AZIMUTH unusable:  
250°–260° byd 25 NM blo 7,000′

GORDONSVILLE  N38°00.82′ W78°09.18′  NOTAM FILE DCA.  
(H) VORTAC 115.6 GVE  Chan 103  002° 8.6 NM to Gordonsville Muni. 383/6W.  
TACAN AZIMUTH unusable:  
250°–260° byd 25 NM blo 7,000′  
RCO 122.1R 115.6T (LEESBURG RADIO)

HAMPTON ROADS EXECUTIVE  (See NORFOLK on page 363)

HANOVER CO MUNI  (See RICHMOND/ASHLAND on page 373)

HARCUM  N37°26.92′ W76°42.68′  NOTAM FILE DCA.  
(L) VORTAC 108.8 HCM  Chan 25  338° 5.0 NM to Middle Peninsula Rgnl. 8/7W.  
VOR unusable:  
056°–095° blo 2,000′  
174  
275°–300° blo 2,000′

HOPEWELL  N37°19.73′ W77°06.96′  NOTAM FILE DCA.  
(L) VORTAC 112.0 HPW  Chan 57  003° 10.5 NM to New Kent Co. 70/6W.  

NE, 5 NOV 2020 to 31 DEC 2020
HOT SPRINGS

INGALLS FLD (HSP)(KHSP) 3 S UTC–5(–4DT) N37°57.09’ W79°50.03’

3793   B NOTAM FILE HSP

H I R L  0.5% up SW
RWY 07: PAPI(P4R)—GA 3.0º TCH 45’. Trees.
RWY 25: REIL. PAPI(P4L)—GA 3.0º TCH 56’.

SERVICE: FUEL  100LL, JET A+   LGT ACTIVATE HIRL Rwy 07–25, PAPI
RWys 07 and 25, REIL Rwy 25 and twy lgts—CTAF.

AIRPORT REMARKS: Attended 1400–2200Z. Wildlife, including bear on
and in/around arpt. Be advised low pass to check/clear wildlife when arpt
unattended. ARNG call out svc during business hrs. Fee for call out
svc. Ldg fee (Multi-engine acft) waived with fuel purchase.

AIRPORT MANAGER: 540-839-5326

WEATHER DATA SOURCES: AWOS–3 118.8 (540) 839–5974.

COMMUNICATIONS: CTAF/UNICOM 123.0

WASHINGTON CENTER APP/DEP CON

CLEARANCE DELIVERY PHONE: For CD ctc Washington ARTCC at
703-771-3587.

AIRSPACE: CLASS E svc 1500–2300Z; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

HUMMEL FLD (See SALUDA on page 374)

INGLE N36°50.43’ W76°15.08’ NOTAM FILE ORF.
NDB (LOMW) 329  OR 046º 4.0 NM to Norfolk Intl. 4/9W.

JONESVILLE

LEE CO (0VG) 5 SW UTC–5(–4DT) N36°39.25’ W83°13.07’

1411   B NOTAM FILE DCA

RWY 07–25: H5003X75 (ASPH) S–30 MIRL 0.9% up NE
RWY 07: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Tree.

SERVICE: FUEL  100LL   LGT ACTIVATE MIRL Rwy 07–25, PAPI Rwy 07 and Rwy 25, and REIL Rwy 07 and Rwy 25—CTAF.

AIRPORT REMARKS: Attended on call. Call 276–346–2075 or 276–346–3051. 100LL avbl 24/7 with credit card.

AIRPORT MANAGER: 276-346-7714

WEATHER DATA SOURCES: AWOS–3 120.125 (276) 346–3333.

COMMUNICATIONS: CTAF 122.9

ATLANTA CENTER APP/DEP CON

CLEARANCE DELIVERY PHONE: For CD ctc Atlanta ARTCC at 770-210-7692.

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

HAZARD (L) VOR/DME 111.2 AZQ Chan 49 N37°23.48’ W83°15.78’  181º 44.2 NM to fld. 1243/4W.

VOR/DME monitored by aocc 24 hrs
DME portion unusable:
   Byd 25 NM blo 4,500’
KENBRIDGE  KENB
LUNENBURG CO  (W31)  3 W  UTC–5(–4DT)  N36º57.62´ W78º11.11´
526  B  NOTAM FILE DCA
RWY 02–20: H3000X50 (ASPH–AFSC)  S–12.5  LIRL  0.4% up N
RWY 02: APAP(PNIL)—GA 5.0º TCH 26´. Tree.
SERVICE: FUEL  100LL
AIRPORT REMARKS: Unattended. Call arpt for fuel truck at 434–676–4225
or other times arpt manager 434–262–6759. Deer on and inv of arpt.
Parachute activity on and inv of arpt. Numerous cracks in rwy.
Conventional gear acft be alert.
AIRPORT MANAGER: 301-524-0053
WEATHER DATA SOURCES: AWOS–3 123.875 (434) 676–1078.
COMMUNICATIONS: CTAF/UNICOM 122.7
WASHINGTON CENTER APP/DEP CON 118.75
CLEARANCE DELIVERY PHONE: For CD ctc Washington ARTCC at
703-771-3587.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
LAWRENCEVILLE (L) VORTACW 112.9  LVL Chan 76  N36º49.08´ W77º54.18´  310º 16.0 NM to fld. 350/8W.
VOR unusable:
  090 blo 7,000´
  090 byd 20 NM
  091º–105º
  106 blo 7,500´
  106 byd 27 NM
  107º–170º
  171º–280º blo 6,000´
  201º–325º byd 17 NM blo 9,000´
  326º–089º
TACAN AZIMUTH unusable:
  Blw 3,000´
  VOR OTS indef
DME unusable:
  Blw 3,000´

LAKE ANNA  (See BUMPASS on page 338)

LAKE COUNTRY RGNL  (See CLARKSVILLE on page 341)
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VIRGINIA
LANGLEY AFB

WASHINGTON
(LFI)(KLFI) AF (NASA A)
3 N UTC–5(–4DT)
N37º04.97´ W76º21.63´
H–10I, 12I, L–35D
8 B TPA—See Remarks NOTAM FILE LFI Not insp.
IAP, DIAP, AD
RWY 08–26: H10002X150 (CONC–GRVD) PCN 35 R/B/W/T HIRL
RWY 08: ALSF1. PAPI(P4L)—GA 2.8º TCH 53´.
RWY 26: ALSF1. PAPI(P4L)—GA 2.8º TCH 58´.
ARRESTING GEAR/SYSTEM
RWY 08 BAK–15 (NI) (69 FT OVRN) HOOK BAK–12B(B) (1100 FT).
SERVICE: S4 OX 2 MILITARY— LGT Rwy 08–26 thld lgt gated, mid 70´ inop/removed. A–GEAR E5 active on Rwy 08 ovrn.
BAK–15 cable always in place on Rwy 26 ovrn and net raised at pilots req. BAK–12B(B) pendant cable always in place.
Opr 1130–0430Z‡ wkd, clsd wkend, hol and ACC down days. Exp progressive taxi to park. Flw Me svc avbl O/R.
MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Information. Opr 1100–0300Z‡ Mon–Fri, 1300–2100Z‡ weekends,
clsd ACC down days, hol and weekends associated with hol. Ctc command post (CP) DSN 574–5411 or
C757–764–5411 oustside of opening hrs. RSTD ARFF Index ARFF is CAT 8. PPR ctc BASE OPS 1030–0430Z‡ DSN
574–2504, C757–764–2504. PPR valid +/– 1 hr of approval time during afld operating hours. If outside of approval
time slot ctc BASE OPS to update PPR. Only 1 fixed wing acft authorized from 1300–1400Z‡. Transport/DV acft ctc Base
Ops 20 min prior ldg. ACC RSRS applied to ACC acft only. Transport/DV acft ctc base ops 20 min prior ldg. ARFF Index:
ARFF is CAT 8 with 8100 gallon of capability. Steady ARFF cond for Langley AFB is optimum level of svc (OLS) for CAT
1–8. CAUTION Ctc Base Ops for current BASH cond. Intensive IFR and VFR high performance fighter tfc within the Class D
Airspace. Extv unctl general aviation tfc blo 3000´ over James River and Chesapeake Bay. Dep tfc do not exceed 1000´
on climbout until dep end of rwy. Laser lgt beam haz to direct visual obsn will be conducted at NASA Langley Research
Center within 1/2 NM radius of 37º 06.3´N 76º 22.7´W. Strong caution is advised. Use extreme caution for UAS ops at
NASA Langley research center from sfc 400´ within 1/2 NM RAD of 370607.51N/762313.88W. Laser beam may be
injurious to pilots/pax eyes within all alt of lgt source. Check NOTAM for date/time/duration/affected alt. Wx obsn site ltd
080º–250º due to bldg. ATC will relay twr prevailing visibility, sector visibility, lcl pilot reports or an occurrence of
previously unreported wx conditions that could affect ops to wx flt. Wind shear conditions may exist on Rwy 26 through
short final and touchdown, that are prevalent, undetectable and often unreported. Incr potential for hydroplaning due to
excessive rubber build up. Afld grass cutting conducted from Mar–Nov, exp incr bird activity invof mowers.
TFC PAT TPA—Overhead 3000(2992) at 5 DME descending to 1500´ by 3 DME, rgt break Rwy 26, left break Rwy 08.
Rectangular 1000(992) rgt tfc Rwy 26, left tfc Rwy 08. NS ABTMT Quiet hr wkdays 0330–1100Z‡, wkends and hol
0330–1300Z‡, waivers ctc command post DSN 574–5411. MISC Afld mgr DSN 574–2508. DD Form 1801 rqr 90 min
prior to estimated time of dep. Rwy 08–26 grvd. ACC fighter acft exp reduced rwy separation day/VFR, similar acft 3000´,
dissimilar type acft 6000´. Ngt 6000´ all acft. Tran acft notify twr on initial ctc if reduced rwy separation is not desired.
Afld ops does not have COMSEC or facility to store for tran crews, tran crews should plan to arrive with appropriate amount
of COMSEC to complete msn. COMSEC can be stored at 1FW Command Post, DSN 574–5411 C757–764–2504. Towing
capabilities limited to universal towbar only. A Park, refuel and maintenance avbl on AF ramp. NASA All inbnd to NASA side
J can only be used dur dalgt and VFR cond as it does not have twy edge lgts. Only NASA BE200, T38, OV10 and T34
can opr on Twy J. Weight bearing waivers ctc afld mgr DSN 574–2508.
AIRPORT MANAGER: 757-764-2508
COMMUNICATIONS: SFA ATIS 270.1 PTD 142.3 376.2
NORFOLK APP/DEP CON 126.05 370.925 (010º–080º) 127.9 269.425 (180º–310º) 124.9 379.1 (311º–009º)
TOWER 125.0 253.5 (Opr 1100–0300Z‡ Mon–Fri; 1300–2100Z‡ wk end to support reg sked drill (RSD) guard wk end
once a month; clsd federal hol and ACC down days unless ops apv by 1 FWCC)
GND CON 121.7 275.8 CLNC DEL 118.85 257.625
COMD POST (Raymond 16) 251.25 (Have quick timing avbl 287.45)
PMSV METRO 239.8 (Alternate PMSV is McGuire AFB on 239.8 wx svc avbl H24 at DSN 574–5908/5907,
C757–764–5908/5907. AN/FMQ–19 automated observing sys in use; augmented by human obsn when nec. Dur wx flt
closure or evac, remote briefing svc avbl from 15 op wx sq (Scott AFB) DSN 576–9755 or 576–9701 thru 9704,
C618–256–9755 or 618–256–9701 thru 9704.)
NASA OPS 123.375 310.4a
AIRSPACE: CLASS D.
RADIO AIDS TO NAVIGATION: NOTAM FILE LFI.
(L) TACAN Chan 70
LFI (112.3) N37º05.13´ W76º21.56´
at fld. 7/10W.
TACAN AZIMUTH unusable:
252º–278º byd 20 NM
278º–342º
357º–033º byd 20 NM
DME unusable:
103º–165º byd 30 NM
ILS 109.9 I–LFI Rwy 08. No NOTAM MPs unsked; for sys downtimes coord thru 1 oss/osa
ILS 109.9 I–ABM Rwy 26. Class IB. No NOTAM MPs unsked; for sys downtimes coord thru 1 oss/osa.

®

NE, 5 NOV 2020 to 31 DEC 2020


LAWRENCEVILLE

BRunswick Co Airport  (LVL)(KLVL)  3 E  UTC–5(–4DT)  N36º46.37´  W77º47.66´

329  B  NOTAM FILE DCA
RWY 18–36: H3020X50 (ASPH)  S–12.5  MIRL  0.6% up N
RWY 18: Pole.
RWY 36: Road.
RWY 06–24: 1890X70 (TURF)  1.7% up NE
RWY 06: Tree.
RWY 24: Tree.

SERVICE:  LGT MIRL Rwy 18–36—CTAF temp OTS.


AIRPORT MANAGER: 434-848-2767


COMMUNICATIONS: CTAF/UNICOM 122.8

WASHINGTON CENTER APP/DEP CON 118.75

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

LAWRENCEVILLE (L) VOR/TAC AW 112.9  LVL Chan 76
N36º49.08´  W77º54.18´  125º 5.9 NM to fld. 350/8W.

VOR unusable:
090 blo 7,000´
090 byd 20 NM
091º–105º
106 blo 7,500´
106 byd 27 NM
107º–170º
171º–280º blo 6,000´
201º–325º byd 17 NM blo 9,000´
326º–089º

TACAN AZIMUTH unusable:
Blw 3,000´
VOR OTS indef
DME unusable:
Blw 3,000´

Lee Co  (See Jonesville on page 352)
LEESBURG EXECUTIVE (JYO)(KJYO)  3 S UTC–5(–4DT)  N39º04.68´ W77º33.45´
390  B  TPA—1200(810) LRA  NOTAM FILE JYO
RWY 17–35: H5500X100 (ASPH–GRVD) S–30, D–70  HIRL
   RWY 17: ODALS (NSTD) REIL, PAPI(P4L)—GA 3.0º TCH 45´. Tree.
   RWY 35: REIL, PAPI(P4L)—GA 3.0º TCH 37´. Tree.
SERVICE:  S4  FUEL  100LL, JET A  OX 4  LGT ACTIVATE HIRL Rwy
   17–35, ODALS Rwy 17, REIL Rwy 17 and Rwy 35 and PAPI Rwy 17
   and Rwy 35—CTAF. Rwy 17 NSTD ODALS, 3 lgft configuration. When
   ctI twr oprg, sgl lgft gun lctd at trml.
AIRPORT REMARKS:  Attended 1000–0100Z‡. For svc after hrs call
   703–889–8558. For fuel and other line svcs ctc arpt ops on frequency
   128.95. Birds and deer on and env of arpt. Helicopter activity. Calm
   wind use Rwy 17. Ramp fence southwest side ramps lead–in lines on
   west ramp not avbl. PAEW on and env of arpt. Possible thermal plumes
   from power plant 1.3 NM SSE.
AIRPORT MANAGER:  703-737-7125
WEATHER DATA SOURCES:  AWOS–3 (703) 777–3781.
COMMUNICATIONS:  CTAF/UNICOM 122.975
CLNC DEL 118.55
CLEARANCE DELIVERY PHONE:  For CD ctc Potomac Apch at 866-709-4993.
RADIO AIDS TO NAVIGATION:  NOTAM FILE IAD.
   ARMEL  (L) VOR/DME 113.5  AML Chan 82  N38º56.08´ W77º28.00´  34º 9.6 NM to fld. 296/8W.
   VOR unusable:
   055º–092º blo 4,500´
   093º–115º 116º–210º blo 4,500´
   DME unusable:
   055º–210º byd 28 NM blo 2,500´
   211º–230º byd 30 NM blo 3,000´
   ILS/DME 111.75 I–JYO Chan 54(Y) Rwy 17. Class IE.
LINDEN  N38º51.26´ W78º12.33´ NOTAM FILE DCA.
   (L) VORTACW 114.3 LDN Chan 90 335º 4.4 NM to Front Royal–Warren Co. 2435/6W.
   DME portion unusable:
   150º–155º byd 20 NM blo 3,500´
   155º–175º byd 20 NM blo 4,000´
   175º–200º byd 20 NM blo 5,000´
   200º–225º byd 20 NM blo 5,500´
   TACAN AZIMUTH unusable:
   115º–225º byd 20 NM

LONESOME PINE (See WISE on page 384)
LOUISA CO/FREEMAN FLD (LKU)(KLKU)  2 SE UTC–5(–4DT)  N38º00.59´ W77º58.21´

494  B  NOTAM FILE LKU

RWY 09–27: H4300X100 (ASPH)  S–12.5  MIRL  0.6% up E
RWY 09:  REIL. PAPI(P2L)—GA 3.0º TCH 40´. Trees. Rgt tfc.
RWY 27:  REIL. PAPI(P2L)—GA 3.0º TCH 40´. Trees.

SERVICE:  S4  FUEL  100LL, JET A  LGT ACTIVATE REIL Rwy 09 and Rwy 27; PAPI Rwy 09 and Rwy 27; MIRL Rwy 09–27—CTAF.

AIRPORT REMARKS:  Attended Mon–Sat 1330–2200Z‡. Sun and holidays 1500–2200Z‡. Deer and birds on invof arpt.

AIRPORT MANAGER:  540-967-0050


COMMUNICATIONS:  CTAF/UNICOM 122.975

® POTOMAC APP/DEP CON 132.85 120.525

CLEARANCE DELIVERY PHONE:  For CD ctc Potomac Apc at 866-640-4124.

RADIO AIDS TO NAVIGATION:

GORDONSVILLE (H) VORTAC 115.6  GVE Chan 103  N38º00.82´ W78º09.18´ 097º 8.7 NM to fld. 383/6W.

LOC/DME 108.55  –LKU  Chan 22(Y)  Rwy 27.

LUNENBURG CO (See KENBRIDGE on page 353)

LURAY CAVERNS (LUA)(KLUA)  2 W UTC–5(–4DT)  N38º40.00´ W78º30.05´

902  B  NOTAM FILE DCA

RWY 04–22: H3126X75 (ASPH)  S–12  HIRL
RWY 04:  REIL. PAPI(P2L)—GA 3.0º TCH 30´. Tree.

SERVICE:  S2  FUEL  100LL, JET A+  LGT ACTIVATE REIL Rwy 04 and Rwy 22, HIRL Rwy 04–22—CTAF.

AIRPORT REMARKS:  Attended 1300–2300Z‡. Deer and birds on and invof arpt. Taxi on hard sfcs only.

AIRPORT MANAGER:  540-743-6070

WEATHER DATA SOURCES:  AWOS–3 118.275 (540) 743–1148.

COMMUNICATIONS:  CTAF/UNICOM 122.8

® POTOMAC APP/DEP CON 133.2


RADIO AIDS TO NAVIGATION:

LINDEN (L) VORTACW 114.3  LDN Chan 90  N38º51.26´ W78º12.33´ 237º 17.8 NM to fld. 2435/6W.

DME portion unusable:
115º–150º byd 20 NM blo 3,500´
150º–155º byd 20 NM blo 4,000´
155º–175º byd 20 NM blo 4,500´
175º–200º byd 20 NM blo 5,000´
200º–225º byd 20 NM blo 5,500´
TACAN AZIMUTH unusable:
115º–225º byd 20 NM

CAVERNS NDB (MHW) 245  LUA  N38º41.96´ W78º28.34´ 223º 2.4 NM to fld. 834/9W. NDB unmonitored when arpt unatndd.

NDB unusable:
050º–208º byd 10 NM
209º–049º byd 15 NM
LYNCHBURG

FALWELL (W24) 3 SE UTC–5(–4DT) N37º22.68´ W79º07.33´

939 TPA—1739(800) NOTAM FILE DCA

RWY 10–28: H2932X50 (ASPH) MIRL 4.7% up W

RWY 10: Trees.


SERVICE: S4 FUEL 100LL


AIRPORT MANAGER: 434-845-8769

COMMUNICATIONS: CTAF/UNICOM 123.0

ROANOKE APP/DEP CON 125.475 135.0

CLEARANCE DELIVERY PHONE: For CD ctc Roanoke Apc at 540-563-1307.

RADIO AIDS TO NAVIGATION: NOTAM FILE LYH.

LYNCHBURG (L) VOR/W/DME 109.2 LYH Chan 29 N37º15.27´ W79º14.18´ 041º 9.2 NM to fld. 871/5W.

VOR unusable:
200º–210º
330º–360º


LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)(KLYH) 5 SW UTC–5(–4DT) N37º19.52´ W79º12.07´

938 B ARFF Index—See Remarks NOTAM FILE LYH


PCN 29 F/A/X/T HIRL 0.6% up NE

RWY 04: MALSR. PAPI(P4L)—GA 3.0º TCH 55´. RVR–T

RWY 22: REIL. PAPI(P4L)—GA 3.0º TCH 45´. RVR–R


RWY 17: REIL. PAPI(P2L)—GA 4.0º TCH 16´. RVR–R

RWY 35: REIL. PAPI(P2L)—GA 4.0º TCH 17´.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04:
TORA–7100 TODA–7100 ASDA–6800 LDA–6800

RWY 17:
TORA–3386 TODA–3386 ASDA–3386 LDA–3386

RWY 22:
TORA–7100 TODA–7100 ASDA–7100 LDA–7100

RWY 35:
TORA–3386 TODA–3386 ASDA–3386 LDA–3386


AIRPORT MANAGER: 434-455-6090

WEATHER DATA SOURCES: ASOS (434) 237–0749 LAWRS.

COMMUNICATIONS: CTAF 127.65 ATIS 119.8 UNICOM 122.95

RCO 122.6 (LEEBURG RADIO)

ROANOKE APP/DEP CON 125.475 135.0

TOWER 127.65 (1130–0330Z‡) GND CON 121.9

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc Roanoke Apc at 540-563-1307.

AIRSPACE: CLASS D svc 1130–0330Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE LYH.

BOJAR NDB (MHW/LOM) 385 LY N37º15.75´ W79º14.59´ 036º 4.3 NM to fld. 804/8W. NDB unmonitored when ATCT closed.

(L) VOR/W/DME 109.2 LYH Chan 29 N37º15.27´ W79º14.18´ 027º 4.6 NM to fld. 871/5W.

VOR unusable:
200º–210º
330º–360º

ILS 110.1 I–LYH Rwy 04. Class IE. LOM BOJAR NDB. ILS mon 24 hr at accc.
MARION/WYTHEVILLE

MOUNTAIN EMPIRE (MKJ)(KMKJ) 9 NE UTC–(–4DT) N36º53.69´ W81º21.00´  
2558 B NOTAM FILE MKJ  
RWY 08–26: H5252X75 (ASPH) S–20 MIRL 1.1% up W  
RWY 08: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Trees.  
RWY 26: REIL. PAPI(P2L)—GA 3.75º TCH 47´. Road.  
SERVICE: S4 FUEL 100LL, JET A+ LGT MIRL Rwy 08–26 preset low ints, ACTIVATE higher ints—CTAF.  
AIRPORT MANAGER: 276-783-8805  
COMMUNICATIONS: CTAF/UNICOM 127.7  
CLEARANCE DELIVERY PHONE: For CD ctc Atlanta ARTCC at 770-210-7692.  
RADIO AIDS TO NAVIGATION: NOTAM FILE PSK.  
PULASKI (H) VOR/TCW 116.8 PSK Chan 115 N37º05.26´ W80º42.77´ 256º 32.7 NM to fld. 2120/6W.  
TACAN AZIMUTH & DME unusable:  
034º–038º byd 25 NM  
135º–175º byd 25 NM blo 10,000´  
200º–225º byd 10 NM  
284º–286º byd 10 NM blo 10,000´  
287º–316º byd 25 NM blo 10,000´  
315º–335º byd 10 NM blo 10,000´  
334º–039º byd 25 NM blo 10,000´  
DME unusable:  
250º–350º byd 25 NM blo 10,000´  
TACAN AZIMUTH unusable:  
052º–100º  
234º–283º  
LOC/DME 110.5 I–MKJ Chan 42 Rwy 26. LOC unmonitored when arpt unatndd. LOC unasable byd 15º left of course. 

MARTINSVILLE

BLUE RIDGE (MTV)(KMTV) 8 SW UTC–(–4DT) N36º37.85´ W80º01.10´  
941 B NOTAM FILE MTV  
RWY 13–31: H5002X100 (ASPH–GRVD) S–30, D–60 MIRL 0.6% up NW  
RWY 13: REIL. PAPI(P4L)—GA 3.0º TCH 40´. Bldg.  
RWY 31: ODALS. REIL. PAPI(P4L)—GA 3.0º TCH 40´. Tree.  
SERVICE: S4 FUEL 100LL, JET A+ LGT ACTVT REIL Rwy 13 and 31; PAPI Rwy 13 and Rwy 31; MIRL Rwy 13–31; ODALS Rwy 31—CTAF. PAPI Rwy 13 unusable byd 9 deg right of cntrln.  
AIRPORT REMARKS: Attended 1300–2200Z‡. Deer on and invof arpt.  
AIRPORT MANAGER: 276-957-2291  
WEATHER DATA SOURCES: AWOS–3 118.45 (276) 957–3784.  
COMMUNICATIONS: CTAF/UNICOM 127.7  
RADIO AIDS TO NAVIGATION: NOTAM FILE GSO.  
GREENSBORO (H) VORTAC 116.2 GSO Chan 109 N36º02.74´ W79º58.58´ 360º 35.1 NM to fld. 909/3W.  
TACAN AZIMUTH unusable:  
255º–290º byd 10 NM blo 6,000´  
BALES NDB (MIW/LOM) 396 UV N36º35.41´ W79º55.05´ 304º 5.4 NM to fld. 1089/7W. NOTAM FILE MTV. NDB unmonitored when arpt unatndd.  
LOC/DME 111.3 I–UV Chan 50 Rwy 31. Class I/T. LOM BALES NDB. Unmonitored when ATCT clsd.  

MC LAUGHLIN SPB (See CHESTER on page 341)  
MECKLENBURG–BRUNSWICK RGNL (See SOUTH HILL on page 375)
MELFA

ACCOMACK CO (MFV)(KMFV) 1 W UTC–5(–4DT) N37°38.81’ W75°45.66’

Rwy 03–21: H5000X100 (ASPH) S–26 MIRL.
Rwy 03: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Tree.
Rwy 21: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Tree.

SERVICE: FUEL 100LL, JET A LGT MIRL Rwy 03–21 preset low ints, increase ints and ACTIVATE REIL Rwy 03 and Rwy 21—CTAF.

AIRPORT REMARKS: Attended 1330–2230Z‡. After hours access to restrooms. Self serve fuel (100LL and JET A) avbl 24 hrs. Deer on and invof arpt. TPA—898(850) light acft, 1548(1500) heavy acft.

AIRPORT MANAGER: 757-787-4600

COMMUNICATIONS: CTAF/UNICOM 122.8

PATUXENT APP/DEP CON 127.95 (1200–0400Z‡ Mon–Sun. Other times by NOTAM) other times ctc

POTOMAC APP/DEP CON 127.2

GCO 135.075 (NORFOLK CLNC DEL)

CLEARANCE DELIVERY PHONE: For CD when Patuxent Apch clsd, ctc Potomac Apch at 866-640-4124.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

CAPE CHARLES (L) VORTACW 112.2 CCV Chan 59 N37º20.85’ W75º59.86’ 042º 21.2 NM to fld. 10/10W.

TACAN AZIMUTH unusable:
005º–015º byd 20 NM blo 4,000’
137º–322º byd 17 NM blo 2,000’
137º–322º byd 22 NM blo 3,000’

LOC/DME 110.15 I–MFV Chan 38(Y) Rwy 03.

MIDDLE PENINSULA RGNL (See WEST POINT on page 382)

MONETA

SMITH MOUNTAIN LAKE (W91) 4 SE UTC–5(–4DT) N37º06.46’ W79º35.55’

Rwy 05–23: H3058X50 (ASPH) MIRL 1.2% up NE.
Rwy 05: Thld dsplcd 250’. Trees.
Rwy 23: REIL. Tree.

SERVICE: S4 FUEL 100LL LGT Rwy 23 REIL OTS indef.

AIRPORT REMARKS: Attended continuously. 24 hr self–serve fuel available with credit card. Parachute Jumping. Deer on and invof arpt. Ldg fee for all acft over 5500 lbs.

AIRPORT MANAGER: 540-297-4859

COMMUNICATIONS: CTAF/UNICOM 122.975

ROANOKE APP/DEP CON 135.0

RADIO AIDS TO NAVIGATION: NOTAM FILE LYH.

LYNCHBURG (L) VOR/DME 109.2 LYH Chan 29 N37º15.27’ W79º14.18’ 248º 19.2 NM to fld. 871/5W.

VOR unusable:
200º–210º
330º–360º


MONTEBELLO N37º54.03’ W79º06.41’ NOTAM FILE DCA.

(L) VOR/DME 115.3 MOL Chan 100 030º 23.9 NM to Shenandoah Valley Rgnl. 3455/5W.

DME portion unusable:
158º–168º byd 30 NM blo 6,000’

RCO 122.1R 115.3T (LEESBURG RADIO)

MOUNTAIN EMPIRE (See MARION/WYTHEVILLE on page 359)

NE, 5 Nov 2020 to 31 Dec 2020
NAILR  N38°27.26’ W77°54.32’ NOTAM FILE CJR.
NDB (MHW) 351 MSQ 037° 4.8 NM to Culpeper Rgnl. 289/10W.
NDB unusable:
260°–355° byd 15 NM

NEW KENT CO (See QUINTON on page 370)

NEW LONDON (See FOREST on page 348)

NEW MARKET  (8W2)  2 W. UTC–5(–4DT)  N38°39.36’ W78°42.51’
963 B TPA—1788(825) NOTAM FILE DCA
RWY 06–24: H2920X60 (ASPH) LIRL(NSTD)
RWY 06: Trees. Rgt tfc.
RWY 24: Thld dspcld 918’. Pole.
AIRPORT MANAGER: 703-327-0444
WEATHER DATA SOURCES: AWOS–3 118.175 (540) 740–3801.
COMMUNICATIONS: CTAF/UNICOM 122.8
© WASHINGTON CENTER APP/DEP CON 133.2
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
LINDEN (L) VORTACW 114.3\ LDN Chan 90  N38°51.26’ W78°12.33’ 249° 26.4 NM to fld. 2435/6W.
DME portion unusable:
115°–150° byd 20 NM blo 3,500’
150°–155° byd 20 NM blo 4,000’
155°–175° byd 20 NM blo 4,500’
175°–200° byd 20 NM blo 5,000’
200°–225° byd 20 NM blo 5,500’
TACAN AZIMUTH unusable:
115°–225° byd 20 NM

NEW RIVER VALLEY (See DUBLIN on page 345)
NEWPORT NEWS/WILLIAMSBURG INTL (PHF)(KPHF) 9 NW UTC–5(–4DT) N37º07.91’ W76º29.58’

42  B  LRA  Class I, ARFF Index B  NOTAM FILE PHF

RWY 07–25: H8003X150 (ASPH–GRVD) S–100, D–200, 2S–175, 2D–350 PCN 73 R/B/W/T  HIRL
RWY 07: MALSR. RVR–T Trees.

RWY 02–20: H6526X150 (CONC–GRVD) S–100, D–200, 2S–175, 2D–350 PCN 68 R/C/W/T  HIRL
RWY 02: PAPI(P4L)—GA 3.0º TCH 53’. RWY 20: REIL. PAPI(P4L)—GA 3.0º TCH 43’. Road.

LAND AND HOLD–SHORT OPERATIONS

LDG Rwy HOLD–SHORT POINT AVBL LDG DIST
RWY 20 07–25 5200
RWY 25 02–20 6550

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02: TORA–6526 TODA–6526 ASDA–6526 LDA–6526
RWY 07: TORA–8003 TODA–8003 ASDA–8003 LDA–8003
RWY 20: TORA–6526 TODA–6526 ASDA–6526 LDA–6526

SERVICE: S4 FUEL 100LL, JET A OX 4 LGT ACTIVATE MALSR Rwy 07; REIL Rwy 20; PAPI Rwy 02 and Rwy 20; HIRL Rwy 02–20; REIL Rwy 25; PAPI Rwy 25; HIRL Rwy 07–25 and twy lghts—CTAF. Rwy 07 MALSR unmonitored.


AIRPORT MANAGER: 757-877-0221

WEATHER DATA SOURCES: ASOS (757) 874–3682
COMMUNICATIONS: CTAF 118.7 ATIS 128.65 UNICOM 122.95

NORFOLK APP CON 125.7 CLNC DEL 124.9 (when twr clsd)

NORFOLK DEP CON 124.9

AIRSPACE: CLASS D svc 1100–0400Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE ORF.

NORFOLK (H) VORTAC 116.9 ORF Chan 116 N36º53.51’ W76º12.02’ 323º 20.1 NM to fld. 20/7W.
VOR unusable:
325º–335º byd 10 NM blo 4,000’
325º–335º byd 20 NM
Byd 30 NM blo 2,500’
TACAN AZIMUTH unusable:
Byd 30 NM blo 2,500’
DME unusable:
Byd 30 NM blo 2,500’

ILS/DME 110.1 I–PHF Chan 38 Rwy 07. Class IA. Unmonitored when ATCT clsd.
ILS/DME 110.1 I–DHY Chan 38 Rwy 25. Class IE.
NORFOLK

CHESAPEAKE RGNL  (CPK)(KCPK)   12 S UTC–5(–4DT)   N36°39.94´ W76°19.24´

19   B   TPA—See Remarks   NOTAM FILE CPK

RWY 05–23: H5500X100 (ASPH–GRVD)   S–30   HIRL
RWY 05: MALSR. PAPI(P4L)—GA 3.0º TCH 43´. Brush.
RWY 23: REIL. PAPI(P4L)—GA 3.0º TCH 42´. Tree. Rgt tfc.

SERVICE: S4   FUEL  100LL, JET A   LGT ACTIVATE HIRL Rwy 05–23,
         MALSR Rwy 05 and REIL Rwy 23—CTAF.

AIRPORT REMARKS: Attended 1300–0100Z‡. For fuel after hrs call in
         advance 757–421–9000. Self–svc avbl. Deer and geese on and
         invof rwy. Noise abatement procedures in effect; ctc arpt manager
         757–432–8110. TPA 1019(1000), turbine/large acft 1519(1500).

AIRPORT MANAGER: 757-432-8110

WEATHER DATA SOURCES: AWOS–3

COMMUNICATIONS: CTAF/UNICOM

☐ NORFOLK APP/DEP CON 118.9

CLEARANCE DELIVERY PHONE: GCO avbl on freq 135.075 thru Norfolk CD. If
         un, for CD ctc Norfolk Apch at 757-464-0757.

RADIO AIDS TO NAVIGATION: NOTAM FILE ORF.

☐ NORFOLK (H) VORTAC 116.9   ORF Chan 116   N36°53.51´
         W76º12.02´   210º 14.7 NM to fld. 20/7W.
         VOR unusable:
         325º–335º byd 10 NM blo 4,000´
         325º–335º byd 20 NM
         Byd 30 NM blo 2,500´
         TACAN AZIMUTH unusable:
         Byd 30 NM blo 2,500´
         DME unusable:
         Byd 30 NM blo 2,500´
         ILS/DME 111.7 I–EYK Chan 54 Rwy 05. Class IA.

HAMPTON ROADS EXECUTIVE  (PVG)(KPVG)   7 SW UTC–5(–4DT)   N36º46.85´ W76º27.08´

28   B   TPA—See Remarks   NOTAM FILE DCA

RWY 10–28: H5350X100 (ASPH–GRVD)   D–75   HIRL
RWY 10: REIL. PAPI(P4L)—GA 3.0º TCH 45´. Rgt tfc.
RWY 28: REIL. PAPI(P4L)—GA 3.0º TCH 45´. Brush.

RWY 02–20: H3525X70 (ASPH)   S–12.5   MIRL
RWY 02: Thld dsplcd 898´. Road.

SERVICE: S4   FUEL  100LL, JET A+   LGT ACTIVATE MIRL Rwy 02–20,
         REIL Rwy 10 and Rwy 28, PAPI Rwy 10 and Rwy 28, HIRL Rwy
         10–28—CTAF.

AIRPORT REMARKS: Attended 1130–0200Z‡. Extensive helicopter training.
         Deer on and invof arpt. Rwy 10–28 preferred use rwy. Rwy 10 and
         Rwy 20 rgt tfc for fixed wing acft. Multiple 1000´ AGL towers 1.5 NM
         northwest of afld. Rwy 02–20 has numerous cracks. Twys supporting
         rwy have numerous crack and FOD potential. TPA—700(677) for
         helicopters.

AIRPORT MANAGER: 757-465-0260

WEATHER DATA SOURCES: AWOS–3PT

COMMUNICATIONS: CTAF/UNICOM

☐ NORFOLK APP/DEP CON 118.9

CLEARANCE DELIVERY PHONE: For CD ctc Norfolk Apch at 757-464-0757.

RADIO AIDS TO NAVIGATION: NOTAM FILE ORF.

☐ NORFOLK (H) VORTAC 116.9   ORF Chan 116   N36º53.51´ W76º12.02´
         248º 13.8 NM to fld. 20/7W.
         VOR unusable:
         325º–335º byd 10 NM blo 4,000´
         325º–335º byd 20 NM
         Byd 30 NM blo 2,500´
         TACAN AZIMUTH unusable:
         Byd 30 NM blo 2,500´
         DME unusable:
         Byd 30 NM blo 2,500´
         ILS/DME 110.75 I–PVG Chan 44(Y) Rwy 10. Class IT. Autopilot cpd apchs na blw 800´ MSL. Unmonitored.
NORFOLK INTL  (ORF/KORF)  3 NE UTC–5(–4DT)  N36°53.68’ W76°12.07’


RWY 14–32: H4876X150 (ASPH–GRVD)  S–75, D–100, 2S–175, 2D–350, 2D/2D2–475 PCN 53 R/C/W/T  HIRL  CL


RWY 32: REIL. PAPI(P2L)—GA 3.0º TCH 34’. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:
TORA–9001  TODA–9001  ASDA–8809  LDA–7809

RWY 14:
TORA–4875  TODA–4875  ASDA–4875  LDA–4300

RWY 23:
TORA–9001  TODA–9001  ASDA–8995  LDA–8995

RWY 32:
TORA–4875  TODA–4875  ASDA–3900  LDA–3900

SERVICE:
S2  FUEL  100LL, JET A  OX 1, 2, 4

AIRPORT REMARKS:

AIRPORT MANAGER: 757-857-3344

WEATHER DATA SOURCES: ASOS  (757) 460–9348 WSP.
COMMUNICATIONS:
ATIS  127.15 (757) 464–1390
RCO  122.1R  116.9T (LEESBURG RADIO)

APP CON 118.9 (010º–080º) (180º–310º)  125.7(311º–009º)

TOWER  120.8  GND CON 121.9  CLNC DEL 118.5

DEP CON  125.2

AIRSPACE: CLASS C svc ctc APP CON.

RADIO AIDS TO NAVIGATION:
( ) VORTAC  116.9  ORF  Chan 116  N36°53.51’ W76°12.02’ at fld. 20/7W.
VOR unusable:
325º–335º byd 10 NM blo 4,000’
325º–335º byd 20 NM
Byd 30 NM blo 2,500’

TACAN AZIMUTH unusable:
Byd 30 NM blo 2,500’

DME unusable:
Byd 30 NM blo 2,500’

INGLE NDB (LOMW)  (329) OR  N36°50.43’ W76°15.08’  046º 4.0 NM to fld. 4/9W.

ILS/DME  109.1  I–ORF  Chan 28  Rwy 05.  Class IB.  Glideslope unusable for coupled apch blw 744’.

ILS/DME  109.1  I–JZQ  Chan 28  Rwy 23.  Class IA.
NORFOLK NS (CHAMBERS FLD) (NGU) (KNGU) N 0 NW UTC–5 (−4DT) N36°56.25´ W76°17.36´

15 NOTAM FILE NGU Not insp.

RWY 10–28: H8370X200 (ASPH–GRVD) PCN 56 R/B/W/T HIRL CL

RWY 10: ALSF2. OLS. TDZL. REIL. PAPI(P4R)—GA 3.0º TCH 35´. Thld dsplcd 299´.


RUNWAY DECLARED DISTANCE INFORMATION

RWY 10: TORA–8370 LDA–8071

RWY 28: TORA–8370 LDA–7375

ARRESTING GEAR/SYSTEM

RWY 10 HOOK E28(B) (1500´).

SERVICE: MILITARY—A–GEAR


JASU (NC–10C) (NC–8A/A1) (NCP–105 Ctc Air OPS Duty Officer to ensure avbl.) FUEL J5. No tran copter hot pit wo prior coord with host squadron. TRUCK FLYR DGND LHD LOX Oil.

TRAN ALERT

Unavbl. No tran work/msn planning/briefing spaces or COMSEC stor for dets.

MILITARY REMARKS:

CLSD 0400Z‡ fourth THU NOV–1200Z‡ fourth FRI NOV, CLSD 1900Z‡ 24 DEC–1200Z‡ 26 DEC, CLSD 1900Z‡ 2 JAN. See FLIP AP/1 Supplementary Arpt Information. RSTD PPR for non Chambers fld based acft. DSN 262–3419/3429. C757–322–3429/3429.

COMMUNICATIONS: SFA ATIS 118.425 342.0

CHAMBERS TOWER 124.3 379.15 GND CON 121.8 370.85 CLNC DEL 120.7 339.8

NAVY NORFOLK HELI TWR 126.375 290.5 (Opr Mon–Fri 1300–0400Z‡, clsd Sat, Sun, and hol)

NAVY NORFOLK HELI GND CON 298.95 AMC/ATOC 130.65 349.5 METRO 271.6 BASE OPS 134.1 268.8

AIRSPACE: CLASS D.

COMM/NAV/WEATHER REMARKS:

Radar svc avbl Mon 1200Z‡ thru Fri 0400Z‡. See Terminal FLIP for Radar Minima. PAR No NOTAM MP. Radar No NOTAM MP Mon 1230–1630Z‡, Wed 1230–1630Z‡.
OCEANA NAS (APOLLO SOUCEK FLD) (NTU)(KNTU) N 3 SW UTC–5 (–4DST) N 36º49.36´ W 76º01.91´

22 B NOTAM FILE NTU Not insp. 
RWY 05R–23L: H12008X200 (ASPH–CONC) PCN 79 R/C/W/T HIRL CL 
RWY 05R: ALSF1. OLS. 
RWY 23L: ALSF1. OLS. 
RWY 14L–32R: H8001X150 (ASPH–CONC) PCN 76 R/C/W/T HIRL 
RWY 14L: OLS. 
RWY 32R: OLS. 
RWY 05L–32R: H8000X150 (ASPH–CONC) PCN 90 R/B/W/T HIRL 
RWY 05L: OLS. 
RWY 32R: OLS. 
RWY 14R–32L: H8000X200 (ASPH–CONC) PCN 75 R/B/W/T HIRL CL 
RWY 14R: OLS. 
RWY 32L: ALSF1. OLS. 

ARRESTING GEAR/SYSTEM 
RWY 05R HOOK E28(B) (1438'). 
RWY 14L HOOK E28(B) (1500'). 
RWY 05L HOOK E28(B) (1476'). 
RWY 14R HOOK E28(B) (1500'). 


FLUID SP LHOX LOX unavailable weekend/hol. 

OIL Unavailable. 

TRAN ALERT Tran line 1230–0330Z‡ Mon–Fri; 1300–2300Z‡ Sat, Sun, and hol. Ltd prk/stor fac. Dur peak periods extv delay in tran sv. JOSAC/NALO have priority. No LAV svc or potable water avbl. No base transportation avbl. 

MILITARY REMARKS: Class D and Class E extension avail 0500–0459Z‡ Sun–Sat exc by NOTAM. A/D use ctn parasailing will take place along the coast from NTU 350 CW 160 from coastline to 3 NM. SFC–400’. Daytime and VMC only. From 1 Apr until 30 Oct. See FLIP AP/1 Supplementary Arpt Information. RSTD PPR all non–Oceana NAS based actf DSN 433–2161/2163, C757–433–2161/2163. Straight–in apch to final ldg only 0300–1200Z‡, Sun 0300–1800Z‡. Vice final ldg only 0400–1200Z‡, Sun 0400–1800Z‡, Sun all fixed wing and helicopter ft abv 1000’ arr/dep must file IFR flt plan. VFR special VFR copter rte mandatory for all copter ftts at or blw 1000’. CAUTION During VMC all dep and practice inst apch fly rwy heading and do not exceed 1000’ until past dep end due extensive overhead tfc. TFC PAT Break–1500. 

Simultaneous ldg/dep are conducted on parallel rwy lctd 700’ apart. Extv jet tmg Oceana NAS/Fentress NALF. Reduced rwy separation std in effect USM/USMC acct. Dur peak periods exp one apch to full stop ldg. NS ABTMT Strict compliance rqr with program outlined in FLIP AP/1 Supplementary Arpt Remark. RQR all tfcs rqr to remain in acft until released by Customs. 

WEATHER DATA SOURCES: ASOS COMMUNICATIONS: SFA 288.3 346.4 328.4 310.8 363.1 352.1 348.75 ATIS 317.6 (DSN–433–2377 C757–433–2377) 

® OCEANA APP/DEP CON 266.8 123.9 
TOWER 127.075 360.2 GND CON 119.6 336.4 CLNC DEL 254.4 
PMSV 387.4 BASE OPS 284.9 (not avbl 0700–1200Z‡) ATCOM 6723 

AIRSPACE: CLASS D svc 0500–0459Z‡; other times CLASS E. 

CONTINUED ON NEXT PAGE
RADIO AIDS TO NAVIGATION: NOTAM FILE NTU.
(H) TACAN Chan 113 NTU (116.6) N36º49.45´ W76º02.22´ at fld. 17/10W.

TACAN AZIMUTH unusable:
000º–059º byd 30 NM blo 3,000´
090º–109º byd 30 NM blo 1,500´
110º–199º byd 30 NM blo 2,000´
200º–209º byd 20 NM blo 2,000´
210º–239º byd 20 NM blo 4,000´
240º–290º blo 6,000´
291º–339º byd 15 NM blo 5,000´
340º–359º byd 20 NM blo 3,000´

DME unusable:
000º–059º byd 30 NM blo 3,000´
090º–109º byd 30 NM blo 1,500´
110º–199º byd 30 NM blo 2,000´
200º–209º byd 20 NM blo 2,000´
210º–239º byd 20 NM blo 4,000´
240º–290º blo 6,000´
291º–339º byd 15 NM blo 5,000´
340º–359º byd 20 NM blo 3,000´

ASR/PAR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

ORANGE CO (OMH)(KOMH) 3 E UTC–5–(4DT) N38º14.83´ W78º02.74´

464 B NOTAM FILE OMH

RWY 08–26: H3200X75 (ASPH–AFSC) S–12 MIRL 0.6% up NE

RWY 08: REIL. PAPI(P2L)—GA 4.0º TCH 42´. Trees.

RWY 26: REIL. PAPI(P2L)—GA 4.0º TCH 44´. Trees.

SERVICE: S4 FUEL 100LL, JET A+ LGT ACTVT MIRL Rwy 08–26, REIL Rwy 08 and Rwy 26 and PAPI Rwy 08 and Rwy 26—CTAF.


AIRPORT MANAGER: 540-672-2158

WEATHER DATA SOURCES: AWOS–3 118.075 (540) 672–0505.

COMMUNICATIONS: CTAF/UNICOM 122.8

® POTOMAC APP/DEP CON 132.85 120.525

CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-640-4124.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

GORDONSVILLE (H) VORTAC 115.6 GVE Chan 103 N38º00.82´ W78º09.18´ 026º 14.9 NM to fld. 383/6W.

TACAN AZIMUTH unusable:
250º–260º byd 25 NM blo 7,000´
PETERSBURG

DINWIDDIE CO (PTB)(KPTB) 5 SW UTC–5(–4DT) N37º11.06´ W77º30.37´
193 B TPA—993(800) NOTAM FILE PTB
RWY 05–23: H5002X100 (ASPH–GRVD) S–25, 2S–83 MIRL
 RWY 05: ODALS. REIL. PAPI(P4L)—GA 3.0º TCH 42´. Tree.
 RWY 23: REIL. PAPI(P4L)—GA 3.0º TCH 40´. Tree.
SERVICE: S4 FUEL 100LL, JET A
LGT ACTIVATE MIRL Rwy 05–23, PAPI
 Rwy 05 and Rwy 23, ODALS Rwy 05 and REIL Rwy 05 and Rwy 23—CTAF.
AIRPORT REMARKS: Attended Apr–Sep Mon–Sun 1200–0000Z‡, Oct–Mar
 Mon–Sun 1200–2300Z‡. Self-svc fueling avbl after hrs. Ultralight
 activity on and invof arpt. Conc pads on main apron avbl for hel parking.
 Ctc UNICOM for terminal hel parking.
AIRPORT MANAGER: 804-861-0218
WEATHER DATA SOURCES: AWOS–3 133.325 (804) 861–5551.
COMMUNICATIONS: CTAF/UNICOM 122.7
 ®
POTOMAC APP/DEP CON 126.75
CLEARANCE DELIVERY PHONE: GCO avbl on freq 135.075 thru Potomac Apch
 CD. If una, for CD ctc Potomac Apch at 866-640-4124.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
HOPEWELL (L) VORTACW 112.0 HPW Chan 57 N37º19.73´ W77º06.96´ 20.6 NM to fld. 70/6W.
 LOC/DME 110.3 I–JLS Chan 40 Rwy 05. LOC unmonitored when
 arpt unatndd.

PULASKI

N37º05.26´ W80º42.77´ NOTAM FILE PSK.
(H) VORTACW 116.8 PSK Chan 115 035º 3.4 NM to New River Valley. 2120/6W.
TACAN AZIMUTH & DME unusable:
034º–038º byd 25 NM
135º–175º byd 25 NM blo 10,000´
200º–226º byd 10 NM
284º–286º byd 10 NM blo 10,000´
287º–316º byd 25 NM blo 10,000´
315º–335º byd 10 NM blo 10,000´
334º–039º byd 25 NM blo 10,000´
DME unusable:
250º–350º byd 25 NM blo 10,000´
TACAN AZIMUTH unusable:
052º–100º
234º–283º
RCO 122.3 (LEESBURG RADIO)
QUANTICO MCAF / TURNER FLD  (NYG)(KNYG)  MC  1S  UTC–5(–4DT)  N38°30.22´ W77°18.30´  WASHINGTON

11 B  NOTAM FILE DCA  Not insp.

RWY 02–20: H4250X200 (PEM)  PCN 69 R/B/W/T  HIRL

RWY 02: REIL  PAPI(P4L)—GA 3.0º TCH 33°.

RWY 20: REIL.

SERVICE: FUEL  JET A1+, B+, OK 1  MILITARY—LGT  Rwy 02 – Cntrln lgt first 1000. FUEL A++; limited supply. Exp no more than 72 hours over PPR. TRAN ALERT No tran mant avbl. Rqr qualified crew member to assist in cold refueling.

MILITARY REMARKS: Opr Mon–Thur 1300–2200Z‡, Fri 1300–2200Z‡, CLOSED Sat, Sun and hol. RSTD All tran acft 24 hr PPR, Base Ops DSN 278–2085/1459, or C703–734–2085/1459. After 2200Z‡ and on wknds call DSN 378–0929 or C703–675–3623 for PPR. Mil act and light civil act opn other than published hr SR–SS only. Clsd fld opr not authorized for tran acft. CAUTION Bird hazard vcnty Rwy 02–20 SR–SS. Heavy migratory bird act Oct–Mar, heavy Osprey act Mar–Jul, heavy Eagle act Dec–Jul. No mandatory rwy VFR hold position signs co–located w/markings on Twns A, B, and D. Rwy 02 orm 100’. Rwy 20 no orm.胍 Twn D sfcs consists of AM–Z aluminum matting with non–skid all wx coating; no edge lighting on Twn D. Ldt lighting on north edge of Twn B btt rwy and int of parl twn.胍 Twn C clsd. Marked and lighted 4’ deep x 4’ diameter hole 10’ from rwy edge west side, 280’ south of Rwy 20 thld. NS ABTMT The area in and around the Quantico Class D Airspace is noise sensitive. Copter transit Quantico Class D Airspace at or abv 1000’ AGL.

CSMTS/AG/IMG Avbl with 72 hr PN PPR only. MISC MCAF Quantico and R–6608 lie within the Washington ADIZ. Pilots must adhere to ADIZ reporting procedures in both these areas.胍 Twn A limited to R/W dalgt VFR only. Category II crash/fire rescue svc.胍 Rwy 02 grvd first 1300’; Rwy 20 grvd first 1550’.胍 MCAF Quantico has no provisions for Space A pax.胍 Space A pax cannot be on–loaded or off–loaded due to security issues.胍 No 180° turns on rwy asphalt.胍 180° turns only on conc EOR.

AIRPORT MANAGER: 703–784–2084

COMMUNICATIONS: SFA ATIS 263.15 (Mon and Fri 1300–2200Z‡, Tue 1600–0200Z‡, Wed–Thu 1300–0200Z‡)

® APP/DEP CON 127.05 290.375 (1300–0200Z‡ Mon–Thu, 1300–2200Z‡ Fri, opr Sat, Sun and hol by NOTAM only)

® POTOMAC APP/DEP CON 128.525 306.925 (When twr clsd)

TOWER 118.6 360.2 (1300–0200Z‡ Mon–Thu, 1300–2200Z‡ Fri, opr Sat, Sun and hol by NOTAM only)

GND CON 121.75 340.2 PMSV METRO 355

CLEARANCE DELIVERY PHONE: For CD when NYG ATCT/Apch are clsd ctc Potomac Apch at 866-709-4993.

AIRSPACE: CLASS D svc 1300–0200Z‡ Mon–Thu, 1300–2200Z‡ Fri, opr Sat, Sun, and hol by NOTAM only; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

BROOKE (L) VORTAC 114.5 BRV Chan 92  N38°20.18´ W77°21.17´ 022° 10.3 NM to fld. 145/9W.

DME unusable: 017°–027° byd 20 NM

141°–308° byd 10 NM blos 3,000’

141°–308° byd 24 NM blos 6,000’

Byd 35 NM blos 3,500’

VOR unusable: 007°–027°

077°–083°

084 byd 16 NM blos 9,000’

085°–089° byd 16 NM

090°–140° byd 10 NM blos 3,000’

141°–308° byd 10 NM blos 3,000’

141°–308° byd 24 NM blos 6,000’

341°–006° blos 2,500’

341°–006° byd 10 NM blos 5,500’

341°–006° byd 30 NM blos 8,500’

341°–006° byd 36 NM

TACAN AZIMUTH unusable: 017°–027° byd 20 NM

141°–308° byd 10 NM blos 3,000’

141°–308° byd 24 NM blos 6,000’

ASR/PAR (1300–0200Z‡ Mon–Thu, 1300–2200Z‡ Fri, opr Sat, Sun and holidays by NOTAM only)

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.
QUINTON

NEW KENT CO  (W96)  8 W  UTC–5(–4DT)  N37°30.21´ W77°07.59´
121  B  TP−921(800)  NOTAM FILE DCA
RWY 11–29: H3602X75 (ASPH)  S–12.5  MIRL  0.4% up W
RWY 11: REIL. PAPI(P2L)—GA 4.0º TCH 45´. Road.
RWY 29: REIL. PAPI(P2R)—GA 4.0º TCH 45´. Trees.
SERVICE: S2  FUEL  100LL  LGT
AIRPORT REMARKS: Attended 1400–2200Z‡. Fuel avbl 24 hrs, credit card rqr when unattended.
AIRPORT MANAGER: 804-932-3984

RICHLANDS

TAZEWELL CO  (JFZ)(KJFZ)  2 S  UTC–5(–4DT)  N37°03.83´ W81°47.90´
2653  B  NOTAM FILE JFZ
RWY 07–25: H4299X75 (ASPH)  S–12.5, D–18  MIRL
RWY 07: REIL. PAPI(P2L)—GA 4.0º TCH 54´. Trees.
RWY 25: REIL. PAPI(P2L)—GA 4.0º TCH 54´. Tree.
SERVICE: FUEL  100LL, JET A+
AIRPORT MANAGER: 276-963-4509
WEATHER DATA SOURCES: AWOS–3 118.075 (276) 596–9927.
COMMUNICATIONS: CTAF/UNICOM 123.05
ATLANTA CENTER APP/DEP CON  127.85
GCO 315.075 (thru ZTL cnc del and DCA RADIO) – inop.
CLEARANCE DELIVERY PHONE: For CD if una via GCO ctc Atlanta ARTCC at 770-210-7692.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
GLADE SPRING (L) VOR/DME 110.2 GZG Chan 39 N36º49.51´
LOC/DME 109.75 I–JFZ Chan 34(Y) Rw 25.
VOR unusable:
010º–095º
115º–120º byd 20 NM blo 10,000´
351º–004º byd 15 NM blo 8,000´

NE, 5 NOV 2020 to 31 DEC 2020
RICHMOND EXECUTIVE—CHESTERFIELD CO  (FCI/KFCT)  4 SW UTC—5(−4DT)  N37º24.39´
W77º31.49´
236  B  TPA—See Remarks LRA  NOTAM FILE DCA
RWY 15–33: H5500X100 (ASPH–GRVD)  S–60, D–80  HIRL
0.7% up NW
RWY 15: REIL. PAPI(P4L)—GA 3.0º TCH 43´. Trees.
RWY 33: MALSR. PAPI(P4L)—GA 3.0º TCH 50´. Brush.
SERVICE: S4  FUEL  100LL, JET A  OX 3  LGT HIRL Rwy 15–33 preset
low ints, increase ints and ACTIVATE MALSR Rwy 33 and REIL Rwy 15—CTAF.
AIRPORT REMARKS: Attended 1200–0300Z‡. Fuel after hrs call
804–271–7793 between 0300–1200Z‡. 400´ twr 5 NM north of
arpt. Acft on ILS apch to Richmond Intl crossing over arpt. Noise
sensitive area north of arpt. No wind voluntary use of Rwy 15 preferred.
Med–flt, irregular departure pat. Helicopter parking adjacent to Twy C.
TPA—1236(1000) single engine, 1736(1500) multi–engine.
AIRPORT MANAGER: 804-768-7722
WEATHER DATA SOURCES: AWOS–3PT 128.625 (804) 271–8426.
COMMUNICATIONS: CTAF/UNICOM 123.05
®
POTOMAC APP/DEP CON 126.75 118.2
CLNC DEL 124.6
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-640-4124.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
FLAT ROCK (H) VORTACW 113.3  FAK  Chan 80  N37º31.71´ W77º49.69´ 123º 16.2 NM to fld. 460/6W.
TACAN 338 radial unusable
VOR unusable:
111º–168º
169º–204º blo 5,000´
274º–337º blo 4,000´
274º–337º byd 33 NM
ILS/DME 108.3 I–CFU  Chan 20  Rwy 33.  Class IA.  LOC/DME unmonitored when arpt unatndd.
RICHMOND INTL  (RIC/KRIC)  P (ARNG)  6 E  UTC–5(–4DT)  N37º30.31´ W77º19.18´
168  B  TPA—See Remarks  LRA  ARFF Index—See Remarks  NOTAM FILE RIC  MON

Airport

Rwy 16: MALSR. PAPI(P4L)—GA 3.0º TCH 71´. RVR–TMR
Rwy 34: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 79´. RVR–TMR
Rwy 02–20: H6607X150 (ASPH–GRVD)  S–125, D–200, 2S–175, 2D–340  PCN 70 F/C/W/T  HIRL
Rwy 02: MALSR. PAPI(P4L)—GA 3.0º TCH 49´. Pole.
Rwy 20: RELI. PAPI(P4L)—GA 3.0º TCH 49´. Tree.

RUNWAY DECLARED DISTANCE INFORMATION
Rwy 16: TORA–9003 TODA–9003 ASDA–9003 LDA–9003
Rwy 34: TORA–9003 TODA–9003 ASDA–9003 LDA–9003

SERVICE: S4  FUEL  100LL, JET A  OX 3, 4  LGT  SS–SR. MILITARY— FUEL  J8  at ARNG ramp only. A, A+(C804–226–7200,
CB04–337–7487) (NC–100LL)  FLUID  PRESAIR LPOX LOX  OIL  O–148(Mil) SOAP

AIRPORT REMARKS: Attended continuously. TWR 245´ MSL crane (marked and lgtd) 5.4 NM south
of arpt. Bird activity invof all rwys and twys and invof arpt. Arpt sfc cond not monitored 0500–1100Z‡. Continuous const
on arpt, be alert for freq rwy and twy closures. Due to opr constraints acft pushed back for dep prohibited from holding
on air carrier ramps for more than 5 minutes. Class I, ARFF Index C. ARFF Index D/E avbl on req. Non–radio equipped
vehicles crossing midfield Twys C, E, and H and driving on TWR L. No practice ldgs 0300–1200Z‡. Continuous const
on arpt, be alert for freq rwy and twy closures. Due to the close proximity to Rwy 02–20, TWR U signage may be behind acft,
one clear of Rwy 02–20. No taxiing btt pushed back actf and the terminal on the air carrier ramp. TWR J rstd from use by actf
with wingspans greater than 118´ and wheel bases greater than 59´. TWR K rstd from use by actf with wingspan greater
than 118´ and wheel bases greater than 59´. TWR T south of TWR J rstd from use by actf with wingspans greater than
118´ and wheel bases greater than 59´. TWR R btt TWR A and FSDO ramp rstd from use by actf with wingspan greater
than 118´ and wheel bases greater than 59´ and TWR R west of FSDO ramp designated for actf with wingspans less than
79´. TWR A btt TWR C and TWR E rstd from use by actf wingspans greater than 171´. TWR T (north of TWR F) rstd
from use by actf with wingspans greater than 118´. TWR V btt TWR A and TWR R rstd from use by actf with wingspan greater
than 99´. Int rqrts judgemental oversteering. Air carrier apron clsd to unscheduled actf weighing under 35,000 lbs. No
edge lgts on north/south section of TWR V–reflectors only. The following areas not visible from the twr portions of the air
carrier apron, ANG acft parking ramp. TPA—1201(1033) single engine, lgt actf, 1701(1533) all others. ATL cncl rqd
for pushbacks from hardstands C9, C10, and C12 onto TWR T. ATL cncl rqd for pushbacks from gates A6, A8, B5, B7,
B9, B11, B13 onto TWR A. Ldg fee. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER: (804) 226-3001
WEATHER DATA SOURCES: ASOS  (804) 236–1091 WSP.
COMMUNICATIONS: ATIS  119.15  UNICOM  122.95
RCO  122.4  (LEESBURG RADIO)
®  POTOMAC APP/DEP CON  126.4 (001º–185º) 126.75 (186º–360º) 118.2
TOWER  121.1  GND CON  121.9  CLNC DEL  127.55
AIRSPACE: CLASS C svc ctc APP CON.
RADIO AIDS TO NAVIGATION: NOTAM FILE RIC.
(H) VORTACW  114.1  RIC  Chan BB  N37º30.14´ W77º19.22´ at flid. 158/9W.
TAC AZM unusable:
060º–075º byd 10 NM blo 1,700´
ILS 110.7  I–RGJ  Rwy 16.  Class I.
ILS 110.7  I–BNE  Rwy 34.  Class III E.
RICHMOND/ASHLAND

HANOVER CO MUNI (OFP)(KOFP)  8 N UTC–5(–4DT)  N37°42.54´ W77º26.20´

RWY 16–34: H5402X100 (ASPH–PFC) S–40  MIRL

RWY 16: REIL. PAPI(P4L)—GA 3.0º TCH 40´. Tree.

RWY 34: REIL. Trees.

SERVICE: S4  FUEL  100LL, JET A  OX 1, 2, 3, 4  LGT ACTIVATE MIRL

RWY 16–34, REIL Rwys 16 and 34—CTAF.


AIRPORT MANAGER: 804-365-6208

WEATHER DATA SOURCES: ASOS

COMMUNICATIONS: CTAF/UNICOM 122.7

CLNC DEL 125.4

CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apcch at 866-640-4124.

ARRESTING GEAR/SYSTEM

RWY 34: EMAS

SERVICE: S4  FUEL  100LL, JET A  OX 1, 2  LGT Rwy 34 VGSI and glidepath not coincident. Rwy 24 PAPI unusbl byd 5° rgt of cntrln due to terrain.

AIRPORT REMARKS: Attended continuously. Large flocks of birds inv of arpt.

For opr concerns ctc twr at 540–563–1307. Tkf and ldg performance assessment/rwy cond assessment matrix not monitored 2300 to 0600 hrs local time each day. Tkf Rwy 34 and ldg Rwy 16 not authorized at ngt nor dur IFR cond due to terrain. Twy T clsd to acft with wingspan greater than 118´.

Cold temperature rstd arpt. Alt correction required at or blo –13C. Tran pilots ctc FBO UNICOM freq 122.95 for acft parking and escort.

AIRPORT MANAGER: 540-362-1999

WEATHER DATA SOURCES: LLWAS.

COMMUNICATIONS: ATIS 132.375 UNICOM

CONTINUED ON NEXT PAGE
CONTINUED FROM PRECEDING PAGE

AIRSPACE: CLASS C svc ctc APP CON svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE ROA.

(L) VOR/DME 109.4 ROA Chan 31 N37°20.61´ W80º04.22´ 107º 4.7 NM to fld. 3072/4W.

WOODRUM (T) VORW 114.9 ODR N37°19.45´ W79º58.74´ at fld. 1164/8W.

VOR unusable:
035º–050º byd 20 NM blo 7,000´
035º–110º byd 10 NM blo 4,200´
035º–110º byd 15 NM blo 6,500´
290º–360º byd 15 NM

VINTON NDB (MHW) 277 VIT N37°12.24´ W79º52.90´ 336º 8.6 NM to fld. 1543/8W.

NDB unusable:
Byd 11 NM

LDA/DME 111.1 I–SZK Chan 48 Rwy 06. Glideslope AIMED parl to LOC course. DME unusable byd 30º left of course. LOC unusable wi 0.6 NM. Autopilot cpd apchs na blw 1,475´ MSL.

ILS 109.7 I–ROA Rwy 34. Class IB. Unmonitored when ATCT clsd.

SALUDA

HUMMEL FLD (W75) 6 E UTC–5(–4DT) N37°36.14´ W76º26.80´

Rwy 01–19: H2167X45 (ASPH) S–12.5 MIRL 0.3% up S
Rwy 01: APAP(PNIL). Thld dsplcd 125´. Tree.
Rwy 19: APAP(PNIR). Tree.

SERVICE: S4 FUEL 100LL LGT ACTIVATE MIRL Rwy 01–19—CTAF.
Rwy 01 has NSTD thld lgts, has second set of green lgts. Rwy 01 VGSI OTS indef. Rwy 19 VGSI OTS indef.

AIRPORT REMARKS: Attended 1300–2100Z‡. Unattended Thanksgiving, Christmas day and New Year’s day. Topping is city closest to the arpt. Arpt is 2 miles ENE. Drainage swales full length of rwy on both sides. Use of exit in front of Hummel Aviation advised. Birds and deer on and inof arpt during winter. Departing Rwy 01–19 climb to 500 ft before any turn out; arriving acft use wide pattern to avoid populated areas E and W of arpt.

AIRPORT MANAGER: 804-758-4330

WASHINGTON

SHANNON (See FREDERICKSBURG on page 349)

SHENANDOAH VALLEY RGNL (See STAUNTON/WAYNESBORO/HARRISONBURG on page 377)

SMITH MOUNTAIN LAKE (See MONETA on page 360)
SOUTH BOSTON

WILLIAM M TUCK (W78)  3 E  UTC–5(–4DT)  N36º42.56´ W78º50.90´
420  B  TPA—1220(800)  NOTAM FILE DCA
RWY 01–19: H4003X75 (ASPH)  S–12.5  MIRL  0.9% up N
RWY 01: REIL. PAPI(P2L)—GA 3.0º TCH 59´. Brush.
RWY 19: REIL. PAPI(P2L)—GA 3.0º TCH 41´. Tree.
RWY 06–24: 2065X200 (TURF)  0.7% up NE
RWY 06: Trees.
RWY 24: Trees.
SERVICE: FUEL  100LL  LGT
ACTIVATE MIRL Rwy 01–19, REIL Rwy 01 and Rwy 19—CTAF. PAPI Rwy 01 and Rwy 19 opr continuously.
Rwy 06 outlined with yellow cones. Rwy 24 outlines with yellow cones. Rwy 06–24 clsd to acft with airspeed 50 KT or more.

AIRPORT MANAGER: 434-476-3300
COMMUNICATIONS: CTAF/UNICOM
122.8
SOUTH BOSTON RCO 122.1R 110.4T (LEESBURG RADIO)
WASHINGTON CENTER APP/DEP CON 124.05
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
SOUTH BOSTON (L) VORTAC 110.4  SBV Chan 41  N36º40.50´ W79º00.87´ 081º 8.3 NM to fld. 520/5W.

SOUTH BOSTON  N36º40.50´ W79º00.87´ NOTAM FILE DCA.
(L) VORTAC 110.4  SBV Chan 41  081º 8.3 NM to William M Tuck. 520/5W.
RCO 122.1R 122.5 110.4T (LEESBURG RADIO)

SOUTH HILL

MECKLENBURG–BRUNSWICK RGNL (AVC)(KAVC)  4 SE  UTC–5(–4DT)  N36º41.30´
W78º03.27´
441  B  TPA—1841(1400) LRA  NOTAM FILE AVC
RWY 01–19: H5002X75 (ASPH)  S–25  MIRL  1.3% up N
RWY 01: ODALS. REIL. PAPI(P2L)—GA 3.0º TCH 40´. Tree.
RWY 19: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Trees.
SERVICE: 52  FUEL  100LL, JET A  LGT
ACTIVATE REIL Rwy 01–19, MIRL Rwy 01–19 preset low ints, for higher ints and to ACTIVATE ODALS—–CTAF.
AIRPORT REMARKS: Attended 1300–2200Z‡. 24 hr fuel avlb by credit card.
Deer and birds on and inovf arpt. Bcn dusk–dawn. Corporate hangar rstd to acft with winspan no larger than 55´.
AIRPORT MANAGER: 434-729-2591
COMMUNICATIONS: CTAF/UNICOM
122.8
WASHINGTON CENTER APP/DEP CON 118.75
RADIO AIDS TO NAVIGATION: NOTAM FILE FKN.
FRANKLIN (L) VORTACW 110.6  FKN Chan 43  N36º42.85´
W77º00.74´  278º 50.3 NM to fld. 84/9W.
VOR unusable:
090º–119º byd 18 NM blo 2,000´
119º–128º byd 10 NM
129º–134º byd 33 NM
135º–148º
TACAN AZIMUTH unusable:
090º–139º
DME unusable:
090º–139º
LOC/DME 110.5  I–AVC Chan 42  Rwy 01. Unmonitored when arpt unatndd.

WASHINGTON
L–261, 36G
NE, 5 NOV 2020 to 31 DEC 2020
STAFFORD RGNL  (RMN)(KRMN)  3 SW  UTC–(−4DT)  N38°23.89’ W77°27.33’
211 B  NOTAM FILE RMN
RWY 15–33:  H5000X100 (ASPH–GRVD)  S–30, D–70, 2S–89  HIRL
0.8% up NW
RWY 15:  REIL, PAPI(P4L)—GA 3.0º TCH 45’. Trees.
RWY 33:  MALS, PAPI(P4L)—GA 3.0º TCH 45’. Trees.
SERVICE:  FUEL  100LL, JET A  LGT
ACTVT REIL Rwy 15; MALS Rwy 33;  HIRL Rwy 15–33—CTAF.
AIRPORT MANAGER:  540-658-1212
WEATHER DATA SOURCES:  AWOS–3 126.325 (540) 657–8283.
COMMUNICATIONS:  CTAF/UNICOM 122.725
QUITARIO APP/DEP CON 127.05 (Mon and Fri 1300–2200Z‡ Tue, Wed and Thu 1300–0200Z‡, exc Sat, Sun and holidays, other times ctc
POTOMAC APP/DEP CON 128.525
CLEARANCE DELIVERY PHONE:  GCO available on freq 135.075 serviced by Quantico and Potomac approach controls. If una, for CD ctc Potomac Apch at 866-709-4993.
RADIO AIDS TO NAVIGATION:  NOTAM FILE DCA.
BROOKE (L) VORTAC 114.5  BRV  Chan 92  N38°20.18’ W77°21.17’  316º 6.1 NM to fld. 145/9W.
DME unusable:
017º–027º byd 20 NM
141º–308º byd 10 NM blo 3,000’
141º–308º byd 24 NM blo 6,000’
Byd 35 NM blo 3,500’
VOR unusable:
007º–027º
077º–083º
084 byd 16 NM blo 9,000’
085º–089º byd 16 NM
090º–140º byd 10 NM blo 3,000’
141º–308º byd 10 NM blo 3,000’
141º–308º byd 24 NM blo 6,000’
341º–006º byd 2,500’
341º–006º byd 10 NM blo 5,500’
341º–006º byd 30 NM blo 8,500’
341º–006º byd 36 NM
TACAN AZIMUTH unusable:
017º–027º byd 20 NM
141º–308º byd 10 NM blo 3,000’
141º–308º byd 24 NM blo 6,000’
SHANNON NDB (MHW) 237  EZF  N38°15.98’ W77°27.03’  008º 7.9 NM to fld. 83/10W.  NOTAM FILE EZF. NDB unmonitored when arpt unatndd.
NDB unusable:
Byd 15 NM
ILS/DME 108.75  I–RMN  Chan 24(Y)  Rwy 33.  Class IT.  LOC unusable byd 19º left of course.
STAUNTON/WAYNESBORO/HARRISONBURG

SHENANDOAH VALLEY RGNL  (SHD)(KSHD)  10 NE  UTC–5(–4DT)  N38°15.83´ W78°53.79´  
1201  B  TPA—See Remarks  Class I, ARF Index  B  NOTAM FILE SHD  
Rwy 05–23:  H6002X150 (ASPH–GRVD)  S–75, D–150, 25–175,  
2D–215  PCN 44 F/B/X/U  HIRL  0.4% up NE  
Rwy 05:  MALSR.  PAPI(P4L)—GA 3.0º TCH 56´. Pole.  
Rwy 23:  REIL.  PAPI(P4L)—GA 3.0º TCH 44´.  

RUNWAY DECLARED DISTANCE INFORMATION  
Rwy 05:  TORA–6002  TODA–6002  ASDA–6002  LDA–6002  

SERVICE:  S4  FUEL  100LL, JET A  OX 3, 4  LGT ACTIVATE REIL Rwy 23, MALSR Rwy 05, HIRL Rwy 05–23 and twy lgts—CTAF. PAPI Rwy 05 and Rwy 23 opr continuously.  

AIRPORT REMARKS:  Attended continuously. PPR 12 hrs for unsked air carrier ops with more than 30 passenger seats call 540–234–8304. TPA  
2001(800) piston acft, 2701(1500) jet/turbo acft.  

AIRPORT MANAGER:  540-234-8304  


COMMUNICATIONS:  CTAF/UNICOM 122.1R 115.3T (LEESBURG RADIO)  

POTOMAC APP/DEP CON 132.85  
CLNC DEL 118.35  

CLEARANCE DELIVERY PHONE:  For CD ctc Potomac Apch at 866-640-4124.  

AIRSPACE:  CLASS E.  

RADIO AIDS TO NAVIGATION:  NOTAM FILE DCA.  

MONTEBELLO RCO 122.1R 115.3T (LEESBURG RADIO)  

® POTOMAC APP/DEP CON 132.85  
CLNC DEL 118.35  

CLEARANCE DELIVERY PHONE:  For CD ctc Potomac Apch at 866-640-4124.  

AIRSPACE:  CLASS E.  

RADIO AIDS TO NAVIGATION:  NOTAM FILE DCA.  

MONTEBELLO (L) VOR/DME 115.3 MOL Chan 100 N37º54.03´ W79º06.41´ 030º 23.9 NM to fld. 3455/5W.  
DME portion unusable: 
158º–168º byd 30 NM blo 6,000´  
STAUT NDB (LOMW) 375 SH N38º12.11´ W78º57.44´ 047º 4.7 NM to Shenandoah Valley Rgnl. 1240/9W. NOTAM FILE SHD.  
ILS 109.5 I–SHD  Rwy 05. Class IT. LOM STAUT NDB. Autopilo t coupled apchs not applicable blw 1,533´ MSL. Unmonitored when FBO clsd.  

AIRPORT MANAGER:  757-514-4411  


COMMUNICATIONS:  CTAF/UNICOM 122.7  

® NORFOLK APP/DEP CON 127.9  
CLEARANCE DELIVERY PHONE:  For CD ctc Norfolk Apch at 757-464-0757.  

AIRSPACE:  CLASS E.  

RADIO AIDS TO NAVIGATION:  NOTAM FILE FKN.  

FRANKLIN (L) VORTAC 110.6 FKN Chan 43 N36º42.85´ W77º00.74´ 104º 20.0 NM to fld. 84/9W.  
VOR unusable:  
090º–119º byd 18 NM blo 2,000´  
119º–128º byd 10 NM  
129º–134º byd 33 NM  
135º–148º  
TACAN AZIMUTH unusable:  
090º–139º  
DME unusable:  
090º–139º  
LOC/DME 109.95 I–RKH  Chan 36(Y)  Rwy 04.  

CINCINNATI

SUFFOLK EXECUTIVE  (SFQ)(KSFQ)  3 SW  UTC–5(–4DT)  N36°40.97´ W76°35.98´  
70  B  NOTAM FILE SFQ  
Rwy 04–22:  H5007X100 (ASPH)  S–30, D–60, 2D–60  HIRL  
Rwy 22:  REIL.  PAPI(P4L)—GA 3.5º TCH 45´. Trees.  
Rwy 07–25:  H3750X100 (ASPH)  S–30, D–50, 2D–85  MIRL  
Rwy 07:  Tree.  

SERVICE:  S4  FUEL  100LL, JET A, MOGAS  LGT ACTIVATE MIRL Rwy 07–25, HIRL Rwy 04–22, and REIL Rwys 04 and 22—CTAF.  


AIRPORT MANAGER:  757-514-4411  


COMMUNICATIONS:  CTAF/UNICOM 122.7  

® NORFOLK APP/DEP CON 127.9  
CLEARANCE DELIVERY PHONE:  For CD ctc Norfolk Apch at 757-464-0757.  

AIRSPACE:  CLASS E.  

RADIO AIDS TO NAVIGATION:  NOTAM FILE FKN.  

FRANKLIN (L) VORTAC 110.6 FKN Chan 43 N36º42.85´ W77º00.74´ 104º 20.0 NM to fld. 84/9W.  
VOR unusable:  
090º–119º byd 18 NM blo 2,000´  
119º–128º byd 10 NM  
129º–134º byd 33 NM  
135º–148º  
TACAN AZIMUTH unusable:  
090º–139º  
DME unusable:  
090º–139º  
LOC/DME 109.95 I–RKH  Chan 36(Y)  Rwy 04.  

WASHINGT W–10I, 12I, L–26I
TANGIER ISLAND (TGI)(KTGI)  1 W  UTC–5(–4DT)  N37º49.55´  W75º59.86´

Rwy 02–20: H2426X75 (ASPH)  S–12.5

Rwy 02: Tree. Rgt tfl.

Rwy 20: Thld dsplcd 183´. Road.

Service: LGT Arpt btn OTS indef.


Ldg/parking fee to help pay for rwy rehabilitation. Ldg fee.

Airport Manager: 757-891-2496

Weather Data Sources: AWOS–3 119.8 (757) 891–2246.

Communications: CTAF/UNICOM 122.8

® Patuxent App/Dep Con 121.0 (1200–0400Z Mon–Sun. Other times by NOTAM) other times ctc

® Potomac App/Dep Con 127.2

Clearance Delivery Phone: For CD when NHK Apch is clsd ctc Potomac Apch at 866-640-4124.

Radio Aids to Navigation: NOTAM FILE DCA.

CAPE CHARLES (L) VORTACW 112.2 CCV Chan 59 N37º20.85´ W75º59.86´ 010º 28.7 NM to fld. 10/10W.

TACAN AZIMUTH unusable: 005º–015º byd 20 NM blo 4,000´

VOR unusable: 137º–322º byd 17 NM blo 2,000´

137º–322º byd 22 NM blo 3,000´

DME unusable: 005º–015º byd 20 NM blo 4,000´

TAPPAHANNOCK–ESSEX CO (XSA)(KXSA)  5 S  UTC–5(–4DT)  N37º51.58´  W76º53.65´

Rwy 10–28: H4300X75 (ASPH)  S–12.5  MIRL

Rwy 10: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Trees.

Rwy 28: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Trees.

Service: S4 FUEL 100LL, JET A

LGT ACTIVATE MIRL Rwy 10–28 and PAPI Rwy 10 and Rwy 28 and rotating bcn—CTAF.


Airport Manager: 804-443-5885

Weather Data Sources: AWOS–3 125.775 (804) 445–8724.

Communications: CTAF/UNICOM 122.8

® Potomac App/Dep Con 126.4

Clearance Delivery Phone: For CD ctc Potomac Apch at 866-640-4124.

Radio Aids to Navigation: NOTAM FILE RIC.

RICHMOND (H) VORTACW 114.1 RIC Chan 88 N37º30.14´ W77º19.22´ 052º 28.7 NM to fld. 158/9W.

TAC AZM unusable: 060º–075º byd 10 NM blo 1,700´

TAZEWELL CO (See RICHLANDS on page 370)

TECH  N37º12.52´  W80º24.21´ NOTAM FILE BCB.

NDB (MHW) 368  TEC at Virginia Tech/Montgomery Executive. 2126/8W.

TWIN CO (See GALAX HILLSVILLE on page 350)

VINTON  N37º12.24´  W79º52.90´ NOTAM FILE ROA.

NDB (MHW) 277  VIT 336º 8.6 NM to Roanoke–Blacksburg Rgnl/Woodrum Fld. 1543/8W.

NDB unusable: Byd 11 NM

WASHINGTON

L–34E, 35I

IAP
WAVERFIELD MUNI (AKQ)(KAKQ) 2 NW UTC–5(–4DT) N36°59.23′ W77°00.07′

111 B NOTAM FILE AKQ

RWY 02–20: H4337X75 (ASPH) S–12.5 MIRL
RWY 02: Thld dispcl 298′. Trees.
RWY 20: Thld dispcl 471′. Trees.

SERVICE: FUEL 100LL

AIRPORT REMARKS: Attended irregularly. 24 hr self svc fuel.

AIRPORT MANAGER: 757-899-0096

WEATHER DATA SOURCES: ASOS

COMMUNICATIONS: CTAF/UNICOM 122.8

Norfolk APP/DEP CON 127.9

CLEARANCE DELIVERY PHONE: For CD ctc Norfolk Apch at 757-464-0757.

COMMUNICATIONS: CTAF 122.8

Franklin (L) VORTACW 110.6 FKN Chan 43 N36°42.85′ W77°00.74′ 011º 16.4 NM to fld. 84/9W.

VOR unusable:
090º–119º byd 18 NM blo 2,000′
119º–128º byd 10 NM
129º–134º byd 33 NM
135º–148º

TACAN AZIMUTH unusable:
090º–139º

DME unusable:
090º–139º

NDB (MW) 274 AKQ N36°58.97′ W77°00.06′ at fld. 105/11W. NOTAM FILE AKQ. NDB unmonitored.

NDB unusable:
Byd 10 NM

WALLOPS FLIGHT FACILITY (WAL)(KWAL) NASA 5 S UTC–5(–4DT) N37°56.41′ W75°27.98′

40 B NOTAM FILE WAL Not insp.

RWY 04: REIL. PAPI(P4L)—GA 3.0º TCH 57′.
RWY 22: REIL. PAPI(P4L)—GA 3.0º TCH 60′.
RWY 10: REIL. PAPI(P4L)—GA 3.0º TCH 69′.
RWY 28: REIL. PAPI(P4L)—GA 3.0º TCH 61′.
RWY 17–35: H4808X150 (ASPH) S–15, D–40, 2D–75 HIRL
RWY 17: REIL. PAPI(P4L)—GA 3.0º TCH 63′.
RWY 35: REIL. PAPI(P4L)—GA 3.0º TCH 59′.

ARRESTING GEAR/SYSTEM
HOOK E28(B) (1500′). RWY 22

SERVICE: FUEL JET A MILITARY— LGT ACTIVATE–Rwy lgt and Rot Bcn–CTAF. FUEL A+ A–GEAR E–28 arresting gear 1500′ from the north end of Rwy 22 is rigged/in battery.

MILITARY REMARKS: Rwy 17–35 CLOSED when twr clsd. Deer and birds on and invof arpt. Touch and go ldgs NA when twr clsd. PPR 24 hr PN to ldg, phone 757–824–1688. When twr clsd, 126.5 CTAF only. Expect no resp or advisory svcs. Mil turboprop training daily until 0400Z‡. Extensive research test development in progress. Numerous radar facilities at arpt with possible radio frequency haz to ordnance. Space Launch Activity Area – See Special Notices.

AIRPORT MANAGER: 757-824-1250

WEATHER DATA SOURCES: ASOS

COMMUNICATIONS: CTAF 122.5 ATIS 119.175 (757) 824–0820

ATIS NOTAM CON 127.95 (1200–0400Z‡ Mon–Sun. Other times by NOTAM) other times ctc Potomac Apch.

TOWER 126.5 (1200–0400Z‡ Mon–Sun. Other times by NOTAM) CLNC DEL 121.7 INFO SVC 126.5

CLEARANCE DELIVERY PHONE: For CD when NHK ATCT/Apch are clsd ctc Potomac Apch at 866-640-4124.

CONTINUED ON NEXT PAGE
CONTINUED FROM PRECEDING PAGE

AIRSPACE: CLASS D svc 1300–2200Z‡ Mon–Fri exc fed hol and by NOTAM; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

SNOW HILL (L) VORTAC 112.4 SWL Chan 71 N38º03.40´ W75º27.83´ 189º 7.0 NM to fld. 34/8W.

VOR unusable:
005º–020º byd 25 NM bio 1,500´
020º–040º byd 20 NM bio 1,700´
040º–045º byd 10 NM bio 2,000´
210º–225º byd 13 NM bio 4,000´
210º–225º byd 18 NM bio 6,000´
210º–225º byd 37 NM
225º–265º byd 10 NM bio 2,500´
225º–265º byd 30 NM bio 9,000´
265º–006º byd 20 NM bio 1,500´

TACAN AZIMUTH OTS

COMM/NAV/WEATHER REMARKS: Communication on CTAF required.

WARRENTON–FAUQUIER (HWY)(KHWY) 12 SE UTC–5(–4DT) N38º35.18´

W77º42.64´
336 B NOTAM FILE DCA

RWY 15–33: H5000X100 (ASPH–GRVD) S–15, D–70 HIRL
0.5% up SE

RWY 15: REIL. PAPI(P4L)—GA 3.0º TCH 53´. Tree.

RWY 33: REIL. PAPI(P4L)—GA 3.0º TCH 47´. Tree.

SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE HIRL Rwy 15–33—CTAF.


AIRPORT MANAGER: 540-422-8283

WEATHER DATA SOURCES: AWOS–3 120.350 (540) 788–4078.

COMMUNICATIONS: CTAF/UNICOM 122.7

©POTOMAC APP/DEP CON 128.525

CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-709-4993.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

CASANOVA (H) VORTAC 116.3 CSN Chan 110 N38º38.47´

W77º51.93´ 120º 8.0 NM to fld. 442/6W.

VOR unusable:
310º–350º byd 10 NM bio 11,000´

TACAN AZIMUTH unusable:
310º–350º byd 10 NM bio 11,000´

DME unusable:
310º–350º byd 10 NM bio 11,000´

LOC/DME 109.75 I–HWY Chan 34(Y) Rwy 15.
WAYNESBORO

EAGLE’S NEST (W13) 3 W UTC–5(–4DT) N38º04.62´ W78º56.67´
1436 B NOTAM FILE DCA
RWY 06–24: H2004X50 (ASPH) MIRL 0.3% up SW
RWY 06: Tree.
RWY 24: Tree.
SERVICE: S4 FUEL 100LL LGT ACTIVATE MIRL Rwy 06–24—CTAF.
AIRPORT REMARKS: Attended 1300–2200Z‡. Parachute Jumping. Deer on
and inv of arpt. No repetitive practice take–offs and ldgs after 0100Z‡.
No grass ldgs or tkfs either side of Rwy 06–24.
AIRPORT MANAGER: 540-943-4447
WEATHER DATA SOURCES: AWOS–3PT 118.625 (540) 941–7570.
COMMUNICATIONS: CTAF/UNICOM 123.05
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-640-4124.

WEIRWOOD

CAMPBELL FLD (9VG) 1 W UTC–5(–4DT) N37º27.51´ W75º52.73´
40 NOTAM FILE DCA
RWY 03–21: 3000X100 (TURF)
     RWY 03: P–line.
     RWY 21: Road.
RWY 14–32: 1455X140 (TURF)
     RWY 14: Road.
     RWY 32: Trees.
AIRPORT REMARKS: Attended Mar–Nov dalgt hours. Be alert: 60´ P–lines located 300´ southwest off the AER 03.
AIRPORT MANAGER: 914-772-6242
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Norfolk Apch at 757-464-0757.
WEST POINT

MIDDLE PENINSULA RGNL  (FYJ)(KFYJ)  2 SE  UTC–5(–4DT)  N37º31.28´  W76º45.77´
20  B  TPA—See Remarks  NOTAM FILE FYJ

RWY 10:  REIL. PAPI(P2L)—GA 3.5º TCH 53´. Tree.
RWY 28:  REIL. PAPI(P2L)—GA 3.5º TCH 53´. Trees.

SERVICE:  S4  FUEL  100LL, JET A+  LGT  ACTIVATE MIRL Rwy 10–28, REIL Rwy 10 and
Rwy 28 opr SS–SR. During daylight hrs, PCL avbl upon req, ctc amgr 804–785–9725. ACTIVATE MIRL Rwy 10–28, REIL Rwy 10 and
Rwy 28—CTAF.

AIRPORT REMARKS:  Attended 1300–2200Z‡. Full and self–serve fuel avbl. Parachute Jumping weekends only. Deer on and invof arpt. TPA—820(800) light acft, 1520(1500) heavy acft. Rotor–wing and
tiltrotor acft fly tfc pats south of Rwy 10–28 at 800´ AGL or abv. Rwy 10 non–std marking placement.

AIRPORT MANAGER:  804-785-9725

COMMUNICATIONS:  CTAF/UNICOM  123.0

WASHINGTON

H–10H, 12I, L–34E, 36H

NE, 5 NOV 2020 to 31 DEC 2020
WINCHESTER RGNL (OKV)(KOKV)  3 SE UTC–5(–4DT)  N39º08.61´ W78º08.67´
726 B TPA—See Remarks NOTAM FILE OKV
RWY 14–32: H5498X100 (ASPH–GRVD) S–75, D–150 HIRL
0.5% up NW
RWY 14: REIL, PAPI(P4L)—GA 3.0º TCH 45´. Tree.
RWY 32: MALSR. PAPI(P4L)—GA 3.0º TCH 45´. Tree.
SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE HIRL Rwy 14–32,
REIL Rwy 14 and MALSR Rwy 32—CTAF.
AIRPORT REMARKS: Attended 1100–0300Z‡. Deer on and inv of arpt. Taxi on
pavement only. Medical Flight: irregular departure pat. TPA 2706
(1980) turbo prop and jet act, 1706 (980) other act, Flight
Notification Service (ADCUS) available. ADCUS avbl 24 hours
minimum advance notice required call 804–661–3660 Mon–Fri, after
hours and weekends call 703–661–3632.
AIRPORT MANAGER: 540-662-5786
WEATHER DATA SOURCES: AWOS–3
124.85 (540) 662–6970.
COMMUNICATIONS: CTAF/UNICOM 122.7
‡ POTOMAC APP/DEP CON 120.45
CLNC DEL 126.15
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-709-4993.
RADIO AIDS TO NAVIGATION: NOTAM FILE MRB.
MARTINSBURG (L) VORTACW 112.1 MRB Chan 58 N39º23.13´
W77º50.90´  231º 20.0 NM to fld. 600/7W.
VOR unusable:
020º–030º byd 15 NM blo 6,900´
127º–146º byd 15 NM
290º–310º byd 35 NM blo 5,400´
ILS/DME 109.55 I–TZX Chan 32(Y) Rwy 32. Class IB.
LOC/DME unmonitored when arpt unatndd.

WASHINGTON
H–10H, 12I, L–29D, A
IAP
LONESOME PINE (LNP)(KLNP)  3 NE UTC–5(–4DT)  N36°59.25′ W82°31.80′

2684   B  NOTAM FILE LNP

RWY 06–24:  H5280X100 (ASPH–GRVD)  S–42, D–55, 2D–100  MIRL
0.3% up NE

RWY 06:  REIL. PAPI(P2L)—GA 3.0º TCH 34 ′. Trees.

RWY 24:  ODALS (NSTD) REIL. PAPI(P2R)—GA 3.0º TCH 36 ′. Trees.

SERVICE: FUEL  100LL, JET A+  LGT

ACTIVATE ODALS Rwy 24; REIL Rwy 06 and Rwy 24; MIRL Rwy 06–24—CTAF. Rwy 24 NSTD ODALS;
5 lg. configuration.


AIRPORT MANAGER: 276-328-5300

WEATHER DATA SOURCES: AWOS–3 118.6 (276) 328–3727.

COMMUNICATIONS: CTAF/UNICOM 123.0

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

GLADE SPRING (L) VOR/DME 110.2 GZG Chan 39  N36°49.51′ W82°04.74′  296º 23.8 NM to fld. 4200/2W.

VOR unusable:

010º–095º
115º–120º byd 20 NM bio 10,000′
351º–004º byd 15 NM bio 8,000′

ILS/DME 110.7  I–OWN Chan 44  Rwy 24. LOC/DME unmonitored when arpt unatndd.

WOODRUM N37°19.45′ W79°58.74′  NOTAM FILE ROA.

(T) VORW 114.9  ODR  at Roanoke–Blacksburg Rgnl/Woodrum Fld. 1164/8W.

VOR unusable:

035º–050º byd 20 NM bio 7,000′
035º–110º byd 10 NM bio 4,200′
035º–110º byd 15 NM bio 6,500′
290º–360º byd 15 NM
ARThURDALE

TITUS FLd  (70D)  2 W  UTC—5(—4DT)  N39°29.93’ W79°51.19’

1863  NOTAM FILE EKN
RWY 09–27: 2400X50 (TURF)  1.0% up W
RWY 09:  Trees.
RWY 27:  Tree.


AIRPORT MANAGER: 304-864-6996

COMMUNICATIONS: CTAF  122.9

CLEARANCE DELIVERY PHONE: For CD ctc Clarksburg Apch at 304-842-2011, when Apch clsd ctc Cleveland ARTCC at 440-774-0226.

BEcKLEY

RALEIGH Co MEM  (BKW)(KBKW)  3 E  UTC—5(—4DT)  N37°47.24’ W81°07.45’

2504  B  Class I, ARFF Index A  NOTAM FILE BKW
RWY 01–19: H6750X150 (ASPH—GRVD) S–75, D–150, 2S–140, 2D–200 PCN 38 F/B/W/U  HIRL  0.7% up S
RWY 01: REIL. PAPI(P4L)—GA 3.0º TCH 40’.
RWY 19: MALSR. PAPI(P4L)—GA 3.0º TCH 55’.
RWY 10–28: H5001X100 (ASPH) S–45, D–60 PCN 38 F/B/W/U  MIRL 0.3% up E
RWY 10: REIL. VASI(V4R)—GA 3.0º TCH 61’.
RWY 28: REIL. VASI(V4L)—GA 3.75º TCH 66’.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA–6750 TODA–6750 ASDA–6750 LDA–6750
RWY 10: TORA–5001 TODA–5001 ASDA–5001 LDA–5001
RWY 19: TORA–6750 TODA–6750 ASDA–6750 LDA–6750

SERVICE:  S4  FUEL  100LL, JET A  LGT

ACTIVATE MALSR Rwy 19, REIL Rwy 01, Rw 10, and Rw 28, VASI Rwy 10 and Rwy 28, MIRL Rwy 10–28, HIRL Rwy 01–19; twy lgts—CTAF. PAPI Rwy 01 and Rwy 19 set at medium, ctc UNICOM—123.0 to change settings. Rwy 28 VGSI and descent angles not coincident.

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 arpt manager 304–255–0476.

AIRPORT MANAGER: 304-255-0476
WEATHER DATA SOURCES: ASOS 121.55 (304) 253–5214.

COMMUNICATIONS: CTAF/UNICOM  123.0

© CHARLESTON APP/DEP CON 125.4

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE BKW.

BEckley (H) VOR/DME  117.7  BKW  Chan 124  N37°46.82’ W81°07.41’ at fld. 2517/6W.

DME usable:
083º–200º byd 21 NM
VOR unusable:
070º–200º

ILS 111.7  I–MQU  Rwy 19.  Class IB.

BEckley  N37°46.82’ W81°07.41’ NOTAM FILE BKW.

(H) VOR/DME  117.7  BKW  Chan 124  at Raleigh Co Mem. 2517/6W.

DME usable:
083º–200º byd 21 NM
VOR unusable:
070º–200º
BERKELEY SPRINGS
POTOMAC AIRPARK (W35) 4 N UTC–5(–4DT) N39°41.56’ W78°09.97’
413 NOTAM FILE EKN
AIRPORT MANAGER: 301-842-3700
COMMUNICATIONS: CTAF 122.9
® POTOMAC APP/DEP CON 126.825
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-709-4993.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
ST THOMAS (L) VORTACW 115.0 THS Chan 97 N39°55.99’ W77°57.06’ 222º 17.5 NM to fld. 2338/7W.
HAGERSTOWN (L) VORW 109.8 HGR N39°41.86’ W77°51.34’ 276º 14.4 NM to fld. 563/7W. NOTAM FILE HGR.
VOR unusable:
251º–280º byd 16 NM blo 4,000’
281º–300º byd 24 NM blo 8,000’
351º–050º
BLUEFIELD
MERCER CO (BLF)(KBLF) 3 NE UTC–5(–4DT) N37°17.76’ W81°12.45’
2857 B NOTAM FILE BLF
RWY 05–23: H4743X100 (ASPH–GRVD) S–30, D–48 HIRL
RWY 05: REIL. PAPI(P4L)—GA 3.0º TCH 40’. Bldg.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–4743 TODA–4743 ASDA–4743 LDA–4743
SERVICE: S4 FUEL 100LL, JET A, A+ LGT ACTIVATE HIRL Rwy 05–23, PAPI Rwy 05 and Rwy 23, REIL Rwy 05 and Rwy 23 and twy lgt—at-CTAF.
AIRPORT MANAGER: 304-327-5308
WEATHER DATA SOURCES: ASOS 132.725 (304) 327–5766.
COMMUNICATIONS: CTAF 122.9
RCO 122.1R 110.0T (ELKINS RADIO)
BLUEFIELD RCO 122.2 (ELKINS RADIO)
INDIANAPOLIS CENTER APP/DEP CON 126.575
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Indianapolis ARTCC at 317-247-2411.
AIRSPACE: CLASS E svc 1025–0225Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE BLF.
BLUEFIELD (L) VOR/DME 110.0 BLF Chan 37 N37°18.39’ W81°11.66’ at fld. 2900/3W.
DME unusable:
090º–210º byd 20 NM
VOR unusable:
040º–050º byd 10 NM
ILS 109.5 I–BLF Rwy 23. Class IA. Autopilot coupled apchs na blw 3,600’ MSL.
BOGGS FLD (See SPENCER on page 401)

BRAXTON CO (See SUTTON on page 402)

BUCKHANNON

UPSHUR CO RGNL (W22) 2 W UTC–5(–4DT) N39°00.04’ W80°16.50’

1635 B NOTAM FILE EKN

RWY 11–29: H4201X75 (ASPH) S–12.5, D–30 MIRL

RWY 11: Trees.

RWY 29: REL. PAPI(P2L)—GA 3.0º TCH 27’. Trees.

SERVICE: 54 FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 11–29, REL Rwy 29, PAPI Rwy 29 and twy lghts—CTAF.

Visual glideslope indicator and glidepath not coincident.


AIRPORT MANAGER: 304-472-9437

WEATHER DATA SOURCES: AWOS–3

COMMUNICATIONS: CTAF/UNICOM

BUSHI N37º46.94’ W80º28.11’ NOTAM FILE LWB.

NDB (MHW/LOM) 346 LW 044º 5.6 NM to Greenbrier Valley. 2162/8W.

NDB unusable:

Byd 15 NM

CHARLESTON

YEAGER (CRW)(KCRW) P (ANG) 3 E UTC–5(–4DT) N38º22.56’ W81º35.57’

947 B LRA Class I, ARFF Index B NOTAM FILE CRW

RWY 05–23: H6715X150 (ASPH–GRVD) S–120, D–160, 2S–175, 2D–260 PCN 39 F/B/X/U HIRL CL 0.8% up SW

RWY 05: REIL. PAPI(P4L)—GA 3.0º TCH 56’. RVR–TR Pole.


RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:

TORA–6715 TODA–6715 ASDA–6215 LDA–6215

RWY 23:

TORA–6715 TODA–6715 ASDA–6215 LDA–6215

ARRESTING GEAR/SYSTEM

RWY 23: EMAS

SERVICE: 54 FUEL 100LL, JET A MILITARY—A–GEAR Rwy 23 EMAS

328’ x 170’. JASU 6(MD–3) 1(MA–1A) FUEL A++ (Mil), A+ (C304–343–8818) (NC–100LL) FLUID LOX OIL O–156(Mil)


Flight Notification Service (ADCUS) available.

AIRPORT MANAGER: 304-344-8033

WEATHER DATA SOURCES: ASOS (304) 346–4797 LLWAS.

COMMUNICATIONS: ATIS 127.6 UNICOM 122.95

RCD 122.1R 117.4T (ELKINS RADIO)

CHARLESTON RCO 122.2 (ELKINS RADIO)

© CHARLESTON APP/DEP CON 119.2 (South) 124.1 (North) 128.5

CHARLESTON TOWER 125.7 GND CON 121.8 CLNC DEL 118.55

AIRSPACE: CLASS C svc ctc APP CON.

CONTINUED ON NEXT PAGE
VOR TEST FACILITY (VOT) 108.8
RADIO AIDS TO NAVIGATION: NOTAM FILE CRW.

CHARLESTON (H) VOR/DME 117.4 HVQ Chan 121 N38º20.98´ W81º46.19´ 082º 8.5 NM to fld. 1099/3W.
VOR unusable:
140º–142º byd 20 NM bio 9,000´
207º–250º byd 10 NM bio 6,000´

DME unusable:
207º–250º byd 10 NM bio 6,000´
207º–250º byd 36 NM

ILS/DME 110.3 I–HCV Chan 40 Rwy 05. Class IA.
ILS/DME 110.3 I–CRW Chan 40 Rwy 23. Class IB. Glideslope unusable byd 4º right of course. Glideslope unusable for autopilot coupled apch blw 1,700´ MSL.

CHESAPEAKE/HUNTINGTON WVA

LAWRENCE CO AIRPARK (HTW)(KHTW) 2 W UTC–5(–4DT) N38º25.15´ W82º29.69´

567 B TPA—1607(1040) NOTAM FILE DAY
RWY 08–26: H2998X70 (ASPH) LIRL(NSTD) 0.3% up E
RWY 08: Thld dsplcd 172´. Trees.
RWY 26: Trees.

SERVICE: S4 FUEL 100LL OX 2 LGT Rwy 08–26 NSTD LIRL 70´ from rwy edges; some fixtures OTS.


AIRPORT MANAGER: (740) 894-4144

COMMUNICATIONS: CTAF/UNICOM 122.7

CLEARANCE DELIVERY PHONE: For CD ctc Indianapolis ARTCC at 317-247-2411.

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

YORK (L) VORTAC 112.8 YRK Chan 75 N38º38.65´ W82º58.70´ 125º 26.5 NM to fld. 1040/5W.
CLARKSBURG

NORTH CENTRAL WEST VIRGINIA (CKB)(KCKB)  P (ARNG)  1 NE UTC–5(–4DT)  N39º17.86´

W80º13.65´
1224  B  Class I, ARFF Index B  NOTAM FILE CKB
RWY 03–21: H7800X150 (ASPH–GRVD)  S–80, D–125, 2S–158,
2D–180, 2D/2D2–180 PCN 46 F/B/X/U  HIRL  0.5% up NE
RWY 03: REIL. PAPI(P4L)—GA 3.44º TCH 50´. RVR–R Thld dsplcd
670´. Trees.
RWY 21: MALSR. PAPI(P4L)—GA 3.0º TCH 60´. RVR–T Trees.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–7800 TODA–7800 ASDA–7800 LDA–7130

SERVICE: S4 FUEL 100LL, JET A
LG T Activate MALSR Rwy 21, REIL
Rwy 03, PAPi Rwy 03 and HIRL Rwy 03–21 —CTAF. MILITARY— FUEL A,
A+ (1000–0400Z‡; After hr C304–848–6700, fee
$75.00/occurrence. Two hr PN rqr prior to 2300Z‡ C304–842–3400.)
(NC–100LL – Not avbl 0400–1000Z‡.)

AIRPORT REMARKS: Attended 1000–0400Z‡. After hrs for emerg call
304–623–6559. Fuel not avbl during hrs 0400–1000Z‡. Deer and
birds on and inv of arpt. PPR 24 hours for unscheduled air carrier ops
with more than 30 passenger seats call arpt manager 304–844–3400 or
304–848–6700. Twy A south of Twy C, main terminal apron, and
helipad not visible from twr. Twy H E of Twy H1 CLSD to TRAN
aircraft. Ldg fee for all acft over 6500 lbs. 24 PPR for parking on ARNG ramp DSN 661–3800, C304–201–3800.

AIRPORT MANAGER: 304–842–3400

WEATHER DATA SOURCES: ASOS (304) 842–9240 LAWRS.

COMMUNICATIONS: CTAF 126.7  ATIS 127.825  UNICOM 123.0

CLARKSBURG APP/DEP CON 121.5 (1200–0400Z‡)
CLEVELAND CENTER APP/DEP CON 126.95 (0400–1200Z‡) or ctc Cleveland ARTCC at 440–774–0226
CLARKSBURG TOWER 126.7 (1200–0400Z‡) GND CON 121.9 ARNG OPS 123.425

CLEARANCE DELIVERY PHONE: For CD ctc Clarksburg Apch at 304-842-2011, when Apch clsd ctc Cleveland ARTCC at
440-774-0226.

AIRSPACE: CLASS D svc 1200–0400Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION:

CLARKSBURG (L) VOR/DME 112.6  CKB Channel 73  N39º15.19´ W80º16.07´ 039º 3.3 NM to fld. 1427/2W.
VOR unusable:
041º–051º byd 6 NM
056º–081º
116º–137º

ILS 109.3 I–CKB  Rwy 21. Class IB. Unmonitored when ATCT clsd. Glideslope unusable byd 5º left of course.

HELIPAD H1: H50X50 (CONC)

HELIPORT REMARKS: Helipad H1 located on FBO apron. Helipad H1 sfc condition fair, pavement cracking.

COALTON  N38º52.35´ W79º55.63´
RCO 122.2 (ELKINS RADIO)

EASTERN WV RGNL/SHEPHERD FLD (See MARTINSBURG on page 394)
ELKINS–RANDOLPH CO–JENNINGS RANDOLPH FLD (EKN)(KEKN) 2 S UTC–5(–4DT) N38º53.37´

W79º51.43´

1987 B TPA—3000(1013) NOTAM FILE EKN

RWY 14–32: H4544X140 (ASPH) S–10  1.0% up NW

RWY 14: Brush.

RWY 32: Thld dsplcd 1390´. Trees.


0.6% up SW

RWY 05: Thld dsplcd 154´. Trees.

RWY 23: REIL. PAPI(P2L)—GA 5.0º TCH 45´. Antenna.

SERVICE: FUEL 100LL, JET A  LGT

ACTIVATE MIRL Rwy 05–23 and
REIL Rwy 23—122.9.  REIL Rwy 23 NSTD omni–directional.  PAPI
Rwy 23 NSTD 5º glide angle.

AIRPORT REMARKS: Attended 1330–2200Z‡. For after hrs svc call
304–636–2726. Arpt Managers office during business hrs. 24 hr self
service 100LL. 24 hr self svc Jet A. Svc fee after hrs. Rwy 14–32
CLOSED dusk–dawn. Deer on and invof arpt. Twr 100´ AGL 500´
southwest Rwy 32. Depressed drainage inlets on rwy 10’ up Nw
edges 2–12’ deep Rwys 05–23 and 14–32. Rwy 32 end, 157´ trees,
0–213 from rwy end, 220 L. Uncontrolled vehicular tfc crosses thld Rwy
32. Cold temperature airport. Altitude correction required at or below
–21C. Rwy 23, 68’ athletic fld lghts, 550’ south of rwy centerline.

AIRPORT MANAGER: 304-636-2726

WEATHER DATA SOURCES: ASOS 119.275 (304) 636–5603.

COMMUNICATIONS: CTAF 123.6

CLARKSBURG APP/DEP CON 121.15 (1200–0400Z‡)

WASHINGTON CENTER APP/DEP CON 128.6 (0400–1200Z‡)

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Washington ARTCC at 703-771-3587.

AIRSPACE: CLASS E svc 1200–0400Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION:

(L) VORTACW 114.2 EKN Chan 89 N38º54.87´ W80º05.96´ 104º 11.4 NM to fld. 2160/7W.

TACAN AZIMUTH & DME unusable: 081º–189º byd 32 NM blo 9,000´

273º–039º byd 12 NM blo 6,000´

RANDOLPH COUNTY NDB (HW) 284 RQY N38º53.64´ W79º51.56´ at fld. 1938/7W.

NDB unusable: 018º–084º byd 10 NM

085º–017º byd 15 NM

LDA/DME 109.9 I–OUW Chan 36 Rwy 00X. LDA is circling apch only. LOC unusable byd 6.0 NM blo 4,500´. DME
portion unusable byd 6.0 NM blo 4,500´.

ELKINS N38º54.87´ W80º05.96´ NOTAM FILE EKN.

(L) VORTACW 114.2 EKN Chan 89 104º 11.4 NM to Elkins–Randolph Co–Jennings Randolph Fld.

2160/7W.

TACAN AZIMUTH & DME unusable: 081º–189º byd 32 NM blo 9,000´

273º–039º byd 12 NM blo 6,000´

RCO (ELKINS RADIO)
FAIRMONT MUNI–FRANKMAN FLD  (4G7)  2 SW  UTC–5(–4DT)  N39º26.85´ W80º10.06´

1032  B  NOTAM FILE EKN

RWY 05–23: H2965X75 (ASPH)  S–12.5  MIRL  0.7% up SW

RWY 05: Thld disp cld 720´. Ground.

RWY 23: REIL. Trees.

SERVICE:  S4  FUEL  100LL  LGT  RwY 05–23 MIRL opr continuously dusk to 0500Z‡. After 0500Z‡, ACTIVATE REIL Rwy 23; MIRL Rwy 05–23—CTAF.

AIRPORT REMARKS: Attended Apr–Oct 1300Z‡–dusk, Nov–Mar 1400–2200Z‡. Deer on and in vicinity of arpt. Radio twrs approximately 300´ AGL 1.9 NM NE and 2.2 NM NW. Rwy 05 has +30´ hill at SW end. Rwy 23 has 100´ drop off, NE end.

AIRPORT MANAGER: 304-366-1300

COMMUNICATIONS: CTAF/UNICOM 122.8

© CLARKSBURG APP/DEP CON 121.15 (1200–0400Z‡)

© CLEVELAND CENTER APP/DEP CON 126.95 (0400–1200Z‡) or ctc Cleveland ARTCC at 440–774–0226.

CLNC DEL 118.35

CLEARANCE DELIVERY PHONE: For CD ctc Clarksburg Apch at 304-842-2011, when Apch clsd ctc Cleveland ARTCC at 440-774-0226.

RADIO AIDS TO NAVIGATION: NOTAM FILE MGW.

MORGANTOWN (L) VOR/DME 111.6  MGW  Chan 53  N39º33.40´ W79º51.62´  250º 15.7 NM to fld. 2343/5W.

GRANT CO  (See PETERSBURG on page 398)

GREENBRIER VALLEY  (See LEWISBURG on page 393)

HENDERSON  N38º45.25´ W82º01.57´  NOTAM FILE EKN.

(H) VORTACW 115.9  HNN  Chan 106  310º 8.0 NM to Gallia–Meigs Rgnl. 880/3W.

VOR unusable:

205º–235º blo 5,500´

235º–245º byd 20 NM blo 4,500´

306º–319º byd 10 NM blo 4,000´

346º–019º byd 10 NM blo 10,000´

HERRON  (See NEW CUMBERLAND on page 397)

HUNTINGTON

ROBERT NEWLON FLD  (I41)  6 NE  UTC–5(–4DT)  N38º27.42´ W82º18.83´

550  NOTAM FILE EKN

RWY 02–20: 2300X75 (TURF)

RWY 02: Tree.

RWY 20: Tree. Rgt tfc.

SERVICE:  FUEL  100LL


AIRPORT MANAGER: 304-733-1240

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Indianapolis ARTCC at 317-247-2411.

NE, 5 NOV 2020 to 31 DEC 2020
TRI–STATE/MILTON J FERGUSON FLD (HTS)(KHTS) 3 S UTC–5(–4DT) N38º22.11’
W82º33.62’
828 B LRA Class I, ARFF Index B NOTAM FILE HTS
RWY 12–30: H7017X150 (ASPH–GRVD) S–110, D–140, 2S–175, 2D–230 HIRL
RUNWAY DECLARED DISTANCE INFORMATION
SERVICE: S4 FUEL 100LL, JET A OX 3, 4 LGT PAPI Rwy 30 unusable byd 7º left of centerline.
AIRPORT MANAGER: 304-453-6165
WEATHER DATA SOURCES: ASOS (304) 453–3408
COMMUNICATIONS: ATIS 125.2 UNICOM 122.95
HUNTINGTON RCO 122.2 (ELKINS RADIO)
HUNTINGTON APP/DEP CON 119.75 (South) 128.4 (North)
HUNTINGTON TOWER 118.5 GND CON 121.9 CLNC DEL 118.05
AIRSPACE: CLASS D.
RADIO AIDS TO NAVIGATION:
NEWCOMBE (L) DME 110.4 ECB Chan 41 N38º09.50’ W82º54.60’ 053º 20.8 NM to fld. 1070/0W.
ILS 109.9 I–HTS Rwy 12. Class IC.
ILS 108.7 I–TUU Rwy 30. Class IB.
ASR

IVY KNOB N37º47.17’ W81º31.12’
RCO 122.4 (ELKINS RADIO)

NE, 5 NOV 2020 to 31 DEC 2020
JACKSON CO  (See RAVENSWOOD on page 400)

KEE FLD  (See PINEVILLE on page 399)

KESSEL  N39º13.53’ W78º59.37’  NOTAM FILE EKN.
     (L) VOR/DME  110.8  ESL  Chan 45  214° 15.6 NM to Grant Co. 2590/6W.
     VOR unusable:
     035°–045° blo 18,000’

LAWRENCE CO AIRPARK  (See CHESAPEAKE/HUNTINGTON WVA on page 388)

LEWISBURG

GREENBRIER VALLEY  (LWB)(KLWB)  3 N UTC–5(–4DT)  N37º51.50’ W80º23.97’

2302  B  ARFF Index—See Remarks  NOTAM FILE LWB

Rwy 04–22: H7003X150 (ASPH–GRVD)  S–90, D–120, 2S–152,
     2D–160 PCN 52 F/D/X/U  HIRL
     Rwy 04: MALS R. PAPI(P4L)—GA 3.0º TCH 51’.
     Rwy 22: REIL. VASI(V4L)—GA 3.0º TCH 58’.

RUNWAY DECLARED DISTANCE INFORMATION

Rwy 04: TORA–7003  TODA–7003  ASDA–7003  LDA–7003

SERVICE:  S2  FUEL  100LL, JET A  LGT
     ACTIVATE MALS R W04, REIL
     Rwy 22, PAPI Rwy 04, HIRL Rwy 04–22 and twy lghts—CTAF. VASI
     Rwy 22 opr continuously.

AIRPORT REMARKS:  Attended continuously. Birds and deer on and inv of arpt.
     Class I, ARFF Index B. PPR 24 hrs for unscheduled air carrier ops with
     more than 30 passenger seats call arpt manager 304–645–3961.
     ARFF Index C equipment avbl upon request. Ldg fee. Multi engine only,
     fee waived if purchase fuel.

AIRPORT MANAGER:  304-645-3961

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

COMMUNICATIONS:  CTAF  118.9  UNICOM  122.95  ATIS  121.4 (1400–0000Z‡)
     WASHINGTON CENTER APP/DEP CON 134.4
     LEWISBURG TOWER  118.9  (1400–0000Z‡)  GND CON 121.9
     CLNC DEL  120.85 (when twr clsd)

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

RADAR AIDS TO NAVIGATION:  NOTAM FILE LWB.

     (L) VOR/DME  116.05  LWB  Chan 107(Y)  N37º51.83’ W80º23.52’  at fld. 2317/BW.
     DME unusable:
     095°–150°
     151°–185° byd 20 NM blo 10,000’
     186°–196° byd 20 NM blo 7,000’
     197°–094° byd 20 NM blo 10,000’

BUSHI NDB (LOM)  346  LW  N37º46.94’ W80º28.11’ 044° 5.6 NM to fld.

ILS  110.35  I–LWB  Rwy 04.  LOM BUSHI NDB. Localizer offset angle 002° 04 min 34 sec.
     Glideslope unusable for coupled apchs blo 2,700’. LOC unusable 0.3 NM inbd.

COMM/NAV/WEATHER REMARKS:  Use CTAF 118.9 when twr clsd. Freq 121.5 not avbl at twr.
LOGAN CO (6L4) 4 E UTC–5(–4DT) N37°51.34´ W81°54.95´

1666 B NOTAM FILE EKN
Rwy 06–24: H3605X75 (ASPH) MIRL 0.3% up NE
Rwy 06: REIL PAPI (P2L) — GA 3.0º TCH 47°. Trees.
Rwy 24: REIL PAPI (P2L) — GA 3.0º TCH 42°. Trees.

SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 06–24, REIL Rwy 06 and Rwy 24, PAPI Rwy 06 and Rwy 24 — CTAF.


AIRPORT MANAGER: 304-752-0975

WEATHER DATA SOURCES: AWOS–3PT 119.375 (304) 752–0814.

COMMUNICATIONS: CTAF 122.9

CHARLESTON APP/DEP CON 119.2 (North)
INDIANAPOLIS CENTER APP/DEP CON 126.575 (South)

CLEARANCE DELIVERY PHONE: For CD ctc Charleston Apch at 304-344-5867 ext 281.

RADIO AIDS TO NAVIGATION: NOTAM FILE CRW.
CHARLESTON (H) VOR/DME 117.4 HVQ Chan 121 N38º20.98´ W81º46.19´ 196º 30.4 NM to fld. 1099/3W.
VOR unusable:
140º–142º byd 20 NM bm 9,000´
207º–250º byd 10 NM bm 6,000´
DME unusable:
207º–250º byd 10 NM bm 6,000´
207º–250º byd 36 NM

MARSHALL CO (See MOUNDSVILLE on page 396)

MARTINSBURG

EASTERN WV RGNL/SHEPHERD FLD (MRB)(MRB) P (ANG) 4 S UTC–5(–4DT) N39°24.14´

W77º58.98´
565 B TPA—See Remarks ARFF Index—See Remarks NOTAM FILE MRB
PCN 56 R/B/W/T HIRL

RUNWAY DECLARED DISTANCE INFORMATION
Rwy 08:
TORA–8815 TODA–8215 ASDA–8215 LDA–8215
Rwy 26:
TORA–8815 TODA–8815 ASDA–8815 LDA–7815

SERVICE: S4 FUEL 100LL, JET A, A++ OX 3 LGT Aft twr hrs, ACTVT HIRL Rwy 08–26, MALS Rwy 26, CTAF. MILITARY— FUEL A++ (Mil)
(NC–100LL, A – OT fone C304–262–2507.) FLUID PRESAIR–Avbl
2200–0200Z– or 30 min PN and prior arng on hol. OIL O–156 and O–148 (Mil).


AIRPORT MANAGER: 304-263-2106

WEATHER DATA SOURCES: ASOS 119.925 (304) 264–0988. unmonitored when twr clsd.

COMMUNICATIONS: CTAF 122.3 UNICOM 122.95
RCO 122.2 (LEESBURG RADIO)

POTOMAC APP/DEP CON 126.825

MARTINSBURG TOWER 124.3 (1200–0400Z– Mon–Fri, 1300–2100Z– Sat–Sun, other times by NOTAM) GND CON 121.8
CLNC DEL 132.075

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd, ctc Potomac Apch on 132.075 or if una 866-709-4773.

CONTINUED ON NEXT PAGE
AIRSPACE: CLASS D svc 1200–0400Z† Mon–Fri, 1300–2100Z† Sat–Sun; other times by NOTAM; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE MRB.

MARTINSBURG (L) VORTAC W 112.1 MRB Chan 58 N39º23.13´ W77º50.90´ 286º 6.3 NM to fld. 600/7W.

VOR unusable:
020º–030º byd 15 NM blo 6,900´
127º–146º byd 15 NM
290º–310º byd 35 NM blo 5,400´

ILS 108.3 I–EXW Rwy 26. Class IE.

MASON CO (See POINT PLEASANT on page 399)

MERCER CO (See BLUEFIELD on page 386)

MID–OHIO VALLEY RGNL (See PARKERSBURG on page 397)

MILTON

ONA AIRPARK (12V) 4 W UTC–5(–4DT) N38º26.45´ W82º12.05´

572 NOTAM FILE EKN

RWY 07–25: H3154X40 (ASPH) LIRL(NSTD)

RWY 07: Trees.

RWY 25: Trees.

SERVICE: S4 FUEL 100LL LGT Rwy 07–25 NSTD LIRL, NSTD spacing and colors.


AIRPORT MANAGER: (954) 328-7646

COMMUNICATIONS: CTAF/UNICOM 122.8

HUNTINGTON APP/DEP CON 119.75 (West)

CHARLESTON APP/DEP CON 124.1 (East)

CLEARANCE DELIVERY PHONE: For CD ctc Indianapolis ARTCC at 317-247-2411.

RADIO AIDS TO NAVIGATION: NOTAM FILE CRW.

CHARLESTON (H) VOR/DME 117.4 HVQ Chan 121 N38º20.98´ W81º46.19´ 288º 21.0 NM to fld. 1099/3W.

VOR unusable:
140º–142º byd 20 NM blo 9,000´
207º–250º byd 10 NM blo 6,000´

DME unusable:
207º–250º byd 10 NM blo 6,000´
207º–250º byd 36 NM
MORGANTOWN MUNI–WALTER L BILL HART FLD  
(MGW)(KMGW)  3E  UTC–5(–4DT)  
N39°38.62′ W79°55.05′  
1244  B  Class I, ARFF Index A  NOTAM FILE MGW  
RWY 18–36:  
H5199X150 (ASPH–GRVD)  S–65, D–90, 2D–175  
PCN 36 F/C/W/T  HIRL  
RWY 18: MALSR. PAPI(P4L)—GA 3.0º TCH 60′.  
RWY 36: REIL. VASI(V4L)—GA 3.0º TCH 52′.  
RUNWAY DECLARED DISTANCE INFORMATION  
RWY 18: TORA–5199  TODA–5199  ASDA–5199  LDA–5199  
RWY 36: TORA–5199  TODA–5199  ASDA–5199  LDA–5199  
SERVICE:  
S2 FUEL 100LL, JET A  
LGT When ATCT clsd ACTVT MALSR Rwy 18; REIL Rwy 36; VASI Rwy 36; HIRL Rwy 18–36; twy lghts—CTAF.  
AIRPORT REMARKS:  
AIRPORT MANAGER: 304-291-7461  
WEATHER DATA SOURCES: ASOS 120.675 (304) 296–7103.  
COMMUNICATIONS: CTAF 125.1 UNICOM 122.95  
RCO 122.1R 111.6T (ELKINS RADIO)  
CLEVAPP/DEP CON 121.15 (1200–0400Z‡)  
CLEVELAND CENTER APP/DEP CON 126.95 (0400–1200Z‡) or ctc Cleveland ARTCC at 440–774–0226.  
TOWER 125.1 1200–0400Z‡ GND CON 121.7  
CLEARANCE DELIVERY PHONE: For CD ctc Clarksburg Apch at 304-842-2011, when Apch clsd ctc Cleveland ARTCC at 440–774–0226.  
AIRSPACE: CLASS D svc 1200–0400Z‡; other times CLASS E.  
RADIO AIDS TO NAVIGATION: NOTAM FILE MGW.  
(L) VOR/DME 111.6 MGW Chan 53 N39°33.40′ W79°51.62′ 338º 5.8 NM to fld. 2343/5W.  
ILS 108.5 I–MGW Rwy 18. Class IA. Unmonitored when twr clsd.  
MOUNDSVILLE  
MARSHALL CO  (MPG)(KMPG)  3S  UTC–5(–4DT)  N39°52.85′ W80°44.15′  
1215  B  NOTAM FILE EKN  
RWY 06–24: H3301X60 (ASPH)  S–12.5  MIRL  0.6% up SW  
RWY 06: PAPI(P2L)—GA 4.0º TCH 30′. P–line.  
RWY 24: PAPI(P2R)—GA 3.0º TCH 46′. P–line.  
SERVICE:  
S4 FUEL 100LL  
LGT ACTIVATE rotating bcn—CTAF. ACTIVATE MIRL Rwy 06–24—CTAF. PAPI Rwy 06 and Rwy 24 opr continuously. Rwy 24 VGSI unusbl byd 7° left of cntrln.  
AIRPORT REMARKS: Attended 1330Z‡–dusk. For attendant after hrs call 304–312–1119 (manager cell). Deer and birds on and invof arpt. Rwy 24 has .6% uphill gradient. Rwy 24, due to terrain, winds may be turbulent on apch. Rwy safety area both ends have 100′ dropoffs 200′ from thld 0B. Rwy 06–24 rwy markings faded, not vsbl from the air.  
AIRPORT MANAGER: 304-845-0200  
WEATHER DATA SOURCES: AWOS–3 119.05 (304) 845–2959.  
COMMUNICATIONS: CTAF/UNICOM 122.7  
CLEVELAND CENTER APP/DEP CON 126.95 or call ZOB 440–774–0442  
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440–774–0226.  
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.  
BELLAIRE  (H) VORW/DME 117.1 AIR Chan 118 N40°01.02′ W80°49.03′ 162º 9.0 NM to fld. 1307/7W.
NEW CUMBERLAND

HERRON (7G1) 3 NE UTC–5(–4DT) N40°31.99’ W80°32.47’
1226 TPA—2001(775) NOTAM FILE EKN
RWY 04–22, H203X20 (ASPH) RWY LGTS(NSTD) 1.0% up SW
RWY 04: Trees.
RWY 22: Trees.
RWY 01–19: 1200X24 (TURF) 1.8% up N
RWY 01: Trees.
RWY 19: Trees.

SERVICE: S2 FUEL 100LL LGT Arpt lgts opr dusk–0400Z‡. ACTIVATE LIRL Rwy 04–22—123.0—5 times on/5 times off. Rwy 04–22 lgts on SE side only.

AIRPORT REMARKS: Attended irregularly. Repairs by prior arrangement. Attendant not on duty. Deer on and inv of arpt. Ultralight activity. Rwy 04–22 numbers only. Rwy 04 and Rwy 22 ends not visible from each end. Tfc on road crossing rwy not visible from Rwy 04 end. Public road crosses center of afld, do not taxi on road, wing will not clear stop sign on road. Rwy 04–22 slopes up from east to west, approximately 30’. 30’ drop off at each rwy end. Overnight fee waived with minimum fuel purchase.

AIRPORT MANAGER: 304-387-0191

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Pittsburgh Apch at 412-472-5591

NORTH CENTRAL WEST VIRGINIA (See CLARKSBURG on page 389)

ONA AIRPARK (See MILTON on page 395)

PARKERSBURG

MID—OHIO VALLEY RGNL (PKB)/(KPKB) P (ARNG) 6 NE UTC–5(–4DT) N39°20.70’ W81°26.36’
859 B Class I, ARFF Index A NOTAM FILE PKB
RWY 03–21: H7240X150 (ASPH–GRVD) S–85, D–100, 2D–175
PCN 31 R/C/X/T HIRL 0.8% up NE
RWY 03: MALSR. PAPI(PAL)—GA 3.0º TCH 48’. RVR–TR
RWY 21: REIL. PAPI(P4R)—GA 3.0º TCH 56’. RVR–TR Thld dsplcd 460’.
PCN 30 R/C/X/T HIRL
RWY 10: REIL. PAPI(P2L)—GA 3.0º TCH 46’.
RWY 28: REIL. PAPI(P2L)—GA 3.0º TCH 43’.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA–7240 TODA–7240 ASDA–6780 LDA–6780
RWY 10: TORA–4002 TODA–4002 ASDA–4002 LDA–4002

SERVICE: S2 FUEL 100LL, JET A LGT When twr clsd ACTIVATE MALSR Rwy 03, REIL Rwy 10 and Rwy 21, HIRL Rwy 03–21 and Rwy 10–28—CTAF. PAPI Rwy 03–21 opr continuously. REIL Rwy 28 unavbl when twr clsd. Rwy 21 VGSI unusbl byd 5º left and 9º rgt of cntrln. Rwy 28 VGSI unusbl byd 8º left and 8º rgt of cntrln.


AIRPORT REMARKS: Attended continuously. PPR 30 min for unscheduled air carrier ops with more than 30 passenger seats, call arpt manager 304–464–5115. Deer on and inv of arpt. No ldg fee for acft less than 6,500 lbs. for acft greater than 6,500, ldg fee waived with fuel purchases.

AIRPORT MANAGER: 304-464-5113

WEATHER DATA SOURCES: ASOS (304) 464–1001
COMMUNICATIONS: CTAF 123.7 ATIS 124.35 UNICOM 122.95

PARKERSBURG RCO 122.2 (ELKINS RADIO)

© INDIANAPOLIS CENTER APP/DEP CON 125.55

PARKERSBURG TOWER 123.7 (1200–0400Z‡) GND CON 121.7

CLEARANCE DELIVERY PHONE: When ATCT clsd, for CD ctc Indianapolis ARTCC at 317-247-2411.

AIRSPACE: CLASS D svc 1200–0400Z‡; other times CLASS E.

CONTINUED ON NEXT PAGE
RADIO AIDS TO NAVIGATION: NOTAM FILE PKB.

PARKERSBURG (L) VOR/DME 108.6 JPU Chan 23 N39º26.47´ W81º22.49´ 211º 6.5 NM to fld. 1016/3W.

VERSI NDB (LOMW) 388 PK N39º15.24´ W81º29.10´ 028º 5.9 NM to fld. 812/7W.

NDB unusable:
- 000º–094º byd 10 NM blo 3,000´
- 095º–149º byd 10 NM
- 150º–210º byd 10 NM

ILS
- 110.7 I–PKB Rwy 03. Class IB. LOM VERSI NDB. LOM unusable 000º–094º byd 10 NM blo 3,000´;
- 95º–149º byd 10 NM. LOM unmonitored.

PARKERSBURG
N39º26.47´ W81º22.49´ NOTAM FILE PKB.

(L) VOR/DME 108.6 JPU Chan 23 211º 6.5 NM to Mid–Ohio Valley Rgnl. 1016/3W.

RCO 122.2 (ELKINS RADIO)

PETERSBURG

GRANT CO (W99) 1 SW UTC−5(−4DT) N38º59.70´ W79º08.75´

963 B NOTAM FILE EKN

RWY 13–31: H5000X75 (ASPH) S–41, D–53.4 MIRL 0.3% up NW

RWY 13: REIL. Trees.

SERVICE: FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 13–31, REIL Rwy 13 and Rwy 31, PAPI Rwy 31—CTAF.

AIRPORT REMARKS: Attended Mon−Fri 1330–2200Z‡, Sat 1430–2200Z‡, Sun 1530–2200Z‡. Self svc fuel avbl 24 hrs a day with credit card. Glider ops. Rwy 31 rgt tcf for glider and ultra−light only. All other powered acft std left tcf pat. Bird activity on and inflv arpt. Cold temperature airport. Altitude correction required at or below −9C.

AIRPORT MANAGER: 304-257-4435


COMMUNICATIONS: CTAF/UNICOM 122.8

WASHINGTON CENTER APP/DEP CON 133.65


RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.

KESSEL (L) VOR/DME 110.8 ESL Chan 45 N39º13.53´ W78º59.37´ 214º 15.6 NM to fld. 2590/6W.

VOR unusable:
- 035º–045º byd 18,000´
- 056º–081º
- 116º–137º

LDA/DME 111.5 I–IYQ Chan 52 Rwy 31. DME unusable byd 25º left of course and byd 28º r of course. DME unusable byd 10 NM blw 4,500´; byd 13 NM blw 4,900´; byd 14 NM blw 5,200´; byd 15 NM blw 5,900´, byd 19 NM. LOC unusable byd 10 NM blw 4,200´.

PHILIPPI

PHILIPPI/BARBOUR CO RGNL (79D) 2 NW UTC−5(−4DT) N39º09.97´ W80º03.74´

1755 B NOTAM FILE EKN

RWY 08–26: H3275X60 (ASPH) MIRL
- RWY 08: REIL. PAPI(P2L)—GA 3.0º TCH 20´. Thld dsplcd 140´. Tree.

SERVICE: FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 08–26, PAPI Rwy 08, Rwy 26 and REIL Rwy 08—CTAF. REIL Rwy 08 omnidirectional.


AIRPORT MANAGER: 304-695-0125

COMMUNICATIONS: CTAF 122.9

WASHINGTON CENTER APP/DEP CON 121.15 (1200–0400Z)

WASHINGTON CENTER APP/DEP CON 128.6 (0400–1200Z)


RADIO AIDS TO NAVIGATION: NOTAM FILE CKB.

CLARKSBURG (L) VOR/DME 112.6 CKB Chan 73 N39º15.19´ W80º16.07´ 122º 10.9 NM to fld. 1427/4W.

VOR unusable:
- 041º–051º byd 6 NM
- 056º–081º
- 116º–137º
SIMPSON  (9W3)  3 S  UTC–5(–4DT)  N39°05.61’  W80°01.55’
1960  NOTAM FILE EKN
RWY 01–19: 1500X50 (TURF)
RWY 01: Road.
RWY 19: Trees.
AIRPORT REMARKS: Attended continuously. Deer on and in vicinity of arpt. Rwy 01 75’ tree, 0’ distance, 106’ right of thld. Rwy 19 has 50’ drop–off 75’ from thld. Rwy 01 has 15’ public road at rwy end. Rwy 01–19 ldg area outlined with white tires. Rwy 19 +25’ brush 50’ from thld. Rwy 01–19 sfc rolling.
AIRPORT MANAGER: 304-457-2323
COMMUNICATIONS: CTAF 122.9

PINEVILLE
KEE FLD  (116)  2 NW  UTC–5(–4DT)  N37°36.03’  W81°33.56’
1783  B  NOTAM FILE EKN
RWY 08–26: H3701X60 (ASPH)  S–13  MIRL  1.6% up E
RWY 08: REIL. Trees.
RWY 26: REIL. Thld dsplcd 590’. Trees.
SERVICE: FUEL 100LL  LGT ACTIVATE MIRL Rwy 08–26 REIL Rwy 08 and Rwy 26—CTAF.
AIRPORT MANAGER: 304-732-9160
WEATHER DATA SOURCES: AWOS–3 120.625 (304) 732–7311. Wnd unrel.
COMMUNICATIONS: CTAF/UNICOM 122.8
CHARLESTON APP/DEP CON 125.4
CLEARANCE DELIVERY PHONE: For CD ctc Indianapolis ARTCC at 317-247-2411.

POINT PLEASANT
MASON CO  (312)  4 NE  UTC–5(–4DT)  N38°54.88’  W82°05.92’
643  B  NOTAM FILE EKN
RWY 07–25: H4000X75 (ASPH)  S–24  MIRL  0.3% up SW
RWY 07: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Trees.
RWY 25: REIL. PAPI(P2L)—GA 3.0º TCH 45’. Trees.
SERVICE: FUEL 100LL  LGT ACTIVATE MIRL Rwy 07–25, PAPI Rwy 07 and Rwy 25 and REIL Rwy 07 and Rwy 25—CTAF.
AIRPORT REMARKS: Attended 1400–2200Z‡. Steam from cooling twrs NW occasionally obscures obstruction lgts on twr North. Deer on and in vicinity of arpt. 6–8’ brush parallel to Rwy 25, 100’ from centerline, from thld to 1000’ from thld. Portion of ramp and one rwy exit unsafe due to soft weak asph paving. Area marked by lgtd barricade unusable. Cold temperature airport. Altitude correction required at or below –17C.
AIRPORT MANAGER: 304-675-7765
WEATHER DATA SOURCES: AWOS–3 119.675 (304) 675–4618.
COMMUNICATIONS: CTAF/UNICOM 122.8
HUNTINGTON APP/DEP CON 128.4
CLEARANCE DELIVERY PHONE: For CD ctc Indianapolis ARTCC at 317-247-2411.

NE, 5 NOV 2020 to 31 DEC 2020
POTOMAC AIRPARK (See BERKELEY SPRINGS on page 386)

RAINELLE N37°58.52’ W80°48.39’ NOTAM FILE EKN.
(L) VOR W 116.6 RNL 353º 15.7 NM to Summersville, 3350/4W.

RALEIGH CO MEM (See BECKLEY on page 385)

RANDOLPH CO N38°53.64’ W79°51.56’ NOTAM FILE EKN.
NDB (H) 284 RQY at Elkins–Randolph Co–Jennings Randolph Fld. 1938/7W.
NDB unusable:
018º–084º byd 10 NM
085º–017º byd 15 NM

RAVENSWOOD

JACKSON CO (I18) 6 SW UTC–5(–4DT) N38°55.79’ W81º49.17’
758 B NOTAM FILE EKN
RWY 04–22: H4000X75 (ASPH) S–12.5 MIRL 0.5% up NE
RWY 04: REIL PAPI(P2L)—GA 3.0º TCH 50’. Trees.
RWY 22: REIL PAPI(P2L)—GA 4.0º TCH 50’. Trees.
SERVICE: S4 FUEL 100LL LGT ACTIVATE MIRL Rwy 04–22, REIL Rwy 04 and Rwy 22, and windsock lgt—CTAF. Visual glideslope indicator and descent angles not coincident.
AIRPORT REMARKS: Attended 1300–2100Z‡. Parachute Jumping. Deer on and inv of arpt. +482’ stack 1/2 mile NW of arpt. 15´ trees parallel to Rwy 04, 75´ left of centerline.
AIRPORT MANAGER: 304-273-8114
WEATHER DATA SOURCES: AWOS–2 121.3 (304) 273–3424.
COMMUNICATIONS: CTAF/UNICOM 122.8
HUNTINGTON APP/DEP CON 128.4
CLEARANCE DELIVERY PHONE: For CD ctc Indianapolis ARTCC at 317-247-2411.
RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.
HENDERSON (H) VORTACW 115.9 HNN Chan 106 N38º45.25’ W82º01.57’ W82º01.57’ 046º 14.3 NM to fld. 880/3W.
VOR unusable:
205º–235º blo 5,500’
235º–245º byd 20 NM blo 4,500’
306º–319º byd 10 NM blo 4,000’
346º–019º byd 10 NM blo 10,000’

RICHWOOD MUNI (3I4) 6 W UTC–5(–4DT) N38º15.50’ W80º39.08’
2486 NOTAM FILE EKN
RWY 10–28: H3360X60 (ASPH) 2.1% up E
RWY 28: Trees.
AIRPORT MANAGER: 304-880-5571
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE BKW.
BECKLEY (H) VOR/DME 117.7 BKW Chan 124 N37º46.82’ W81º07.41’ 044º 36.4 NM to fld. 2517/6W.
DME unusable:
083º–200º byd 21 NM
VOR unusable:
070º–200º

ROBERT NEWLON FLD (See HUNTINGTON on page 391)
SHINNSTON

WADE F MALEY FLD (GWW) 1 NE UTC–5(–4DT) N39°24.37′ W80°16.61′

997  NOTAM FILE EKN
RWY 05–23: 2265X45 (TURF) 0.9% up NE
RWY 05: Trees.

SERVICE: S2

AIRPORT REMARKS: Unattended. Deer on and inv of arpt. Airframe and powerplant repairs avbl on call 304–592–2426. Rwy 23: 15′ drop–off 10′ from thld OB. Rwy 05: 20′ drop–off 15′ from thld OB. High terrain all quadrants. Rwy 05–23, 20′ power poles middle of rwy, 65′ left and rgt of centerline. 400′ ridge/trees 1,100′ from thld Rwy 23 0B. 15′ drop–off 45′ from centerline full length both sides of rwy. Acft parked 55′ W of rwy centerline, approximately 1,000′ N of Rwy 05 end. Apch Rwy 23 from northwest, depart Rwy 05 to northwest due to ridge northeast of arpt.

AIRPORT MANAGER: 304-592-2426

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Clarksburg Apch at 304-842-2011, when Apch clsd ctc Cleveland ARTCC at 440-774-0226.

SIMPSON

(See PHILIPPI on page 399)

SLATE RUN

(See SPENCER on page 401)

SPENCER

BOGGS FLD (USW)(KUSW) 1 N UTC–5(–4DT) N38°49.43′ W81°20.93′

928  B TPA—See Remarks NOTAM FILE EKN
RWY 10–28: H4549X75 (ASPH) MIRL
RWY 10: Trees.
RWY 28: Ground.

SERVICE: S2 FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 10–28—CTAF. ACTIVATE rotating bcn—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1300–2100Z‡. 24 hr self svc credit card fuel. Wildlife and deer on and inv of rwy. TPA—1928(1000) single/multiengine acft, 2428(1500) turbine/large acft. NSTD safety area, 50′ hill 170′ from each side of rwy centerline. Ocni radio controlled model acft ops on rwy midfield.

AIRPORT MANAGER: 304-481-1214

WEATHER DATA SOURCES: AWOS–3 118.575 (304) 927–0123.

COMMUNICATIONS: CTAF/UNICOM 122.725

CHARLESTON APP/DEP CON 124.1

CLEARANCE DELIVERY PHONE: For CD ctc Charleston Apch at 304-344-5867 ext 281

RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.

HENDERSON (H) VORTACW 115.9 HNN Chan 106 N38°45.25′ W82°01.57′ 085º 32.0 NM to fld. 880/3W.

VOR unusable:
205º–235º blo 5,500′
235º–245º byd 20 NM blo 4,500′
306º–319º byd 10 NM blo 4,000′
346º–019º byd 10 NM blo 10,000′

SLATE RUN (55I) 3 SE UTC–5(–4DT) N38°46.65′ W81°18.62′

1001  NOTAM FILE EKN
RWY 16–34: H1730X30 (ASPH) LIRL(NSTD)
RWY 16: Trees.
RWY 34: Ground.


AIRPORT REMARKS: Unattended. Deer on and inv of arpt. 100′ drop off at each rwy end. Rwy 16–24 trees and brush 40′ from centerline. Pline on apch to Rwy 16.

AIRPORT MANAGER: 304-545-8154

COMMUNICATIONS: CTAF/UNICOM 122.725

CLEARANCE DELIVERY PHONE: For CD ctc Charleston Apch at 304-344-5867 ext 281
SUMMERSVILLE  (SXL)(KSXL)  3 S UTC–5(–4DT)  N38º13.90´  W80º52.25´
1820 B  NOTAM FILE EKN
RWY 04–22:  H3015X50 (ASPH)  MIRL  0.4% up NE
RWY 04:  REIL.  Trees.
SERVICE:  LGT
ACTVT MIRL Rwy 04–22—CTAF.  Rwy 04 REIL OTS indef.
ACTIVATE REIL Rwy 04 and Rwy 20; PAPI Rwy 20; and MIRL Rwy 02–20—CTAF.  PAPI Rwy 20 unusable byd 6º left and byd 6º right of centerline.
AIRPORT REMARKS:  Unattended.  Rwy 04 50 ft drop–off 110 ft from thld 0B.
Rwy 22 30 ft drop–off 110 ft from thld 0B.
AIRPORT MANAGER:  304-651-0848
COMMUNICATIONS:  CTAF/UNICOM  122.8
CLEARANCE DELIVERY PHONE:  For CD ctc Charleston Apch at 304-344-5867 ext 281
RADIO AIDS TO NAVIGATION:  NOTAM FILE BKW.
BECKLEY (H) VOR/DME  117.7  BKW Ch 124  N37º46.82´  W81º07.41´  030º 29.6 NM to fld. 2517/6W.
DME unusable:
083º–200º byd 21 NM
VOR unusable:
070º–200º
SDF 110.1  I–SXL  Rwy 04.  SDF OTS indef.

SUTTON
BRAXTON CO  (48I)  3 E UTC–5(–4DT)  N38º41.23´  W80º39.13´
1276 B  NOTAM FILE EKN
RWY 02–20:  H3995X60 (ASPH–AFSC) S–12  MIRL  0.6% up N
RWY 02:  REIL. Thld dsplcd 801´.  Trees.
RWY 20:  REIL. PAPI(P2L)—GA 4.0º TCH 40’.  Trees.
SERVICE:  FUEL
100LL, JET A
Dusk–Dawn.  After 0400Z‡, ACTIVATE REIL Rwy 02 and Rwy 20; PAPI Rwy 20; and MIRL Rwy 02–20—CTAF.  PAPI Rwy 20 unusable byd 6º left and byd 6º right of centerline.
AIRPORT REMARKS:  Unattended. 15´ brush, 100´ R/L of rwy centerline.  Bcn located 1/4 mile NW of arpt. 6´ ditch crosses AER 02 0–116´ from thld.  Gate access 1200–0000Z‡ 1–2–3–4. 0000Z‡–1200Z‡ 0–7–6–5.
AIRPORT MANAGER:  (304) 542-3311
COMMUNICATIONS:  CTAF
122.9
CLARKSBURG APP/DEP CON  121.15 (1200–0400Z‡)
INDIANAPOLIS CENTER APP/DEP CON  125.55 (0400–1200Z‡)
CLEARANCE DELIVERY PHONE:  For CD ctc Indianapolis ARTCC at 317-247-2411.
RADIO AIDS TO NAVIGATION:  NOTAM FILE EKN.
ELKINS (L) VORTACW  114.2  EKN Ch 89  N38º54.87´  W80º05.96´  249º 29.3 NM to fld. 2160/7W.
TACAN AZIMUTH & DME unusable:
081º–189º byd 32 NM blo 9,000´
273º–039º byd 12 NM blo 6,000´

TITUS FLD  (See ARTHURDALE on page 385)

TRI–STATE/MILTON J FERGUSON FLD  (See HUNTINGTON on page 392)

UPSHUR CO RGNL  (See BUCKHANNON on page 387)

VERSI  N39º15.24´  W81º29.10´  NOTAM FILE PKB.
NDB (LOMW)  388  PK  028º  5.9 NM to Mid–Ohio Valley Rgnl. 812/7W.
NDB unusable:
000º–094º byd 10 NM blo 3,000´
095º–149º byd 10 NM blo 3,000´
150º–210º byd 10 NM

WADE F MALEY FLD  (See SHINNSTON on page 401)
WEST VIRGINIA

WELCH MUNI  (I25)  3 SE  UTC–5 (–4DT)  N37º25.11´ W81º31.86´

2118  NOTAM FILE EKN
RWY 09–27: H2695X50 (ASPH)
RWY 09: Trees.
RWY 27: Trees.


AIRPORT MANAGER: 304-436-2214

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Indianapolis ARTCC at 317-247-2411.

WHEELING OHIO CO  (HLG)/(KHLG)  8 NE  UTC–5 (–4DT)  N40º10.50´ W80º38.78´

1194  B  NOTAM FILE HLG
RWY 03–21: H5002X150 (ASPH–GRVD) S–120, D–170, 2S–175, 2D–290  HIRL  0.5% up NE
RWY 03: MALSF. RVR–TR Trees.
RWY 16–34: H4499X150 (ASPH) S–110, D–143, 2S–175, 2D–230  MIRL  0.4% up SE
RWY 16: Trees.
RWY 34: REIL. PAPI(P2L)—GA 3.0º TCH 42’. Trees.

SERVICE: FUEL 100LL, JET A LGT

When twr clsd ACTIVATE MALSF Rwy 03, REIL Rwy 21 and Rwy 34, PAPI Rwy 34, HIRL Rwy 03–21, MIRL Rwy 16–34, twy lgts except Twy A—CTAF. Rwy 34 REIL OTS indef. Rwy 34 PAPI OTS indef. Twy B centerline lgts OTS indef. Rwy 21 VASI unusbl bd 8º left of cntrln.


AIRPORT MANAGER: 304-234-3865

WEATHER DATA SOURCES: ASOS 127.375 (304) 277–3504.

COMMUNICATIONS: CTAF 118.1 UNICOM 122.95

® PITTSBURGH APP/DEP CON 125.275 (when twr clsd)
TOWER 118.1 (1200–0300Z‡ Mon–Fri; 1500–0100Z‡ Sat–Sun)

GND CON 121.75

AIRSPACE: CLASS D svc 1200–0300Z‡ Mon–Fri, 1500–0100Z‡ Sat–Sun; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE HLG.

(L) VOR/DME 112.2 HLG  Channel 59  N40º15.59´ W80º34.12´ 222º 6.2 NM to fld. 1269/7W.

VOR portion unusable:
020º–026º byd 15 NM
028º–039º byd 10 NM
080º–100º byd 15 NM blo 11,000´
128º–133º blo 4,000´
150º–170º byd 15 NM
R–027 byd 20 NM

ILS 109.7 I–HLG  Rwy 03. Class IA. ILS unusbl when ATCT clsd. Glideslope unusbl for cpd apchs blw 1,401´.
APPALACHIAN RGNL (EBD) (KEBD)

1883 B NOTAM FILE EKN

RWY 08–26: H5001X75 (ASPH) MIRL 1.1% up E

RWY 08: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Trees.

RWY 26: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Tree.

SERVICE: FUEL 100LL, JET A1 LGT

ACTVT REIL Rwy 08–26, PAPI Rwy 08–26; MIRL Rwy 08–26—CTAF.


AIRPORT MANAGER: 304-235-0338

COMMUNICATIONS: CTAF/UNICOM 122.8

INDIANAPOLIS CENTER APP/DEP CON 126.575

CLEARANCE DELIVERY PHONE: For CD ctc Indianapolis ARTCC at 317-247-2411.

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

NEWCOMBE (L) DME 110.4 ECB Chan 41 N38º09.50’ W82º54.60’ 127º 47.1 NM to fld. 1070/0W.
The purpose of this bulletin is to provide major changes in aeronautical information that have occurred since the last publication date of each Sectional Aeronautical, VFR Terminal Area, and Helicopter Route Chart listed. The general policy is to include only those changes to controlled airspace and special use airspace that present a hazardous condition or impose a restriction on the pilot, and major changes to airports and radio navigational facilities, thereby providing the VFR pilot with the essential data necessary to update and maintain chart currency. The data is grouped by type and then by effective date. When a new edition of the Aeronautical Chart is published, the corrective tabulation will be removed from this bulletin. Inasmuch as this Bulletin provides major changes only, pilots should consult the airport listing in this directory for all new information. Users of Caribbean Charts and U.S. Gulf Coast VFR Aeronautical Charts should consult the appropriate Sectional and VFR Terminal Area Charts for revisions. Positions are shown as degrees, minutes, seconds and hemisphere. Data is current as of 34 days prior to the date of this publication.

Military Training Routes (MTRs) are shown on Sectional Aeronautical Charts, VFR Terminal Area, and Helicopter Route Charts. Only the route centerline, direction of flight and the route designator are shown — route widths and altitudes are not shown. Since these routes are subject to change every 56 days and the charts are reissued generally every 6 months, routes with a change in the alignment of the charted route centerline will be listed in this Aeronautical Chart Bulletin below. Pilots are advised to go to the Special Use Airspace website (www.sua.faa.gov) or contact Flight Service to obtain information on MTRs affecting their flight.

**BALTIMORE–WASHINGTON HELICOPTER ROUTE CHART**


**OBSTRUCTIONS**

**AIRPORTS**

**NAVAIDs**

**AIRSPACE**

**SPECIAL USE AIRSPACE**

**MILITARY TRAINING ROUTES**

**MISCELLANEOUS**

**BALTIMORE–WASHINGTON TERMINAL AREA CHART**


**OBSTRUCTIONS**
16 Jul 2020 No Major Changes.

10 Sep 2020 Add obst 470´MSL (235´AGL), 39º04´40”N, 77º20´15”W.

5 Nov 2020 No Major Changes.

**AIRPORTS**

**NAVAIDs**

**AIRSPACE**

**SPECIAL USE AIRSPACE**

**MILITARY TRAINING ROUTES**

**MISCELLANEOUS**
BOSTON HELICOPTER ROUTE CHART

OBSTRUCTIONS
5 Nov 2020 No Major Changes.
AIRPORTS
5 Nov 2020 No Major Changes.
NAVAIDs
5 Nov 2020 No Major Changes.
AIRSPACE
5 Nov 2020 No Major Changes.
SPECIAL USE AIRSPACE
5 Nov 2020 No Major Changes.
MILITARY TRAINING ROUTES
5 Nov 2020 No Major Changes.
MISCELLANEOUS
5 Nov 2020 No Major Changes.

BOSTON TERMINAL AREA CHART
97th Edition, 5 Nov 2020

OBSTRUCTIONS
5 Nov 2020 No Major Changes.
AIRPORTS
5 Nov 2020 No Major Changes.
NAVAIDs
5 Nov 2020 No Major Changes.
AIRSPACE
5 Nov 2020 No Major Changes.
SPECIAL USE AIRSPACE
5 Nov 2020 No Major Changes.
MILITARY TRAINING ROUTES
5 Nov 2020 No Major Changes.
MISCELLANEOUS
5 Nov 2020 No Major Changes.

CINCINNATI SECTIONAL CHART
105th Edition, 5 Nov 2020

OBSTRUCTIONS
5 Nov 2020 No Major Changes.
AIRPORTS
5 Nov 2020 No Major Changes.
NAVAIDs
5 Nov 2020 No Major Changes.
AIRSPACE
5 Nov 2020 No Major Changes.
SPECIAL USE AIRSPACE
5 Nov 2020 No Major Changes.
MILITARY TRAINING ROUTES
5 Nov 2020 No Major Changes.
MISCELLANEOUS
5 Nov 2020 No Major Changes.
DETROIT SECTIONAL
101st Edition, 10 Sep 2020

OBSTRUCTIONS
10 Sep 2020 No Major Changes.
5 Nov 2020 Add obst 2724`MSL (383`AGL), 40°57´45"N, 77°28´15"W.
   Add obst 1694`MSL (499`AGL), 42º00´16"N, 84º30´50"W.
   Add obst 1269`MSL (497`AGL), 43º11´39"N, 84º49´32"W.
   Add obst 2244`MSL (299`AGL), 42º19´59"N, 79º14´00"W.

AIRPORTS

NAVAIDs

AIRSPACE

SPECIAL USE AIRSPACE

MILITARY TRAINING ROUTES

MISCELLANEOUS

HALIFAX SECTIONAL
103rd Edition, 13 Aug 2020

OBSTRUCTIONS

AIRPORTS

NAVAIDs
10 Sep 2020 Delete BLUENOSE NDB, 44°58´00"N, 63º25´37"W.
   5 Nov 2020 No Major Changes.

AIRSPACE

SPECIAL USE AIRSPACE

MILITARY TRAINING ROUTES

MISCELLANEOUS
MONTREAL SECTIONAL
103rd Edition, 13 Aug 2020

OBSTRUCTIONS
10 Sep 2020 No Major Changes.
5 Nov 2020 Add obst 395’ MSL (202´AGL), 44º58´55”N, 74º30´47”W.

AIRPORTS

NAVAIDs
10 Sep 2020 Change BERLIN VOR-DME TO DME, 44º38´01”N, 71º11´10”W.
5 Nov 2020 Delete VICTORIAVILLE NDB, 46º06´33”N, 71º56´00”W.

AIRSPACE
10 Sep 2020 Revise airway T 300 from SSENA WP (44º54´52”N, 74º43´21”W) to STANK WP (44º47´00”N, 74º07´00”W) to JONNNN FIX (44º34´14”N, 74º01´39”W) to UUBER WP (44º28´00”N, 74º01´11”W) to OPDIE WP (44º16´46”N, 74º00´14”W) to GASSY FIX (43º24´53”N, 73º57´51”W).
Add airway T 391 from SSENA WP (44º54´52”N, 74º43´21”W) to LETUS FIX (44º37´22”N, 75º27´11”W) to WILRD FIX (44º15´44”N, 75º47´03”W) to WATERTOWN VORTAC (ART).
Add airway T 393 from BURLINGTON VOR-DME (BTV) to POROE FIX (44º13´28”N, 72º46´27”W) to CEVIB FIX (44º11´41”N, 72º42´15”W) to MONTPELIER VOR-DME (MPV) to DAVID FIX (43º54´35”N, 72º20´54”W).
Revise airway T 395 from BRLIN WP (44º38´01”N, 71º11´10”W) to JOBBY FIX (44º24´35”N, 71º04´43”W) to WYLIE FIX (44º14´36”N, 70º59´58”W) to NOTTY FIX (44º01´57”N, 71º07´11”W) to LAROE FIX (43º44´59”N, 71º16´48”W).

SPECIAL USE AIRSPACE

MILITARY TRAINING ROUTES

MISCELLANEOUS

NEW YORK HELICOPTER ROUTE CHART

OBSTRUCTIONS
5 Nov 2020 No Major Changes.

AIRPORTS
5 Nov 2020 No Major Changes.

NAVAIDs
5 Nov 2020 No Major Changes.

AIRSPACE
5 Nov 2020 No Major Changes.

SPECIAL USE AIRSPACE
5 Nov 2020 No Major Changes.

MILITARY TRAINING ROUTES
5 Nov 2020 No Major Changes.

MISCELLANEOUS
5 Nov 2020 No Major Changes.
NEW YORK SECTIONAL  
102nd Edition, 5 Nov 2020

OBSTRUCTIONS  
5 Nov 2020 No Major Changes.

AIRPORTS  
5 Nov 2020 No Major Changes.

NAVAIDs  
5 Nov 2020 No Major Changes.

AIRSPACE  
5 Nov 2020 No Major Changes.

SPECIAL USE AIRSPACE  
5 Nov 2020 No Major Changes.

MILITARY TRAINING ROUTES  
5 Nov 2020 No Major Changes.

MISCELLANEOUS  
5 Nov 2020 No Major Changes.

NEW YORK TERMINAL AREA CHART  
100th Edition, 5 Nov 2020

OBSTRUCTIONS  
5 Nov 2020 No Major Changes.

AIRPORTS  
5 Nov 2020 No Major Changes.

NAVAIDs  
5 Nov 2020 No Major Changes.

AIRSPACE  
5 Nov 2020 No Major Changes.

SPECIAL USE AIRSPACE  
5 Nov 2020 No Major Changes.

MILITARY TRAINING ROUTES  
5 Nov 2020 No Major Changes.

MISCELLANEOUS  
5 Nov 2020 No Major Changes.

PHILADELPHIA TERMINAL AREA CHART  
92nd Edition, 16 Jul 2020

OBSTRUCTIONS  

AIRPORTS  

NAVAIDs  

AIRSPACE  

SPECIAL USE AIRSPACE  

MILITARY TRAINING ROUTES  

MISCELLANEOUS  
### PITTSBURGH TERMINAL AREA CHART
94th Edition, 10 Sep 2020

**Obstructions**

**Airports**

**NAVAIDs**

**Airspace**

**Special Use Airspace**

**Military Training Routes**

**Miscellaneous**

### WASHINGTON SECTIONAL

**Obstructions**
16 Jul 2020 No Major Changes.
10 Sep 2020 Add obst 470’ MSL (235’ AGL), 39°04’40”N, 77°20’15”W.
Add obst 535’ MSL (235’ AGL), 36°31’07”N, 78°06’43”W.
5 Nov 2020 Add obst 1503’ MSL (225’ AGL), 39°03’59”N, 78°22’54”W.
Add obst 1192’ MSL (225’ AGL), 38°50’48”N, 78°25’03”W.
Add obst 400’ MSL (248’ AGL), 37°30’11”N, 77°15’37”W.
Add obst 728’ MSL (288’ AGL), 38°25’36”N, 78°20’55”W.
Add obst 1073’ MSL (225’ AGL), 38°53’30”N, 78°29’43”W.

**Airports**

**NAVAIDs**

**Airspace**

**Special Use Airspace**

**Military Training Routes**

**Miscellaneous**
SPECIAL NOTICES

Washington DC SFRA
Special Terms and Procedures

Entry/Exit Filing Gates for DC SFRA Flight Plans

<table>
<thead>
<tr>
<th>Gate (Freq)</th>
<th>Defining Radials (DCA)</th>
<th>Visual Checkpoints</th>
</tr>
</thead>
<tbody>
<tr>
<td>WOOLY (132.775)</td>
<td>R-341 R-044</td>
<td>I-270 I-95</td>
</tr>
<tr>
<td>PALEO (132.775)</td>
<td>R-045 R-119</td>
<td>I-95 Abeam Chesapeake Beach</td>
</tr>
<tr>
<td>WHINO (125.125)</td>
<td>R-120 R-172</td>
<td>Abeam Chesapeake Beach Northern boundary Wicomico River</td>
</tr>
<tr>
<td>GRUBY (125.125)</td>
<td>R-173 R-214</td>
<td>Northern boundary Wicomico River Western boundary Potomac River / Widewater Beach</td>
</tr>
<tr>
<td>BRV (127.325)</td>
<td>R-215 R-236</td>
<td>Western boundary Potomac River / Widewater Beach West side of Lunga Reservoir</td>
</tr>
<tr>
<td>FLUKY (127.325)</td>
<td>R-237 R-269</td>
<td>West side of Lunga Reservoir VA Route 29</td>
</tr>
<tr>
<td>JASEN (127.325)</td>
<td>R-270 R-309</td>
<td>VA Route 29 VA Route 7</td>
</tr>
<tr>
<td>LUCKE (127.325)</td>
<td>R-310 R-339</td>
<td>VA Route 7 I-270</td>
</tr>
</tbody>
</table>
General Information:

The DC SFRA is defined by a circle with a 30 NM radius off of the DCA VOR/DME. This airspace also includes the DC Flight Restricted Zone (DC FRZ) and the Leesburg Maneuvering Area (LMA). For additional airspace information check the NOTAMs for the latest information.

Gates are defined by existing intersections in the National Airspace System. It is not a requirement to fly to an intersection prior to entering, departing, or transitioning the DC SFRA. Prior to turning on course pilots should ensure they are well clear of the DC SFRA to avoid a pilot deviation.

ATC Terms Specific to the DC SFRA:

DC SFRA Flight Plan: A flight plan filed for the sole purpose of complying with the requirements for VFR operations into, out of, and through the DC SFRA. This flight plan is separate and distinct from a standard VFR flight plan, and does not include search and rescue services.

Fringe Airports: The following airports located near the outer boundary of the DC SFRA are identified as Fringe Airports: Barnes (MD47), Flying M Farms (MD77), Mountain Road (MD43), Robinson (MD14), and Skyview (51VA).

Security Services: Identification, communications and security tracking provided by an ATC facility in support of DOD, or other security elements. NOTE: Security services do not include basic radar services or any other ATC services.

Remain on the assigned code until you land: Used when Potomac hands an inbound VFR flight off to the tower or authorizes change to advisory frequency for non towered airports. It reminds pilots to remain on the assigned discrete transponder code until after landing. NEVER squawk 1200 inside the DC SFRA.

Transponder observed: Used to inform a pilot that the aircraft’s assigned beacon code and position has been observed. This transmission does not imply ATC services. It conveys only that the transponder reply has been observed and its position correlated for movement through security airspace.

Procedures for Traffic Pattern Work:

Towered Airport: Request pattern work from tower; squawk 1234, remain in two-way communication with tower.

Non-Towered Airport: File DC SFRA flight plan; obtain and squawk discrete transponder code from Potomac, communicate pattern position via published CTAF, and if able monitor VHF guard on 121.5 or UHF guard on 243.0

Emergency Procedures:

Transponder failure: An aircraft unable to transmit the ATC–assigned transponder code must contact ATC and comply with all instructions. If unable to contact ATC, the
aircraft must exit the DC SFRA by the most direct lateral route route unless: the departure point is within the SFRA and the departure point is closer than the SFRA boundary, the pilot may return to the departure point by the most direct route.

**Communications failure:** An aircraft unable to communicate with ATC should squawk 7600 and exit the DC SFRA/FRZ by the most direct lateral route unless; 1: The departure point is within the SFRA and the departure point is closer than the SFRA boundary, the pilot may return to the departure point by the most direct route. 2: If the departure point is within the FRZ and the aircraft is within 5nm of the departure point, the pilot may return to the departure point by the most direct route. Otherwise, the pilot must exit the FRZ via the most direct route.

**Intercepts:** Review interception procedures in the AIM. If you are intercepted, follow all instructions given by the intercepting aircraft. Monitor 121.5, provide call sign /position, and squawk 7700 unless otherwise directed.

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**Washington DC SFRA Standard Requirements**

**Requirements to operate to/from, or within the DC SFRA**

   - Training is noted by a completion certificate generated at the end of the training course. It is recommended that pilots carry a copy of this certificate with them.
   - This training is mandatory for pilots within a 60NM radius of the DCA VOR/DME and recommended for pilots within a 100NM radius of the DCA VOR/DME.

2. Two-way radio

3. Operating transponder with altitude reporting (Mode C)

4. Flight plan appropriate for the intended operations:
   - IFR: IFR flight plan
   - VFR: DC SFRA flight plan for all operations, except:
     - Fringe airport egress (*no flight plan required*)
     - Leesburg Entry and Egress (*no flight plan required*)
     - Towered airport pattern work (*make request to tower*)

5. Discrete transponder code for all operations, except:
   - Leesburg (1226)
   - Fringe airport egress (1205)
   - Towered airport pattern work (1234)
6. VFR speed restriction (≤180 KIAS in DC SFRA, & ≤230 KIAS from 30 NM - 60 NM from the DCA VOR/DME unless otherwise authorized.)

7. Communication with ATC for all operations, except:
   - Leesburg (JYO) egress/ingress: make CTAF calls
   - Fringe airport egress: monitor guard if able
   - Towered airport pattern work: talk to tower
   - Non-towered airport pattern work:
     - Make CTAF calls and monitor Guard if able.

8. To enter or exit the DC SFRA under IFR, pilots must:
   - File and activate their IFR flight plan before entering the DC SFRA.
   - Pilots may **not** depart VFR and pick up an IFR clearance and transponder code in the air.

   **Activate:** A DC SFRA flight plan to enter/exit the DC SFRA under VFR activates when the pilot obtains a discrete transponder code **except**:
   - Leesburg (JYO) ingress/egress: with CTAF calls
   - Fringe airport egress: when pilot squawks 1205
   - Towered airport pattern: with squawk & talk
   - Non-towered airport pattern: with CTAF calls

   **Closing:** The DC SFRA flight plan closes when the aircraft exits or lands at an airport inside the DC SFRA.

---

### Potomac TRACON Telephone Numbers

<table>
<thead>
<tr>
<th>Area Name</th>
<th>Nearest major airport)</th>
<th>Telephone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shenandoah</td>
<td>Dulles (IAD)</td>
<td>1-866-709-4993</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1-540-349-4097</td>
</tr>
<tr>
<td>Mount Vernon</td>
<td>Reagan National (DCA)</td>
<td>1-866-599-3874</td>
</tr>
<tr>
<td></td>
<td>Andrews AFB (ADW)</td>
<td>1-540-349-0493</td>
</tr>
<tr>
<td>Chesapeake</td>
<td>Baltimore (BWI)</td>
<td>1-866-429-5882</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1-540-349-8478</td>
</tr>
<tr>
<td>James River</td>
<td>Richmond (RIC)</td>
<td>1-866-640-4124</td>
</tr>
<tr>
<td></td>
<td>Charlottesville (CHO)</td>
<td>1-540-349-9697</td>
</tr>
</tbody>
</table>

NE, 5 NOV 2020 to 31 DEC 2020
Washington DC SFRA
VFR Outbound Procedures

Step 1: Preflight – File a DC SFRA Flight Plan

- ALWAYS review NOTAMs for current TFR information.
- File a DC SFRA flight plan.
  Suggested language: “I would like to file a DC SFRA flight plan for VFR flight from (departure airport) to (appropriate exit gate)”.
- If desired, file separate a VFR flight plan (search and rescue), to be activated after departing the DC SFRA.

Step 2: Pre-Takeoff – Activate DC SFRA Flight Plan

- Call ATC (tower, RCO, phone) for frequency & transponder code.
  Suggested language: “Potomac Clearance, (call sign) at Tipton, VFR Departure.”
- Set assigned departure frequency and transponder code. NEVER squawk 1200 inside the DC SFRA.
- Verify that Mode C (ALT) is ON.

  Aircraft operating at Leesburg (JYO):
  - Egress with transponder code of 1226 and CTAF calls.
  - See separate NOTAM for Leesburg.

  Fringe airport egress:
  - Monitor VHF frequency 121.5 or UHF frequency 243.0

Step 3: After Takeoff – Communicate with ATC

- Establish radio contact with Potomac TRACON
  Suggested language: “Potomac Departure, (call sign), off Tipton”
- Monitor the assigned frequency
- Remain out of Class B airspace unless explicitly cleared to enter.

Step 4: Exiting – Close DC SFRA Flight Plan

- Remain on the assigned frequency / transponder code until ATC authorizes change. NOTE: Verify that you are clear of the DC SFRA prior to changing frequency or transponder code. NEVER squawk 1200 inside the DC SFRA. A DC SFRA flight plan closes automatically upon exiting the DC SFRA.
Washington DC SFRA
VFR Inbound Procedures

Step 1: Preflight – File a DC SFRA Flight Plan
- ALWAYS review NOTAMs for current TFR information
- File a DC SFRA flight plan.
  Suggested language: “I would like to file a DC SFRA flight plan for VFR flight from (appropriate entry gate) to (destination airport).”

Step 2: Before Entry – Activate DC SFRA Flight Plan
- Before entry, contact Potomac Approach on the appropriate sector frequency to request a discrete transponder code. The appropriate frequencies are located on the Washington Terminal Area Chart and in the Chart Supplement Northeast.
  Suggested language: “Potomac Approach, (call sign) at (arrival gate), VFR, requesting SFRA transponder code to (destination airport).”

  Aircraft operating at Leesburg (JYO):
  Enter with transponder code of 1226 and CTAF calls.
  See separate NOTAM for Leesburg.

- Set assigned transponder code. NEVER squawk 1200 inside the DC SFRA.
- Verify that Mode C (ALT) is ON.
- Continue inbound unless otherwise instructed.
- Remain out of Class B airspace unless explicitly cleared to enter.

Step 3: After Entry – Maintain Communication with ATC
- Monitor Potomac Approach
- Remain out of Class B airspace unless explicitly cleared to enter.

Step 4: Arriving – Close DC SFRA Flight Plan
- Change to tower / advisory frequency when so instructed.
- Remain on assigned transponder code until you land. NEVER squawk 1200 in the DC SFRA.
- DC SFRA flight plan closes upon landing.
**Washington DC SFRA**  
**VFR Transitioning Procedures**

**Step 1: Preflight - File a DC SFRA Flight Plan.**
- Always review NOTAMS for current TFR information. TFRs can pop-up at any time in this area.
- File a DC SFRA flight plan listing the entry and departure gate information.
- Put the approximate time you expect to arrive at the entry gate.

  *Suggested language: “I would like to file a DC SFRA flight plan for a VFR flight from (Entry gate) to (Departure gate).”*

**Step 2: Before Entry: Activate DC SFRA Flight Plan**
- Before entry, contact Potomac Approach on the appropriate sector frequency to request a discrete transponder code. The appropriate frequencies are located on the Washington Terminal Area Chart and in the Chart Supplement Northeast.
  *Suggested language: “Potomac Approach, (Call Sign), (state location), 10 west of the LUCKE gate requesting a discrete transponder code for transiting the DC SFRA.”*
- Set the assigned transponder code and verify MODE C/ALT is ON. *NEVER squawk 1200 inside the DC SFRA.*
- Potomac Approach will notify you when the transponder has been observed and when you are able to proceed on course into the DC SFRA.
- Remain clear of the Class B airspace unless explicitly cleared to enter.

**Step 3: After Entry: Communicate with ATC**
- Maintain communication with Potomac Approach on the assigned frequency.
- Remain clear of the Class B airspace unless explicitly cleared to enter.
- Remain clear of the DC Flight Restricted Zone (FRZ) unless you comply with the requirements for DC FRZ entry.
- Monitor 121.5/243.0 if equipped and able.

**Step 4: Exiting the DC SFRA**
- Remain on your assigned frequency and transponder code until ATC authorizes you to change.
- DC SFRA flight plans close automatically upon exiting the airspace.
- *NEVER squawk 1200 inside of the DC SFRA.* Ensure you are well clear of the boundaries prior to squawking VFR.
Washington DC Flight Restricted Zone (FRZ) Standard Requirements

Unless specifically authorized by a waiver, flight operations under 14 CFR parts 91, 101, 103, 105, 125, 133, & 137 are prohibited in the DC FRZ.

VFR pilots should think of the DC FRZ as a “no-fly” area.

1. Before departing from an airport within the DC FRZ, or before entering the DC FRZ, all pilots must:
   - File a DC FRZ flight plan with the Washington ARTCC Flight Data Unit at 703-771-3476. The initiator/pilot must identify themselves and use the confidential; pilot identification code or their waiver number. Pilots may not file a DC FRZ flight plan while airborne.
   - Obtain and continuously transmit the discrete transponder code assigned by an ATC facility.

2. A DC FRZ flight plan will meet the requirements for a DC SFRA flight plan, but the reverse is not true. A DC SFRA flight plan will not fulfill the requirements for VFR operations in the DC FRZ.

3. When operating an aircraft in the DC FRZ, pilots must continuously monitor VHF frequency 121.5 or UHF frequency 243.0.

4. Operations into or out of College Park Airport (CGS), Potomac Airfield (VKX), or Washington Executive / Hyde Airfield (W32) must meet the requirements of §93.343 and any applicable NOTAMS.
EASTON, MARYLAND NOISE ABATEMENT PROCEDURE

When Easton Airport Traffic Control Tower is closed:
Departure RWY 22: Right turn and avoid overflight of Town of Easton. Departure RWY 04: Left turn at end of RWY to parallel HWY 50 until past mobile home park.
No intersection take offs. VFR Arrivals: Report the Miles River bridge, 2.7 miles southwest of the airport at 2000’ MSL for sequence to all RWYS. Contact 410–770–8055.

WEST ATLANTIC ROUTE SYSTEM (WATRS)

SOUTHBOUND

SOUTHBOUND WATRS PLUS ROUTE STRUCTURE ACCESS FROM NEW YORK METROPOLITAN AREA

All operators entering New York Center’s West Atlantic Route System (WATRS) southbound on ATS routes: L453, L454, L455, L456, L459, AND L461 shall flight plan and file the following routes:

<table>
<thead>
<tr>
<th>ATS ROUTE</th>
<th>WATRS ACCESS ROUTING (From JFK)</th>
<th>WATRS ACCESS ROUTING (From EWR and satellites)</th>
</tr>
</thead>
<tbody>
<tr>
<td>L453</td>
<td>SHIPP Y488 SAUCR</td>
<td>ELVAE COL DIXIE Y481 OHRYN Y488 SAUCR</td>
</tr>
<tr>
<td>L454</td>
<td>SHIPP Y490 ROLLE ATUGI</td>
<td>ELVAE COL DIXIE Y481 OHRYN Y490 ROLLE ATUGI</td>
</tr>
<tr>
<td>L455</td>
<td>SHIPP Y489 RESQ SKPRR</td>
<td>ELVAE COL DIXIE Y481 OHRYN Y489 RESQ SKPRR</td>
</tr>
<tr>
<td>L456</td>
<td>SHIPP Y492 SQUAD DARUX</td>
<td>ELVAE COL DIXIE Y482 SQUAD DARUX</td>
</tr>
<tr>
<td>L459</td>
<td>SHIPP Y492 SQUAD DARUX</td>
<td>ELVAE COL DIXIE Y482 SQUAD DARUX</td>
</tr>
<tr>
<td>L461</td>
<td>SHIPP Y487 KINGG KINER</td>
<td>ELVAE COL DIXIE Y481 KINGG KINER</td>
</tr>
</tbody>
</table>

VIA: ORF AR9 ZIBUT

All operators transitioning the New York Center West Atlantic Route System (WATRS) via ZIBUT intersection, en route to the New York Center North Atlantic MNPS airspace, are encouraged to flight plan via: ZIBUT direct LARGE direct SLATN or JOBOC or DOVEY

Operators opting to flight plan via any other fix or latitude/longitude coordinates east of ZIBUT intersection shall expect no higher than FL290 and may be rerouted to accommodate WATRS non–radar traffic.

NOTE–This route may be filed bi–directionally

NORTHBOUND

NORTHBOUND WATRS PLUS ROUTE STRUCTURE ACCESS TO NEW YORK METROPOLITAN AREA

All northbound operators exiting New York Center’s West Atlantic Route System (WATRS) on routes L453, L454, L455, L456, L457, L459, AND L461 shall flight plan and file the following transition routes to join domestic routing:

<table>
<thead>
<tr>
<th>ATS ROUTE</th>
<th>WATRS EXIT ROUTING To JFK</th>
<th>WATRS EXIT ROUTING To EWR and satellites</th>
</tr>
</thead>
<tbody>
<tr>
<td>L453</td>
<td>SAUCR VIRST Y494 YAAL Elvae Y495 CAMRN</td>
<td>SAUCR VIRST Y494 YAAL Elvae Y497 SUBBS CYN</td>
</tr>
<tr>
<td>L454</td>
<td>OKONU YAALE Y495 CAMRN</td>
<td>OKONU MOUGH Y497 SUBBS CYN GUX RBV V249 METRO</td>
</tr>
<tr>
<td>L455</td>
<td>SAVIK YAALE Y495 CAMRN</td>
<td>SAVIK MOUGH Y497 SUBBS CYN GUX RBV V249 METRO</td>
</tr>
<tr>
<td>L456</td>
<td>MARIG YAALE Y495 CAMRN</td>
<td>MARIG MOUGH Y497 SUBBS CYN GUX RBV V249 METRO</td>
</tr>
</tbody>
</table>

For further information contact New York ARTCC Traffic Management Officer at 631-468-1034 or michael.porcello@faa.gov

NORTH SHORE HELICOPTER ROUTE

Long Island, New York

Effective August 6, 2012 UFN, civil helicopter pilots operating VFR along Long Island, New York’s northern shoreline between the VPYLD waypoint and Orient Point, must utilize the North Shore Helicopter route and altitude, as published. Deviations are permitted for safety, weather conditions, or transitioning to or from a destination or point of landing. For a detailed explanation of the requirement, see 14 CFR part 93, subpart H.

AEROBATIC PRACTICE AREA

Roxbury, Connecticut

Aerobatic practice area will be conducted between the altitudes of 2500 ft and 4500 ft MSL and performed within an approximate 2 mile radius of a point defined from the CARMEL VOR/DME (CMK) as the 052 degree radial/21.9 GPS–DME fix. It is 8 NM NW of the Oxford, CT airport (OXC).
SEARCH LIGHT DEMONSTRATION  
Baltimore, Maryland  
Downtown, at the Inner Harbor  
Each evening, seven days per week  
A vertical search light beam demonstration will be conducted at the Pier V Hotel, at Baltimore Inner Harbor, Baltimore, Maryland, BAL 028/7. Lat N39°17′24″, Long W76°36′27″. Search light beams are being radiated from the SFC upward. Flashblindness or cockpit illumination may occur at several miles distance.

Laser Light Activity  
Canobie Lake Water Park, Salem, New Hampshire  
Laser light shows are being conducted at the Canobie Lake Water Park in Salem, NH. Show orientation and laserbeam projections will be directed in all 360° directions. Laser light beams may be injurious to pilot's/passenger's eyes within 3,000 feet laterally of the light source and surface to 1,650 feet AMSL. The secondary effects of flash blindness or cockpit illumination may occur beyond these distances. The laser will be stationed at N42°47′32″/W071°14′44″ (LWM 310/7.4 DME). Manchester ATCT 1–603–666–7591 will be the coordination facility.

LASER LIGHT DEMONSTRATION  
Atlantic City, New Jersey  
Laser light demonstrations are being conducted at the Atlantic Park, downtown Atlantic City, New Jersey, 0001–0700 UTC, ACY VORTAC 145/8.5. Approximately: 39°21′31″N/74°26′15″W. Laser light beam may be injurious to pilots/passengers eyes within 100 feet above ground, 100 feet AMSL, 900 feet laterally of the light source. The secondary effects of flash blindness or cockpit illumination may occur beyond these distances. The Atlantic City ATCT, 609–641–3940, is the coordination facility.
LASER LIGHT DEMONSTRATION
Darien Lake Theme Park, Darien Center, New York
Laser light demonstrations are being conducted at the Darien Lake Theme Park, Darien Center, NY. The show orientation and laser beam projection are directed to the southern half of a circle form this site. Buffalo VOR/DME 100R/12NM. (42°56’04”N/78°23´30”W). Laser light beams may be injurious to pilot's/passenger’s eyes within 2,800 feet of the light source, 1,600 feet above ground level. The secondary effect of flash blindness or cockpit illumination may occur beyond these distances. The Buffalo ATCT, 716–633–0664 is the FAA coordination facility.

LASER LIGHT DEMONSTRATIONS
Dorney Theme Park, Dorneyville, Pennsylvania
Laser light demonstrations are being conducted at the Dorney Theme Park, northwest of Dorneyville, PA. Show orientation and laserbeam projections directed to the southern quadrant from FJC 210D/10DME (N40°34´47”/W75°32´06”). Laser light beams may be injurious to pilot's/passenger’s eyes within 2000 ft laterally of the light source, 500 ft AGL, 1100 ft AMSL. The secondary effects of flash blindness or cockpit illumination may occur beyond these distances. Allentown ATCT, 1–610–264–4539 is the FAA coordination facility.

MODEL AIRCRAFT ACTIVITY, HARFORD COUNTY MARYLAND
Radio controlled model aircraft operating to 800 feet AGL vicinity of N39°37´30” W76°18´35” in Harford County, Maryland.

CHARLESTON, WEST VIRGINIA
Mine blasting approximately 25 NM south and southeast of Charleston, West Virginia as follows:
- Mine Blasting HVQ VORTAC 110º 25 DME to 400´ AGL
- Mine Blasting HVQ VORTAC 189º 26 DME to 300´ AGL

CAUTION—FISH SPOTTING ACTIVITY—CHESAPEAKE BAY AND COASTAL WATERS
Caution is advised for extensive fish spotter aircraft activity between May 1 and December 1 upwards from 1500 feet above the surface over the Chesapeake Bay and adjacent coastal waters. Pilots should be alert for this activity. For further information contact FAA/Norfolk ATCT on 1–757–460–5142.
To avoid the concentration of aircraft arriving and departing Boston, pilots requesting IFR flight at and below altitudes 14,000 feet MSL should file for airways beyond 40 NM from Boston VORTAC between the hours of 0800–2100 local. Traffic to/from Maine and Cape may file V167.

BOURNE, MASSACHUSETTS

Aircraft operation below 2000 ft and within 3 miles of Pave Paws radar site located in Restricted Area 4101 may experience momentary erratic operation of cockpit instruments or navigational equipment. Pilots are encouraged to submit reports of such occurrences to nearest FAA Air Traffic Facility.

SPECIAL NORTH ATLANTIC, CARIBBEAN AND PACIFIC AREA COMMUNICATIONS

VHF air–to–air frequencies enable aircraft engaged in flights over remote and oceanic areas out of range of VHF ground stations to exchange necessary operational information and to facilitate the resolution of operational problems.

Frequencies have been designated as follows:

- North Atlantic area: 123.45 MHz
- Caribbean area: 123.45 MHz
- Pacific area: 123.45 MHz

MILITARY TRAINING ROUTES

The DOD Flight Information Publication AP/1B provides textual and graphic descriptions and operating instructions for all military training routes (IR, VR, SR) and refueling tracks/anchors. Complete and more comprehensive information relative to policy and procedures for IRs and VRs is published in FAA Handbook 7610.4 (Special Military Operations) which is agreed to by the DOD and therefore directive for all military flight operations. The AP/1B is the official source of route data for military users.

CIVIL USE OF MILITARY FIELDS:

U.S. Army, Air Force, Navy and Coast Guard Fields are open to civil fliers only in emergency or with prior permission.

For Air Force installations, prior permission should be requested at least 30 days prior to first intended landing from either Headquarters USAF (PRPOC) or the Commander of the installation concerned (who has authority to approve landing rights for certain categories of civil aircraft). For use of more than one Air Force installation, requests should be forwarded direct to Hq USAF (PRPOC), Washington, D.C. 20330.

Use of USAF installations must be specifically justified.

For Navy and Marine Corps installations prior permission should be requested at least 30 days prior to first intended landing. An Aviation Facility License must be approved and executed by the Navy prior to any landing by civil aircraft.

Forms and further information may be obtained from the nearest U.S. Navy or Marine Corps aviation activity.

For Coast Guard fields prior permission should be requested from the Commandant, U.S. Coast Guard via the Commanding Officer of the field.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

AIRCRAFT LANDING RESTRICTIONS

Landing of aircraft at locations other than public use airports may be a violation of Federal or local law. All land and water areas are owned or controlled by private individuals or organizations, states, cities, local governments, or U.S. Government agencies. Except in emergency, prior permission should be obtained before landing at any location that is not a designated public use airport or seaplane base.

Landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, U.S. Forest Service, and on many areas controlled by the U.S. Army Corps of Engineers, unless prior authorization is obtained from the respective agency.

NE, 5 NOV 2020 to 31 DEC 2020
TERMINAL AREA GRAPHIC NOTICE
(Not to be used for navigation)
Teterboro (TEB) Airport Runway 19 Visual Departure Procedure with transition to an IFR clearance when Newark is landing Runway 22 and Teterboro is departing runway 19.

“DALTON 2 DEPARTURE PROCEDURE”
PILOTS SHOULD SPECIFICALLY REQUEST THIS PROCEDURE USING THE ABOVE NAME.

Speed: Do not exceed 180 kts
TURN RADIUS WARNING:
Careful airspeed management may be required to complete the turn.

Weather Minimums
Ceiling 3000 feet
Visibility 3 miles

Procedure Instructions
After departure turn right heading 280°. Maintain at or below 1300'. Do not exceed 180 kts. Complete the turn within TEB 2.4 NM DME. Maintain VFR, if unable advise. Careful airspeed management may be required to complete the turn, depending on takeoff weight and/or aircraft performance.

Expect a climb clearance west of the EWR ILS RWY 22 final approach course. The climb clearance constitutes IFR activation and pilots are expected to resume normal airspeed. Expect control instruction to a departure fix as described in the published TEB standard instrument departure.

In the event of lost communication prior to IFR activation, squawk 7600 and maintain VFR.

Aircraft unable to comply with the restrictions in this chart must advise tower prior to taxi and request the published standard instrument departure.
TEB Helicopter Routes Are Advisory Only

NE, 5 NOV 2020 to 31 DEC 2020
SPECIAL NOTICES

RONALD REAGAN WASHINGTON NATIONAL AIRPORT
NOISE ABATEMENT & PROHIBITED AREA (P-56)
AVOIDANCE PROCEDURES (Page 1 of 2 pages)

PROHIBITED AREA P-56
AVOID SURFACE TO 18,000’ MSL

LEGEND

ROAD
RAILROAD
BRIDGE
RONALD REAGAN WASHINGTON NATIONAL AIRPORT
NOISE ABATEMENT & PROHIBITED AREA (P–56) AVOIDANCE PROCEDURES

P–56 BEGINS APPROXIMATELY 1.5 NM NORTH OF THE DEPARTURE END OF RUNWAY
01–SURFACE TO 18,000´ MSL
REMAIN CLEAR OF P–56 AT ALL TIMES

EXPECT THE PUBLISHED RNAV DEPARTURE PROCEDURE OR ATC INSTRUCTIONS FOR THE
FOLLOWING NON–RNAV PROCEDURES

NORTHWEST: Follow the Potomac River until abeam the Georgetown reservoir or the DCA 4 DME, then join the DCA 328 radial, expect radar vectors at 10 DME. A left turn as soon as practicable, especially with a west wind, is required to maintain a ground track over the Potomac River and remain clear of P–56. If unable to maintain visual reference to the Potomac River, join the DCA 328 radial.

NORTHEAST: Follow the Anacostia River to 5 DME. A right turn as soon as practicable, especially with an east wind, is required to maintain a ground track over the Anacostia River and remain clear of P–56. Expect Radar Vectors at 5 DME. If unable to maintain visual reference to the Anacostia River, then join the DCA 070 radial.

SOUTH: Follow the Potomac River to 5 DME, then expect radar vectors. If unable to maintain visual reference to the Potomac River, then join the DCA 185 radial.

ARRIVAL PROCEDURES

LANDING NORTH: Weather conditions 3000/4 or better, expect the Mount Vernon visual approach. Lower weather conditions, expect the advertised instrument approach.

LANDING SOUTH: Weather conditions 3500/3 or better, expect the River Visual Approach. Lower weather conditions, expect the advertised instrument approach.

NIGHTTIME NOISE LEVELS

From 2200 to 0700 local time, operation of aircraft type and model which exceed the following noise levels violate Metropolitan Washington Airport Authority Regulation (MWAR) 3.11:

DEPARTURES – 72 dBA as generated on takeoff.

ARRIVALS – 85 dBA as generated on approach, except that aircraft scheduled to arrive before 2200 will be permitted to land if they have received an approach clearance before 2230. Ref. MWAR 3.11 and Advisory Circular 36–3.
§93.71 General operating procedures

(a) Flight restrictions are in effect below 3,500 feet MSL in the airspace above Niagara Falls, New York, west of a line from latitude 43°06’33"N., longitude 78°03’30"W. (the Whirlpool Rapids Bridge) to latitude 43°04’47"N., longitude 79°02’44"W. (the Niagara River Inlet) to latitude 43°04’29"N., longitude 79°03’30"W. (the International Control Dam) to the United States/Canadian Border and thence along the border to the point of origin.

(b) No flight is authorized below 3,500 feet MSL in the area described in paragraph (a) of this section, except for aircraft operations conducted directly to or from an airport/heliport within the area, aircraft operating on an ATC-approved IFR flight plan, aircraft operating the Scenic Falls Route pursuant to approval of Transport Canada, aircraft carrying law enforcement officials, or aircraft carrying properly accredited news representatives for which a flight plan has been filed.

(c) Check with Transport Canada for flight restrictions in Canadian airspace. Commercial air tour operations approved by Transport Canada will be conducting a north/south orbit of the Niagara Falls area below 3,500 feet MSL over the Niagara River.

(d) The minimum altitude for VFR flight over the Scenic Falls area is 3,500 feet MSL.

(e) Comply with the following procedures when conducting flight over the area described in paragraph (a) of this section:

(1) Fly a clockwise pattern;
(2) Do not proceed north of the Rainbow Bridge;
(3) Prior to joining the pattern, broadcast flight intentions on frequency 122.05 Mhz, giving altitude and position, and monitor the frequency while in the pattern;
(4) Use the Niagara Falls airport altimeter setting. Contact Niagara Falls Airport Traffic Control Tower to obtain the current altimeter setting, to facilitate the exchange of traffic advisories/restrictions, and to reduce the risk of midair collisions between aircraft operating in the vicinity of the Falls. If the Control Tower is closed, use the appropriate Automatic Terminal Information Service (ATIS) Frequency;
(5) Do not exceed 130 knots;
(6) Anticipate heavy congestion of VFR traffic at or above 3,500 feet MSL; and
(7) Use caution to avoid high-speed civil and military aircraft transiting the area to or from Niagara Falls Airport.

(f) These procedures do not relieve pilots from the requirements of Sec. 91.113 of this chapter to see and avoid other aircraft.

(g) Flight following, to and from the area, is available through Buffalo Approach.

CONTINUED ON NEXT PAGE
Noise abatement procedures in effect at all times, contact 914–995–4861. 
Airport located in noise sensitive area. Noise monitoring and positive aircraft and helicopter event identification in effect at all times.
High Range Noise Event program: Operators that cause noise levels at or above 93 dBA will be contacted.
Voluntary restraint from flying time period is from midnight to 6:30 am local time. Limit use of reverse thrust.
Run-ups: Must receive prior approval from airport operations. No aircraft with certificated maximum gross weight in excess of 120,000 lbs shall land or take off at the airport without prior permission of the Airport Manager.
For all aircraft above 12,500 lbs: Use SID and STARs for noise abatement, conditions permitting; utilize Sound Visual Approach to Runway 34; turn final for Runway 16 outside outer marker.
All runways: Utilize NBAA “standard” departure procedures, or AC91–53A “distant” noise abatement departure procedure.
Light aircraft: Runway 34 departures north and eastbound, fly over interstate until reaching 1,500 feet MSL, then on course.
Touch-and-go’s: Runway 29 recommended traffic pattern in effect.
Helicopters: Use New York Helicopter Route Chart for noise abatement, fly routes at or above 2,000 ft MSL.
Copies of noise abatement procedures are available.
TERMINAL AREA GRAPHIC NOTICE
(NOT TO BE USED FOR NAVIGATION)

Nantucket, Massachusetts
Nantucket Memorial Airport VFR Noise Abatement Procedures


ARRIVALS
CONTACT NANTUCKET TOWER (118.3) 15 MILES OUT FOR LANDING INSTRUCTIONS

SINGLE ENGINES - (Pattern speed 130 knots or less) Plan to overfly island high (2000’+ AGL). Expect L/R base landing Runway 30 or Runway 33 when x-winds are under 12 knots. Descend offshore for landing whenever possible.

TWINS - Remain over water and expect to land on Runway 24 (wind permitting). Contact Tower for landing sequence abeam Great Point. Cross Third Point at 1000’ AGL. Follow Folgers Marsh (right base) for landing on Runway 24.

TURBOPROPS/JETS - Remain over water and expect straight in approach to Runway 24 (wind permitting). Enter final approach offshore outside Outer Marker.

DEPARTURES
Make maximum use of over water departure routes, maintaining 1 mile offshore and avoid island crossings whenever possible.

GENERAL AVIATION/AIRLINE CORRIDORS

Additional Info:
www.NantucketAirport.com

NANTUCKET ATC FREQUENCIES
ATIS 127.5
CLEARANCE 119.375
GROUND 121.7
TOWER 118.3

CAPE APPROACH VFR ADVISORY FREQUENCY 126.1

NE, 5 NOV 2020 to 31 DEC 2020
Pilots are advised to stay clear of Firefighting Traffic Areas. Remain 15 miles from the area of activity. If you must over-fly the area, do so at an altitude of 5000 feet AGL above. However, to remain safe and out of the way of working aircraft, it is best to circumnavigate the area.

The wild-land fire environment can be very complex and involve a large number and variety of aircraft types including fixed and rotary wing aircraft. Some of the aircraft are small single and multi-engine command and control platforms that can be especially difficult to see and may give the appearance that the fire is not staffed. The aircraft participating in firefighting can orbit as far out as 12 miles from the perimeter of the fire. Any intrusion by aircraft not directly involved in the firefighting operation could delay the delivery of much needed retardant or water to ground firefighters and will adversely affect the safety of participating aircraft. Please stay well away from wild-land fires even if you feel that aircraft are not working the fire; they may be en route or unseen.

If you see a fire developing along your route, report it immediately to air traffic control who will advise the US Forest Service. The firefighting community would welcome this information.
The following narratives summarize the FAR Part 93 Special Air Traffic Rules, and Airport Traffic Patterns in effect as prescribed in the rule. This information is advisory in nature and in no way relieves the pilot from compliance with the specific rules set forth in FAR Parts 91 and 93.

Special Airport Traffic Areas prescribed in Part 93 are depicted on Sectional Aeronautical Charts, Enroute Low Altitude Charts, and where applicable, on VFR Terminal Area Charts.

**OPERATIONS RESERVATIONS FOR HIGH DENSITY TRAFFIC AIRPORTS**

KENNEDY, LAGUARDIA, AND WASHINGTON REAGAN NATIONAL

The Federal Aviation Administration (FAA) has designated New York’s Kennedy and LaGuardia Airports and Washington Reagan National Airport as High Density Traffic Airports (HDTA), Title 14, Code of Federal Regulations, part 93, subpart K, and has prescribed air traffic rules and requirements for operating aircraft (excluding helicopters) to and from those airports during certain hours.

Reservations are required for operations from 6 a.m. through 11:59 p.m. local time at LaGuardia Airport and Washington Reagan National Airport. Reservations at Kennedy Airport are required from 3 p.m. through 7:59 p.m. local time.

Reservation procedures are detailed in Advisory Circular 93–1, Reservations for Unscheduled Operations at High Density Traffic Airports. A copy of the advisory circular is available on the FAA website at http://www.faa.gov. Reservations for unscheduled operations are allocated through the Enhanced Computer Voice Reservation System (e-CVRS) accessible via telephone or the Internet. This system may not be used to make reservations for scheduled air carrier or commuter flights.

The toll-free telephone number for accessing e-CVRS is 1–800–875–9694 and is available for calls originating within the United States, Canada, and the Caribbean. Users outside the toll-free areas may access e-CVRS by calling the toll number of 703–707–0568. The Internet web address for accessing the e-CVRS is http://www.fly.faa.gov/ecvrs. If you have any questions about reservation requirements or are experiencing problems with the system, you may telephone the Airport Reservation Office at the Air Traffic Control System Command Center at (703) 904–4452.

Requests for instrument flight rules (IFR) reservations will be accepted beginning 72 hours prior to the proposed time of operation at the high-density airport. For example, a request for an 11 a.m. reservation on a Thursday will be accepted beginning at 11 a.m. on the previous Monday.

IFR reservations must be obtained prior to IFR landing or takeoff at an HDTA during slot controlled hours. An air traffic control (ATC) clearance does not constitute a reservation. A reservation does not constitute permission to operate at an HDTA if additional operational limits or procedures are required by NOTAM and/or regulation.

Aircraft involved in medical emergencies will be handled by ATC without regard to a reservation after obtaining prior approval of the ATC System Command Center on (703) 904–4452. ATC will accommodate declared other emergency situations without regard to slot reservations.

**NOTE:** Visual flight rule (VFR) reservations via ATC for unscheduled operations at LaGuardia are not authorized from 7 a.m. through 8:59 a.m. local time and 4 p.m. through 6:59 p.m. local time, Monday through Friday and Sunday evenings, unless otherwise announced by NOTAM. Both IFR and VFR operations during those time periods must obtain an advance reservation through e-CVRS.
INTENTIONALLY LEFT BLANK
Flight Service Station (FSS) facilities process flight plans and provide flight planning and weather briefing services to pilots. FSS services in the contiguous United States, Hawaii and Puerto Rico, are provided by a contract provider at two large facilities. In Alaska, FSS services are delivered through a network of three hub facilities and 14 satellite facilities, some of which operate part-time and some are seasonal. Because of the interconnectivity between the facilities, all FSS services including radio frequencies are available continuously using published data.

Further information can be found in the Aeronautical Information Manual (AIM).

NATIONAL FSS TELEPHONE NUMBER

Pilot Weather Briefings........................................ 1–800–WX–BRIEF (1–800–992–7433)

OTHER FSS TELEPHONE NUMBERS (except in Alaska)


FLIGHT RESTRICTED ZONE FLIGHTS

Pilots wishing to fly within the Flight Restricted Zone (FRZ) must call the Washington ARTCC Flight Data Unit at 703–771–3476.
### FAA TELEPHONE NUMBERS AND NWS
#### KEY AIR TRAFFIC FACILITIES

**Air Traffic Control System Command Center**
Main Number: 540-422-4100

### RGNL AIR TRAFFIC DIVISIONS

<table>
<thead>
<tr>
<th>REGION</th>
<th>TELEPHONE</th>
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</thead>
<tbody>
<tr>
<td>Alaskan</td>
<td>907–271–5464</td>
</tr>
<tr>
<td>Central</td>
<td>816–329–2500</td>
</tr>
<tr>
<td>Eastern</td>
<td>718–553–4502</td>
</tr>
<tr>
<td>Great Lakes</td>
<td>847–294–7202</td>
</tr>
<tr>
<td>New England</td>
<td>404–305–6200</td>
</tr>
<tr>
<td>Northwest Mountain</td>
<td>425–227–2500</td>
</tr>
<tr>
<td>Southern</td>
<td>404–305–5500</td>
</tr>
<tr>
<td>Southwest</td>
<td>817–222–5500</td>
</tr>
<tr>
<td>Western Pacific</td>
<td>310–725–6500</td>
</tr>
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### AIR ROUTE TRAFFIC CONTROL CENTERS (ARTCCs)

<table>
<thead>
<tr>
<th>ARTCC NAME</th>
<th>*24 HR RGNL DUTY OFFICE TELEPHONE #</th>
<th>BUSINESS HOURS</th>
<th>BUSINESS TELEPHONE #</th>
<th>**CLEARANCE DELIVERY TELEPHONE #</th>
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</thead>
<tbody>
<tr>
<td>Albuquerque</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>505–856–4300</td>
<td>505–856–4561</td>
</tr>
<tr>
<td>Anchorage</td>
<td>907–271–5936</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>907–269–1137</td>
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<tr>
<td>Atlanta</td>
<td>404–305–5180</td>
<td>7:30 a.m.–5:00 p.m.</td>
<td>770–210–7601</td>
<td>770–210–7692</td>
</tr>
<tr>
<td>Boston</td>
<td>404–305–5156</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>603–879–6633</td>
<td>603–879–6859</td>
</tr>
<tr>
<td>Chicago</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>630–906–8221</td>
<td>630–906–8921</td>
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<tr>
<td>Cleveland</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>440–774–0310</td>
<td>440–774–0490</td>
</tr>
<tr>
<td>Denver</td>
<td>206–231–2099</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>303–342–1600</td>
<td>303–651–4257</td>
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<tr>
<td>Ft. Worth</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>817–858–7500</td>
<td>817–858–7584</td>
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<tr>
<td>Honolulu</td>
<td>310–725–3300</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>808–840–6100</td>
<td>808–840–6201</td>
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<td>Houston</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>281–230–5300</td>
<td>281–230–5622</td>
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<tr>
<td>Indianapolis</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>317–247–2231</td>
<td>317–247–2411</td>
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<tr>
<td>Jacksonville</td>
<td>404–305–5180</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>904–549–1501</td>
<td>904–845–1592</td>
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<tr>
<td>Kansas City</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>913–254–8500</td>
<td>913–254–8508</td>
</tr>
<tr>
<td>Los Angeles</td>
<td>661–265–8200</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>661–265–8200</td>
<td>661–575–2079</td>
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<tr>
<td>Memphis</td>
<td>404–305–5180</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>901–368–8103</td>
<td>901–368–8453</td>
</tr>
<tr>
<td>Miami</td>
<td>404–305–5180</td>
<td>7:00 a.m.–3:30 p.m.</td>
<td>305–716–1500</td>
<td>305–716–1731</td>
</tr>
<tr>
<td>Minneapolis</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>651–463–5580</td>
<td>651–463–5588</td>
</tr>
<tr>
<td>New York</td>
<td>718–995–5426</td>
<td>8:00 a.m.–4:40 p.m.</td>
<td>631–468–1001</td>
<td>631–468–1425</td>
</tr>
<tr>
<td>Oakland</td>
<td>310–725–3300</td>
<td>6:30 a.m.–3:00 p.m.</td>
<td>510–745–3331</td>
<td>510–745–3380</td>
</tr>
<tr>
<td>Salt Lake City</td>
<td>206–231–2099</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>801–320–2500</td>
<td>801–320–2568</td>
</tr>
<tr>
<td>San Juan</td>
<td>404–305–5180</td>
<td>7:30 a.m.–5:00 p.m.</td>
<td>787–253–8663</td>
<td>787–253–8664</td>
</tr>
<tr>
<td>Seattle</td>
<td>206–231–2099</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>253–351–3500</td>
<td>253–351–3694</td>
</tr>
<tr>
<td>Washington</td>
<td>718–995–5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>703–771–3401</td>
<td>703–771–3587</td>
</tr>
</tbody>
</table>

*Facilities can be contacted through the Rgnl Duty Officer during non–business hours.
**For use when numbers or frequencies are not listed in the airport listing.

### MAJOR TERMINAL RADAR APPROACH CONTROLS (TRACONs)

<table>
<thead>
<tr>
<th>TRACON NAME</th>
<th>*24 HR RGNL DUTY OFFICE TELEPHONE #</th>
<th>BUSINESS HOURS</th>
<th>BUSINESS TELEPHONE #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atlanta</td>
<td>404–305–5180</td>
<td>7:00 a.m.–3:30 p.m.</td>
<td>404–669–1200</td>
</tr>
<tr>
<td>Chicago</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>847–608–5509</td>
</tr>
<tr>
<td>Dallas–Ft. Worth</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>972–615–2500</td>
</tr>
<tr>
<td>Denver</td>
<td>425–227–1389</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>303–342–1500</td>
</tr>
<tr>
<td>Houston</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>281–230–8400</td>
</tr>
<tr>
<td>New York</td>
<td>718–995–5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>516–683–2901</td>
</tr>
<tr>
<td>Northern CA</td>
<td>310–725–3300</td>
<td>7:00 a.m.–3:30 p.m.</td>
<td>916–366–4001</td>
</tr>
<tr>
<td>Potomac</td>
<td>718–995–5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>540–349–7500</td>
</tr>
<tr>
<td>Southern CA</td>
<td>310–725–3300</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>858–537–5800</td>
</tr>
</tbody>
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*Facilities can be contacted through the Rgnl Duty Officer during non–business hours.

NE, 5 NOV 2020 to 31 DEC 2020
<table>
<thead>
<tr>
<th>AIRPORT NAME</th>
<th>DAILY NAS REPORTABLE AIRPORTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albuquerque Intl Sunport, NM</td>
<td>817–222–5006</td>
</tr>
<tr>
<td>Andrews AFB, MD</td>
<td>718–995–5426</td>
</tr>
<tr>
<td>Baltimore/Washington</td>
<td>718–995–5426</td>
</tr>
<tr>
<td>Boston Logan Intl, MA</td>
<td>404–305–5156</td>
</tr>
<tr>
<td>Bradley Intl, CT</td>
<td>404–305–5156</td>
</tr>
<tr>
<td>Burbank/Bob Hope, CA</td>
<td>310–725–3300</td>
</tr>
<tr>
<td>Charlotte Douglas Intl, NC</td>
<td>404–305–5180</td>
</tr>
<tr>
<td>Chicago Midway, IL</td>
<td>817–222–5006</td>
</tr>
<tr>
<td>Chicago O’Hare Intl, IL</td>
<td>817–222–5006</td>
</tr>
<tr>
<td>Cleveland Hopkins Intl, OH</td>
<td>817–222–5006</td>
</tr>
<tr>
<td>Covington/Cincinnati, OH</td>
<td>817–222–5006</td>
</tr>
<tr>
<td>Dallas–Ft. Worth Intl, TX</td>
<td>817–222–5006</td>
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<tr>
<td>Dayton Cox Intl, OH</td>
<td>817–222–5006</td>
</tr>
<tr>
<td>Denver Intl, CO</td>
<td>425–227–1389</td>
</tr>
<tr>
<td>Detroit Metro, MI</td>
<td>817–222–5006</td>
</tr>
<tr>
<td>Fairbanks Intl, AK</td>
<td>907–271–5936</td>
</tr>
<tr>
<td>Fort Lauderdale Intl, FL</td>
<td>404–305–5180</td>
</tr>
<tr>
<td>George Bush</td>
<td>817–222–5006</td>
</tr>
<tr>
<td>Hartsfield–Jackson Atlanta Intl, GA</td>
<td>404–305–5180</td>
</tr>
<tr>
<td>Honolulu (Daniel K Inouye Intl), HI</td>
<td>310–725–3300</td>
</tr>
<tr>
<td>Houston Hobby, TX</td>
<td>817–222–5006</td>
</tr>
<tr>
<td>Indianapolis Intl, IN</td>
<td>817–222–5006</td>
</tr>
<tr>
<td>Kahului/Maui, HI</td>
<td>310–725–3300</td>
</tr>
<tr>
<td>Kansas City Intl, MO</td>
<td>817–222–5006</td>
</tr>
<tr>
<td>Las Vegas McCarran, NV</td>
<td>310–725–3300</td>
</tr>
<tr>
<td>Los Angeles Intl, CA</td>
<td>310–725–3300</td>
</tr>
<tr>
<td>Louis Armstrong New Orleans Intl, LA</td>
<td>817–222–5006</td>
</tr>
<tr>
<td>Memphis Intl, TN</td>
<td>404–305–5180</td>
</tr>
<tr>
<td>Miami Intl, FL</td>
<td>404–305–5180</td>
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<tr>
<td>Minneapolis/St. Paul, MN</td>
<td>817–222–5006</td>
</tr>
<tr>
<td>Nashville Intl, TN</td>
<td>404–305–5180</td>
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<tr>
<td>New York Kennedy Intl, NY</td>
<td>718–995–5426</td>
</tr>
<tr>
<td>New York La Guardia, NY</td>
<td>718–995–5426</td>
</tr>
<tr>
<td>Newark Liberty Intl, NJ</td>
<td>718–995–5426</td>
</tr>
<tr>
<td>Norman Y. Mineta San Jose Intl, CA</td>
<td>310–725–3300</td>
</tr>
<tr>
<td>Ontario Intl, CA</td>
<td>310–725–3300</td>
</tr>
<tr>
<td>Orlando Intl, FL</td>
<td>404–305–5180</td>
</tr>
<tr>
<td>Philadelphia Intl, PA</td>
<td>718–995–5426</td>
</tr>
<tr>
<td>Phoenix Sky Harbor Intl, AZ</td>
<td>310–725–3300</td>
</tr>
<tr>
<td>Pittsburgh Intl, PA</td>
<td>718–995–5426</td>
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<tr>
<td>Portland Intl, OR</td>
<td>425–227–1389</td>
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<tr>
<td>Raleigh–Durham, NC</td>
<td>404–305–5180</td>
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<tr>
<td>Salt Lake City, UT</td>
<td>425–227–1389</td>
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<tr>
<td>San Antonio Intl, TX</td>
<td>817–222–5006</td>
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<tr>
<td>San Diego Lindbergh Intl, CA</td>
<td>310–725–3300</td>
</tr>
<tr>
<td>San Francisco Intl, CA</td>
<td>310–725–3300</td>
</tr>
<tr>
<td>San Juan Intl, PR</td>
<td>404–305–5180</td>
</tr>
<tr>
<td>St. Louis Lambert, MO</td>
<td>817–222–5006</td>
</tr>
<tr>
<td>Tampa Intl, FL</td>
<td>404–305–5180</td>
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<tr>
<td>Ted Stevens Anchorage Intl, AK</td>
<td>907–271–5936</td>
</tr>
<tr>
<td>Teterboro, NJ</td>
<td>718–995–5426</td>
</tr>
<tr>
<td>Washington Dulles Intl, DC</td>
<td>718–995–5426</td>
</tr>
<tr>
<td>West Palm Beach, FL</td>
<td>404–305–5180</td>
</tr>
<tr>
<td>Westchester Co, NY</td>
<td>718–995–5426</td>
</tr>
</tbody>
</table>

*Facilities can be contacted through the Rgnl Duty Officer during non–business hours.*
### KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

**TAF** KPKT 091730Z 091818 15005KT 5SM HZ FEW020 WS010/31022KT
FM1930 30015G25KT 3SM SHRA OVC015 TEMPO 2022 1/2SM +TSRA
OVC008CB
FM0100 27008KT 5SM SHRA BKN020 OVC040 PROB40 0407 15SM -RA BR
FM1015 18005KT 6SM -SHRA OVC020 BECMG 1315 P6SM NSW SKC

**METAR** KPKT 091955Z COR 22015G25KT 3/4SM R28L/2600FT TSRA OVC010CB
18/16 A2992 RMK SLPL05 T01820159

<table>
<thead>
<tr>
<th>Forecast</th>
<th>Explanation</th>
<th>Report</th>
</tr>
</thead>
<tbody>
<tr>
<td>TAF</td>
<td>Message type: TAF-route or TAF AMD-amended forecast, METAR-hourly, SPECI-special or TESTM-non-commissioned ASOS report</td>
<td>METAR</td>
</tr>
<tr>
<td>KPKT</td>
<td>ICAO location indicator</td>
<td>KPKT</td>
</tr>
<tr>
<td>091730Z</td>
<td>Issuance time: ALL times in UTC &quot;Z&quot;, 2-digit date, 4-digit time</td>
<td>091955Z</td>
</tr>
<tr>
<td>091818</td>
<td>Valid period: 2-digit date, 2-digit beginning, 2-digit ending times</td>
<td>COR</td>
</tr>
<tr>
<td>15005KT</td>
<td>Wind: 3 digit true-north direction, nearest 10 degrees (or Variable); next 2-3 digits for speed and unit, KT (KMH or MPS); as needed, Gust and maximum speed; 0000KT for calm; for METAR, if direction varies 60 degrees or more, Variability appended, e.g. 180V260</td>
<td>22015G25KT</td>
</tr>
<tr>
<td>5SM</td>
<td>Prevailing visibility: in U.S., Statute Miles &amp; fractions; above 6 miles in TAF Plus6SM. (Or, 4-digit minimum visibility in meters and as required, lowest value with direction)</td>
<td>3/4SM</td>
</tr>
<tr>
<td></td>
<td>Runway Visual Range: R; 2-digit runway designer Left, Center, or Right as needed; *&quot;; Minus or Plus in U.S., 4-digit value, FeeT in U.S., (usually meters elsewhere); 4-digit value Variability 4-digit value (and tendency Down, Up or No change)</td>
<td>R28L/2600FT</td>
</tr>
<tr>
<td>HZ</td>
<td>Significant present, forecast and recent weather: see table (on back)</td>
<td>TSRA</td>
</tr>
<tr>
<td>FEW020</td>
<td>Cloud amount, height and type: SKy Clear 0/8, FEW &gt;0/8-2/8, SCAIeried 3/8-4/8, BroKeN 5/8-7/8, OVerCast 8/8; 3-digit height in hundreds of ft; Towering CUmulus or CUmulonimbus in METAR; in TAF, only CB. Vertical Visibility for obscured sky and height &quot;VV004&quot;. More than 1 layer may be reported or forecast. In automated METAR reports only, CleaR for &quot;clear below 12,000 feet&quot;</td>
<td>OVC010CB</td>
</tr>
<tr>
<td></td>
<td>Temperature: degrees Celsius; first 2 digits, temperature *&quot; last 2 digits, dew-point temperature; Minus for below zero, e.g., M06</td>
<td>18/16</td>
</tr>
<tr>
<td></td>
<td>Altimeter setting: indicator and 4 digits; in U.S., A-inches and hundredths; (Q- hectoPascals, e.g., Q1013)</td>
<td>A2992</td>
</tr>
</tbody>
</table>

NE, 5 NOV 2020 to 31 DEC 2020
KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

<table>
<thead>
<tr>
<th>Forecast</th>
<th>Explanation</th>
<th>Report</th>
</tr>
</thead>
<tbody>
<tr>
<td>WS010/31022KT</td>
<td>In U.S. TAF, non-convective low-level (≤2,000 ft) Wind Shear; 3-digit height (hundreds of ft); &quot;&quot;: 3-digit wind direction and 2-3 digit wind speed above the indicated height, and unit, KT</td>
<td>RMK SLP045 T01820159</td>
</tr>
<tr>
<td>FM1930</td>
<td>From and 2-digit hour and 2-digit minute beginning time: indicates significant change. Each FM starts on new line, indented 5 spaces.</td>
<td></td>
</tr>
<tr>
<td>TEMPO 2022</td>
<td>TEMPOorary: changes expected for &lt; 1 hour and in total, &lt; half of 2-digit hour beginning and 2-digit hour ending time period</td>
<td></td>
</tr>
<tr>
<td>PROB40 0407</td>
<td>PROBability and 2-digit percent (30 or 40): probable condition during 2-digit hour beginning and 2-digit hour ending time period</td>
<td></td>
</tr>
<tr>
<td>BECMG 1315</td>
<td>BECoMinG: change expected during 2-digit hour beginning and 2-digit hour ending time period</td>
<td></td>
</tr>
</tbody>
</table>

Table of Significant Present, Forecast and Recent Weather - Grouped in categories and used in the order listed below; or as needed in TAF, No Significant Weather.

QUALIFIER

Intensity or Proximity
- Light "no sign" Moderate + Heavy
- VC Vicinity: but not at aerodrome; in U.S. METAR, between 5 and 10SM of the point(s) of observation; in U.S. TAF, 5 to 10SM from center of runway complex (elsewhere within 8000m)

Descriptor
- MI Shallow
- BL Blowing
- BC Patches
- SH Showers
- PR Partial
- DR Drifting
- TS Thunderstorm
- FZ Freezing

WEATHER PHENOMENA

Precipitation
- DZ Drizzle
- IC Ice crystals
- RA Rain
- PL Ice pellets
- SN Snow
- GR Hail
- SG Snow grains
- GS Small hail/snow pellets

UP Unknown precipitation in automated observations

Obscuration
- BR Mist (≥5/8SM)
- SA Sand
- FG Fog (<5/8SM)
- HZ Haze
- FU Smoke
- PY Spray
- VA Volcanic ash
- DU Widespread dust

Other
- SQ Squall
- FC Funnel cloud
- SS Sandstorm
- +FC tornado/waterspout
- DS Duststorm
- PO Well developed
dust/sand whirls

- Explanations in parentheses "( )" indicate different worldwide practices.
- Ceiling is not specified; defined as the lowest broken or overcast layer, or the vertical visibility.
- NWS TAFs exclude turbulence, icing & temperature forecasts; NWS METARs exclude trend fcsts
- Although not used in US, Ceiling And Visibility OK replaces visibility, weather and clouds if: visibility ≥10 km; no cloud below 5000 ft (1500 m) or below the highest minimum sector altitude, whichever is greater and no CB; and no precipitation, TS, DS, SS, MIFG, DRDU, DRSA or DRSN.

UNITED STATES DEPARTMENT OF COMMERCE

NOAA/PA 96052 National Oceanic and Atmospheric Administration—National Weather Service
NATIONAL WEATHER SERVICE (NWS)
UPPER AIR OBSERVING STATION (UAOS)
AND
WEATHER RADAR NETWORK

LEGEND

△ AVIATION WEATHER SERVICE (MILITARY)
▲ AIR TRAFFIC CONTROL RADAR
★ UPPER AIR OBSERVING STATION/RADAR
■ RADAR ONLY
• UAOS-BALLOON RELEASE AROUND 1100 UTC
AND 2300 UTC DAILY
○ OTHER NWS UPPER AIR STATIONS—BALLOON RELEASE TIMES ARE FLEXIBLE BUT GENERALLY AROUND SUNRISE AND/OR EARLY AFTERNOON

NOTE: FOR RELEASES LATER THAN 1130 UTC AND 2330 UTC, AND FOR SPECIAL RELEASES AT OTHER THAN THE SCHEDULED HOURS, AN AERONAUTICAL INFORMATION MESSAGE WILL BE FILED.
Air Route Traffic Control Centers frequencies and their remoted transmitter sites are listed below for the coverage of this volume. Bold face type indicates high altitude frequencies, light face type indicates low altitude frequencies. To insure unrestricted IFR operations within the high altitude enroute sectors, the use of 720 channel communications equipment (25 kHz channel spacing) is required.

<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>ATLANTA CENTER</td>
<td>(KZTL)</td>
</tr>
<tr>
<td>Albemarle – 133.15 251.1</td>
<td></td>
</tr>
<tr>
<td>Anderson – 121.5 121.5 243.0 243.0</td>
<td></td>
</tr>
<tr>
<td>Anniston – 134.95 323.175 243.0 243.0</td>
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</tr>
<tr>
<td>Athens – 134.2 127.5 127.5 120.425 327.15 316.05 316.05 254.35</td>
<td></td>
</tr>
<tr>
<td>Atlanta/A – 135.0 135.0 369.9 317.7 317.7</td>
<td></td>
</tr>
<tr>
<td>Augusta – 128.1 322.325</td>
<td></td>
</tr>
<tr>
<td>Birmingham – 128.725 127.3 350.325 251.05</td>
<td></td>
</tr>
<tr>
<td>Chattanooga – 133.175 132.05 126.675 124.875 363.1 354.025 299.2 257.675</td>
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<tr>
<td>Columbus – 125.575 120.45 353.95 298.85</td>
<td></td>
</tr>
<tr>
<td>Crossville – 121.5 121.5 243.0 243.0</td>
<td></td>
</tr>
<tr>
<td>Foothills – 134.8 124.375 379.95 353.925</td>
<td></td>
</tr>
<tr>
<td>Gadsden – 124.5 270.325</td>
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</tr>
<tr>
<td>Glade Springs – 127.85 269.3</td>
<td></td>
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<tr>
<td>Greensboro – 128.8 124.425 360.825 323.025</td>
<td></td>
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<tr>
<td>Greer – 121.5 121.5 243.0 243.0</td>
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<tr>
<td>Hampton – 127.125 121.5 121.5 119.375 371.95 363.25 306.975 268.7 243.0 243.0</td>
<td></td>
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<tr>
<td>Hickory – 134.55 125.15 124.25 121.5 121.5 369.9 290.2 263.0 243.0 243.0</td>
<td></td>
</tr>
<tr>
<td>Hinch Mountain – 133.6 125.925 269.175 254.3</td>
<td></td>
</tr>
<tr>
<td>Macon – 134.5 126.425 123.95 379.95 360.75 342.425 335.65 269.625 269.625 263.075 263.075 257.9</td>
<td></td>
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<tr>
<td>Millen – 127.9 343.75</td>
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<tr>
<td>Monroeville – 118.55 267.9</td>
<td></td>
</tr>
<tr>
<td>Montgomery – 128.025 120.55 307.15 280.1 280.1 270.25</td>
<td></td>
</tr>
<tr>
<td>Mount Oglethorpe – 134.8 133.1 127.05 127.05 121.35 379.95 377.05 370.9 342.425 342.425 290.8 282.35 282.35</td>
<td></td>
</tr>
<tr>
<td>Newport – 127.55 269.5</td>
<td></td>
</tr>
<tr>
<td>Owing – 135.35 125.625 123.725 327.0 269.1 263.125</td>
<td></td>
</tr>
<tr>
<td>Pine Level – 243.0 243.0</td>
<td></td>
</tr>
<tr>
<td>Sugarloaf Mountain – 132.625 121.5 121.5 353.625 243.0 243.0</td>
<td></td>
</tr>
<tr>
<td>Tri City – 127.85 126.775 120.725 353.575 269.3 257.775</td>
<td></td>
</tr>
<tr>
<td>Uniontown – 132.25 352.8 343.725 327.05 307.15 263.025 252.9</td>
<td></td>
</tr>
</tbody>
</table>

NE, 5 NOV 2020 to 31 DEC 2020
Augusta – 134.95 121.5 121.5 307.0 243.0 243.0  
Barnstable – 132.9 128.75 127.825 387.1 370.9 321.3 307.3 290.3 243.0 243.0  
Berlin – 135.7 135.7 282.2 282.2  
Bucks Harbor – 133.45 133.45 290.5 269.3 269.3  
Burlington – 120.35 120.35 118.825 342.25 342.25 251.075  
Calverton – 124.525 379.85  
Caribou – 124.75 121.5 243.0 239.05  
Concord – 128.325 348.7  
Cummington – 132.65 379.1  
Gardner – 134.7 123.75 381.4 338.2 269.475  
Houlton – 128.05 (OCEANIC CONTROL–VIA J55) 121.5 121.5 120.25 346.4 (OCEANIC CONTROL–VIA V39) 319.1 (OCEANIC CONTROL–VIA J55) 243.0 243.0  
Hyannis – 133.45 133.45 (OCEANIC CONTROL–VIA J575/J585/C1141/C1142/C1143/C1144/C1145/C1146) 120.125 269.3 269.3 (OCEANIC CONTROL–VIA J575/J585/C1141/C1142/C1143/C1144/C1145/C1146)  
Islip – 135.8 132.3 346.3 259.1  
Kingston – 134.3 256.9  
Lake George – 135.325 133.625 128.325 121.35 393.3 360.6 354.1 348.7  
Lebanon – 134.7 121.5 121.5 381.4 243.0 243.0  
Massena – 121.5 121.5 243.0 243.0  
Melrose – 133.325 127.95 119.25 370.9 353.7 281.5  
Millinocket – 128.05 319.1  
Montpelier – 135.7 135.7 121.5 121.5 282.2 282.2 243.0 243.0  
Portland – 128.2 322.4 263.05  
Princeton – 121.5 121.5  
Rockdale – 133.25 126.475 353.925 279.5  
Saint Albans – 128.05 124.25 120.25 346.4 321.3 319.1 290.5 243.0 243.0  
Shelton – 134.0 128.1 126.275 125.575 351.7 343.8 317.3 306.3  
South Acton – 322.4 286.4  
Turin – 135.25 133.25 123.875 120.35 377.1 377.1 342.25 342.25 323.0 321.3 279.5 243.0 243.0  
Utica – 124.125 353.925 342.25 232.4  
Waterboro – 128.2 118.55 263.05  
Watertown – 121.5 121.5 243.0 243.0  
Whitefield – 121.5 121.5  
Woodstock – 135.325 133.425 133.425 127.65 124.85 118.425 398.9 360.6 307.9 277.4 269.2  
CENTER REMARKS: THE PROVISION OF ENROUTE PRIM RADAR SVC NOT AVBL IN THE BOS ARTCC WATERTOWN NY AREA AT 1200’ & BELOW; ROCKDALE/UTICA NY AREAS AT 11000’ & BELOW; DELANCEY NY AREA AT 7000’ & BELOW AND IN THE SYRACUSE* 

Algonac – 134.775 132.25 126.525 380.6 298.875 285.525 278.8 269.2 244.575  
Altoona – 132.125 128.45 124.4 121.5 121.5 121.2 363.075 327.1 307.1 299.2 243.0 243.0  
Belmont – 126.95 124.425 307.075 239.3  
Bloomington – 284.625 269.625  
Bradford – 124.325 121.5 121.5 353.85  
Carleton – 134.775 119.95 354.1 269.5 243.0 243.0  
Chardon – 120.775 120.6 298.95  
Detroit North – 369.9  
Dubois – 126.725 121.5 121.5 291.65 243.0 243.0  
Dunkirk – 125.2 256.8  
Findlay – 135.1 127.675 291.725 281.475 243.0 243.0  
Flint – 127.7 126.75 348.75 307.8 290.425  
Holland – 135.775 306.9  
Jackson – 134.65 127.3 328.425  
Litchfield – 135.725 134.65 120.45 360.7 285.625 281.425  
Mansfield – 134.9 133.375 369.9 317.7 290.275  
Moon Township – 134.475 389.5 369.25 317.45 254.275  
Morgantown – 121.5 121.5 243.0 243.0  
Mount Hope – 243.0 243.0  
Paris – 120.6 379.275  
Saginaw – 133.875 127.7 369.9 351.9 307.8  
Sandusky – 132.45 127.9 119.875 371.95 348.675 327.0 298.95 284.625  
Warren – 134.125 119.725 316.1 307.15  
Waterford – 127.075 323.2 292.175  
Waverly – 128.625 379.2  
Wayland – 127.475 124.325 369.9 353.85 346.35 338.35 243.0 243.0  
NE, 5 NOV 2020 to 31 DEC 2020
Air Route Traffic Control Centers

**INDIANAPOLIS CENTER –**

<table>
<thead>
<tr>
<th>Frequency</th>
<th>Callsign</th>
<th>Remarks</th>
</tr>
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<tbody>
<tr>
<td>124.525</td>
<td>Bluefield</td>
<td>CPDLC (LOGON KUSA)</td>
</tr>
<tr>
<td>125.55</td>
<td>Brookville</td>
<td>DCL (LOGON KUSA)</td>
</tr>
<tr>
<td>133.425</td>
<td>Evansville</td>
<td>(KZID)</td>
</tr>
<tr>
<td>243.0</td>
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<tr>
<td>251.1</td>
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<tr>
<td>290.3</td>
<td>Livingston</td>
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<tr>
<td>298.9</td>
<td>London</td>
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</tr>
<tr>
<td>319.8</td>
<td>London 2</td>
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<tr>
<td>398.9</td>
<td>Lynch</td>
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<tr>
<td>398.9</td>
<td>Marietta</td>
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<tr>
<td>398.9</td>
<td>Marmet</td>
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<td>398.9</td>
<td>Merwyn</td>
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<td>398.9</td>
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<td>Parkersburg</td>
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<td>398.9</td>
<td>Portsmouth</td>
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<td>Winchester</td>
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<td>398.9</td>
<td>Zanesville</td>
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**CENTER REMARKS:**

- CPDLC (LOGON KUSA)
- DCL (LOGON KUSA)

---

**NEW YORK CENTER CPDLC (LOGON KUSA) DCL (LOGON KUSA) –**

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<th>Frequency</th>
<th>Callsign</th>
<th>Remarks</th>
</tr>
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<tbody>
<tr>
<td>124.15</td>
<td>Barnstable</td>
<td>(KZNY)</td>
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<tr>
<td>124.15</td>
<td>Big Flat</td>
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<tr>
<td>124.15</td>
<td>Colts Neck</td>
<td></td>
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<tr>
<td>124.15</td>
<td>Douglaston</td>
<td></td>
</tr>
<tr>
<td>124.15</td>
<td>Elk Mountain</td>
<td></td>
</tr>
<tr>
<td>124.15</td>
<td>Elmira</td>
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<td>124.15</td>
<td>Flint Hill</td>
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<tr>
<td>124.15</td>
<td>Huguenot</td>
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<tr>
<td>124.15</td>
<td>Joliet</td>
<td></td>
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<tr>
<td>124.15</td>
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<td>Millville</td>
<td></td>
</tr>
<tr>
<td>124.15</td>
<td>Modena</td>
<td></td>
</tr>
<tr>
<td>124.15</td>
<td>Nantucket</td>
<td></td>
</tr>
<tr>
<td>124.15</td>
<td>North Mountain</td>
<td></td>
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<tr>
<td>124.15</td>
<td>Philipsburg</td>
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<tr>
<td>124.15</td>
<td>Sayre</td>
<td></td>
</tr>
<tr>
<td>124.15</td>
<td>Ship Bottom</td>
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<tr>
<td>124.15</td>
<td>Sparta</td>
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<tr>
<td>124.15</td>
<td>Williamsport</td>
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**CENTER REMARKS:**

- CPDLC (LOGON KUSA)
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<th>Location</th>
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<tr>
<td>Atlantic City</td>
<td>133.125 281.45</td>
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<tr>
<td>Bucks Elbow</td>
<td>135.4 133.2 133.2 121.675 371.9 296.7 284.7 282.2 282.2 263.1</td>
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<tr>
<td>Buena Vista</td>
<td>134.625 134.4 133.025 127.925 377.2 353.9 319.0 269.375</td>
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<tr>
<td>Cape Charles</td>
<td>128.525 275.7</td>
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<tr>
<td>Cedar Lake</td>
<td>124.775 124.775 362.3 362.3</td>
</tr>
<tr>
<td>Danville</td>
<td>121.5 121.5 243.0 243.0</td>
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<tr>
<td>Elkins</td>
<td>128.6 387.1</td>
</tr>
<tr>
<td>Falls Church</td>
<td>135.525 133.975 132.775 126.875 381.5 357.6 351.8</td>
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<tr>
<td>Grantsville</td>
<td>133.65 285.6</td>
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<tr>
<td>Green Bay</td>
<td>133.725 132.025 127.75 118.75 380.3 377.1 351.9 290.425 269.4</td>
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<tr>
<td>Hagerstown</td>
<td>134.15 134.15 227.125 227.125</td>
</tr>
<tr>
<td>Johnsonville</td>
<td>135.2 118.925 348.65 322.45</td>
</tr>
<tr>
<td>Linden</td>
<td>133.55 322.55</td>
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<tr>
<td>Manteo</td>
<td>124.725 350.35</td>
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<tr>
<td>Millville</td>
<td>125.45 125.45 363.0 363.0</td>
</tr>
<tr>
<td>Modena</td>
<td>132.525 287.9</td>
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<tr>
<td>New Bern</td>
<td>135.5 121.5 121.5 281.425 256.7 243.0 243.0</td>
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<tr>
<td>Patuxent River</td>
<td>133.9 281.4</td>
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<td>Roanoke</td>
<td>134.625 377.2</td>
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<tr>
<td>Rocky Mount</td>
<td>132.225 123.85 354.1 279.65</td>
</tr>
<tr>
<td>Sampson</td>
<td>135.3 285.5</td>
</tr>
<tr>
<td>Sea Isle</td>
<td>127.7 285.4</td>
</tr>
<tr>
<td>Ship Bottom</td>
<td>127.025 254.3</td>
</tr>
<tr>
<td>Smyrna</td>
<td>132.05 277.4</td>
</tr>
<tr>
<td>Snow Hill</td>
<td>132.55 256.8</td>
</tr>
<tr>
<td>South Boston</td>
<td>124.05 307.0</td>
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<tr>
<td>Whaleyville</td>
<td>133.825 123.85 327.8 323.0 296.7 258.1</td>
</tr>
<tr>
<td>White Sulphur Springs</td>
<td>120.85 (FREQ USED FOR CLEARANCE DELIVERY FOR GREENBRIER VALLEY ARPT AT LEWISBURG WV. NOT FOR ENROUTE USE)</td>
</tr>
<tr>
<td>Wilmington</td>
<td>135.75 124.025 269.15</td>
</tr>
</tbody>
</table>

**NE, 5 NOV 2020 to 31 DEC 2020**
VHF frequencies available at Flight Service Stations and at their remote communication outlets (RCO's) are listed below for the coverage of this volume. Frequencies in bold type are available all altitudes but recommended for use FL180 and above. 'T' indicates transmit only and 'R' indicates receive only. RCO's available at NAVAID's are listed after the NAVAID name. RCO's not at NAVAID's are listed by name.

**ALTOONA RADIO**
- ALLEGHENY RCO 122.2 255.4
- ALTOONA RCO 122.2
- BRADFORD RCO 122.2 255.4
- DU BOIS RCO 122.2 255.4
- ELLWOOD CITY VOR/DME 115.8T 122.1R
- FRANKLIN VOR 109.6T 122.1R
- PHILIPSBURG RCO 122.5 255.4
- PHILIPSBURG VORTAC 115.5T 122.1R
- ST MARYS RCO 122.4

**BANGOR RADIO**
- AUGUSTA VOR/DME 115.0T 122.1R 122.2 255.4
- BANGOR RCO 122.2 255.4
- BERLIN RCO 122.35
- BUCKS HARBOR RCO 122.5
- CARIBOU RCO 122.3
- CONCORD RCO 122.2 255.4
- FRYEBURG RCO 122.55
- GREENVILLE RCO 122.3
- HOULTON VOR/DME 122.2 255.4
- KEENE VORTAC 122.6
- LEBANON RCO 122.2 255.4
- MILLINOCKET RCO 122.6 255.4
- MILLINOCKET VOR/DME 117.9T 122.1R
- WHITEFIELD RCO 122.4

**BRIDGEPORT RADIO**
- BOSTON RCO 122.4 255.4
- BOSTON VOR/DME 112.7T 122.1R
- BRIDGEPORT VOR/DME 122.2
- CHESTER RCO 122.25
- FITCHBURG RCO 122.15
- GARDNER VOR/DME 110.6T 122.1R
- MANSFIELD RCO 122.5
- MARCONI VOR/DME 122.2
- NANTUCKET VOR/DME 116.2T 122.1R
- PROVIDENCE VOR/DME 122.6
- QUONSET STATE RCO 255.4
- WINDSOR LOCKS RCO 255.4
- WORCESTER RCO 122.2 255.4

**BUFFALO RADIO**
- BINGHAMTON VOR/DME 112.2T 122.1R
- BUFFALO RCO 122.2 255.4
- DUNKIRK RCO 122.25
- ELMIRA RCO 122.2 255.4
- GENESEO VOR/DME 108.2T 122.1R
- JAMESTOWN VOR/DME 114.7T 122.1R
- ROCHESTER RCO 122.6
- SAYRE RCO 122.3
- SYRACUSE RCO 122.4
- UTICA VORTAC 122.2 255.4
# Flight Service Station Communication Frequencies

## Burlington Radio
- **Albany**: RCO 122.2 255.4
- **Burlington**: RCO 122.2 255.4
- **Glens Falls**: RCO 122.2 255.4
- **Massena**: RCO 122.2 255.4
- **Montpelier**: RCO 122.2 255.4
- **Montpelier**: RCO 122.6
- **Newport**: RCO 122.5
- **Ogdensburg**: RCO 122.4
- **Pittsfield**: RCO 122.05
- **Rutland**: RCO 122.3
- **Springfield**: RCO 122.5
- **Watertown**: RCO 122.2 255.4
- **Watertown Vortac**: 109.8T 122.1R

## Elkins Radio
- **Bluefield**: RCO 122.2 255.4
- **Bluefield VOR/DME**: 110.0T 122.1R
- **Charleston**: RCO 122.2 255.4
- **Charleston VOR/DME**: 117.4T 122.1R
- **Coalton**: RCO 122.2 255.4
- **Cumberland**: RCO 122.35
- **Elkins**: RCO 255.4
- **Huntington**: RCO 122.2 255.4
- **Ivy Knob**: RCO 122.4
- **Morgantown VOR/DME**: 111.6T 122.1R 255.4
- **Parkersburg**: RCO 122.2 255.4

## Leesburg Radio
- **Baltimore Vortac**: 122.2 255.4
- **Brooke Vortac**: 114.5T 122.1R
- **Buck's Elbow Mountain**: RCO 122.65 255.4
- **Danville**: RCO 122.2 255.4
- **Falls Church**: RCO 122.6 255.4
- **Glade Spring VOR/DME**: 110.2T 122.1R
- **Gordonsville Vortac**: 115.6T 122.1R
- **Lynchburg VOR/DME**: 122.6
- **Martinsburg**: RCO 122.2 255.4
- **Montebello VOR/DME**: 115.3T 122.1R
- **Newport News**: RCO 255.4
- **Norfolk Vortac**: 116.9T 122.1R
- **Patuxent**: RCO 122.5
- **Pulaski**: RCO 122.3
- **Richmond Vortac**: 122.4 255.4
- **Roanoke Regional/woodrum**: RCO 122.6 255.4
- **Salisbury**: RCO 122.3 255.4
- **South Boston Vortac**: 110.4T 122.1R 122.5
- **Westminster Vortac**: 117.9T 122.1R

## Millville Radio
- **Colts Neck**: RCO 122.3
- **Dupont Vortac**: 114.0T 122.1R
- **Millville**: RCO 122.2 255.4
- **Sea Isle Vortac**: 114.8T 122.1R
- **Smyrna Vortac**: 122.5
- **Solberg VOR/DME**: 112.9T 122.1R
- **Teterboro**: RCO 122.2 255.4
- **Waterloo VOR/DME**: 112.6T 122.1R
NEW YORK RADIO 11309 NORTH ATLANTIC FAMILY E 11342 LONG DISTANCE OPS CTL FAC 11387 CARIBBEAN FAMILY B 11396 CARIBBEAN FAMILY A 13297 CARIBBEAN FAMILY A 13306 NORTH ATLANTIC FAMILY A 13330 LONG DISTANCE OPS CTL FAC 13354 NORTH ATLANTIC FAMILY E 17907 CARIBBEAN FAMILY A 17964 NORTH ATLANTIC FAMILY A 21964 LONG DISTANCE OPS CTL FAC 2887 CARIBBEAN FAMILY A 3016 NORTH ATLANTIC FAMILY A 3455 CARIBBEAN FAMILY B 3494 LONG DISTANCE OPS CTL FAC 5520 CARIBBEAN FAMILY B 5550 CARIBBEAN FAMILY A 5598 NORTH ATLANTIC FAMILY A 6577 CARIBBEAN FAMILY A 6586 CARIBBEAN FAMILY B 6628 NORTH ATLANTIC FAMILY E 6640 LONG DISTANCE OPS CTL FAC 8825 NORTH ATLANTIC FAMILY E 8846 CARIBBEAN FAMILY A 8848 CARIBBEAN FAMILY B 8906 NORTH ATLANTIC FAMILY A 8918 CARIBBEAN FAMILY A (VOLMET FREQ 3485 BCSTS FROM 1 HR AFTER SS TO 1 HR BEFORE SR; FREQ 13270 BCSTS 1 HR BEFORE SR TO 1 HR AFTER SS. FREQS 6604 & 10051 PRVD 24-)

DEER PARK VOR/DME 122.2 255.4
HAMPTON VORTAC 122.6
HUGUENOT VOR/DME 116.1T 122.1R
KENNEDY VOR/DME 115.9T 122.1R
KINGSTON VOR/DME 117.6T 122.1R
POUGHKEEPSIE RCO 255.4

WILLIAMSPORT RADIO
EAST TEXAS VOR/DME 122.4
HARRISBURG RCO 122.2 255.4
NORTH PHILADELPHIA RCO 122.2 255.4
WILKES-BARRE RCO 122.2 255.4
WILLIAMSPORT RCO 122.2 255.4
The use of VOR airborne and ground checkpoints is explained in Aeronautical Information Manual, Basic Flight Information and ATC Procedures.

NOTE: Under columns headed “Type of Checkpoint” & “Type of VOT Facility” G stands for ground. A/ stands for airborne followed by figures (2300) or (1000–3000) indicating the altitudes above mean sea level at which the check should be conducted. Facilities are listed in alphabetical order, in the state where the checkpoints or VOTs are located.

### CONNECTICUT

#### VOR RECEIVER CHECKPOINTS

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type Check Pt.</th>
<th>Check Pt.</th>
<th>Azimuth from Fac.</th>
<th>Dist. from Fac.</th>
<th>N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Madison (Chester)</td>
<td>110.4/MAD</td>
<td>A/1500</td>
<td>Gnd.</td>
<td>076</td>
<td>9.4</td>
<td></td>
<td>Over small hangar.</td>
</tr>
<tr>
<td>Madison (Meriden Markham Muni)</td>
<td>110.4/MAD</td>
<td>A/1500</td>
<td></td>
<td>345</td>
<td>13.4</td>
<td></td>
<td>Over small hangar.</td>
</tr>
<tr>
<td>Norwich (Windham)</td>
<td>110.0/ORW</td>
<td>A/1500</td>
<td>Gnd.</td>
<td>339</td>
<td>13.9</td>
<td></td>
<td>Over intersection of rwy and twy.</td>
</tr>
<tr>
<td>Putnam (Danielson)</td>
<td>117.4/PUT</td>
<td>A/1300</td>
<td></td>
<td>211</td>
<td>8.5</td>
<td></td>
<td>Over int of ramp twy and rwy.</td>
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</table>

#### VOR TEST FACILITIES (VOT)

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<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq.</th>
<th>Type VOT Facility</th>
<th>Remarks</th>
</tr>
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<tbody>
<tr>
<td>Bradley Intl..................</td>
<td>111.4</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td>Bridgeport (Igor I. Sikorsky Mem)</td>
<td>109.25</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td>Groton (Groton–New London)</td>
<td>110.25</td>
<td>G</td>
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</tr>
<tr>
<td>Hartford (Hartford–Brainard)</td>
<td>108.2</td>
<td>G</td>
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</tr>
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</table>

### DELAWARE

#### VOR RECEIVER CHECK POINTS

<table>
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<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type Check Pt.</th>
<th>Check Pt.</th>
<th>Azimuth from Fac.</th>
<th>Dist. from Fac.</th>
<th>N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Smyrna (Delaware Airpark)</td>
<td>111.4/ENO</td>
<td>A/1000</td>
<td>Gnd.</td>
<td>267</td>
<td>3.6</td>
<td></td>
<td>Over thld Rwy 27.</td>
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<tr>
<td>Wilmington (New Castle)</td>
<td>114.0/DQO</td>
<td>G</td>
<td></td>
<td>285</td>
<td>0.6</td>
<td></td>
<td>On Twy K at Rwy 09.</td>
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</table>
## MAINE

### VOR RECEIVER CHECKPOINTS

<table>
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<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type</th>
<th>Check Pt. Gnd.</th>
<th>Azimuth from Fac. Mag</th>
<th>Dist. from Fac. N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bangor (Bangor Intl)</td>
<td>114.8/BGR</td>
<td>G</td>
<td>153</td>
<td></td>
<td>3.8</td>
<td>On runup area Rwy 33.</td>
</tr>
<tr>
<td>Kennebunk (Sanford Rgnl)</td>
<td>117.1/ENE</td>
<td>A/1300</td>
<td>267</td>
<td></td>
<td>4.5</td>
<td>Over Twy C and dsplcd thld Rwy 14.</td>
</tr>
<tr>
<td>Presque Isle (Caribou Muni)</td>
<td>116.4/PQi</td>
<td>A/1700</td>
<td>051</td>
<td></td>
<td>6.5</td>
<td>Over intersection of rwys.</td>
</tr>
<tr>
<td>Presque Isle (Presque Isle Intl)</td>
<td>116.4/PQi</td>
<td>A/2000</td>
<td>180</td>
<td></td>
<td>5.7</td>
<td>Over intersection of rwys.</td>
</tr>
</tbody>
</table>

### VOR TEST FACILITIES (VOT)

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq.</th>
<th>Type VOT</th>
<th>Facility Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Portland Intl Jetport</td>
<td>111.0</td>
<td>G</td>
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## MARYLAND

### VOR RECEIVER CHECKPOINTS

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type</th>
<th>Check Pt. Gnd.</th>
<th>Azimuth from Fac. Mag</th>
<th>Dist. from Fac. N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frederick (Frederick Muni)</td>
<td>109.0/FDK</td>
<td>G</td>
<td>035</td>
<td></td>
<td>0.6</td>
<td>On runup pad apch end Rwy 23.</td>
</tr>
<tr>
<td></td>
<td>109.0/FDK</td>
<td>G</td>
<td>359</td>
<td></td>
<td>0.6</td>
<td>Intersection Twy B and Twy C.</td>
</tr>
<tr>
<td>Frederick (Montgomery County Airpark)</td>
<td>109.0/FDK</td>
<td>A/2000</td>
<td>155</td>
<td></td>
<td>17.2</td>
<td>Over apch end Rwy 14.</td>
</tr>
<tr>
<td>Hagerstown (Hagerstown Rgnl–Richard A Henson Fld)</td>
<td>109.8/HGR</td>
<td>A/1700</td>
<td>089</td>
<td></td>
<td>6.0</td>
<td>Over new ATCT.</td>
</tr>
<tr>
<td>Patuxent River NAS (Trapnell fld)</td>
<td>117.6/PXT</td>
<td>G</td>
<td>250</td>
<td></td>
<td>0.5</td>
<td>AER Rwy 02 and Rwy 06 and Twy A.</td>
</tr>
<tr>
<td></td>
<td>117.6/PXT</td>
<td>G</td>
<td>291</td>
<td></td>
<td>0.5</td>
<td>Intersection Twy B and Twy E.</td>
</tr>
<tr>
<td>Salisbury (Ocean City Muni)</td>
<td>111.2/SBY</td>
<td>A/1300</td>
<td>109</td>
<td></td>
<td>18.6</td>
<td>Intersection of twy and Rwy 32.</td>
</tr>
<tr>
<td>Salisbury (Salisbury–Ocean City Wicomico Rgnl)</td>
<td>111.2/SBY</td>
<td>G</td>
<td>221</td>
<td></td>
<td>0.7</td>
<td>Runup pad Rwy 05.</td>
</tr>
</tbody>
</table>

**NE, 5 NOV 2020 to 31 DEC 2020**
### Massachusetts

**VOR Receiver Checkpoints**

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type Check Pt.</th>
<th>Azimuth from Fac. Mag</th>
<th>Dist. from Fac. N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gardner (Fitchburg Muni)</td>
<td>110.6/GDM</td>
<td>A/1500</td>
<td>102</td>
<td>13.0</td>
<td>Over intersection of rwys.</td>
</tr>
<tr>
<td>Gardner (Metropolitan)</td>
<td>110.6/GDM</td>
<td>A/2000</td>
<td>097</td>
<td>1.9</td>
<td>Over intersection of twy and rwy.</td>
</tr>
<tr>
<td>Lawrence (Plum Island)</td>
<td>112.5/LWM</td>
<td>A/1500</td>
<td>089</td>
<td>11.8</td>
<td>Over apch end Rwy 10.</td>
</tr>
<tr>
<td>Martha's Vineyard (Martha's Vineyard)</td>
<td>114.5/MVY</td>
<td>G</td>
<td>216</td>
<td>0.7</td>
<td>On runup block for Rwy 06.</td>
</tr>
<tr>
<td>Nantucket (Nantucket Memorial)</td>
<td>116.2/ACK</td>
<td>G</td>
<td>242</td>
<td>1.9</td>
<td>On runup area at apch end Rwy 24.</td>
</tr>
<tr>
<td>Putnam (Southbridge Muni)</td>
<td>117.4/PUT</td>
<td>A/1700</td>
<td>329</td>
<td>12.3</td>
<td>Over intersection of twy and rwy.</td>
</tr>
</tbody>
</table>

**VOR Test Facilities (VOT)**

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq. VOT Facility</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Laurence G. Hanscom</td>
<td>110.0 G</td>
<td></td>
</tr>
<tr>
<td>Gen. Ed. Lawrence Logan Intl.</td>
<td>111.0 G</td>
<td></td>
</tr>
<tr>
<td>Worcester Rgnl</td>
<td>108.2 G</td>
<td></td>
</tr>
</tbody>
</table>

### New Hampshire

**VOR Receiver Checkpoints**

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type Check Pt.</th>
<th>Azimuth from Fac. Mag</th>
<th>Dist. from Fac. N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gardner (Jaffrey Arpt–Silver Ranch)</td>
<td>110.6/GDM</td>
<td>A/2000</td>
<td>023</td>
<td>15.8</td>
<td>Over intersection of rwy and twy.</td>
</tr>
<tr>
<td>Lebanon (Lebanon Muni)</td>
<td>113.7/LEB</td>
<td>A/1600</td>
<td>246</td>
<td>5.0</td>
<td>Over intersection of Rwys 07–25 and 18–36.</td>
</tr>
<tr>
<td>Pease (Portsmouth Intl at Pease)</td>
<td>116.5/PSM</td>
<td>G</td>
<td>015</td>
<td>0.4</td>
<td>North runup pad.</td>
</tr>
<tr>
<td>Pease (Skyhaven)</td>
<td>116.5/PSM</td>
<td>A/1500</td>
<td>356</td>
<td>12.6</td>
<td>Over windsock.</td>
</tr>
</tbody>
</table>

### New Jersey

**VOR Receiver Checkpoints**

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type Check Pt.</th>
<th>Azimuth from Fac. Mag</th>
<th>Dist. from Fac. N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cedar Lake (Millville Muni)</td>
<td>115.2/VCN</td>
<td>A/1500</td>
<td>215</td>
<td>11.4</td>
<td>Over intersection Rwys 10–28 and 14–32.</td>
</tr>
<tr>
<td>Coyle (Lakewood)</td>
<td>113.4/CYN</td>
<td>A/1000</td>
<td>048</td>
<td>18.9</td>
<td>Over apch end Rwy 06.</td>
</tr>
<tr>
<td>Coyle (Ocean Co)</td>
<td>113.4/CYN</td>
<td>A/1500</td>
<td>054</td>
<td>9.0</td>
<td>Over apch end Rwy 06.</td>
</tr>
<tr>
<td>Robbinsville (Trenton–Robbinsville)</td>
<td>113.8/RBV</td>
<td>A/1200</td>
<td>289</td>
<td>5.2</td>
<td>Over apch end Rwy 11.</td>
</tr>
<tr>
<td>Sea Isle (Cape May County)</td>
<td>114.8/SIE</td>
<td>A/1200</td>
<td>236</td>
<td>6.8</td>
<td>Over apch end Rwy 19.</td>
</tr>
<tr>
<td>Wrightstown (McGuire Fld (Joint Base McGuire DIX Lakehurst))</td>
<td>110.6/GXU</td>
<td>G</td>
<td>212</td>
<td>0.3</td>
<td>Rwy 06 runup pad.</td>
</tr>
<tr>
<td>Yardley (Trenton Mercer)</td>
<td>108.2/ARD</td>
<td>A/1500</td>
<td>080</td>
<td>4.5</td>
<td>Over ATCT.</td>
</tr>
</tbody>
</table>

NE, 5 NOV 2020 to 31 DEC 2020
## NEW YORK

### VOR RECEIVER CHECKPOINTS

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type Check Pt.</th>
<th>Gnd.</th>
<th>AB/ALT</th>
<th>Azimuth from Fac.</th>
<th>Mag</th>
<th>Dist. from Fac. N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Binghamton (Tri–Cities)</td>
<td>112.2/CFB</td>
<td>A/2000</td>
<td></td>
<td></td>
<td>170</td>
<td></td>
<td>5.0</td>
<td>Over rwy intersection of decommissioned rwy and Rwy 03–21.</td>
</tr>
<tr>
<td>Groton (Elizabeth Field)</td>
<td>110.85/GON</td>
<td>A/1200</td>
<td>183</td>
<td></td>
<td></td>
<td></td>
<td>4.8</td>
<td>Over intersection of rwys.</td>
</tr>
<tr>
<td>Huguenot</td>
<td>116.1/HUO</td>
<td>A/3000</td>
<td>222</td>
<td></td>
<td></td>
<td></td>
<td>6.2</td>
<td>Over monument on hill.</td>
</tr>
<tr>
<td>Huguenot (Randall)</td>
<td>116.1/HUO</td>
<td>A/1500</td>
<td>093</td>
<td></td>
<td></td>
<td></td>
<td>8.8</td>
<td>Over apch end Rwy 07.</td>
</tr>
<tr>
<td>Ithaca</td>
<td>111.8/ITH</td>
<td>G/157</td>
<td>157</td>
<td></td>
<td></td>
<td></td>
<td>0.8</td>
<td>On twy apch end Rwy 32.</td>
</tr>
<tr>
<td>Jamestown (Chautauqua County/Jamestown)</td>
<td>114.7/JHW</td>
<td>A/2500</td>
<td>260</td>
<td></td>
<td></td>
<td></td>
<td>6.2</td>
<td>Over hangar NE corner of arpt.</td>
</tr>
<tr>
<td>Kingston (Sky Acres)</td>
<td>117.6/IGN</td>
<td>A/2500</td>
<td>070</td>
<td></td>
<td></td>
<td></td>
<td>5.0</td>
<td>Over intersection of twy and Rwy 17–35.</td>
</tr>
<tr>
<td>Kingston (Sky Park)</td>
<td>117.6/IGN</td>
<td>A/1500</td>
<td>010</td>
<td></td>
<td></td>
<td></td>
<td>18.8</td>
<td>Over apch end Rwy 01.</td>
</tr>
<tr>
<td>Rochester (Frederick Douglass–Greater Rochester Intl)</td>
<td>110.0/ROC</td>
<td>G/098</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>18.8</td>
<td>On Twy T between ramp and Twy F.</td>
</tr>
<tr>
<td>Rockdale (Albert S Nader Rgnl)</td>
<td>112.6/RKA</td>
<td>A/3000</td>
<td>078</td>
<td></td>
<td></td>
<td></td>
<td>8.5</td>
<td>Over hangar.</td>
</tr>
<tr>
<td>Rockdale (Sidney Muni)</td>
<td>112.6/RKA</td>
<td>A/2200</td>
<td>229</td>
<td></td>
<td></td>
<td></td>
<td>12.5</td>
<td>Over hangar.</td>
</tr>
<tr>
<td>Saranac Lake</td>
<td>109.2/SLK</td>
<td>A/3000</td>
<td>141</td>
<td></td>
<td></td>
<td></td>
<td>4.2</td>
<td>Over microwave tower on Mt Pisgah.</td>
</tr>
<tr>
<td>Watertown (Watertown Intl)</td>
<td>109.8/ART</td>
<td>G/046</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>3.0</td>
<td>On ramp in front of administration building.</td>
</tr>
</tbody>
</table>

### VOR TEST FACILITIES (VOT)

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq.</th>
<th>Type VOT Facility</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albany Intl</td>
<td>108.2</td>
<td>G</td>
<td>VOT unusable north of Twy M.</td>
</tr>
<tr>
<td>Buffalo Niagara Intl</td>
<td>109.0</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td>New York (Long Island MacArthur)</td>
<td>109.4</td>
<td>G</td>
<td></td>
</tr>
</tbody>
</table>

## PENNSYLVANIA

### VOR RECEIVER CHECKPOINTS

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type Check Pt.</th>
<th>Gnd.</th>
<th>AB/ALT</th>
<th>Azimuth from Fac.</th>
<th>Mag</th>
<th>Dist. from Fac. N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clarion</td>
<td>112.9/CIP</td>
<td>A/3000</td>
<td>286</td>
<td></td>
<td></td>
<td></td>
<td>10.9</td>
<td>Over center of interstate bridge/river.</td>
</tr>
<tr>
<td>Lancaster</td>
<td>117.3/LRP</td>
<td>G/306</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0.5</td>
<td>North of Twy M on non–movement t wy.</td>
</tr>
<tr>
<td>Ravine</td>
<td>114.6/RAV</td>
<td>A/2500</td>
<td>179</td>
<td></td>
<td></td>
<td></td>
<td>7.7</td>
<td>Over water twr 1/2 NM NE of rwy.</td>
</tr>
<tr>
<td>Solberg</td>
<td>112.9/SBJ</td>
<td>A/1500</td>
<td>240</td>
<td></td>
<td></td>
<td></td>
<td>22.6</td>
<td>Over apch end Rwy 23.</td>
</tr>
<tr>
<td>Stonyfork</td>
<td>108.6/SFK</td>
<td>A/3600</td>
<td>111</td>
<td></td>
<td></td>
<td></td>
<td>6.5</td>
<td>Over 258˚ tower.</td>
</tr>
</tbody>
</table>

### VOR TEST FACILITIES (VOT)

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq.</th>
<th>Type VOT Facility</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harrisburg Intl</td>
<td>110.0</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td>Philadelphia Intl</td>
<td>109.8</td>
<td>G</td>
<td>Unusable west of Twy Y.</td>
</tr>
</tbody>
</table>
## RHODE ISLAND
### VOR RECEIVER CHECKPOINTS

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type</th>
<th>Check Pt.</th>
<th>Gnd.</th>
<th>AB/ALT</th>
<th>Azimuth from Fac.</th>
<th>Dist. from Fac.</th>
<th>N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Providence (Newport State)</td>
<td>115.6/PVD</td>
<td>A/1400</td>
<td>164</td>
<td>13.4</td>
<td>Over intersection of rwys.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Providence (North Central State)</td>
<td>115.6/PVD</td>
<td>A/1500</td>
<td>000</td>
<td>12.0</td>
<td>Over intersection of rwys.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### VOR TEST FACILITIES (VOT)

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq.</th>
<th>Type</th>
<th>Facility Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Providence (Theodore Francis Green State)</td>
<td>108.2</td>
<td>G</td>
<td></td>
</tr>
</tbody>
</table>

## VERMONT
### VOR TEST FACILITIES (VOT)

<table>
<thead>
<tr>
<th>Facility Name</th>
<th>Freq.</th>
<th>Type</th>
<th>Facility Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Burlington Intl</td>
<td>109.0</td>
<td>G</td>
<td></td>
</tr>
</tbody>
</table>

## VIRGINIA
### VOR RECEIVER CHECKPOINTS

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type</th>
<th>Check Pt.</th>
<th>Gnd.</th>
<th>AB/ALT</th>
<th>Azimuth from Fac.</th>
<th>Dist. from Fac.</th>
<th>N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cape Charles (Campbell Field)</td>
<td>112.2/CCV</td>
<td>A/1000</td>
<td>050</td>
<td>8.9</td>
<td>Over rwy intersection.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cape Charles (Tangier Island)</td>
<td>112.2/CCV</td>
<td>A/1500</td>
<td>010</td>
<td>28.4</td>
<td>Over apch end Rwy 02.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Danville (Danville Rgnl)</td>
<td>113.1/DAN</td>
<td>G</td>
<td>354</td>
<td>0.4</td>
<td>On Twy A in front GA ramp.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flat Rock (Farmville Rgnl)</td>
<td>113.3/FAK</td>
<td>A/1600</td>
<td>257</td>
<td>31</td>
<td>Over intersection of twy and rwy.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lynchburg (Lynchburg Rgnl–Preston Glenn Field)</td>
<td>109.2/LYH</td>
<td>G</td>
<td>027</td>
<td>5.0</td>
<td>West runup area adjacent to Rwy 22.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Norfolk (Norfolk Intl)</td>
<td>116.9/ORF</td>
<td>G</td>
<td>031</td>
<td>0.6</td>
<td>At center of Twy E 250˚ NW of centerline of Rwy 23.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Richmond</td>
<td>114.1/RIC</td>
<td>A/2100</td>
<td>306</td>
<td>8.5</td>
<td>Over 1054˚ twr.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Richmond (Richmond Intl)</td>
<td>114.1/RIC</td>
<td>G</td>
<td>344</td>
<td>0.9</td>
<td>On twy in front of hangar.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### WEST VIRGINIA
### VOR RECEIVER CHECKPOINTS

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type</th>
<th>Check Pt.</th>
<th>Gnd.</th>
<th>AB/ALT</th>
<th>Azimuth from Fac.</th>
<th>Dist. from Fac.</th>
<th>N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lewisburg (Greenbrier Valley)</td>
<td>116.05/LWB</td>
<td>G</td>
<td>235</td>
<td>0.7</td>
<td>On Twy A NW of Twy E.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Morgantown (Morgantown Muni–Walter L. Bill Hart Fld)</td>
<td>111.6/MGW</td>
<td>G</td>
<td>337</td>
<td>5.8</td>
<td>Intersection of Twys A and C. VOR ground receiver checkpoint OTS indef.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parkersburg (Mid–Ohio Valley Rgnl)</td>
<td>108.6/JPU</td>
<td>G</td>
<td>211</td>
<td>6.3</td>
<td>Intersection of Twy A and Twy D.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wheeling (Wheeling Ohio Co)</td>
<td>112.2/HLG</td>
<td>G</td>
<td>223</td>
<td></td>
<td>On Twy D next to ramp.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### VOR TEST FACILITIES (VOT)

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq.</th>
<th>Type</th>
<th>Facility Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charleston (Yeager)</td>
<td>108.8</td>
<td>G</td>
<td></td>
</tr>
</tbody>
</table>

NE, 5 NOV 2020 to 31 DEC 2020
The following tabulation lists all reported parachute jumping areas in the area of coverage of this directory. Unless otherwise indicated, all activities are conducted during daylight hours and under VFR conditions. NOTAM D’s may be issued to advise users of specific dates and times if outside the times /altitudes that are published. The busiest periods of activity are normally on weekends and holidays, but jumps can be expected at anytime during the week at the locations listed. Parachute jumping areas within restricted airspace are not listed.

All times are local and altitudes MSL unless otherwise specified.
Contact facility and frequency is listed at the end of the remarks, when available, in bold face type.
Refer to Federal Aviation Regulations Part 105 for required procedures relating to parachute jumping.

Organizations desiring listing of their jumping activities in this publication should contact Flight Service, tower, or ARTCC. Qualified parachute jumping areas will be depicted on the appropriate visual chart(s).

Note: (c) in this publication indicates that the parachute jumping area is charted.

To qualify for charting, a jump area must meet the following criteria:
(1) Been in operation for at least 1 year.
(2) Log 1,000 or more jumps each year.

In addition, parachute jumping areas can be nominated by FAA Regions if special circumstances require charting.

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC OR GEOGRAPHIC COORDINATES</th>
<th>MAXIMUM ALTITUDE</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CONNECTICUT</strong></td>
<td></td>
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</tr>
<tr>
<td>(c) Danielson Arpt...............</td>
<td>8 NM; 211º Putnam..................</td>
<td>14,500</td>
<td>3 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>(c) Ellington (Pvt) Arpt ..........</td>
<td>17 NM; 025º Hartford ...............</td>
<td>15,000</td>
<td>0.25 NM radius of Pea Stone target. Fri, Sat, Sun, and occasional weekdays.</td>
</tr>
<tr>
<td>Harwinton..........................</td>
<td>25 NM; 300º Hartford ...............</td>
<td>7,200</td>
<td>0700–SS weekends.</td>
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<tr>
<td><strong>DELAWARE</strong></td>
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<tr>
<td>(c) Laurel (Pvt) Arpt ............</td>
<td>12 NM; 356º Salisbury...............</td>
<td>12,000</td>
<td>5 NM radius. Daily SR–SS.</td>
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<tr>
<td><strong>MAINE</strong></td>
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<tr>
<td>(c) Lebanon........................</td>
<td>13 NM; 275º Kennebunk .............</td>
<td>14,000</td>
<td>Daily 0800–SS.</td>
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<tr>
<td>Millinocket Muni Arpt.............</td>
<td>9.5 NM; 319º Millinocket ............</td>
<td>14,000 AGL</td>
<td>5 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td><strong>MARYLAND</strong></td>
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</tr>
<tr>
<td>(c) Churchville, Harford Co Arpt ..</td>
<td>13,000</td>
<td>2 NM radius. Daily SR–SS. Potomac TRACON 125.525.</td>
<td></td>
</tr>
<tr>
<td>Edgewood ................................</td>
<td>29 NM; 056º Baltimore ................</td>
<td>10,000</td>
<td>Weekends, evenings, occasional weekdays.</td>
</tr>
<tr>
<td>Gambrills, Dairy Farm Drop Zone ...</td>
<td>7 NM; 198º Baltimore ................</td>
<td>1,300 AGL</td>
<td>0.5 NM radius. Weekends–Nov-April.</td>
</tr>
<tr>
<td>Long Greene Drop Zone ..........</td>
<td>21 NM; 038º Baltimore ................</td>
<td>10,000 AGL</td>
<td>0.5 NM radius. Weekends.</td>
</tr>
<tr>
<td>(c) Ocean City Muni Arpt ..........</td>
<td>18 NM; 108º Salisbury ................</td>
<td>15,000</td>
<td>3 NM radius. 1 May–30 Nov continuous.</td>
</tr>
<tr>
<td>Patuxent River NAS (Trapnell Fld)</td>
<td>1.2 NM; 243º Patuxent................</td>
<td>Unrestricted</td>
<td>0.25 NM radius. 1600–SS weekdays, 0800–SS Sat, Sun, holidays.</td>
</tr>
<tr>
<td></td>
<td>0.7 NM; 303º Patuxent................</td>
<td>Unrestricted</td>
<td>0.25 NM radius.</td>
</tr>
<tr>
<td>Sumang Drop Zone .................</td>
<td>20.3 NM; 286º Baltimore .............</td>
<td>3,000 AGL</td>
<td>0.4 NM radius. Weekends.</td>
</tr>
<tr>
<td>Tewey Drop Zone ..................</td>
<td>24 NM; 023º Baltimore ................</td>
<td>10,000 AGL</td>
<td>1 NM radius. Weekends.</td>
</tr>
<tr>
<td>Unity Drop Zone ...................</td>
<td>20 NM; 292º Baltimore ................</td>
<td>3,000 AGL</td>
<td>0.4 NM radius. Weekends.</td>
</tr>
<tr>
<td>LOCATION</td>
<td>LOCATION</td>
<td>DISTANCE AND RADIAL FROM</td>
<td>MAXIMUM</td>
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</tr>
<tr>
<td>(c) Chatham Muni Arpt</td>
<td>24.4 NM; 019º Nantucket</td>
<td>12,000</td>
<td>1 NM radius. SR–SS. Chatham Muni Twr 122.8.</td>
</tr>
<tr>
<td>(c) Ft. Devens, Turner Drop Zone</td>
<td>18 NM; 115º Gardner</td>
<td>4,000 AGL</td>
<td>0.5 NM radius. Daily SR–SS (occasionally nights) (occasionally to 20,000 feet).</td>
</tr>
<tr>
<td>(c) Hanson, Cranland Arpt</td>
<td>21 NM; 177º Boston</td>
<td>9,500</td>
<td>2 NM radius. Daily SR–SS. General Edward Lawrence Logan Intl ATCT 120.6.</td>
</tr>
<tr>
<td>(c) Marston Mills</td>
<td>20 NM; 045º Martha’s Vineyard</td>
<td>10,000</td>
<td>1 NM radius. Daily 0700–SS.</td>
</tr>
<tr>
<td>(c) Montague, Turners Falls Arpt</td>
<td>18 NM; 237º Keene</td>
<td>12,500 AGL</td>
<td>5 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>Natick Laboratory Sudbury</td>
<td>21 NM; 295º Boston</td>
<td>4,000 AGL</td>
<td>0.25 NM radius. 0800–1700 Mon–Fri.</td>
</tr>
<tr>
<td>(c) Orange Muni Arpt</td>
<td>10 NM; 292º Gardner</td>
<td>14,000</td>
<td>1 NM radius. Thu–Sun and holidays. SR–one hr after SS. Boston Center 123.75.</td>
</tr>
<tr>
<td>(c) Pepperell, Sports Center (Pvt) Arpt</td>
<td>13 NM; 233º Manchester</td>
<td>20,000 AGL</td>
<td>3 NM radius. Daily SR–SS frequently ngt ops.</td>
</tr>
<tr>
<td>(c) Taunton Muni-King Fld Arpt</td>
<td>20.6 NM; 078º Providence</td>
<td>9,500</td>
<td>2 NM radius. Daily SR–SS May 1 - Dec 1. Theodore Francis Green State Twr 123.67.</td>
</tr>
<tr>
<td>(c) Chatsworth, Coyle Fld</td>
<td>1 NM; 130º Coyle</td>
<td>2,000 AGL</td>
<td>Continuous. Heavy equip and paratroopers.</td>
</tr>
<tr>
<td>(c) Cross Keys, Free Fall Adventures Drop Zone</td>
<td>10.5 NM; 353º Cedar Lake</td>
<td>13,500</td>
<td>1.5 NM radius. Daily.</td>
</tr>
<tr>
<td>(c) Lakehurst Maxfield Fld</td>
<td>0.9 NM; 280º Lakehurst</td>
<td>12,500</td>
<td>0.3 NM radius. Daily SR–SS. Cargo drops nghts 2000 feet and below.</td>
</tr>
<tr>
<td>Pittstown, Alexandria Arpt</td>
<td>12.7 NM; 281º Solberg</td>
<td>13,500 MSL</td>
<td>Daily SR–SS. Drop zone on north side of arpt. Lehigh Valley Intl Twr 124.0.</td>
</tr>
<tr>
<td>(c) Sussex</td>
<td>9 NM; 350º Sparta</td>
<td>15,000</td>
<td>1.5 NM radius. Daily 0700–SS.</td>
</tr>
<tr>
<td>(c) West Creek, Eagles Nest Arpt</td>
<td>17.69 NM; 055º Atlantic City</td>
<td>13,500</td>
<td>1.5 NM radius. Daily 0800–2000. Atlantic City Intl Twr 134.25.</td>
</tr>
<tr>
<td>Wrightstown, Mc Guire Fld</td>
<td>At field</td>
<td>1,500 AGL</td>
<td>Cargo and personnel drops 180 yds east of Coyle Vortac.</td>
</tr>
<tr>
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<tr>
<td>(c) Albion, Pine Hill Arpt ...........................................</td>
<td>22 NM; 055° Buffalo ...........................................</td>
<td>12,000</td>
<td>2 NM radius. 0800–1 hour after SS, Wed thru Sun and holidays.</td>
</tr>
<tr>
<td>Arcade Tri–Co Arpt ...............................................</td>
<td>24 NM; 162° Buffalo ...........................................</td>
<td>10,000</td>
<td>5 NM radius. 0900–2100; SR–SS Sat, Sun, and Wed.</td>
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<tr>
<td>(c) Calverton .....................................................</td>
<td>1.5 NM; 150° Calverton .......................................</td>
<td>13,500</td>
<td>2 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>(c) East Moriches, Spadaro Arpt ...................................</td>
<td>7 NM; 170° Calverton .......................................</td>
<td>14,000</td>
<td>1 NM radius. 0800–SS Sat and Sun. 1600–SS Wed and other occasions.</td>
</tr>
<tr>
<td>Fort Drum ..........................................................</td>
<td>23 NM; 060° Watertown .......................................</td>
<td>1,000 AGL</td>
<td>1 NM radius. SR–SS Mon–Fri.</td>
</tr>
<tr>
<td>Gardiner Arpt ......................................................</td>
<td>15 NM; 284° Kingston ........................................</td>
<td>14,500</td>
<td>4 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>Hamilton Muni Arpt ...............................................</td>
<td>13 NM; 085° Georgetown ........................................</td>
<td>10,000 AGL</td>
<td>5 NM radius. Weekends.</td>
</tr>
<tr>
<td>(c) Java ..........................................................</td>
<td>21 NM; 157° Buffalo ...........................................</td>
<td>13,000</td>
<td>5 NM radius. Daily SR–SS, occasionally til 2400.</td>
</tr>
<tr>
<td>Johnstown, Fulton Co Arpt ........................................</td>
<td>27 NM; 315° Albany ...........................................</td>
<td>15,000 AGL</td>
<td>3 NM radius. SR–SS Fri, Sat, Sun &amp; holidays. Occasionally other days.</td>
</tr>
<tr>
<td>(c) Lexington/Prattsville, Maben Arpt ................................</td>
<td>26 NM; 089° Delancey .......................................</td>
<td>22,000</td>
<td>3 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>(c) Newfane, HollandsIntl Fld ....................................</td>
<td>21 NM; 353° Buffalo ...........................................</td>
<td>18,000</td>
<td>5 NM radius. Daily SR–SS, occasional nghts. Buffalo Niagara Intl Twr 126.5.</td>
</tr>
<tr>
<td>New Paltz, Stanton Arpt ...........................................</td>
<td>15 NM; 301° Kingston ...........................................</td>
<td>14,000</td>
<td>3 NM radius. Sat, Sun and holidays SR–SS, occasional nghts and other days.</td>
</tr>
<tr>
<td>(c) Ovid Arpt .....................................................</td>
<td>42.8 NM; 113° Genesee ........................................</td>
<td>13,500</td>
<td>2 NM radius. Daily 0600–2400.</td>
</tr>
<tr>
<td>(c) Perry-Warsaw Arpt .............................................</td>
<td>15.17 NM; 258° Genesee .......................................</td>
<td>14,000</td>
<td>3 NM radius. Daily 0700–2100. Greater Rochester Intl Twr 123.7.</td>
</tr>
<tr>
<td>(c) Quaker Street, Apex Arpt ....................................</td>
<td>15 NM; 280° Albany .............................................</td>
<td>14,000</td>
<td>3 NM radius. Daily SR–2400.</td>
</tr>
<tr>
<td>(c) Shirley, Brookhaven Arpt, Sky Dive South Shore ................</td>
<td>7.3 NM; 218° Calverton .......................................</td>
<td>10,500</td>
<td>3 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>Stormville Arpt ....................................................</td>
<td>13 NM; 215° Pawling .............................................</td>
<td>13,000</td>
<td>5 NM radius. Daily SR–SS Apr 1–Nov 30.</td>
</tr>
<tr>
<td>(c) Verona, Curtis Arpt ............................................</td>
<td>21 NM; 304° Utica ..............................................</td>
<td>10,000</td>
<td>1 NM radius. Daily 1200–0200.</td>
</tr>
<tr>
<td>(c) Wallkill ..........................................................</td>
<td>25 NM; 062° Huguenot ...........................................</td>
<td>14,500 AGL</td>
<td>1NM radius. Daily 1200–0200.</td>
</tr>
<tr>
<td>(c) Weedsport, Whitfords Arpt ....................................</td>
<td>15.4 NM 263° Syracuse .........................................</td>
<td>11,500</td>
<td>1NM radius. Mon–Sun 0800–2300.</td>
</tr>
<tr>
<td>Westhampton Beach, Francis S Gabreski Arpt ................................</td>
<td>10NM; 130° Calverton .......................................</td>
<td>13,000 AGL</td>
<td>3 NM radius. Weekdays 1200–SS, weekends occasionally.</td>
</tr>
<tr>
<td>(c) West Point .....................................................</td>
<td>22 NM; 112° Huguenot ...........................................</td>
<td>10,000</td>
<td>3 NM radius. Weekdays 1400–SS weekends occasionally.</td>
</tr>
<tr>
<td>(c) Youngstown, Shear Arpt .......................................</td>
<td>43-15-33.5 N 78-57-56.2 W ..................................</td>
<td>15,000</td>
<td>5 NM radius. Daily, continuous. Buffalo Niagara Intl Twr 126.5. Local PAJA info avbl 119.00.</td>
</tr>
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NE, 5 NOV 2020 to 31 DEC 2020
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<td><strong>PENNSYLVANIA</strong></td>
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<tr>
<td>Bethel, Grimes Arpt</td>
<td>16 NM; 112° Ravine</td>
<td>11,000</td>
<td>5 NM radius. Daily SR–SS.</td>
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<tr>
<td>(c) Burgettstown, Starveggi Drop Zone</td>
<td>9 NM; 042° Wheeling</td>
<td>2000 AGL</td>
<td>1 NM radius. Tue–Thur 1030–2200; occasionally (by notam) Fri–Sun 0700–1800.</td>
</tr>
<tr>
<td>(c) Chambersburg Franklin Co Rgnl Arpt</td>
<td>14NM; 087° St Thomas</td>
<td>15,000 AGL</td>
<td>2 NM radius. Daily SR–SS.</td>
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<tr>
<td>Culverville Arpt</td>
<td>22 NM; 125° Ellwood City</td>
<td>11,500 AGL</td>
<td>Daily SR–SS.</td>
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<tr>
<td>Doylestown</td>
<td>8 NM; 303° Yardley</td>
<td>12,500</td>
<td>Sat and Sun SR–SS.</td>
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<tr>
<td>(c) East Stroudsburg, Stroudsburg–Pocono Arpt</td>
<td>13.4 NM; 291° Stillwater</td>
<td>14,500</td>
<td>2.5 NM radius. Daily 0600–2200.</td>
</tr>
<tr>
<td>(c) Fort Indiantown Gap–Muir AAF, Cold Steel Drop Zone</td>
<td>6.7 NM; 172° Ravine</td>
<td>2,000 AGL</td>
<td>5 NM radius. By NOTAM only. Military use.</td>
</tr>
<tr>
<td>(c) Freedom, Kindelberger Landing Strip</td>
<td>8.5 NM; 175° Ellwood City</td>
<td>14,500</td>
<td>3 NM radius. Weekends and holidays SR–SS, Wed 1600–SS, and occasional nghts.</td>
</tr>
<tr>
<td>(c) Freefall Oz Arpt</td>
<td>39.6 NM; 115° Jamestown</td>
<td>12,500</td>
<td>5 NM radius. Wed–Sun 1300–2359.</td>
</tr>
<tr>
<td>(c) Grove City Arpt</td>
<td>19.3 NM; 011° Ellwood City</td>
<td>15,000</td>
<td>3 NM radius. Daily 0800–1900 EST, 0900–2230 EDT.</td>
</tr>
<tr>
<td>(c) Hazleton Rgnl Arpt</td>
<td>22.04 NM; 229° Wilkes–Barre</td>
<td>13,500</td>
<td>2 NM radius. SR–SS. Wilkes–Barre/Scranton Intl ATCT–Tracon (AVP), 120.95.</td>
</tr>
<tr>
<td>Jersey Shore, Hinaman Acres Arpt</td>
<td>23 NM; 240° Williamsport</td>
<td>13,000</td>
<td>Tue and Thur 1600–SS; Sat and Sun 0800–SS.</td>
</tr>
<tr>
<td>(c) Littlestown, Kingsdale Airpark.</td>
<td>13 NM; 345° Westminster</td>
<td>10,500</td>
<td>2 NM radius. Daily 0900–2000.</td>
</tr>
<tr>
<td>(c) Mt. Joy/Marietta, Donegal Springs Airpark</td>
<td>12 NM; 272° Lancaster</td>
<td>15,000</td>
<td>2 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>North East, Moonhead Arpk.</td>
<td>21 NM; 065° Erie</td>
<td>12,500</td>
<td>5 NM radius. 1600–2100 weekdays and 0900–2100 weekends.</td>
</tr>
<tr>
<td>(c) Perkasie, Penridge Arpt</td>
<td>16 NM; 060° Pottstown</td>
<td>15,000</td>
<td>Daily SR–SS.</td>
</tr>
<tr>
<td></td>
<td>15.9 NM; 060° Pottstown</td>
<td>14,500</td>
<td>5 NM radius. Daily SR–SS, nights by NOTAM.</td>
</tr>
<tr>
<td>(c) Tunkhannock, Skyhaven Arpt...</td>
<td>19 NM; 333° Wilkes–Barre</td>
<td>13,500 AGL</td>
<td>5 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>Vinyl Drop Zone</td>
<td>15 NM; 035° Morgantown</td>
<td>12,500 AGL</td>
<td>0.5 NM radius. Weekends.</td>
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<tr>
<td><strong>RHODE ISLAND</strong></td>
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<tr>
<td>Greene, Riconn Arpt</td>
<td>15 NM; 060° Norwich</td>
<td>12,500</td>
<td>Daily SR–SS.</td>
</tr>
<tr>
<td>(c) Newport State</td>
<td>13.3 NM; 164° Providence</td>
<td>10,000</td>
<td>2 NM radius. Daily SR–SS Apr 1–Nov 30. Theodore Francis Green State Twr 125.75.</td>
</tr>
<tr>
<td>(c) Pawtucket, North Central State Arpt</td>
<td>12 NM; 001° Providence</td>
<td>13,000</td>
<td>3 NM radius. Daily SR–SS Mar 15 thru Dec 1. Theodore Francis Green State TRACON 123.67.</td>
</tr>
<tr>
<td>(c) Westerly State Arpt</td>
<td>11.3 NM; 098° Groton</td>
<td>10,000</td>
<td>2 NM radius. Daily SR–SS Apr 1 - Nov 30. Theodore Francis Green State Twr 119.45.</td>
</tr>
<tr>
<td><strong>VERMONT</strong></td>
<td></td>
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</tr>
<tr>
<td>(c) Addison, Ass–Pirin Acres Arpt</td>
<td>21 NM; 219° Burlington</td>
<td>12,000</td>
<td>5 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>Shelburne Arpt</td>
<td>3 NM; 240° Burlington</td>
<td>15,000</td>
<td>3 NM radius. Daily SR–SS.</td>
</tr>
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<tr>
<td><strong>VIRGINIA</strong></td>
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</tr>
<tr>
<td>(c) Blackstone, Allen C. Perkinson/BAAF</td>
<td>16 NM; 355º Lawrenceville</td>
<td>12,500 AGL</td>
<td>1 NM radius. Daily.</td>
</tr>
<tr>
<td>Fentress, Fentress NALF</td>
<td>10 NM; 227º Oceana</td>
<td>10,000</td>
<td>Sat 1300-2100Z++; Sun 1700-2100Z++.</td>
</tr>
<tr>
<td>(c) Fort A. P. Hill Bowling Green Drop Zone</td>
<td>12 NM; 192º Brooke</td>
<td>12,000 AGL</td>
<td>1 NM radius. Continuously.</td>
</tr>
<tr>
<td>(c) Fort Lee</td>
<td>12 NM; 262º Hopewell</td>
<td>2,500 AGL</td>
<td>0.5 NM radius. Daily.</td>
</tr>
<tr>
<td>(c) Fort Pickett, Dove Drop Zone</td>
<td>19 NM; 009º Lawrenceville</td>
<td>12,500 AGL</td>
<td>Drop Zone 1500 yards by 1000 yards. Daily.</td>
</tr>
<tr>
<td>Moneta, Smith Mountain Lake Arpt</td>
<td>19.2 NM; 246º Lynchburg</td>
<td>13,500</td>
<td>3 NM radius. SR–SS Fri, Sat, Sun, and holidays.</td>
</tr>
<tr>
<td>(c) New Market Arpt, New Market/Blue Ridge Sport</td>
<td>26 NM; 249º Linden</td>
<td>17,500</td>
<td>0800 until dark.</td>
</tr>
<tr>
<td>(c) Norfolk Intl Arpt</td>
<td>8.5 NM; 085º Norfolk</td>
<td>13,000</td>
<td>2 NM radius. Mon–Fri during daylgt hrs.</td>
</tr>
<tr>
<td>Oceana NAS</td>
<td>1 NM; 228º Oceana</td>
<td>12,500</td>
<td>Sat and Sun 0800–1200.</td>
</tr>
<tr>
<td>(c) Orange Co Arpt</td>
<td>14.9 NM; 026º Gordonsville</td>
<td>15,000</td>
<td>3 NM radius. Daily SR–SS, frequently ngt ops.</td>
</tr>
<tr>
<td>(c) Petersburg, Dinwiddie Co Drop Zone</td>
<td>20.7 NM; 251º Hopewell</td>
<td>13,500</td>
<td>2 NM radius. Daily SR–SS. Potomac Tracon 126.8.</td>
</tr>
<tr>
<td>(c) Quantico</td>
<td>11.5 NM; 349º Brooke</td>
<td>10,000</td>
<td>1 NM radius. Unscheduled weekends.</td>
</tr>
<tr>
<td>(c) Suffolk Executive Arpt</td>
<td>20 NM; 104º Franklin</td>
<td>13,500</td>
<td>5 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>Warrenton, Flying Circus Aerodrome</td>
<td>8.5 NM; 132º Casanova</td>
<td>7,000</td>
<td>Sat-Sun, June 7–Oct 25, 1900–1959.</td>
</tr>
<tr>
<td>(c) Warrenton, Warrenton Air Park</td>
<td>3.8 NM; 088º Casanova</td>
<td>14,500</td>
<td>2 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>(c) West Point, Middle Peninsula Rgnl</td>
<td>5 NM; 340º Harcum</td>
<td>14,000</td>
<td>4.4 NM radius. SR–SS weekends and holidays.</td>
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<tr>
<td>Buckhannon–Upshur Co</td>
<td>9 NM; 300º Elkins</td>
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<td>1 NM radius. Weekdays and holidays.</td>
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<tr>
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<td>Huntington, Leann Drop Zone</td>
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<td>10,000 AGL</td>
<td>0.3 NM radius. Weekends.</td>
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<td>(c) Huntington, Robert Newlon Fld</td>
<td>22.4 NM; 220º Henderson</td>
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<td>Daily SR–1 hr after SS. Tri-State/Milton J Ferguson Fld Twr 119.75.</td>
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Contained within this tabulation, and listed alphabetically by airport name, are all private-use airports charted on the U.S. IFR Enroute Low and High Altitude charts in the United States, having terminal approach and departure control facilities. Additionally, listed by country, are all Canadian and Mexican airports that appear on the U.S. IFR Enroute charts with approach and departure control services. All frequencies transmit and receive unless otherwise noted. Radials defining sectors are outbound from the facility.

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<td>Edmonton Center App/Dep Con 132.75 265.2  MF 121.0 (5 NM to 6000´)</td>
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<td>Lindsay, ON (CNF4)</td>
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<td>MF 124.7 (0330–1130Z‡ 6 NM irregular shape to below 3000’)</td>
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<td>Del Norte Intl (MMAN)</td>
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<td>Gnd 122.0 Clncl Del 123.75 (1200–0400Z‡)</td>
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**NE, 5 NOV 2020 to 31 DEC 2020**
A system of preferred routes has been established to guide pilots in planning their route of flight, to minimize route changes during the operational phase of flight, and to aid in the efficient orderly management of the air traffic using federal airways. The preferred IFR routes which follow are designed to serve the needs of airspace users and to provide for a systematic flow of traffic in the major terminal and en route flight environments. Cooperation by all pilots in filing preferred routes will result in fewer traffic delays and will better provide for efficient departure, en route and arrival air traffic service.

The following lists contain preferred IFR routes for the low altitude stratum and the high altitude stratum. The high altitude list is in two sections; the first section showing terminal to terminal routes and the second section showing single direction route segments. Also, on some high altitude routes low altitude airways are included as transition routes.

The following will explain the terms/abbreviations used in the listing:

1. Preferred routes beginning/ending with an airway number indicate that the airway essentially overlies the airport and flight are normally cleared directly on the airway.
2. Preferred IFR routes beginning/ending with a fix indicate that aircraft may be routed to/from these fixes via a Standard Instrument Departure (SID) route, radar vectors (RV), or a Standard Terminal Arrival Route (STAR).
3. Preferred IFR routes for major terminals selected are listed alphabetically under the name of the departure airport. Where several airports are in proximity they are listed under the principal airport and categorized as a metropolitan area; e.g., New York Metro Area.
4. Preferred IFR routes used in one direction only for selected segments, irrespective of point of departure or destination, are listed numerically showing the segment fixes and the direction and times effective.
5. Where more than one route is listed the routes have equal priority for use.
6. Official location identifiers are used in the route description for VOR/VORTAC nav aids.
7. Intersection names are spelled out.
8. Navaid and distance fixes (e.g., ARD201113) have been used in the route description in an expediency and intersection names will be assigned as soon as routine processing can be accomplished. Navaid radial (no distance stated) may be used to describe a route to intercept a specified airway (e.g., MIV MIV101 V39); another nava id radial (e.g., UIM UIM255 GSW081); or an intersection (e.g., GSW081 FITCH).
9. Where two navaids, an intersection and a navaid, a navaid and a navaid radial and distance point, or any navigable combination of these route descriptions follow in succession, the route is direct.
10. The effective times for the routes are in UTC. During periods of daylight saving time effective times will be one hour earlier than indicated. All states observe daylight saving time except Arizona, Puerto Rico and the Virgin Islands. Pilots planning flight between the terminals or route segments listed should file for the appropriate preferred IFR route.
11. (90–170 incl) altitude flight level assignment in hundred of feet.
12. The notations “pressurized” and “unpressurized” for certain low altitude preferred routes to Kennedy Airport indicate the preferred route based on aircraft performance.
13. All Preferred IFR Routes are in effect continuously unless otherwise noted.
14. Use current SIDs and STARSs for flight planning.
15. For high altitude routes, the portion of the routes contained in brackets [ ] is suggested but optional. The portion of the route outside the brackets will likely be required by the facilities involved.

### Low Altitude

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<td>(60–170) INCL, NON–JET/44 DPK</td>
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<td>(110–170) INCL, 250 KTS OR MORE/157 HAARP</td>
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<td>PHILADELPHIA (PHL)</td>
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<td>(70–170) NON–TURBOJET V489 COATE</td>
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<td>PHILADELPHIA (PNE)</td>
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**NE, 5 Nov 2020 to 31 Dec 2020**
PREFERRED IFR ROUTES

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Terms, Route, and Effective Times (UTC) may vary. Please consult the latest aeronautical information for specific flight details.
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<td>NEW YORK(LGA)</td>
<td>(110–170; PROPS &amp; TURBOPROPS OPERATING AT LESS THAN 250K IAS) REVSS BAF PWL V405 CASH V123 HAARP</td>
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### PREFERRED IFR ROUTES

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**Terminals Route**

**Effective Times (UTC)**

**UPDATE**

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PREFERRED IFR ROUTES

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**Note:** Effective Times (UTC) applicable from NE, 5 NOV 2020 to 31 DEC 2020.
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<td>WILKES–BARR (CBR)</td>
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<td>VINEYARD HAVEN (MVY)</td>
<td>(110–170 INCL)BAYYS SEALL V188 GON V374 MVY</td>
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**Effective Times (UTC):** 1100–0300

**Note:** Times are effective from 1100–0300 for the mentioned locations and conditions.
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<tr>
<th>Terminals</th>
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<th>Effective Times (UTC)</th>
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<tr>
<td>NEWARK(EWR)</td>
<td>(110–150 ONLY; PROPS ONLY) BREZY V39 SOARS V487 CANAN</td>
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<td>(110–150 INCL; JETS ONLY) BDR V487 CANAN</td>
<td>1100–0300</td>
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<td>AUBURN/LEWISTON(LEW)</td>
<td>(110–170 INCL) BDR V487 CAM CON</td>
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<td>AUGUSTA(AUG)</td>
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<td>BALTIMORE(BWI)</td>
<td>(TURBOJETS ONLY) BIGGY V3 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>1100–0300</td>
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<td></td>
<td>or</td>
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<td></td>
<td>(110–150 INCL; PROPS ONLY) BREZY V39 CMK MERIT HFD DREAM (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>or</td>
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<tr>
<td>BINGHAMTON(BGM)</td>
<td>(90–170 INCL) HAAYS HUO V252 CFB</td>
<td>1100–0300</td>
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<td>BOSTON(BOS)</td>
<td>(110–170; TURBOJET: DME/DME/IRU OR GNSS REQUIRED) MERIT ROBUC (RNAV)–STAR</td>
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<td>(110–150 INCL) BLEZY V39 CMK MERIT CAM (RNAV)–STAR</td>
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<td></td>
<td>(90–100 INCL) LANNA V30 ETX V162 HWANG</td>
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<td>(110–170 INCL; PROPS ONLY) BREZY V39 CMK MERIT HFD GRAYM–STAR</td>
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<td>(110–170 INCL; JETS ONLY) BDR V487 CAM</td>
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<td>(110–170 INCL; PROPS ONLY) BREZY V39 SOARS V487 CAM</td>
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<td>(90–100 INCL) LANNA V30 ETX V162 HWANG</td>
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<td>(110–170 INCL) BAYYS SEALL V188 GON V374 MVY</td>
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<td>(110–170 INCL; PROPS ONLY) BREZY V39 CMK BAYYS SEALL V188 GON V374 MVY</td>
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<td>(110–170 INCL; JETS ONLY) BDR V487 CAM</td>
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<td></td>
<td>(110–170 INCL; PROPS ONLY) BREZY V39 CMK MERIT HFD GRAYM–STAR</td>
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<td>(110–170 INCL) BREZY V39 CMK MERIT HFD EEN</td>
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**PREFERRED IFR ROUTES**

**Terminals Route Effective Times (UTC)**

** Terminals Route Effective Times (UTC)**

NE, 5 NOV 2020 to 31 DEC 2020
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<th>Terminals</th>
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<td>MANCHESTER(MHT)</td>
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<td>(110–170 INCL; JETS ONLY) MERIT HFD CRIBB ROZZE (RNAV)–STAR</td>
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<tr>
<td>MARTINSBURG(MRB)</td>
<td>(110–170 INCL) ELIOT V39</td>
<td>1100–0300</td>
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<tr>
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<td>(90–100) LANNA V30 ETX V39</td>
<td>1100–0300</td>
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<tr>
<td>MONTREAL(YUL)</td>
<td>(70–170 INCL) BDR V91 BOWAN V487 BTV PBERG CARTER (CANADIAN) (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>NANTUCKET(ACK)</td>
<td>(110–170 INCL; JETS ONLY) BAYYS SEALL V188 GON DEEP (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>(110–170 INCL; PROPS ONLY) BREZY V39 CMK BAYYS SEALL V188 GON DEEP (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NASHUA(ASH)</td>
<td>(110–170 INCL; JETS ONLY) BREZY V39 CMK BAYYS SEALL V188 GON DEEP (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>NEW BEDFORD(EWB)</td>
<td>(110–170 INCL; PROPS ONLY) BREZY V39 CMK BAYYS SEALL V188 GON V374 MINNK</td>
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<td>NORFOLK(ORF)</td>
<td>(90–170 INCL) WHITE V1 CCV</td>
<td>1100–0300</td>
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<td>NORWOOD(OWD)</td>
<td>(110–170 INCL) MERIT ORW WOONS–STAR</td>
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<td>PITTSBURGH(PIT)</td>
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<td>PITTSFIELD(PSF)</td>
<td>(110–170 INCL) BDR HIDAL V487</td>
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<td>PORTLAND(PWM)</td>
<td>(110–170 INCL) BDR V487 CAM CDOGG (RNAV)–STAR</td>
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<td>PORTSMOUTH(PSM)</td>
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<td>PROVIDENCE(PVD)</td>
<td>(110–130 ONLY; PROPS ONLY) BREZY V39 CMK BAYYS SEALL GON MINNK</td>
<td>1100–0300</td>
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<td>PROVINCETOWN(PVC)</td>
<td>(110–170 INCL) BAYYS SEALL V188 GON V374 MY</td>
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<td>RICHMOND(RIC)</td>
<td>(90–170 INCL) WHITE V1 JAMIE</td>
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<td>ROCHESTER(ROC)</td>
<td>(90–170 INCL) HAAYS HUO V252 GIBBE</td>
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<td>ROCKLAND(RKD)</td>
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<td>SARANAC LAKE(SLK)</td>
<td>(110–170 INCL) BREZY V39 SOARS V487 CAM</td>
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<td>SYRACUSE(SYR)</td>
<td>(90–170 INCL, 250 KTS PLUS) GAYEL CFB</td>
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<td>(90–170 INCL, LESS THAN 250 KTS) HAAYS HUO V252 CFB V29</td>
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<td>(90–170 INCL) COATE LAAYK ULW WOZEE VERKO (CANADIAN) (RNAV)–STAR</td>
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<tr>
<td>VINEYARD HAVEN(MVY)</td>
<td>(110–170 INCL; PROPS ONLY) BREZY V39 CMK BAYYS SEALL V188 GON V374 MY</td>
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<tr>
<td>WASHINGTON(DCA)</td>
<td>(90–170 INCL PROPS) BIGGY V3 MXE V378 BAL</td>
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<tr>
<td>WASHINGTON(IAD)</td>
<td>(90–130 INCL PROPS) LANNA V30 ETX V39 LRP V143 MULRR AML</td>
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<td>(140–170 INCL PROPS) ELIOT V39 LRP V143 MULRR AML</td>
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<td>WATERVILLE(WVL)</td>
<td>(110–170 INCL) BDR V487 CAM CON</td>
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<td>WILKES–BARRE/SCRANTON(AVP)</td>
<td>(90–170 INCL) COATE T218 TALLI LVZ</td>
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<td>NORFOLK(ORF)</td>
<td>(90–170 INCL, 250 KTS OR LESS) SCHOL DUNFE V139 SIE V44 PANZE V184 ZIGGI</td>
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<td>NEW YORK(FK)</td>
<td>(90–170 INCL, MORE THAN 250 KTS) SCHOL SBY200 V139 SIE CAMRN–STAR</td>
<td>1100–0300</td>
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<tr>
<td>NEW YORK(LGA)</td>
<td>(TURBOPROPS)HPW V213 TAPPA SHLBK APPLE (RNAV)-STAR</td>
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<td>TETERBORO METRO (TEB,CDW,LDJ,MMU,SMQ,47N)</td>
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<td>(PROPS)SCHOL SBY V29 MXE V3 SBJ ..............................................</td>
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<td>HPW THHM CAPSS (RNAV)-STAR......................................................</td>
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<td>(TURBOPROPS)HPW THHM CAVLR (RNAV)-STAR......................................</td>
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<td>PHILADELPHIA(PHL)</td>
<td>BINGHAMONT(OSGM)</td>
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<td>BOSTON(BOS)</td>
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<td>(MAX ALTITUDE 16,000; TURBOJETS ONLY)MXE V474 V143 MULRR AML........</td>
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<td>(MAX ALTITUDE 16,000; RNAV EQUIPPED ONLY)MXE HYPER (RNAV)-STAR........</td>
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<td>WHITE PLAINS(HPN)</td>
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<td>ALBANY(ALB)</td>
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Terminals Route

Effective Times (UTC)

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<tr>
<td>AUBURN/LEWISTON(LEW)</td>
<td>(110–170 INCL)BREZY V39 CMK V39 SOARS V487 CAM CON</td>
<td>1100–0300</td>
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<td>AUGUSTA(AUG)</td>
<td>(110–170 INCL)BREZY V39 CMK V39 SOARS V487 CAM CON</td>
<td>1100–0300</td>
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<td>BANGOR(BGR)</td>
<td>(110–170 INCL)BREZY V39 CMK V39 SOARS V487 CAM CON</td>
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<tr>
<td>BAR HARBOR(BHB)</td>
<td>(110–170 INCL)BREZY V39 CMK V39 SOARS V487 CAM CON AUG</td>
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<tr>
<td>BARRE/MONTPELIER(MPV)</td>
<td>(110–170 INCL)BREZY V39 CMK V39 SOARS V487 CAM CON AUG</td>
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<tr>
<td>BEDFORD(BED)</td>
<td>(110–170 INCL)BREZY V39 CMK MERIT HFD DREAM (RNAV)-STAR</td>
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<td>BEVERLY(BVY)</td>
<td>(110–170 INCL)BREZY V39 CMK MERIT HFD DREAM (RNAV)-STAR</td>
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<td>BOSTON(BOS)</td>
<td>(110–170 INCL; PROPS ONLY)BREZY V39 CMK MERIT ORW WOONS–STAR</td>
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<td>or (110–170 INCL; JETS ONLY)BREZY V39 CMK MERIT ROBUC (RNAV)-STAR</td>
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<td>BURLINGTON(BTV)</td>
<td>(110–170 INCL)BREZY V39 CMK GREKI V39 SOARS V487 BTV</td>
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<td>CONCORD(CON)</td>
<td>(110–150 INCL)BREZY V39 CMK MERIT HFD V229 GDM</td>
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<td>GLENS FALLS(GFL)</td>
<td>(110–170 INCL)BREZY V39 CMK V39 SOARS V487 CAM GON V374 MVY</td>
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<td>HYANNIS(HYA)</td>
<td>(110–170 INCL)BREZY V39 CMK BAYYS SEALL V188 GON V374 MVY</td>
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<td>(110–130 ONLY)BREZY V39 CMK MERIT HFD V229 GDM</td>
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<tr>
<td>LAKE PLACID(LKP)</td>
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<td>1100–0300</td>
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<td>LAWRENCE(LWM)</td>
<td>(110–170 INCL)BREZY V39 CMK MERIT HFD GREYMAR–STAR</td>
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<td>LEBANON(LEB)</td>
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<tr>
<td>MANCHESTER(MHT)</td>
<td>(110–170 INCL; PROPS ONLY)BREZY V39 CMK MERIT V99 HFD V229 GDM V106 MHT</td>
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<td>NANTUCKETACK</td>
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<td>NASHUA(ASH)</td>
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<td>NORWOOD(OWD)</td>
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<td>1100–0300</td>
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<tr>
<td>PITTSFIELD(PSF)</td>
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<tr>
<td>PROVIDENCE(PDV)</td>
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<td>PROVIDENCE(PVD)</td>
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<td>PORTLAND(PWM)</td>
<td>(110–170 INCL) CMK V39 SOARS V487 CAM CDOGG (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PORTSMOUTH(PSM)</td>
<td>(110–170 INCL) CMK V39 SOARS V487 CAM CON (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PROVIDENCE(PVD)</td>
<td>(110–130 ONLY) BAYS SEALL V188 GON V374 MINNK</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PROVINCETOWN(PVC)</td>
<td>(110–170 INCL) BAYS SEALL V188 GON V374 MVY</td>
<td>1100–0300</td>
</tr>
<tr>
<td>RICHTOWN(RIC)</td>
<td>(110–170 INCL) WHITE V1 JAMIE</td>
<td>1100–0300</td>
</tr>
<tr>
<td>RUTLAND(RUT)</td>
<td>(9000–17000 INCL) CMK V39 SOARS V487 CAM CON (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SARANAC LAKE(SLK)</td>
<td>(110–170 INCL) BREZY V39 SOARS V487 CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SYRACUSE(SYR)</td>
<td>(110–170 INCL) HAYNS HUO V252 CFB</td>
<td>1100–0300</td>
</tr>
<tr>
<td>RICHMOND(RIC)</td>
<td>(90–130 INCL) HAAYS HUO V252 CFB V29</td>
<td>1100–0300</td>
</tr>
<tr>
<td>TORONTO(YYZ)</td>
<td>(90–170 INCL) COATE LAAYK ULW WOZEE LINING (CANADIAN) (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>VINEYARD HAVEN(MVY)</td>
<td>(110–170 INCL) BAYS V229 SEALL V188 GON V374 MVY</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON(DCA)</td>
<td>(90–170 INCL PROPS)BIGGY V3 MXE V378 BAL</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON(IAD)</td>
<td>(90–130 INCL PROPS)LANNA V30 ETX V39 LRP V143 MULRR AML</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WATERTOWN(WAT)</td>
<td>(110–170 INCL) CMK V39 SOARS V487 CAM CON</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEW YORK(ISP)</td>
<td>(110–170 INCL) HFD V58 GON V308 BOROS CCC</td>
<td>1000–0300</td>
</tr>
<tr>
<td>NEWARK(EWR)</td>
<td>(110–170 INCL; MORE THAN 250 KTS) VEERS IGN FLOSI FLOSI (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WINDSOR LOCKS(BDL)</td>
<td>(110–170 INCL; NON–TURBOJET) HFD V58 THUMB HTO V139 BRIGS ACY V184 OOD</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PHILADELPHIA(Phl)</td>
<td>(60–170 INCL, PROPS 210 KTS PLUS; PROPS, GPS OR DME/DME OR IRU EQUIPPED)MOBBS SAGES LAAYK LVZ V29 SLATT V6 FJC MAZIE</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PHILADELPHIA(PNE)</td>
<td>(60–170 INCL PROPS LESS THAN 210 KTS; PROPS, GPS OR DME/DME OR IRU EQUIPPED)MOBBS SAGES LAAYK LVZ V29 SLATT V6 FJC MAZIE</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PHILADELPHIA(PNE)</td>
<td>(60–170; TURBOJETS ONLY, GPS OR DME/DME OR IRU EQUIPPED)MOBBS SAGES LAAYK LVZ V147 MAZIE</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PHILADELPHIA(PNE)</td>
<td>(090–170; TURBOJETS ONLY, GPS OR DME/DME OR IRU EQUIPPED)MOBBS SAGES LAAYK LVZ V613 FJC ARD</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PHILADELPHIA(PNE)</td>
<td>(110–170; NON–TURBOJET) HFD V58 THUMB HTO V139 BRIGS CEDAR LAKE–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PHILADELPHIA(PNE)</td>
<td>(90–170; TURBOPROPS ONLY, GPS OR DME/DME OR IRU EQUIPPED)MOBBS SAGES LAAYK LVZ V276 ARD</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PHILADELPHIA(PNE)</td>
<td>(110–170) WATER ROUTE) BOS LUCOS SEY067 SEY HTO V139 MANTA V276 ARD</td>
<td>1100–0300</td>
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Terminals Route Effective Times (UTC)
### PREFERRED IFR ROUTES

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<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
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<tr>
<td>TRENTON(TTN)</td>
<td>(090–170; TURBOJETS ONLY, GPS OR DME/DME OR IRU EQUIPPED)MOBBS SAGES LAAYK LVZ V29 ETX V30 TROXL ARD.............................</td>
<td>1100–0300</td>
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<tr>
<td></td>
<td>(110–170)(WATER ROUTE)HFD V58 THUMB HTO V139 MANTA V276 ARD.............................</td>
<td>1100–0300</td>
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<td>or</td>
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<tr>
<td></td>
<td>(90–170; TURBOPROPS ONLY, GPS OR DME/DME OR IRU EQUIPPED)MOBBS SAGES LAAYK LVZ V613 FJC ARD.............................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WILMINGTON(ILG)</td>
<td>(110–170; NON–TURBOJET)HFD V58 THUMB HTO V139 BRIGS CEDAR LAKE–STAR.............................</td>
<td>1100–0300</td>
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<td></td>
<td>or</td>
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<tr>
<td></td>
<td>(110–170; NON–TURBOJET)HFD V58 THUMB HTO V139 BRIGS ACY V184 ODD.............................</td>
<td>1100–0300</td>
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### SPECIAL LOW ALTITUDE DIRECTIONAL ROUTES

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<th>Route</th>
<th>Effective Times (UTC)</th>
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<tr>
<td>BI–DIRECTIONAL ROUTES FOR TRAFFIC OVERFLYING NEW YORK METRO</td>
<td>V139 ...................................................................</td>
<td>1100–0300</td>
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<tr>
<td>EAST OF NY METRO .................................................</td>
<td>V93 .....................................................................</td>
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<tr>
<td>WEST OF NY METRO ..................................................</td>
<td>HAR V377 MOL..................................................................</td>
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<tr>
<td>BI–DIRECTIONAL ROUTES FOR TRAFFIC OVERFLYING WASHINGTON METRO</td>
<td>HAR V377 V38 GVE ..................................................................</td>
<td>1100–0300</td>
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<tr>
<td>SINGLE–DIRECTION ROUTE SOUTHBOUND ................................</td>
<td>MXE V474 V377 HGR ..................................................................</td>
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### HIGH ALTITUDE

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<th>Terminals</th>
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<th>Effective Times (UTC)</th>
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<td>ALBANY(ALB)</td>
<td>ACOVE DBABE Q448 PTW J48 FLASK OZZZI ..............................................</td>
<td>1100–0400</td>
</tr>
<tr>
<td>ATLANTA(ATL)</td>
<td>PWL BIZEX Q75 MXE V378 NUGGY TRISH (RNAV)–STAR ..................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BALTIMORE(BWI)</td>
<td>PWL BIZEX Q75 GVE LYH CHSLY (RNAV)–STAR .............................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHARLOTTE(CLT)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)PAYGE Q822 FNT WYNDE (RNAV)–STAR ..................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHICAGO(ORD)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)PAYGE Q822 GONZZ JOSSY MAULL KODIE CTW TIGRR (RNAV)–STAR ..................................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>COVINGTON(CVG)</td>
<td>(DME/DME/IRU OR GPS REQUIRED)(DTW NORTH FLOW)PAYGE Q822 GONZZ DONEO CUUGR (RNAV)–STAR ..................................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>DETROIT(DTW)</td>
<td>(DME/DME/IRU OR GPS REQUIRED)(DTW SOUTH FLOW)PAYGE Q822 GONZZ DONEO TPGUN (RNAV)–STAR ..................................................................</td>
<td>1100–0300</td>
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<tr>
<td>FORT LAUDERDALE(FLL)</td>
<td>PWL BIZEX Q75 SLOJO Q83 JEVD Q97 KENLL OMN FISEL (RNAV)–STAR ..................</td>
<td>1100–0300</td>
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<tr>
<td>FORT MYERS(RSW)</td>
<td>PWL BIZEX Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR ..................................</td>
<td>1100–0300</td>
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<tr>
<td>MIAMI(MIA)</td>
<td>PWL BIZEX Q75 SLOJO Q83 JEVD Q97 KENLL OMN HILEY (RNAV)–STAR ....................</td>
<td>1100–0300</td>
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<tr>
<td>MINNEAPOLIS(MSP)</td>
<td>ARNII Q816 KELTI Q812 ZOHAN CEWDA MUSCL (RNAV)–STAR ..................................</td>
<td>1100–0400</td>
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<tr>
<td>MYRTLE BEACH(MYR)</td>
<td>PWL BIZEX Q75 GVE SBV RDU V136 CRE ..................................................</td>
<td>1100–0300</td>
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<tr>
<td>ORLANDO(MCO)</td>
<td>PWL BIZEX Q75 SLOJO Q83 ROYCO Q95 LPERD OMN CWRLD (RNAV)–STAR ..................</td>
<td>1100–0300</td>
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<tr>
<td>ORLANDO(SFB)</td>
<td>PWL BIZEX Q75 SLOJO Q83 ROYCO Q95 LPERD OMN CORLL–STAR..............................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PUNTA GORDA(PGD)</td>
<td>PWL BIZEX Q75 SLOJO Q103 CYNTA JORPO LAL ...........................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>RALEIGH/DURHAM(RDU)</td>
<td>PWL BIZEX Q75 GVE SBV ALDAN (RNAV)–STAR .............................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SAVANNAH(SAV)</td>
<td>PWL BIZEX Q75 GSO CTF CANTR PLZZZ ...................................................</td>
<td>1100–0300</td>
</tr>
</tbody>
</table>

**Terminals Route Effective Times (UTC)**

**BI–DIRECTIONAL ROUTES FOR TRAFFIC OVERFLYING NEW YORK METRO**

- V139 ................................................................... 1100–0300
- V93 ..................................................................... 1100–0300
- HAR V377 MOL.................................................................. 1100–0300
- HAR V377 V38 GVE .................................................................. 1100–0300
- LRP V93 PXT .................................................................. 1100–0300

**SINGLE–DIRECTION ROUTE SOUTHBOUND**

- MXE V474 V377 HGR .................................................................. 1100–0300

**Terminals**

- **NE, 5 NOV 2020 to 31 DEC 2020**

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**Note:** The document provides details on preferred IFR routes, special low altitude directional routes, and high altitude routes for various airports, including constraints on navigation equipment and time effective periods.
PREFERRED IFR ROUTES

ST PETERSBURG–CLEARWATER(PIE) .. PWL BIZEX Q75 TEUFL GEEYE JAYJA DADES (RNAV)–STAR 1100–0300
TAMPA(TPA) .................................................. PWL BIZEX Q75 TEUFL GEEYE JAYJA DADES (RNAV)–STAR 1100–0300
WASHINGTON(DCA) ........................... PWL BIZEX Q75 MXE CLIPR (RNAV)–STAR 1100–0300
WASHINGTON(IAD) ............................ (TURBOJETS)ALB HYPER (RNAV)–STAR 1100–0300
WEST PALM BEACH(PBI) .................... PWL BIZEX Q75 SLOJO Q83 JEVED Q97 KENLL OMN FRWAY (RNAV)–STAR 1100–0300

ATLANTIC CITY(ACY)
ATLANTA(ATHL) ........................................ ACY V229 LEEAH V268 BAL YANNI CSN J48 FLASK OZZZI (RNAV)–STAR 1100–0300
FORT LAUDERDALE(FLL) ........................ ACY V229 LEEAH V1 SBY J79 KATZIN J193 WEAVR J121 CHS Caket Q97 KENLL OMN FISEL (RNAV)–STAR 1100–0300
FORT MYERS(RSW) ............................... (TURBOJETS)Leeah V1 SBY KEMPR ILM AR15 RIBAC SHFTY (RNAV)–STAR 1100–0300
MYRTLE BEACH(MYR) .......................... (TURBOJETS)Leeah V1 SBY J79 KATZIN ISO 1100–0300
ORLANDO(MCO) ................................. (TURBOJETS)Leeah V1 SBY KEMPR ILM AR15 RIBAC SHFTY (RNAV)–STAR 1100–0300

TAMPA(TPA) .................................................. LEEAH ENO V268 BAL YANNI GVE Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR 1100–0300
WEST PALM BEACH(PBI) .................... LEEAH ENO V268 BAL YANNI GVE Q75 TEUFL GEEYE JAYJA DADES (RNAV)–STAR 1100–0300

Baltimore(BWI)
ALBANY(ALB) .................................................. SWANN–DP OOD J42 RBV LGA TRUDE V487 CANAN (TURBOJETS)Leeah V1 SBY J79 KATZIN J193 WEAVR J121 CHS IGARY Q85 LFED OMN CWRLD (RNAV)–STAR 1100–0300
ASHVILLE(AVL) .................................................. (TURBOJETS)Leeah V1 SBY J79 KATZIN J193 WEAVR J121 CHS IGARY Q85 LFED OMN CWRLD (RNAV)–STAR 1100–0300
ATLANTA(ATHL) ........................................ ACY V229 LEEAH V1 SBY J79 KATZIN J193 WEAVR J121 CHS Caket Q97 KENLL OMN FISEL (RNAV)–STAR 1100–0300
BANGOR(BGR) ........................................ ACY V229 LEEAH V1 SBY J79 KATZIN J193 WEAVR J121 CHS Caket Q97 KENLL OMN FISEL (RNAV)–STAR 1100–0300
BIRMINGHAM(BHM) ............................ (TURBOJETS)Leeah V1 SBY J79 KATZIN J193 WEAVR J121 CHS Caket Q97 KENLL OMN FRWAY (RNAV)–STAR 1100–0300
BOSTON(BOS) .................................................. (TURBOJETS)TERPZ (RNAV)–DP MAULS Q40 QIO4 DIODE 1100–0300
BRIDGEPORT(BDR) ............................ PALEO–DP SIE J121 BRIGS Q439 SARDI V139 RICED KEYED 1100–0300
BUFFALO(BUF) .................................................. (TURBOJETS)TERPZ (RNAV)–DP JERES J220 SFK... 1100–0300
BURLINGTON(BTV) ............................ SWANN–DP OOD J42 BOS 1100–0300
CHARLESTON(CHS) ....................................... SWANN–DP OOD J42 RBV J222 JFK DPK MAD HFD DREEM (RNAV)–STAR 1100–0300
CHARLOTTE(CLT) ........................................ ACY V229 LEEAH V1 SBY J79 KATZIN J193 WEAVR J121 CHS Caket Q97 KENLL OMN FRWAY (RNAV)–STAR 1100–0300
CHATTANOOGA(CHA) .......................... (TURBOJETS)TERPZ (RNAV)–DP MAULS Q40 ALEAN VXX 1100–0300
CHICAGO(MDW) ........................................ (TURBOJETS)TERPZ (RNAV)–DP RAMAY Q72 HACKS J149 FWA PANGG (RNAV)–STAR 1100–0300
CHICAGO(ORD) ........................................ (TURBOJETS)TERPZ (RNAV)–DP RAMAY Q72 HACKS J149 ROD WATSN (RNAV)–STAR 1100–0300

Effective Times (UTC)
NE, 5 NOV 2020 to 31 DEC 2020
## Preferred IFR Routes

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<th>Terminals</th>
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<tr>
<td>CLEVELAND(CLE)</td>
<td>(TURBOJETS)TERPZ (RNAV)-DP JERES J211 JST UPPRR TRYBE (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>COLUMBUS(CMH)</td>
<td>(TURBOJETS)TERPZ (RNAV)-DP RAMAY Q72 HACKS APE</td>
<td>1100–0300</td>
</tr>
<tr>
<td>COVINGTON(CVG)</td>
<td>(RNAV TURBOJETS)TERPZ (RNAV)-DP OTTTO COLNS GAVINN (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>DALLAS(DAL)</td>
<td>TERPZ (RNAV)-DP OTTTO Q80 FAREV BWG Q68 LITTR DIRRK HIBIL (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>DALLAS–FORT WORTH (DFW)</td>
<td>(DFW SOUTH FLOW)TERPZ (RNAV)-DP OTTTO Q80 FAREV BWG Q68 LITTR FEWWW SEEVR (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>COLUMBUS(CMH)</td>
<td>(TURBOJETS)TERPZ (RNAV)-DP RAMAY Q72 HACKS APE DANEI–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>DETROIT SATS(DET,ARB,PTK,YIP,CYQG)</td>
<td>(TURBOJETS: DME/DME/IRU OR GPS REQUIRED)TERPZ (RNAV)-DP JERES J211 HAGUD WWSHR FOREY (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>DETROIT(DTW)</td>
<td>(DTW NORTH FLOW)TERPZ (RNAV)-DP MCRAY J518 KOZAR KLYNK (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>FARMINGDALE(FRG)</td>
<td>(180–230)PALEO–DP SIE J121 BRIGS Q439 SARDI CCC DPK</td>
<td>1000–0300</td>
</tr>
<tr>
<td>FORT LAUDERDALE(FLL)</td>
<td>(TURBOJETS)CONLE (RNAV)-DP COLIN SCOBB KEMPR ILM AR21 CRANS FISEL (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>FORT MYERS(RSW)</td>
<td>TERPZ (RNAV)-DP RSRIN GSO Q75 SLOJO Q103 CYNTA SHFTY (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>GREER(GSP)</td>
<td>TERPZ (RNAV)-DP GLANC FUBLL JUNNR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>HOUSTON(HOU)</td>
<td>(TURBOJETS)TERPZ (RNAV)-DP MAULS Q40 AEX WAPPPL (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>HOUSTON(IAH)</td>
<td>(TURBOJETS)IAH EAST FLOW)TERPZ (RNAV)-DP MAULS Q40 AEX SKNDR (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>INDIANAPOLIS(IND)</td>
<td>(TURBOJETS)TERPZ (RNAV)-DP RAMAY Q72 HACKS PLASH SNKPT (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>JACKSONVILLE(JAX)</td>
<td>(TURBOJETS)CONLE (RNAV)-DP COLIN SCOBB ISO J121 CHS ESENT LUNNI (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>KANSAS CITY(MCI)</td>
<td>(TURBOJETS)TERPZ (RNAV)-DP OTTTO COLNS J134 STL MCM BRAYMER–STAR</td>
<td>1100–0300</td>
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<tr>
<td>KNOXVILLE(TYS)</td>
<td>(TURBOJETS)TERPZ (RNAV)-DP MAULS Q40 ALEX YVX</td>
<td>1100–0300</td>
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<tr>
<td>LOUISVILLE(SDF)</td>
<td>TERPZ (RNAV)-DP OTTTO Q68 YOCKY UNCKL MAUDD (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>MANCHESTER(MHT)</td>
<td>SWANN–DP QOD J42 RBV LGA CMK SMYTH ROZZE (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>MEMPHIS(MEM)</td>
<td>(TURBOJETS)TERPZ (RNAV)-DP OTTTO Q80 FAREV BWG BLUZZ (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MIAMI(MIA)</td>
<td>(TURBOJETS)CONLE (RNAV)-DP COLIN SCOBB KEMPR WETRO DIW AR22 JORAY HILEY (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>MILWAUKEE(MKE)</td>
<td>(TURBOJETS)TERPZ (RNAV)-DP MCRAY J518 DJB J34 CRL PEGEE GETCH LYSTR SUDDS</td>
<td>1100–0300</td>
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<tr>
<td>MINNEAPOLIS(MSP)</td>
<td>(TURBOJETS)TERPZ (RNAV)-DP MCRAY J518 DJB J34 VIO KAMMA KILR (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>MONTREAL(CYUL)</td>
<td>SWANN–DP QOD J42 RBV LGA CMK CAM PBERG CARTER (CANADIAN) (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>MYRTLE BEACH(MYR)</td>
<td>(TURBOJETS)CONLE (RNAV)-DP COLIN SCOBB ISO SWANN–DP QOD J42 RBV Q430 RIFLE DEEP0 (RNAV)-STAR</td>
<td>1100–0300</td>
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<td>Terminals</td>
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<td>Effective Times (UTC)</td>
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<tr>
<td>NASHVILLE(BNA)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP OTTTO Q80 DEWAK GROT ASL PA (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEW ORLEANS(MSY)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP MAULS Q40 NIOLA MEI RYTHM–STAR</td>
<td>1100–0300</td>
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<tr>
<td>NEW YORK(ISP)</td>
<td>PALEO–DP SIE J121 BRIGS Q439 SARID CCC</td>
<td>1100–0300</td>
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<tr>
<td>NEWARK(EWR)</td>
<td>(GPS OR DME/DME–IRU EQUIPPED)SWANN–DP DQO PHILBO (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>ORLANDO(MCO)</td>
<td>(TURBOJETS)CONLE (RNAV)–DP COLIN SCOOP ISO J121 CHS IGARY Q85 LPERD OMN CWRLD (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>(TURBOJETS)CONLE (RNAV)–DP COLIN SCOOP KEMPR ILM AR15 HIBAC CWRLD (RNAV)–STAR</td>
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<tr>
<td>OTTAWA(CYOW)</td>
<td>TERPZ (RNAV)–DP JERES J227 ULW SYR ART DEANS (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>PITTSBURGH(PIT)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP MCRAY J518 IHD DEMME (RNAV)–STAR</td>
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<tr>
<td>PORTLAND(PWM)</td>
<td>SWANN–DP OOD J42 RBV LGA BDR SCOGS (RNAV)–STAR</td>
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<td>(AOB FL260)TERPZ (RNAV)–DP MELNT SVB ALDAN (RNAV)–STAR</td>
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<tr>
<td>ROCHESTER(ROC)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP JERES J220 VALLO J227 ULW V31 GIBBE</td>
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<tr>
<td>SARASOTA/BRADENTON(SRQ)</td>
<td>TERPZ (RNAV)–DP RRSIN GSO Q75 SLOJO Q103 CYNTA JORPO TRAPR (RNAV)–STAR</td>
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<tr>
<td>SAVANNAH(SAV)</td>
<td>(TURBOJETS)CONLE (RNAV)–DP COLIN SCOOP COUPN TYI J79 CHS LGRHD SSOOP</td>
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<td>ST LOUIS(STL)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP OTTTO COLNS J134 FLM PXV BOOSH (RNAV)–STAR</td>
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<td>SYRACUSE(SYR)</td>
<td>(TURBOJETS)TERPZ JERES J227 STENT CFB</td>
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<tr>
<td>TAMPA(TPA)</td>
<td>TERPZ (RNAV)–DP RRSIN GSO Q75 TEUFL GEEYE JAYJA DADES (RNAV)–STAR</td>
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<tr>
<td>TETERBORO(TEB)</td>
<td>(TURBOJETS)SWANN–DP SWANN FUBBR SPNCR JAIKE JAIKE (RNAV)–STAR</td>
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<tr>
<td>TORONTO(CYYZ)</td>
<td>TERPZ (RNAV)–DP JERES J220 SFK WOZEE LINING (CANADIAN) (RNAV)–STAR</td>
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<tr>
<td>WEST PALM BEACH(PBI)</td>
<td>(TURBOJETS)CONLE COLIN SCOOP ISO J121 CHS CAKEQ Q97 KENL OMN FRWAY (RNAV)–STAR</td>
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<td></td>
<td>(TURBOJETS)CONLE (RNAV)–DP COLIN SCOOP KEMPR WETRO DIW AR19 AYBID FRWAY (RNAV)–STAR</td>
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<tr>
<td>WHITE PLAINS(HPN)</td>
<td>(AT OR ABOVE FL180)SWANN–DP OOD J150 CYN BOUNO–STAR</td>
<td>1100–0300</td>
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<tr>
<td>WINDSOR LOCKS(BDL)</td>
<td>SWANN–DP OOD J42 RBV J222 JFK DEER PARK–STAR</td>
<td>1100–0300</td>
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<tr>
<td>BANGOR(BGR)</td>
<td>CHICAGO (ORD)</td>
<td>1100–0300</td>
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<td>(DME/DME/IRU OR GNSS REQUIRED)GONZZ JOSY MAULL KODIE CTW TIGRR (RNAV)–STAR</td>
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<td></td>
<td>(DME/DME/IRU OR GNSS REQUIRED)GONZZ JOSY MAULL KODIE CTW TIGRR (RNAV)–STAR</td>
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<tr>
<td>CHARLOTTE(CLT)</td>
<td>KAYCC KYLOH NELIE Q75 GVE LYH CHSLY (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHARLOTTEVILLE(CHO)</td>
<td>KAYCC KYLOH NELIE NIZEK Q75 GVE</td>
<td>1100–0300</td>
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<tr>
<td>CHICAGO(ORD)</td>
<td>GONZ Q822 FNT WYNDE (RNAV)–STAR</td>
<td>1100–0400</td>
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<tr>
<td>COVINGTON(CVG)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)GONZZ JOSY MAULL KODIE CTW TIGRR (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>DETROIT(DTW)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)GONZZ JOSY MAULL KODIE CTW TIGRR (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>or</td>
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<tr>
<td></td>
<td>(DME/DME/IRU OR GNSS REQUIRED)GONZZ JOSY MAULL KODIE CTW TIGRR (RNAV)–STAR</td>
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<tr>
<td>ORLANDO(SFB)</td>
<td>ENE CCC GEDIC J174 SWL CEBEW WERTO ILM AR15 HIBAC CWRLD (RNAV)–STAR</td>
<td>1100–0400</td>
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<tr>
<td>PHILADELPHIA(PHL)</td>
<td>BEEKN Q439 BRIGS JIMNS (RNAV)–STAR</td>
<td>1100–0400</td>
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<tr>
<td>ST PETERSBURG–CLEARWATER(PIE)</td>
<td>KAYCC KYLOH NELIE Q75 TEUFL GEEYE JAYJA DADES (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>WASHINGTON(DCA)</td>
<td>KAYCC KYLOH NELIE Q75 MXE CLIPR (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>or</td>
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<tr>
<td></td>
<td>ENE CCC GEDIC J174 ZIZZI ATR LAFLN DEALE (RNAV)–STAR</td>
<td>1100–0400</td>
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**Terminals Route Effective Times (UTC)**

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<th>Terminals</th>
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<tbody>
<tr>
<td>BEDFORD (BED)</td>
<td>REVSS NELIE Q75 MXE V378 NUGGY TRISH (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>BALTIMORE (BWI)</td>
<td>REVSS NELIE Q75 GVE LYH CHSLY (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>FORT MYERS (RSW)</td>
<td>REVSS NELIE Q75 SLOJO Q103 CYNTA SHFTY (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>PHILADELPHIA (PHL)</td>
<td>PUT CCC MANTA Q439 BRIGS JIIMS (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>PHILADELPHIA (PNE)</td>
<td>PUT CCC MANTA Q439 MANTA V276 ARD</td>
<td>1100–0300</td>
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<tr>
<td>SARASOTA/BRADENTON (SRQ)</td>
<td>REVSS NELIE Q75 SLOJO Q103 CYNTA JORPO TRAPR (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>TAMPA (TPA)</td>
<td>REVSS NELIE Q75 TEUFL GEEYE JAYA DADES (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>WASHINGTON (DCA)</td>
<td>REVSS NELIE Q75 MXE CLIPR (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>BOSTON (BOS)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)BLZZR (RNAV)-DP BLZZR BAF Q448 PTW J48 FLASK OZZZI (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>AUSTIN (AUS)</td>
<td>BLZZR (RNAV)-DP BLZZR BAF Q406 BWZ J6 HVQ Q68 LITTR TXK WINDU SEWZY (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>BALTIMORE (BWI)</td>
<td>PATSS (RNAV)-DP PATSS NELIE Q75 MXE V378 NUGGY TRISH (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>BOCA RATON (BCT)</td>
<td>(WATER-TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)SSOXS (RNAV)-DP SSOXS BZURD SEY HT0 J174 SWL CEBEE WETRO DIW AR19 AYBID CAYSL (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or SSOXS (RNAV)-DP SSOXS BZURD SEY HT0 J174 ORF J121 CHS CAKET Q97 KENL OMN CAYS (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>BUFFALO (BUF)</td>
<td>HYLND (RNAV)-DP HYLND SYR ROC V510 EHMAN RAPZZ AMYLJU (RNAV)-STAR</td>
<td>1100–0400</td>
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<tr>
<td>CHARLESTON (CHS)</td>
<td>SSOXS (RNAV)-DP SSOXS BZURD SEY HT0 J174 ORF RAPZZ AMYLJU (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>CHARLOTTE (CLT)</td>
<td>PATSS (RNAV)-DP PATSS NELIE Q75 GVE LYH CHSLY (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>CHICAGO (MDW)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)HYLND (RNAV)-DP HYLND CAM Q822 GONZZ Q29 JHW DJB J60 ASHE BAGEL PANG (RNAV)-STAR</td>
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<td>or (TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)HYLND (RNAV)-DP HYLND CAM Q822 GONZZ Q29 JHW DJB J60 ASHE BAGEL PANG (RNAV)-STAR</td>
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<tr>
<td>CLEVELAND (CLE)</td>
<td>(RNAV TURBOJET)HYLND (RNAV)-DP HYLND CAM Q822 GONZZ HANKK HOME TBYE (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>COLUMBUS (CMH)</td>
<td>BLZZR (RNAV)-DP BLZZR BAF Q480 AIR BREMN-STAR</td>
<td>1100–0400</td>
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<tr>
<td>COVINGTON (CVG)</td>
<td>(TURBOJETS ONLY* DME/DME/IRU OR GPS REQUIRED)REVSS (RNAV)-DP REVSS CTR HNK J49 PSB MAULL KODIE CTW TIGRR (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
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<td>or (DFW SOUTH FLOW)BLZZR (RNAV)-DP BLZZR BAF Q406 BWZ J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>DALLAS–FORT WORTH (DFW)</td>
<td>(DFW NORTH FLOW)BLZZR (RNAV)-DP BLZZR BAF Q406 BWZ J6 HVQ Q68 LITTR FEWWW BRDJE (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>DAYTON (DAY)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)BLZZR (RNAV)-DP BLZZR BAF Q480 AIR APE DANEI-STAR</td>
<td>1100–0300</td>
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<tr>
<td>DENVER (DEN)</td>
<td>HYLND (RNAV)-DP HYLND HANAA Q816 HOCHE Q935 MONEE IANNA ONL PORDR AALLE (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>DETROIT SATS (DET)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GNSS REQUIRED)HYLND (RNAV)-DP HYLND CAM Q822 GONZZ COLTS GIGGY (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>DETROIT SATS (YIP)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GNSS REQUIRED)HYLND (RNAV)-DP HYLND CAM Q822 GONZZ COLTS ODLND (RNAV)-STAR</td>
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PREFERRED IFR ROUTES

DETROIT (DTW) ..................................
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<tr>
<td>(DME/DME/IRU OR GPS REQUIRED) (DTW SOUTH FLOW) HYLND (RNAV)–DP HYLND CAM Q822 GONZZ DONEO TPGUN (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>or</td>
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<tr>
<td>(DME/DME/IRU OR GPS REQUIRED) (DTW NORTH FLOW) HYLND (RNAV)–DP HYLND CAM Q822 GONZZ DONEO CIUGR (RNAV)–STAR</td>
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FORT LAUDERDALE (FLL) ...........................
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<tbody>
<tr>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED) (WATER) SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO J174 SWL KEMPR ILM AR21 CRANS FISEL (RNAV)–STAR</td>
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FORT MYERS (RSW) ....................................
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<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED) SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO J174 SWL J121 CHS Caket Q97 KENLL OMN FISEL (RNAV)–STAR</td>
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GREENSBORO (GSO) ..............................
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<tr>
<td>PATSS (RNAV)–DP PATSS NELIE Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR</td>
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HOUSTON (IAH) .....................................
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<tr>
<td>(TURBOJETS) BLZZR (RNAV)–DP BLZZR BAF Q448 PTW J48 CSN FANPO Q40 AEX WAPPL (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>or</td>
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<tr>
<td>(TURBOJETS) (IAH EAST FLOW) BLZZR (RNAV)–DP BLZZR BAF Q448 PTW J48 CSN FANPO Q40 AEX SKNRD (RNAV)–STAR</td>
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INDIANAPOLIS (IND) ...............................
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<tbody>
<tr>
<td>BLZZR (RNAV)–DP BLZZR BAF Q480 AIR RINTE SNKPT (RNAV)–STAR</td>
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KANSAS CITY (MCI) ............................... 1100–0400

LAS VEGAS (LAS) ...................................
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<tr>
<td>HYLND (RNAV)–DP HYLND CAM Q822 GONZZ Q29 KLYNE FYLLS J110 RSK J64 PG5 TYSSN (RNAV)–STAR</td>
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LOUISVILLE (SDF) ............................... 1100–0300

MIAMI (MIA) ......................................
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<tr>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED) SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO J174 SWL CEBEE WETRO DIW AR22 JORAY HILEY (RNAV)–STAR</td>
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<td>or</td>
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<tr>
<td>(TURBOJETS) (DEEP OCEAN) SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO SPDEY Y488 STERN Y493 BAHAA DULEE CRANS FISEL (RNAV)–STAR</td>
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MILWAUKEE (MKE) ..............................
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<tr>
<td>(RNAV EQUIPPED ONLY) HYLND (RNAV)–DP HYLND HANAA Q816 Hocke LYSTR SUDS</td>
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MINNEAPOLIS (MSP) ...............................
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<tr>
<td>(TURBOJETS) HYLND (RNAV)–DP HYLND HANAA Q816 KELTI Q812 ZOHAN IDIOM MUSCL (RNAV)–STAR</td>
<td>1000–0300</td>
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MONTRAL (CYUL) ............................... 1100–0300

MONTRAL (YUL) ............................... 1100–0300

MYRTLE BEACH (MYR) ...........................
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<tr>
<td>SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO J174 ILM</td>
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<tr>
<td>NASHVILLE(BNA)</td>
<td>BLZZR (RNAV)–DP BLZZR BAF Q406 BWZ J6 HVQ Q68</td>
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<tr>
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<td>YOCKY GROAT PASYL (RNAV)–STAR</td>
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<tr>
<td>NASSAU(MYNN)</td>
<td>(DEEP OCEAN)SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO SPDEY Y488 Y493 WEAK CARFX Y307 HANKX</td>
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<td>NEW ORLEANS(MSY)</td>
<td>(TURBOJETS)BLZZR (RNAV)–DP BLZZR BAF Q448 PTW J488 CSN FANPO Q40 NIOILA MEI RYTHM–STAR</td>
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<td>NEW YORK(IKP)</td>
<td>(GPS ROUTES ONLY: DME/DME/IRU OR GPS REQUIRED)SSOXS (RNAV)–DP SSOXS BUZRD SEY V268 HTO V46 CCC</td>
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<td>NEW YORK(JFK)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)SSOXS (RNAV)–DP SSOXS BUZRD SEY</td>
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<td>PARCH (RNAV)–STAR</td>
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<tr>
<td>NEW YORK(LGA)</td>
<td>(FL180 – FL220; TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)PATSS (RNAV)–DP PATSS NELIE VALRE HAARP–STAR</td>
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<tr>
<td>NEWARK(EWR)</td>
<td>(FL180–FL220; TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)PATSS (RNAV)–DP PATSS NELIE FLOSI (RNAV)–STAR</td>
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<td>ORLANDO(MCO)</td>
<td>(DEEP OCEAN)SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO SPDEY Y488 Y493 BAHAAB HIBAC CWRLD (RNAV)–STAR</td>
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<td>or SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO J174 ORF J121 CHS IGARY Q85 LPERD OMN CWRLD (RNAV)–STAR</td>
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<td>SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO J174 ORF J121 CHS IGARY Q85 LPERD OMN CWRLD (RNAV)–STAR</td>
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<td>SSOXS (RNAV)–DP SSOXS BUZRD SEY ORCHA RIFLE Q439 BRIGS JIAMS (RNAV)–STAR</td>
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<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)HYLND (RNAV)–DP HYLND CAM Q822 GONZZ Q29 KLYNE ROD VHP J110 BUM J19 ZUN EAGUL (RNAV)–STAR</td>
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<td></td>
<td>or PITTSBURGH(PIT)</td>
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<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)REVSS (RNAV)–DP REVSS CTR HNK KONJE J190 STL HAYNZ (RNAV)–STAR</td>
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<td></td>
<td>or PORTLAND(PDX)</td>
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<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)HYLND (RNAV)–DP HYLND HANAA Q816 HOCKE GRB GEP DHR J16 PDT KNOX HGDOD (RNAV)–STAR</td>
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<tr>
<td></td>
<td>or RALEIGH/DURHAM(RDU)</td>
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<tr>
<td></td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO J174 SWL KAROO (RNAV)–STAR</td>
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<td></td>
<td>or SALT LAKE CITY(SLC)</td>
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<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)HYLND (RNAV)–DP HYLND HANAA Q816 HOCKE BAE DBQ J94 OCS NORD (RNAV)–STAR</td>
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<td>or SAN DIEGO(SAN)</td>
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<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)BLZZR (RNAV)–DP BLZZR BAF Q480 AIR J80 MCI J24 SLN J18 HOGGZ LUCKI (RNAV)–STAR</td>
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<td>or SAN FRANCISCO(SFO)</td>
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<td>(TURBOJETS)SHYLND (RNAV)–DP HYLND HANAA Q816 HOCKE GRB GEP ABR J32 LLC LEGGS BDEGA (RNAV)–STAR</td>
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<td>or SARASOTA/BRADENTON(SRQ)</td>
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<tr>
<td></td>
<td>PATSS (RNAV)–DP PATSS NELIE Q75 SLOJO Q103 CYNTA JORPO TRAPR (RNAV)–STAR</td>
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</tr>
<tr>
<td></td>
<td>or SAVANNAH(SAV)</td>
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<tr>
<td></td>
<td>SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO J174 ORF J121 CHS LGRHD SSOOP</td>
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<tr>
<td>Terminals</td>
<td>Route</td>
<td>Effective Times (UTC)</td>
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<td>SEATTLE(SEA)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)HYLND (RNAV)-DP HYLND HANAA Q816 HOCKE GRB GEP ABR J90 HLN J136 MLP GLASR-STAR</td>
<td>1100–0300</td>
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<tr>
<td>ST LOUIS(STL)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)BLZZR (RNAV)-DP BLZZR BAF Q480 AIR J110 VHP AARSH (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>TAMPA(TPA)</td>
<td>(DEEP OCEAN)SSOXS (RNAV)-DP SSOXS BUZRD SEY HTO SPDY Y488 STERN Y493 BAHAA HIBAC PETEE ORL DADES (RNAV)-STAR or PATSS (RNAV)-DP PATSS NELIE Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>TORONTO(CYYZ)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)HYLND (RNAV)-DP HYLND CAM Q822 GONZZ WOZE LINNG (CANADIAN) (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>WASHINGTON(DCA)</td>
<td>(TURBOJETS)SSOXS (RNAV)-DP SSOXS BUZRD SEY HTO J174 ZIZZI ATR LAFLN DEALE (RNAV)-STAR or PATSS (RNAV)-DP PATSS NELIE Q75 MXE CLIPR (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>WASHINGTON(IAD)</td>
<td>(AOA FL240; TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)BLZZR (RNAV)-DP BLZZR BAF HYPER (RNAV)-STAR or (AOB 220; TURBOPROPS)BLZZR BAF SAGES LAAYK MIP SEG LEGG (RNAV)-STAR</td>
<td>1100–0300</td>
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<td>WEST PALM BEACH(PBI)</td>
<td>(DEEP OCEAN)SSOXS (RNAV)-DP SSOXS BUZRD SEY HTO SPDY Y488 STERN Y493 JENKS MAJIK AYBID FRWAY (RNAV)-STAR or SSOXS (RNAV)-DP SSOXS BUZRD SEY HTO J174 ORF J121 CHS CAKET Q97 KENLL OMN FRWAY (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>WHITE PLAINS(HPN)</td>
<td>(FL180–FL220; TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)PATSS (RNAV)-DP PATSS NELIE VALRE VALRE-STAR</td>
<td>1100–0300</td>
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<td>BRIDGEPORT(BDR)</td>
<td>JUDDS RONGE PWL BIZEX Q75 MXE V378 NUGGY TRISH (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>BALTIMORE(BWI)</td>
<td>JUDDS RONGE PWL BIZEX Q75 MXE CLIPR (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON(DCA)</td>
<td>JUDDS RONGE PWL BIZEX Q75 MXE CLIPR (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>WASHINGTON(IAD)</td>
<td>(RNAV EQUIPPED ONLY)JUDDS RONGE PWL GANDE HYPER (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>BUFFALO(BUF)</td>
<td>JHW FOXEE Q145 HVQ LNDIZ PARQR (RNAV)-STAR or JHW KODIE CTW TIGRR (RNAV)-STAR</td>
<td>1100–0300</td>
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<td>CHARLOTTE(CLT)</td>
<td>JHW RICCS Q103 SLOJO Q83 JEVED Q97 KENLL OMN FISEL (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>COVINGTON(CVG)</td>
<td>JHW RICCS Q103 CYNTA SHFTY (RNAV)-STAR</td>
<td>1100–0300</td>
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<td>MIAMI(MIA)</td>
<td>JHW RICCS Q103 SLOJO Q83 JEVED Q97 KENLL OMN HILEY (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>NEW YORK(JFK)</td>
<td>GEE V14 BEEPS IGN KINGSTON-STAR</td>
<td>1100–0300</td>
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<tr>
<td>NEW YORK(LGA)</td>
<td>(TURBOJET)AUDIL RKA NOBBI-STAR</td>
<td>1100–0300</td>
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<tr>
<td>DETROIT SATS(DET,CYQ ONLY)</td>
<td>(DME/DME/IRU OR GPS REQUIRED)COLTS GIGGY (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>FORT LAUDERDALE(FLL)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)HYLND HANAA Q816 HOCKE GRB GEP ABR J90 HLN J136 MLP GLASR-STAR</td>
<td>1100–0300</td>
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<tr>
<td>FORT MYERS(RSW)</td>
<td>JHW RICCS Q103 SLOJO Q83 JEVED Q97 KENLL OMN FISEL (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>MIAMI(MIA)</td>
<td>JHW RICCS Q103 CYNTA SHFTY (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>NEW YORK(JFK)</td>
<td>GEE V14 BEEPS IGN KINGSTON-STAR</td>
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<td>JHW RICCS Q103 SLOJO Q83 JEVED Q97 KENLL OMN FISEL (RNAV)-STAR</td>
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<td>DETROIT SATS(DET,CYQ ONLY)</td>
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<td>FORT LAUDERDALE(FLL)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)HYLND HANAA Q816 HOCKE GRB GEP ABR J90 HLN J136 MLP GLASR-STAR</td>
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<td>JHW RICCS Q103 CYNTA SHFTY (RNAV)-STAR</td>
<td>1100–0300</td>
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<td>Terminals</td>
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<td>Effective Times (UTC)</td>
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<td>TAMPA (TPA)</td>
<td>JHW RICCS Q103 SLOJO Q75 TEUFL GEEYE JAYJA DADES (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>WEST PALM BEACH (PBI)</td>
<td>JHW RICCS Q103 SLOJO Q83 JEVED Q97 KENLL OMN FRWAY (RNAV)–STAR</td>
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<tr>
<td>BURLINGTON (BTV)</td>
<td>PONCT BIZEX Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>CHARLOTTE (CLT)</td>
<td>PONCT BIZEX Q75 GVE LHY CHSLY (RNAV)–STAR (TURBOJETS: DME/DME/IRU OR GNSS REQUIRED) ALVID DEEKI HOCHE FNT WYNE (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>CHICAGO (ORD)</td>
<td>PONCT BIZEX Q75 GVE LHY CHSLY (RNAV)–STAR (TURBOJETS ONLY: DME/DME/IRU OR GNSS REQUIRED) GONZZ JOSY MAULL KODIE CTW TIGRR (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>DETROIT (DTW)</td>
<td>(DME/DME/IRU OR GPS REQUIRED) DTW NORTH FLOW GONZZ DONEO CUUGR (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>PONCT BIZEX Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>NEW YORK (LGA)</td>
<td>ALB HAARP–STAR (RNAV ONLY) ALB FLOSJ (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>NEWARK (EWR)</td>
<td>ALB HAARP–STAR (RNAV ONLY) ALB FLOSJ (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>PHILADELPHIA (PHL)</td>
<td>(TURBOJETS ONLY) ALB DNY SLATT–STAR</td>
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<tr>
<td>PITTSBURGH (PIT)</td>
<td>ALB HNK KONE SLY HANZ (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>TAMPA (TPA)</td>
<td>PONCT BIZEX Q75 TEUFL GEEYE JAYJA DADES (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>WASHINGTON (DCA)</td>
<td>PONCT BIZEX Q75 MXE CLIPR (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>WASHINGTON (IAD)</td>
<td>(RNAV ONLY) ALB HYPER (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>CHARLOTTESVILLE (CHO)</td>
<td>(TURBOJETS) MOL J48 FLASK OZZZI (RNAV)–STAR</td>
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<td>ATLANTA (ATL)</td>
<td>(AOB FL240) GVE LHY CHSLY (RNAV)–STAR</td>
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<tr>
<td>CHARLOTTE (CLT)</td>
<td>GVE KORRY–STAR (RNAV)–STAR</td>
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<td>NEW YORK (LGA)</td>
<td>GVE KORRY–STAR (RNAV)–STAR</td>
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<td>PHILADELPHIA (PHL)</td>
<td>GVE ROOKY SVILL TAPPA PTW PAATS (RNAV)–STAR</td>
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<tr>
<td>HARRISBURG (HAR)</td>
<td>(RNAV ONLY) MRB J6 COLNS GAVN (RNAV)–STAR</td>
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<td>Covington (CVG)</td>
<td>(RNAV ONLY) MRB J6 COLNS GAVN (RNAV)–STAR</td>
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<td>HARRISBURG (MDT)</td>
<td>(ADVANCED RNAV) HAR V33 MCMAN Q62 WATSN WATSN (RNAV)–STAR</td>
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<td>HYANNIS (HYA)</td>
<td>LFV CELTS NELIE Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>FORT MYERS (RSW)</td>
<td>LFV CELTS NELIE Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>SARASOTA/BRADENTON (SRQ)</td>
<td>LFV CELTS NELIE Q75 SLOJO Q103 CYNTA JORPO TRAPR (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>LFV CELTS NELIE Q75 TEUFL GEEYE JAYJA DADES (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>WASHINGTON (DCA)</td>
<td>LFV CELTS NELIE Q75 MXE CLIPR (RNAV)–STAR</td>
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<td>ITHACA (ITH)</td>
<td>(DME/DME/IRU OR GPS REQUIRED) COLTS GIGGY (RNAV)–STAR</td>
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<tr>
<td>DETROIT SATS (DET, CYGG ONLY)</td>
<td>(DME/DME/IRU OR GPS REQUIRED) COLTS GIGGY (RNAV)–STAR</td>
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<tr>
<td>DETROIT SATS (YIP, PTK, ARB ONLY)</td>
<td>(DME/DME/IRU OR GPS REQUIRED) COLTS OKLND (RNAV)–STAR</td>
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<tr>
<td>LYNCHBURG (LYH)</td>
<td>(AOB FL220) LHY CHSLY (RNAV)–STAR</td>
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<tr>
<td>MANCHESTER (MHT)</td>
<td>(RNAV ONLY) PPORT (RNAV)–DP SHOEL COTEE BAF Q448 PTW J48 FLASK OZZZI (RNAV)–STAR</td>
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<td>ATLANTA (ATL)</td>
<td>PPORT (RNAV)–DP NELIE Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>BALTIMORE (BWI)</td>
<td>PPORT (RNAV)–DP NELIE Q75 GVE LHY CHSLY (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>CHARLOTTE (CLT)</td>
<td>(AOB FL220) LHY CHSLY (RNAV)–STAR</td>
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**NE, 5 Nov 2020 to 31 Dec 2020**
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<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
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<td>CHICAGO(MDW)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)CAM Q822 GONZZ Q29 JHW DJB J60 ASHEN BAGEL PANG (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>CHICAGO(ORD)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GNSS REQUIRED)CAM Q822 FNT WYNDE (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>COVINGTON(CVG)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GNSS REQUIRED)CAM Q822 GONZZ JOSY MAULL KODIE CTW TIGRR (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>DENVER(DEN)</td>
<td>HANAA Q816 HOCKE Q935 MONEE IANNA ONL PORDR AALLE (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>1100–0300</td>
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<tr>
<td>DETROIT SATS(YIP,PTK,ARB ONLY)</td>
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<td>1100–0300</td>
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<tr>
<td>ORLANDO(MCO)</td>
<td>PPORT (RNAV)–DP NELIE Q75 SLOJO Q83 ROYCO Q85 LPERD OMN CWRLD (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>PHILADELPHIA(PHL)</td>
<td>PPORT (RNAV)–DP CCC MANTA Q439 BRIGS JIIMS (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>TAMPA(TPA)</td>
<td>PPORT (RNAV)–DP NELIE Q75 TEUF GEEYE JAYJA DADES (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON(DCA)</td>
<td>PPORT (RNAV)–DP NELIE Q75 MXE CLIPR (RNAV)–STAR</td>
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Terminals Route

Effective Times (UTC)

NE, 5 NOV 2020 to 31 DEC 2020
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NE, 5 Nov 2020 to 31 Dec 2020
## PREFERRED IFR ROUTES

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**Terminals Route Effective Times (UTC)**

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NE, 5 NOV 2020 to 31 DEC 2020
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<td>(RNAV ONLY)AHTIY BURGS HVQ LNDIZ PARQR</td>
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<td>(RNAV)–STAR</td>
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<tr>
<td>CHICAGO(MDW)</td>
<td>(RNAV ONLY)BSV MAYZE J60 ASHEN BAGEL PANGG</td>
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<td>CHICAGO(ORD)</td>
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<tr>
<td>FORT LAUDERDALE(FLL)</td>
<td>CKB COBBE PSK Q103 SLOJO Q83 JEVED Q97 KENLL</td>
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<td></td>
<td>OMN FISEL (RNAV)–STAR</td>
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<td>INDIANAPOLIS(IND)</td>
<td>DILNE AEROS RINTE SNKPT (RNAV)–STAR</td>
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<td>MIAMI(MIA)</td>
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<td>OMN HILEY (RNAV)–STAR</td>
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<td>MYRTLE BEACH(MYR)</td>
<td>CKB ROA SBY RDU V136 CRE</td>
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<td>NEW YORK(UFK)</td>
<td>EWC WOMB TBF HOXIE J70 LVZ LENDY SIX–STAR</td>
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<td>NEWARK(EWR)</td>
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<td>ORLANDO(MCO)</td>
<td>CKB COBBE PSK Q103 SLOJO Q83 ROYCO Q85 LPERD</td>
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<td>PHILADELPHIA(PHL)</td>
<td>(RNAV ONLY)JST BOJID (RNAV)–STAR</td>
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<td>JST J152 HAR V210 BUNTS</td>
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<td>TAMPA(TPA)</td>
<td>CKB COBBE PSK Q103 SLOJO Q75 TEFL GEEYE JAYJA DAEDES (RNAV)–STAR</td>
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<td>WASHINGTON(DCA)</td>
<td>(RNAV ONLY)MGW BUCKO FRDM (RNAV)–STAR</td>
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<td>WINDSOR LOCKS(BDL)</td>
<td>(RNAV ONLY)EWC WOMB TBF J70 LVZ LENDY SIX–STAR</td>
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**Terminals Route Effective**

**PREFERRED IFR ROUTES**

**505**

**Effective Times (UTC)**

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<td>ORLANDO (SFB) (RNAV)–PONCT–PWL BIZEQ Q75 SLOJO Q83 ROYCO Q85 LPERD OMN CORLL–STAR......................................</td>
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<td>ST PETERSBURG–CLEARWATER (Tampa) (RNAV)–PONCT–PWL BIZEQ Q75 TEUFL GEEVE JAYJA DADES (RNAV)–STAR........................</td>
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<td><strong>PORTLAND (PWM)</strong></td>
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<tr>
<td>BALTIMORE (BWI) (RNAV)–NUBLE (RNAV)–PONCT–PWL NELIE Q75 MXE V378 NUGGY TRISH SHFTY (RNAV)–STAR............................</td>
<td>1100–0300</td>
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<tr>
<td>CHARLOTTE (CLT) (RNAV)–NUBLE (RNAV)–PONCT–PWL NELIE Q75 GVE LYH CHSLY SHFTY (RNAV)–STAR..............................</td>
<td>1100–0300</td>
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<td>CHICAGO (ORD) (RNAV)–DME/DME/IRU OR GNSS REQUIRED–HSKEL (RNAV)–PUT CAM Q822 FNT WYNDE (RNAV)–STAR................</td>
<td>1100–0300</td>
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<td>CLEVELAND (CLE) (RNAV)–HSKEL (RNAV)–PONCT–PWL CAM Q822 GONZ BANKE (RNAV)–STAR........................................</td>
<td>1100–0300</td>
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<td>COVINGTON (CVG) (RNAV)–HSKEL (RNAV)–PONCT–PWL CAM Q822 Q99 KDN MAULL KODIE CTW TIGRR (RNAV)–STAR..........................</td>
<td>1100–0300</td>
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<td>DETROIT (DTW) (RNAV)–HSKEL (RNAV)–PONCT–PWL CAM Q822 GONZ DONEO TPGUN (RNAV)–STAR....................................</td>
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<td>FORT MYERS (RSW) (RNAV)–HSKEL (RNAV)–PONCT–PWL NELIE Q75 SLOJO Q103 Q71 ZOHAN IDIMI MUSCL (RNAV)–STAR........</td>
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<td>MINNEAPOLIS (MSP) (RNAV)–HSKEL (RNAV)–PONCT–PWL CAM Q822 GONZ DONEO CUUGR (RNAV)–STAR................................</td>
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<td>NEW YORK (LGA) (RNAV)–HSKEL (RNAV)–PONCT–PWL CAM Q822 GONZ DONEO HAARP–STAR............................................</td>
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<td>NEWARK (EWR) (RNAV)–HSKEL (RNAV)–PONCT–PWL CAM Q822 GONZ DONEO HAARP–STAR............................................</td>
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<td>PHILADELPHIA (PHL) (RNAV)–HSKEL (RNAV)–PONCT–PWL CAM Q822 GONZ DONEO HAARP–STAR............................................</td>
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<td>PITTSBURGH (PIT) (RNAV)–HSKEL (RNAV)–PONCT–PWL CAM Q822 GONZ DONEO HAARP–STAR............................................</td>
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<td>SARASOTA/BRADENTON (SRQ) (RNAV)–HSKEL (RNAV)–PONCT–PWL CAM Q822 GONZ DONEO HAARP–STAR............................................</td>
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<td>TAMPA (TPA) (RNAV)–HSKEL (RNAV)–PONCT–PWL CAM Q822 GONZ DONEO HAARP–STAR............................................</td>
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<tr>
<td>WASHINGTON (DCA) (RNAV)–HSKEL (RNAV)–PONCT–PWL CAM Q822 GONZ DONEO HAARP–STAR............................................</td>
<td>1100–0300</td>
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<tr>
<td>WASHINGTON (IAD) (RNAV)–HSKEL (RNAV)–PONCT–PWL CAM Q822 GONZ DONEO HAARP–STAR............................................</td>
<td>1100–0300</td>
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<tr>
<td>WHITE PLAINS (HPN) (RNAV)–HSKEL (RNAV)–PONCT–PWL CAM Q822 GONZ DONEO HAARP–STAR............................................</td>
<td>1100–0300</td>
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<td><strong>PORTSMOUTH (PSM)</strong></td>
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<tr>
<td>CAMP SPRINGS (ADW) (RNAV)–HSKEL (RNAV)–PONCT–PWL CAM Q822 GONZ DONEO HAARP–STAR............................................</td>
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<td>PROVIDENCE (PROVIDENCE) (RNAV)–HSKEL (RNAV)–PONCT–PWL CAM Q822 GONZ DONEO HAARP–STAR............................................</td>
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<tr>
<td>ATLANTA (ATL) (RNAV)–PUT BAF Q448 PTW J48 FLASK OZZI (RNAV)–STAR.......................................................</td>
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<td>BALTIMORE (BWI) (RNAV)–PONCT–PWL NELIE Q75 MXE V378 NUGGY TRISH (RNAV)–STAR.....................................................</td>
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<tr>
<td>BOCA RATON (BCT) (RNAV)–JUMPR RIFLE J174 ORF J121 CHS Caket Q97 KENLL OMN CAYSL (RNAV)–STAR..................................</td>
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<tr>
<td>CHARLOTTE (CLT) (RNAV)–PONCT–PWL NELIE Q75 GVE LYH CHSLY (RNAV)–STAR.....................................................</td>
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<tr>
<td>CHICAGO (MDW) (RNAV)–DME/DME/IRU OR GNSS REQUIRED–PUT CAM Q822 GONZ Q99 JHW DBJ J60 ASHEN BAGEL PANGG (RNAV)–STAR..................</td>
<td>1100–0300</td>
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<tr>
<td>CHICAGO (ORD) (RNAV)–DME/DME/IRU OR GNSS REQUIRED–PUT CAM Q822 FNT WYNDE (RNAV)–STAR..............................</td>
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<tr>
<td>COVINGTON (CVG) (RNAV)–DME/DME/IRU OR GNSS REQUIRED–PUT CAM Q822 Q99 JHW DBJ J60 ASHEN BAGEL PANGG (RNAV)–STAR..................</td>
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PREFERRED IFR ROUTES 507

DENVER (DEN) .................................................
PUT CTR CAM ARNII Q816 HOCKE Q935 MONEE IANNA
ONL PORDR AALLE (RNAV–STAR) .................................
1100–0300

DETROIT SATS (DET, CYQG ONLY) ..........................
(DME/DME/IRU OR GNSS REQUIRED) PUT CTR CAM
Q822 GONZZ COLTS GIGGY (RNAV–STAR) .................
1100–0300

DETROIT SATS (YIP, PTK, ARB ONLY) ...........
(DME/DME/IRU OR GNSS REQUIRED) PUT CTR CAM
Q822 GONZZ COLTS OKLND (RNAV–STAR) .................
or
(DME/DME/IRU OR GPS REQUIRED) (DTW NORTH
FLOW) PUT CTR CAM Q822 GONZZ DONEO CUUGR
(RNAV–STAR) ....................................................
1100–0300

DETROIT (DTW) .............................................
PUT CTR CAM Q822 GONZZ DONEO TPGUN
(RNAV–STAR) ....................................................
1100–0300

FORT LAUDERDALE (FLL) ......................
(TURBOJETS) (WATER) JUMPR RIFLE J174 SWL CEBEE
WETRO ILM AR21 CRANS FISEL (RNAV–STAR) ............
1100–0300

FORT MYERS (RSW) ...........................
PUT NELIE Q75 SLOJO Q103 CYNTA SHFTY
(RNAV–STAR) ....................................................
1100–0300

MIAMI (MIA) .................................
(WATER) JUMPR RIFLE J174 SWL CEBEE WETRO DIW
AR22 JORAY HILEY (RNAV–STAR) ............................
or
JUMPR RIFLE J174 ORF J121 CHS CAKE T Q97 KENLL
OMN FISEL (RNAV–STAR) ..................................
1100–0300

MINNEAPOLIS (MSP) ..........................
(TURBOJETS) PUT CTR CAM ARNII Q816 KELTI Q812
ZOHAN IDIOM MUSCL (RNAV–STAR) ........................
1000–0300

NEW YORK (LGA) ............................
(ABOVE 250 KTS) PUT NELIE VALRE HAARP–STAR...
1100–0300

or
(250 KTS OR LESS) PUT BAF PWL V405 CASSH V123
HAARP .............................................................
1100–0300

NEWARK (EWR) ............................
PUT NELIE FLOSI (RNAV–STAR) ..........................
1100–0300

ORLANDO (MCO) ..............................
(TURBOJETS) (WATER) JUMPR RIFLE J174 SWL CEBEE
WETRO ILM AR15 HIBAC CWRLD (RNAV–STAR) .........
1100–0400

ORLANDO (ORL) ..............................
JUMPR RIFLE J174 SWL CEBEE WETRO ILM AR15
HIBAC CWRLD (RNAV–STAR) ..........................
1100–0400

or
JUMPR RIFLE J174 ORF J121 CHS IGARY Q85 LPERD
OMN CWRLD (RNAV–STAR) ..................................
1100–0400

PHILADELPHIA (PHL) .........................
JUMPR RIFLE Q439 BRIGS JIIMS (RNAV–STAR) ........
1100–0300

PITTSBURGH (PIT) ........................
PUT CTR HNK KONJE SLT HAYNZ (RNAV–STAR) .......
1100–0300

RALEIGH/DURHAM (RDU) ..............
JUMPR RIFLE J174 SWL KAROO (RNAV–STAR) .......
1100–0300

SARASOTA/BRADENTON (SRQ) ...........
PUT NELIE Q75 SLOJO Q103 CYNTA JORPO TRAPR
(RNAV–STAR) ....................................................
1100–0300

ST LOUIS (STL) ............................
(RNAV ONLY) PUT BAF Q480 AIR J110 VHP AARCH
(RNAV–STAR) ....................................................
1100–0300

ST PETERSBURG/CLEARWATER (PFE) ...
PUT NELIE Q75 TEUFL GEEYE JAYJA DADES
(RNAV–STAR) ....................................................
1100–0300

TAMPA (TPA) ..............................
PUT NELIE Q75 TEUFL GEEYE JAYJA DADES
(RNAV–STAR) ....................................................
1100–0300

WASHINGTON (DCA) ......................
(TURBOJETS) JUMPR RIFLE J174 ZIZZI ATR LAFLN DEALE
(RNAV–STAR) ....................................................
or
JUMPR RIFLE J174 ZIZZI ATR V308 BILIT ..............
1100–0300

WASHINGTON (IAD) ........................
(AOB 220; TURBOJETS) PUT BAF SAGES LAAYK MIP
SEG LEGGO (RNAV–STAR) ..................................
or
(RNAV ONLY) PUT BAF HYPER (RNAV–STAR) ...........
1100–0300

WEST PALM BEACH (PBI) ...........
JUMPR RIFLE J174 ORF J121 CHS CAKE T Q97 KENLL
OMN FRWAY (RNAV–STAR) ..................................
or
(WATER) JUMPR RIFLE J174 SWL CEBEE WETRO DIW
AR19 ABYID FRWAY (RNAV–STAR) ..................
1100–0300

RICHMOND (RIC) ........................
KALLI (RNAV–DP LYH FLASK OZZZI (RNAV–STAR) ...
1100–0300

ATLANTA (ATL) ..............................

NE, 5 NOV 2020 to 31 DEC 2020

Terminals Route Effective Times (UTC)
### PREFERRED IFR ROUTES

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<th>Effective Times (UTC)</th>
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<td>BOSTON (BOS)</td>
<td>LUCYL (RNAV)–DP LUCYL HYTRA GRACO J42 RBV J222</td>
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<td>JFK ROBUC (RNAV)–STAR</td>
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<td>CHARLOTTE (CLT)</td>
<td>(AOB FL300)KALLI (RNAV)–DP LYH CHSLY (RNAV)–STAR</td>
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<td>CHICAGO (ORD)</td>
<td>KALLI (RNAV)–DP MOL GEFFS J149 ROD WATSN (RNAV)–STAR</td>
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<tr>
<td>DETROIT (DTW)</td>
<td>(DTW SOUTH FLOW)KALLI (RNAV)–DP MOL J24 TACRI JAMOX BONZZ (RNAV)–STAR</td>
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<td>(DTW NORTH FLOW)KALLI (RNAV)–DP MOL J24 TACRI JAMOX KLYNK (RNAV)–STAR</td>
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<tr>
<td>FORT LAUDERDALE (FLL)</td>
<td>HPW V213 MAZON CVI J193 ILM AR21 CRANS FISEL (RNAV)–STAR</td>
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<td></td>
<td>HPW V213 MAZON CVI J193 WEAVR J121 CHS Caket Q97 KENLL OMN FISEL (RNAV)–STAR</td>
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<td>FORT MYERS (RSW)</td>
<td>KALLI (RNAV)–DP KALLI DRAIK GSO Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR</td>
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<td>KALLI (RNAV)–DP LYH PSK ALEAN Q40 AEX WAPPL (RNAV)–STAR</td>
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<td>HOUSTON (IAH)</td>
<td>(IAH WEST FLOW)KALLI (RNAV)–DP LYH PSK ALEAN Q40 AEX DOOBI (RNAV)–STAR</td>
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<td>(IAH EAST FLOW)KALLI (RNAV)–DP LYH PSK ALEAN Q40 AEX SKNRD (RNAV)–STAR</td>
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<td>MIAMI (MIA)</td>
<td>HPW V213 MAZON CVI J193 WEAVR J121 CHS Caket Q97 KENLL OMN HILEY (RNAV)–STAR</td>
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<td>HPW V213 MAZON CVI DIW AR22 JORAY HILEY (RNAV)–STAR</td>
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<td>MINNEAPOLIS (MSP)</td>
<td>KALLI (RNAV)–DP MOL J24 HVQ FWA GU KAMMA KKL PR (RNAV)–STAR</td>
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<td>KALLI (RNAV)–DP KALLI DRAIK GSO Q75 SLOJO Q83 ROYCO Q85 LPERD OMN CWRLD (RNAV)–STAR</td>
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<td>KALLI (RNAV)–DP KALLI DRAIK GSO Q75 SLOJO Q83 ROYCO Q85 LPERD OMN CORL–STAR</td>
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<td>HPW V213 MAZON CVI J193 ILM AR15 HIBAC CWRLD (RNAV)–STAR</td>
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<td>LUCYL (RNAV)–DP LUCYL PXT PAATS (RNAV)–STAR</td>
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<td>SARASOTA/BRADENTON (SRQ)</td>
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<td>ST PETERSBURG–CLEARWATER (PIE)</td>
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<td>ROANOKE (ROA)</td>
<td>(AOB FL220)LYH CHSLY (RNAV)–STAR</td>
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<td>GEFFS J149 ROD WATSN (RNAV)–STAR</td>
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<td>(DME/DME/IRU OR GPS REQUIRED)(DTW NORTH FLOW)BKWL JAMOX KLYNK (RNAV)–STAR</td>
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<td>(DME/DME/IRU OR GPS REQUIRED)(DTW SOUTH FLOW)BKWL JAMOX BONZ (RNAV)–STAR</td>
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<td>NEW YORK (LGA)</td>
<td>LYH FAK RIC LUCYL PXT KORRY–STAR</td>
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<td>LYH FAK PAATS (RNAV)–STAR</td>
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<td>PHILADELPHIA (PHL)</td>
<td>(TURBOJETS)KUBBA IZZEE TRISH (RNAV)–STAR</td>
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<td>ROYAL SITE (ROC)</td>
<td>BEEPS PONCT JFUND (RNAV)–STAR</td>
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<td>BALTIMORE (BWI)</td>
<td>JHW FOXEY Q145 HVQ LDNZ PAROR (RNAV)–STAR</td>
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<td>BOSTON (BOS)</td>
<td>GEE V119 BURST THOME TRYBE (RNAV)–STAR</td>
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<td>CHARLOTTE (CLT)</td>
<td>JHW FOXEY Q145 HVQ LDNZ PAROR (RNAV)–STAR</td>
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<td>GEE V119 BURST THOME TRYBE (RNAV)–STAR</td>
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<tr>
<td>DETROIT(DTW)</td>
<td>(DME/DME/IRU OR GPS REQUIRED)(DTW SOUTH FLOW)AIRCO BUF DONEO TOPGN (RNAV)--STAR . or (DME/DME/IRU OR GPS REQUIRED)(DTW NORTH FLOW)AIRCO BUF DONEO CUUGR (RNAV)--STAR.</td>
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<tr>
<td>FORT LAUDERDALE(FLL)</td>
<td>GEE V119 BURST EMNEM Q103 SLOJO Q83 JEVED Q97 KENLL OMN FISEL (RNAV)--STAR</td>
<td>1100–0300</td>
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<td>GEE V119 BURST EMNEM Q103 CYNTA SHFTY (RNAV)--STAR</td>
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<td>NEW YORK(JFK)</td>
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<td>LACONIA (LCI)</td>
<td>(FL190 AND ABOVE) GREKI JUDDS CAM</td>
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<td>LAKE PLACID (LKP)</td>
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<td>MANCHESTER (MHT)</td>
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**Terminals Route Effective Times (UTC)**

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<td>VINEYARD HAVEN(MVY)</td>
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<td>WHITE PLAINS(HPN)</td>
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<td>WINDSOR LOCKS(BDL)</td>
<td>(GPS OR DME/DME/IRU EQUIPPED)SOOKI (RNAV)–DP SWANN BROSS J42 RBV J222 JFK DPK DEER PARK–STAR</td>
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<tr>
<td>WASHINGTON(IAD)</td>
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<td>AKRON(CAK)</td>
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<td>CHARLOTTE(CLT)</td>
<td>(AOB FL320)SCRAM (RNAV)–DP GLANZ LYH CHSLY (RNAV)–STAR</td>
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<td>CHATTANOOGA(CHA)</td>
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<td>(RNAV TURBOJETS)JERES (RNAV)–DP JERES J211 JST UPPRR TRYBE (RNAV)–STAR</td>
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<td>COLUMBUS(CMH)</td>
<td>(TURBOJETS)BUNZZ (RNAV)–DP RAMEY Q72 HACKS APE</td>
<td>1100–0300</td>
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**Terminals Route Effective Times (UTC)**

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PREFERRED IFR ROUTES

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<td>DALLAS(DAL)</td>
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<td>(DFW SOUTH FLOW)RNLDI (RNAV)–DP OTTTO Q80 FAREV BWG Q68 LITTR FEWWW SEEVR (RNAV)–STAR</td>
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<td>or (DFW NORTH FLOW)RNLDI (RNAV)–DP OTTTO Q80 FAREV BWG Q68 LITTR FEWWW BROJDE (RNAV)–STAR</td>
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<td>DAYTON(DAY)</td>
<td>BUNZZ (RNAV)–DP RAMAY Q72 HACKS APE DANEI–STAR</td>
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<td>DENVER(DEN)</td>
<td>RNLDI (RNAV)–DP OTTTO COLNS J134 STL J24 OATHE CLASH (RNAV)–STAR</td>
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<td>DETROIT SATS(DET,ARB,PTK,YIPCYQG)</td>
<td>(TURBOJETS; DME/DME/IRU OR GPS REQUIRED)JERES (RNAV)–DP JERES J211 HAGUD WWSSHORE (RNAV)–STAR</td>
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<td>DETROIT(DTW)</td>
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<td>or (DTW NORTH FLOW)MCRAY (RNAV)–DP MCRAY J518 KOZAR KLYNK (RNAV)–STAR</td>
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<td>FARMINGDALE(FRG)</td>
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<td>FORT MYERS(RSW)</td>
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<td>GREENSBORO(GSO)</td>
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<td>GREER(GSP)</td>
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Terminals Route
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<td>RALEIGH/DURHAM(RDU)</td>
<td>VEERS PWL BIZEX Q75 GVE SBV ALDAN (RNAV)-STAR...</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ST LOUIS(STL)</td>
<td>(RNAV ONLY)VEERS PWL IGN Q480 AIR J80 VHP AARCH (RNAV)-STAR...</td>
<td>1100–0300</td>
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<tr>
<td>TAMPA(TPA)</td>
<td>VEERS PWL BIZEX Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR...</td>
<td>1100–0300</td>
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**NE, 5 NOV 2020 to 31 DEC 2020**
PREFERRED IFR ROUTES

SPECIAL HIGH ALTITUDE DIRECTIONAL ROUTES

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>WASHINGTON(DCA)</td>
<td>VEERS PWL BIXEZ Q75 MXE CLIPR (RNAV)–STAR...</td>
<td>1100–0300</td>
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<tr>
<td></td>
<td>(TURBOJETS)COASTAL–DP GEDIC J174 ZIZZI ATR</td>
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<tr>
<td></td>
<td>LAFLN DEALE (RNAV)–STAR</td>
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</tr>
<tr>
<td></td>
<td>COASTAL–DP GEDIC J174 ZIZZI ATR V308 BILIT...</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td>WASHINGTON(IAD)</td>
<td>(AOB 220; TURBOPROPS ONLY)MOBBS SAGES LAAYK</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>MIP SEG LEGGO (RNAV)–STAR</td>
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</tr>
<tr>
<td>WEST PALM BEACH(PBI)</td>
<td>(TURBOJETS – GPS OR DME/DME–IRU EQUIPPED)(WATER)COASTAL–DP GEDIC</td>
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<tr>
<td></td>
<td>J174 SWL CEBEE WETRO DIW AR19 AYBID FRWAY (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>COASTAL–DP GEDIC J174 ORF J121 CHS Caket Q97</td>
<td>1100–0300</td>
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<tr>
<td>WORCESTER(ORH)</td>
<td>KENLL OMN FRWAY (RNAV)–STAR</td>
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</tr>
<tr>
<td>FORT LAUDERDALE(FLL)</td>
<td>(TURBOJETS ONLY: GPS OR DME/DME OR IRU EQUIPPED)(WATER)HTO J174 SWL</td>
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<td>CRANS FISSEL (RNAV)–STAR</td>
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</tr>
<tr>
<td>ORLANDO(MCO)</td>
<td>HTO J174 SWL J121 CHS Caket Q97 KENLL OMN FISSEL (RNAV)–STAR</td>
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<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(TURBOJETS ONLY: GPS OR DME/DME OR IRU EQUIPPED)(WATER)HTO J174 SWL</td>
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<tr>
<td></td>
<td>KEMPR ILM AR15 HIBAC CWRLD (RNAV)–STAR</td>
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SPECIAL HIGH ALTITUDE DIRECTIONAL ROUTES

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
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<tbody>
<tr>
<td>TRAFFIC OVERFLYING ELLWOOD CITY, PA TO ROCHESTER (ROC)</td>
<td>EWC EWC050130 GEE</td>
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<tr>
<td>NORTHBOUND</td>
<td>EWC EWC050130</td>
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<tr>
<td>TRAFFIC OVERFLYING ELLWOOD CITY, PA TO SYRACUSE (SYR)</td>
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</tr>
<tr>
<td>NORTHEAST BOUND</td>
<td>EWC EWC050130</td>
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HIGH ALTITUDE—SINGLE DIRECTION ROUTES

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<tr>
<th>Airway</th>
<th>Segment Fixes</th>
<th>Direction Effective</th>
<th>Effective Times (UTC)</th>
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<tbody>
<tr>
<td>J48</td>
<td>POTTSTOWN, PA to TOCCOA, SC</td>
<td>SW BND</td>
<td>1100–0300</td>
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<tr>
<td>Q69</td>
<td>LUNDD, VA to RICCS, WV</td>
<td>N BND</td>
<td></td>
</tr>
<tr>
<td>Q103</td>
<td>RICCS, WV to DUBLIN, VA</td>
<td>S BND</td>
<td></td>
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</tbody>
</table>
Q-ROUTES

GULF OF MEXICO “Q ROUTES”

These area navigation routes extend more than 12 miles off shore in airspace controlled by the Federal Aviation Administration (FAA). Additional regulatory information for these routes can be found in the Notices to Airmen Publication, Part 2, International Notices to Airmen.

These routes have a Minimum Obstruction Clearance Altitude (MOCA) of 1500 feet (MSL). The Minimum Enroute Altitude (MEA) for these routes is 6000 feet (MSL).

Q100
LEV VORTAC
REDFN N28°52.98'/W088°42.11'
NAITE N28°42.64'/W088°05.00'
ROZZI N28°18.87'/W086°42.31'
REMS N27°53.04'/W085°15.47'
SRQ VOR/DME

Q102
LEZ VORTAC
BLVNS N28°22.94'/W088°02.05'
BUNNZ N28°00.58'/W086°45.76'
BACCA N27°35.51'/W085°20.66'
CIGAR N27°29.61'/W084°46.99'
BAGGS N27°08.06'/W082°50.45'
CYV VOR/DME

Q105
HRV VORTAC
FATSO N29°41.40'/W089°47.08'
REDFN N28°52.98'/W088°42.11'
BLVNS N28°22.94'/W088°02.05'

Q-ROUTES REGULATORY

Q1, Q3, Q5, Q7, Q9 and Q11 are preferred single direction (Southbound) Q routes; flight planning Northbound not authorized.

Q routes are RNAV routes that require the use of GNSS or DME/DME/IRU RNAV, unless otherwise indicated. Please note that this section does not apply to Q routes in the Gulf of Mexico.

GNSS and DME/DME/IRU RNAV operations are authorized along Q routes at FL 180 and above. GNSS and DME/DME/IRU RNAV MEAs will only be published if above FL 180.

DME facilities that have been assessed for RNAV operations are listed below. Q routes with no DME facilities listed are limited to GNSS RNAV operations only. Those routes will have an enroute chart note “GNSS REQUIRED”.

<table>
<thead>
<tr>
<th>Route</th>
<th>Segment</th>
<th>DME</th>
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</thead>
<tbody>
<tr>
<td>Q1</td>
<td>POINT REYES–ETCHY</td>
<td>LIN, ECA, RBL, SAC, OAK, PYE</td>
</tr>
<tr>
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<td>ETCHY–TOCOS</td>
<td>RBL, PYE, SAC, OAK, LIN, ECA, ENI</td>
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<td>TOCOS–ENVIE</td>
<td>OED, RBL, ENI, PYE</td>
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<tr>
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<td>ENVIE–ELENN</td>
<td>RBL, LMT, OED</td>
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<td>ELENN–EBINY</td>
<td>LMT, OED, CVO, EUG, RBL</td>
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<tr>
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<td>EBINY–EASON</td>
<td>CVO, DSD, OED, BTG, UBG, ONP, EUG, LMT</td>
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<tr>
<td></td>
<td>EASON–ERAVE</td>
<td>SEA, BTG, OLM, HQM, LTJ, CVO, DSD, OED, UBG, ONP, EUG</td>
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<tr>
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<td>ERAVE–ELMMA</td>
<td>BTG, OLM, HQM, UBG, HUH</td>
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<tr>
<td>Q2</td>
<td>BOILE–HEDVI</td>
<td>HEC, PDZ, OCN, PMD, LAX, RZS, IPL, TRM, PKE, BLH, EED, BZA, GBN, HEDVI–HOBOL</td>
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<tr>
<td></td>
<td>HOBOL–ITUCO</td>
<td>TFD, GBN, BLH, PXR, TUS, CIE, SSO</td>
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<td>ITUCO–NEWMAN</td>
<td>EWM, TFD, PXR, CIE, SSO, TUS, TCS</td>
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<tr>
<td>Q3</td>
<td>FEPOT–FAMUK</td>
<td>OLM, TOU, HQM, CVO, BTG, DSD, LTJ, UBG, ONP, EUG</td>
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<tr>
<td></td>
<td>FAMUK–FRFLY</td>
<td>BTG, DSD, OED, CVO, EUG, ONP, UBG, RBL, LMT</td>
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<tr>
<td></td>
<td>FRFLY–FINER</td>
<td>OED, EUG, RBL, LMT, ENI, CVO, FJS</td>
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<td>FINER–FOWND</td>
<td>OED, PYE, ECA, LIN, OAK, ENI, RBL, LMT, SAC, FJS</td>
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<td>FOWND–POINT REYES</td>
<td>LIN, ECA, PYE, RBL, SAC, ENI</td>
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<tr>
<td>Q4</td>
<td>BOILE–HEDVI</td>
<td>HEC, PDZ, OCN, PMD, LAX, RZS, IPL, TRM, PKE, BLH, BZA, EED, GBN</td>
</tr>
<tr>
<td></td>
<td>HEDVI–SCOLE</td>
<td>EED, BLH, BZA, GBN, TRM, IPL, TFD</td>
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</tbody>
</table>

NE, 5 NOV 2020 to 31 DEC 2020
Q- ROUTES 523

[Q5] HAROB–HISKU OLM, ONP, CVO, EUG, HQM, UBG, BTG, LTJ, DSD, HUH
HISKU–HARPR ONP, CVO, EUG, LTJ, DSD, UBG, BTG, RBL, OED, LMT, FJS, LKV
HARPR–HOME J CVO, EUG, OED, RBL, LMT, ENI, FJS, LKV
HOME–HUP TU SAC, PYE, LIN, OAK, ECA, LMT, RBL, ENI, OED, FJS
HUP TU–STIKM OAK, ECA, PYE, LIN, SAC, ENI, RBL

[Q7] JINMO–J OGEN CVO, HQM, LTJ, UB G, BTG, ONP, IMB, EUG, OLM, DSD, YKM, PDT, SEA
J OGEN–JUNEJ LTJ, IMB, UB G, EUG, CVO, RBL, LMT, FGM, DSD, LKV, OED, BTG
JUNEJ–JAGWA RBL, LMT, FGM, LIN, SAC, ECA, ENI, MOD, SWR, OAK, LKV, CZQ, AVE, SNS
JAGWA–A VENAL OAK, MOD, ECA, EHF, PRB, AVE, SNS, CZQ

[Q9] SUMME–SMIGE OLM, UB G, SEA, YKM, BTG, ONP, IMB, HQM, PDT, EUG, LTJ, CVO, DSD, OED, EPH, MWH
SMIGE–SUNBE IMB, UB G, EUG, IMB, RBL, LMT, FGM, SAC, OED, CVO, LKV, DSD, BTG
SUNBE–REBRG RBL, LMT, FGM, SAC, ECA, MVA, CZQ, OAK, EHF, PMD, LKV, LIN, MOD, AVE, OED, SWR
REBRG–DERBB CZQ, PMD, EHF, LAX, RZS, AVE, MOD, ECA

[Q11] PAAGE–PAWLI EPH, UB G, CVO, EUG, HQM, OLM, DSD, BTG, ONP, IMB, LTJ, DSD, LKV, OED, SEA
PAWLI–PITVE EUG, FMG, SAC, IMB, LKV, OED, DSD, RBL, LMT, CVO, REO
PITVE–PUSHH FMG, SAC, LIN, SWR, MOD, OAL, RBL, LKV, LMT, MVA, CZQ
PUSHH–LOS ANGELES SAC, ECA, FMG, LIN, OAL, MOD, EHF, LAX, PMD, PDZ, OCN, CZQ, AVE, RZS

[Q13] All segments GNSS required
[Q15] All segments GNSS required

[Q19] NASHVILLE–PLESS BNA, BWG, CSX, ENL, FAM, GQO, HQM, OLM, PXV, STL
PLESS–ST LOUIS AXE, CSX, ENL, FAM, PXV, STI, STL, UIN
ST LOUIS–DES MOINES ALO, AXE, CID, CSX, DSM, ENL, FAM, FOD, LOW, IRK, LMN, OVR, SPI, STL, UIN
DES MOINES–SIoux FALLS ALO, CID, DSM, FOD, FSD, LOW, IRK, LMN, MCW, OVL, OVR, RWF
SIoux FALLS–ABERDEEN ABR, FAR, FOD, FSD, ONL, RWF

[Q20] CORONA–HONDS CNX, ABQ, ACH, ONM, TXO, LVS, TCC, CME
HONDS–ST LOUIS AXE, CSX, ENL, FAM, PXV, STI, STL, UIN
ST LOUIS–FUSCO FST, ACH, INK, CME, SJT, TXO, TCC
FUSCO–JUNCTION ABI, CWK, CS, INK, LZZ, JCT, SJT, STV, FST

[Q21] JONEZ–RAZORBACK BPR, EOS, TUL, TXK, ADM, RZC, OKM

[Q22] GUSTI–OYSTY AEX, LFT, LLA, VUH, LCH
OYSTY–ACMES LEV, HRV, PCU, ROR, MCB
ACMES–CATLN BFM, HRV, CEC, GCV, MCB
CATLN–TWOUP CEW, MGM, MVC, SJ, MEI
TWOOP–SPARTANBURG PDK, MCN, AHN, GQO, ODF
SPARTANBURG–NYBLK CAE, SPA, IRQ, SUG, ODF
NYBLK–MASHI SPA, BZM, GDP, CLT, GSO
MASHI–KIDDIO SPA, BZM, GDP, CLT, GSO
KIDDIO–OMENS SBV, LIB, PSK, GSO, RDU
OMENS–BEARI GVE, FAK, PSK, RIC, RDU

[Q23] FORT SMITH–RAZORBACK OKM, RZC, EOS, TUL

[Q24] SAN ANTONIO–MOLLR LFK, STV, AGJ, PSX, CWK, SAT, DAS, CSI, JCT, ELA, TNV
MOLLR–LAKE CHARLES LFK, LCH, PSX, AEX, DAS, ELA, TNV
LAKE CHARLES–FIGHTING TIGER AEX, DAS, LCH, MCB, LFT, LSU
FIGHTING TIGER–IRUBE AEX, LEV, MCB, LCH, RQR, HRV, LSU, GCV, PCU, SJ, LBY
IRUBE–PAYTN GCV, MCB, JYU, PCU, MEI, HRV, CEC, SJ

[Q25] MEEOW–WALNUT RIDGE ELD, MEM, LIT, FAM, RZC, EIC, TXK, ARG, GQE
WALNUT RIDGE–WLSUN MEM, STL, BWG, PXV, ENL, FAM, ARG, BNA, CSX, TTH
WLSUN–POCKET CITY BWG, PXV, ENL, BNA, TTH

[Q26] WALNUT RIDGE–DEVAC LIT, JKS, GQO, MEM, BNA, FAM, ARG, DYR, VUZ, RMC

[Q27] FORT SMITH–ZALDA OKM, SGF, RZC, EOS, TUL

[Q28] GRAZN–PYRMD EIC, LIT, ELD, OKM, TXK
PYRMD–HAKAT ARG, LIT, FAM, ELD, SGF, RZC, MEM, TXK

NE, 5 NOV 2020 to 31 DEC 2020
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<tr>
<th>Route Segment</th>
<th>DME</th>
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<tr>
<th>Route Segment</th>
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<tbody>
<tr>
<td>HAKAT–ESTEE</td>
<td>ARG, LIT, FAM, SGF, MEM</td>
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<td>ESTEE–POCKET CITY</td>
<td>ARG, CSX, FAM, PXV, ENL, MEM, STL, BWG, TTH, BNA</td>
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<tr>
<td>Q29 HARES–BAKRE</td>
<td>AEX, EIC, ELD, LIT, MEM, MHZ, SQS, SWB, TXK</td>
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<tr>
<td>BAKRE–MEMPHIS</td>
<td>ARG, ELD, LIT, MEM, MHZ, SQS</td>
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<td>MEMPHIS–OMDUE</td>
<td>ARG, BNA, FAM, LIT, MEM, PXV, SQS</td>
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<td>OMDUE–SIDAE</td>
<td>ARG, BNA, BWG, ENL, FAM, IJU, MEM, PXV</td>
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<tr>
<td>SIDAE–CREEP</td>
<td>APE, BNA, BWG, ENL, FLM, FWA, IJU, OKK, PXV, ROD, TTH, VHP</td>
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<td>CREEP–KLYNE</td>
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<td>JAMESTOWN–HANKK</td>
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<td>EBONY–DUNOM</td>
<td>BGR, MLT, PNN</td>
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<td>DUNOM–US CANADIAN BORDER</td>
<td>BGR, MLT, PNN</td>
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<td>Q30 SIDON–VULCAN</td>
<td>GLH, MEM, VUZ, JAN, JYU, MEI, MGM, SQS, RMG</td>
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<td>Q31 DHART–JODOX</td>
<td>SQS, LIT, TXK</td>
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<td>JODOX–MARVELL</td>
<td>SQS, LIT, ELZ, MEM, ARG</td>
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<td>MARVELL–TIIDE</td>
<td>ARG, BWG, PXV, FAM, LIT, MEM, ENL, TTH</td>
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<td>TIIDE–POCKET CITY</td>
<td>BWG, PXV, ENL, TTH</td>
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<tr>
<td>Q32 EL DORADO–GAGLE</td>
<td>AEX, JAN, MEM, SQS, SWB, ELZ, LIT, TXK</td>
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<tr>
<td>GAGLE–CRAMM</td>
<td>JAN, SQS, MEM, ARG, VUZ, BNA, LIT</td>
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<td>CRAMM–NASHVILLE</td>
<td>BWG, MEM, VUZ, BNA, GQO</td>
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<tr>
<td>NASHVILLE–SWAPP</td>
<td>BWG, IJU, PXV, VXV, BNA, GQO</td>
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<td>Q33 DHART–LITTLE ROCK</td>
<td>AEX, ELZ, LIT, TXK, SWB, ARG, MEM, SQS</td>
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<td>LITTLE ROCK–PROWL</td>
<td>ELD, SGF, FAM, LIT, ARG, MEM, RZC, CSX, STL</td>
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<td>Q34 TEXARKANA–MATIE</td>
<td>LIT, SWB, TXK, BYP, EIC, LIT, SQS</td>
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<td>MATIE–MEMPHIS</td>
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<td>BWG, ARG, MEM, MKI, SQS, PXV, BNA, GQO, IJU, VXV</td>
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<td>Q35 DRAKE–CORR</td>
<td>TFD, INW, GQN, FLG, PGS, DTK, BLD, BCE, TBC</td>
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<td>CORR–WINEN</td>
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<td>WINEN–NEERO</td>
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<td>NEERO–KOATA</td>
<td>REO, LKV, BOI, PDT, BAM, IBG, DSD</td>
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<td>KOATA–KIMBERLY</td>
<td>LKV, RED, PTD, DSD, LTJ</td>
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<td>Q36 RAZORBACK–TWITS</td>
<td>RZC, MEM, SGF, BUM, TUL, EOS, FAM, ARG, LIT</td>
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<tr>
<td>TWITS–DEPEC</td>
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<td>DEPEC–NASHVILLE</td>
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<tr>
<td>NASHVILLE–SWAPP</td>
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<td>Q37 FORT STOCKTON–CAVRN</td>
<td>SJT, ELT, INK, CME, FST</td>
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<td>CAVRN–YORUB</td>
<td>TXO, ELT, CME, INK, FST, SJT</td>
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<td>YORUB–IMMIS</td>
<td>CME, ABQ, TXO, ACH, FTI, CNX, TCC, CIM, INK</td>
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<tr>
<td>IMMIS–PEUE</td>
<td>Q38 ROKIT–INC</td>
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<tr>
<td>INC–LAREY</td>
<td>JAN, MCB, SWB, AEX</td>
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<td>LAREY–BESOM</td>
<td>JAN, JYU, MEI, SQS, VUZ</td>
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<td>Q39 CLAWD–TARCI</td>
<td>AIR BKW GSO–HNN HVQ BSK RDU SPA</td>
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<td>AIR HVQ BKW HNN</td>
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<td>Q40 ALEXANDRIA–DOOM</td>
<td>LCH, SWB, AEX, MCB, HEL</td>
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<tr>
<td>DOOM–WINAP</td>
<td>JAN, SWB, AEX, MCB, HEZ</td>
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<td>WINAP–MISLE</td>
<td>JAN, SQS, MEI, MCB</td>
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<td>MISLE–BFOLO</td>
<td>LDK, VUL, OKW, MEL, JYU</td>
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<td>BFOLO–NIOLA</td>
<td>LGC, VUL, GQO, MG, GAD</td>
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<td>NIOLA–JAARE</td>
<td>ATL, ODF, GQO, RMG, VXV</td>
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<tr>
<td>JAARE–OUJESS</td>
<td>SPZ, ODF, GQO, SOT, VXV</td>
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Q-ROUTES 525

Q42

KIRKSVILLE–STRUK
CID, IOW, UIN, LNM, IRK, BDF, STL, DEC, ENL, CSX

STRUK–DANVILLE
ENL, IOW, UIN, BDF, DEC, STL, CSX, SPI, TTH, BVT, JOT, VHP, OXI, ENL, OKK, OBK, GJ, FWA, GSH, IRK

DANVILLE–MUNCIE
GU, SPI, BDF, OBK, OKK, VHP, BVT, DEC, GSH, FWA, JOT, TTH, OXI, ROD, FLM

MUNCIE–HIDON
FLM, VHP, GSH, TTH, GIJ, OKK, FWA, ROD, OXI, CRL, GSH, APE, DJB, DXO, HNN, AIR, HVQ, CXR, EWC

HIDON–BUBAA
AIR, APE, HNN, CRL, HVQ, EWC, DJB

BUBAA–PSYKO
AIR, APE, DJB, CRL, HNN, EWC, SLT, CSN, JHW, ETG, PSB

PSYKO–BRNAN
PSB, JHW, EWC, AIR, ETG, CSN, EMI, SLT

BRNAN–HOTEES
PSB, JHW, EWC, AIR, ETG, THS, HAR, SEG, LRP, EMI

HOTEES–MIKYG
RAV, PSB, LRP, EMI, RDP, PTW, HNK, HUO, SIE, HNK, SAX

MIKYG–SPOTZ
FJC, SIE, CYN, LRP, SXS, JFK, PTW, EMI, EWC

SPOTZ–ZIMMZ
FJC, SIE, CYN, EWC, HNK

Q50

LOUISVILLE–HELUB
HYK, FLM, IIU, ABB, EWO, BWG

HELUB–ENGRA
HYK, FLM, IIU, LOZ, BWG, XVX

ENGRA–IBATE
HYK, FLM, IIU, LOZ, AXY, XVX

IBATE–CUBIM
AIL, FLM, IIU, LOZ, XVX

Q52

CHOPZ–IPTAY
IRQ, CLT, SPA, GRD, CAE

IPTAY–AWYAT
IRQ, CLT, SPA, GRD, CAE

AWYAT–COLZI
BZM, RDU, SPA, PSK, GSO

Q54

GREENWOOD–NYLLA
IRQ, SPA, CAE, GRD, ELW, FLO, ODF

NYLLA–CHYPS
CAE, IRQ, GRD, SPA, CLT, CTF, FLO, GSO

CHYPS–AHOEY
CAE, SPA, GSO, CLT, RDU, FLO

AHOEY–RAANE
SPA, FLO, GSO, RDU, SDZ, CTF

RAANE–NUTZE
ILM, SDZ, RDU, TYI, FLO, LIB, ORF, GSO, ISO, FAY

Q56

SAN ANTONIO–MOLLAR
LFK, STV, AGJ, PSX, CWK, SAT, DAS, CSI, JCT, ELA, TNV

MOLLAR–PEKON
LFK, LCH, PSX, AES, DELA, ELA, TNV

PEKON–HARVEY
LCH, AES, DEL, LEV, HRV, MCB

HARVEY–SEMME
SJ, CEW, GCV, LEV, MCB, HRV

SEMME–CATLN
MEI, MGM, SJ, CEW, GCV

CATLN–KBLER
LGC, IRQ, ODF, MEI, MGM, SJ, CEW, GRD, MCN, ATL, VUZ, GCV

KBLER–KELLN
ODF, SPA, CAE, GRD, IRQ, ATL, MCN, LG, RMG

KELLN–KTOWN
ODF, GSO, SPA, CAE, FLO, GRD, IRQ

KTOWN–BYSCO
RDU, GSO, SPA, CAE, FLO, GRD, PSK

BYSCO–JOOLI
RDU, GSO, FLO, PSK

JOOLI–NUUMN
RDU, GSO, PSK

NUUMN–ORACL
FAC, RDU, GSO, PSK, RIC

ORACL–KIIW
FAC, RDU, GSO, GVE, PSK, RIC

Q58

KELLN–GLOVR
FLO, GRD, GSO, ODF, CAE, CLT, SPA, ELW, IRQ, RDU, ODF, LIB

GLOVR–LUMAY
FLO, GSO, RDU, LIB, CLT, SPA, SDZ

LUMAY–STUKI
FLO, GSO, RDU, LIB, SDZ, PSK

STUKI–PECTT
FAC, PSK, GSO, RDU, LIC, LIB, SBV, GVE

Q60

SPARTANBURG–BYJAC
GRD, RDU, SUG, CLT, ODF, PSK, CAE, SPA, LIB, BZM, IRQ

BYJAC–EVEY
RDU, GSO, PSK, LIB

EVEY–LOOEE
RDU, GSO, PSK, GVE, SBV, FAC, LIB

LOOEE–JAXSN
RDU, GSO, PSK, GVE, SBV, FAC, FAK

JAXSN–WATSN
OKK, OX, BTV, GJ, RGR, GSH, FWA

Q62

WATSN–DAIFE
OKK, OX, BTV, GJ, RGR, GSH, FWA

DAIFE–NOLNN
GSH, BTV, OKK, OX, ROD, CRL, FWA, GJ, DXO, GRR, PMM

NOLNN–WEEVR
DXO, GJ, DJB, ROD, FWA

WEEVR–PSKUR
APE, VVV, DJB, ROD, CRL, GSH, SKY, DXO, CXL, DJB, MFD

PSKUR–FAALS
CRL, DXO, DJB, SKY, APE, DXO, EWC, MFD, AIR, ACO, BSV, YNG, ACO

FAALS–ALEEE
YNG, ACO, EW, DJB, AIR

ALEEE–QUARM
CXL, JHW, EWC, DJB, AIR, ETG, CIP, PSB, MMJ

QUARM–BURNI
PSB, JHW, TON, JW, EWC, PSB, SLT, REC, ETG

BURNI–MCMAN
SEG, ETG, TON, SLT, EMI

MCMAN–VALLO
SEG, PSB, TON, SLT, EMI

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<td>SEG MIP RAV SLT EMI HAR ETG PSB</td>
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<tr>
<td>RAVINE–SUZIE</td>
<td>SAX, EMI, RBV, MIP, PSB, LRP, ETG, PTW</td>
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<td>SUZIE–SARAA</td>
<td>LRP, SIE, SAX, PTW, ETX</td>
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<td>Q63 DOOGE–HAPKI</td>
<td>GZG VXV AZQ BKW HVQ</td>
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<tr>
<td>HAPKI–TONIO</td>
<td>HVQ VXV AZQ FLM HNN</td>
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<tr>
<td>TONIO–OCASE</td>
<td>HYK IUI CVG FLM</td>
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<tr>
<td>OCASE–HEVAN</td>
<td>ROD IUI CVG RID VHP</td>
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<td>Q64 CATLN–FIGEY</td>
<td>AHN, ATL, CAE, CEW, CSG, ELW, GRD, IRQ, JYU, LGC, MCN, MEL, MGM, MFC, ODF, PZD, RJM, SJI, SPA, TGE</td>
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<td>FIGEY–GREENWOOD</td>
<td>AHN, CAE, ELW, GRD, IRQ, MCN, ODF, SPA</td>
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<td>GREENWOOD–DARRL</td>
<td>CAE, CLT, ELW, FLO, GRD, GSO, IRQ, ODF, SPA</td>
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<td>DARRL–IDDA</td>
<td>CAE, CLT, CTF, FLO, GRD, GSO, IRQ, LIB, RDU, SDZ, SPA</td>
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<tr>
<td>IDDA–TAR RIVER</td>
<td>CTF, FAK, FAY, FLO, GSO, ILM, LIB, ORF, RDU, RIC, SDZ, SPA, TYI</td>
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<td>Q65 MGMTY–DOFFY</td>
<td>OMN, SRQ, LAL, ORL, CRG, PIE</td>
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<td>DOFFY–FETAL</td>
<td>OMN, LAL, OTK, ORL, CRG, AMG, PIE</td>
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<td>FETAL–ENE</td>
<td>OMN, OTK, CRG, AMG</td>
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<tr>
<td>ENE–JEFOI</td>
<td>OTK, CRG, SAV, MCN, AMG</td>
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<td>JEFROI–TRASY</td>
<td>AMG, CRG, MCN, OTK, PZD, SAV</td>
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<td>TRASY–CESKI</td>
<td>AMG, MCN, OTK, PZD, SAV, IRQ</td>
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<td>CESKI–DAREE</td>
<td>ODF GRD HRS VXV RMG</td>
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<tr>
<td>DARE–LORNN</td>
<td>ODF GSO HRS VXV RMG</td>
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<tr>
<td>LORNN–SOGEE</td>
<td>BWG, IUI, LOZ, VXV, FLM</td>
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<td>SOGEE–ENGRA</td>
<td>BWG IUI LOZ HYK FLM</td>
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<td>ENGRA–OCASE</td>
<td>CVG IUI FLM HYK</td>
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<td>OCASE–ROSEWOOD</td>
<td>FWA DON FLM ROD APE</td>
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<td>Q66 LITTLE ROCK–CIVKI</td>
<td>ELD, PBF, ARG, MEM</td>
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<td>CIVKI–RICKX</td>
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<td>RICKX–TROVE</td>
<td>SQS, HLI, VUZ, BNA, MEM</td>
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<td>TROVE–BAZOO</td>
<td>VXV, SYI, GGO, BNA, BWG</td>
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<tr>
<td>BAZOO–METWO</td>
<td>VXV, LTV, GOO, HCH, BWG</td>
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<tr>
<td>METWO–MXEEN</td>
<td>VXV, LTV, GOO, HCH, BNA</td>
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<td>MXEEN–ALEAN</td>
<td>VXV, FLM, GOO, HCH, BWG</td>
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<tr>
<td>Q67 SMITH–CEMEX</td>
<td>GSO, IUI, BWG, FLM, ODF, VXU</td>
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<td>CEMEX–IBATE</td>
<td>GSO, IUI, FLM, VXV</td>
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<tr>
<td>IBATE–TONIO</td>
<td>IUI, BWG, BKW, VXU</td>
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<tr>
<td>TONIO–JONEN</td>
<td>IUI, BWG, BKW, HNN, HVQ, VXV</td>
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<tr>
<td>JONEN–DARYN</td>
<td>IUI, BWG, FLM, ODF, VXV</td>
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<td>Q68 LITTR–SOPIE</td>
<td>SQS, MEM, BNA, LIT, ARG, ELD, PXV</td>
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<td>SOPIE–BOWLING GREEN</td>
<td>BWG, MEM, BNA, IUI, ARG, PXV</td>
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<td>BOWLING GREEN–YOCKY</td>
<td>BWG, IUI, BNA, FLM, PXV</td>
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<td>YOCKY–SPAYD</td>
<td>HVQ, IUI, BNA, LMB, HNN, BKW</td>
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<td>SPAYD–CHARLESTON</td>
<td>HVQ, FLM, LMB, ZVZ, HNN, PSK, BKW</td>
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<tr>
<td>CHARLESTON–TOMCA</td>
<td>FLM, HNN, BKW, HVQ, AIR, PSK, EKN</td>
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<tr>
<td>TOMCA–RONZZ</td>
<td>AIR, HNN, EKN, HVO, BKW, PSK, GVE</td>
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<td>RONZZ–HOLZ</td>
<td>AIR, GVE, EKN, HVO, BKW, CSN, HNN, PSK</td>
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<td>HOLZ–HAMME</td>
<td>CSN, GVE, FAK, ESL, LDN, BKW, EKN, HVO</td>
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<td>HAMME–CAPEOE</td>
<td>CSN, EMI, FAK, ESL, LDN, GVE, RIC, AML, BKW, EKN</td>
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<td>CAPEOE–OTTTO</td>
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<td>Q69 VIYAP–OLBEC</td>
<td>AMG, CRG, SAV</td>
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<td>OLBEC–ISUZO</td>
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<td>ISUZO–GURGE</td>
<td>AMG, CAE, CHS, CRG, IRQ, SAV</td>
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<td>GURGE–BLAAN</td>
<td>AMG, CAE, CHS, FLO, GRD, IRQ, SAV, SPA</td>
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<td>BLAAN–EMCET</td>
<td>CAE, CHS, FLO, IRQ, SPA, GRD</td>
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<td>FAK, CAE, CHS, FLO, GRD, GSO, IRQ, PSK, RDU, SPA</td>
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<td>BLD, BTY, EED, LAS</td>
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<td>BLD, EED, LAS, PG5</td>
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IFEYE–BLIPP BLD, ILC, EED, LAS, PGS
BLIPP–EEVUN BLD, ILC, CDC, LAS, PGS, MLF
EEVUN–BLOBB BLD, ILC, CDC, MLF, PGS
BLOBB–BAWER BCE, ILC, MLF
BAWER–SAKES FFU, DVC, BCE, ILC, DTA, HVE, JNC, PUC, MTU

Q71
BOBBDO–ATUME FLM, AZO, BKW, VXV
ATUME–HAPKI FLM, AZO, BKW, VXV, HVQ
HAPKI–KONGO HNN, AZO, BKW, GZG, HVQ
KONGO–WISTA HNN, HVQ, BKW, PGS
WISTA–GEFFS HNN, HVQ, BKW, AIR
GEFFS–EMNEM AIR, BKW, EWC, HNN, HVQ
EMNEM–PSYKO AIR, ETG, EWC, PSB, SLT
PSYKO–PHILIPSBURG AIR, EMI, ETG, EWC, JHW, PSB, SLT

Q72
HACKS–GEQUE AIR, CKB, APE, HVQ, JPU, EK, BKW, HNN, MGW
GEQUE–BENSH AIR, EK, MGW, HVQ, CKB, ESL, CSN, GVE, LDN, EMI, HNN, BKW
BENSH–RAMAY AML, EMI, GVE, MRB, CSN, MGW, ESL, AIR, LDN, EK

Q73
HAKMN–ZZYZX BLD, ILC, EED, LAS
ZZYZX–CORDU PGS, BLD, EED, PKE, GOG, LAS

Q74
NATEE–BOULDER CITY PGS, BLD, EED, LAS
BOULDER CITY–ZAINY ILC, BCE, PGS, BLD, EED, LAS
ZAINY–FIZZL ILC, BCE, PGS, BLD, CDC, LAS, MLF
FIZZL–GARDD BCE, PGS, BLD, MLF, TBC
GARDD–DEANN BCE, PGS, HVE, TBC

Q75
ENE–TEUFL AMG, CRG, OTK, SAV
TEUFL–TEEEM AMG, CRG, IRQ, MCN, SAV, OTK
TEEEM–SHRIL AMG, CAE, CHS, GRD, IRQ, MCN, SAV
SHRIL–FISHO CAE, CHS, GRD, IRQ, SAV, AMG
FISHO–ILBEE CAE, CHS, FLO, GRD, IRQ, SAV, SPA
ILBEE–GREENSBORO CAE, FLO, GRD, GSO, IRQ, SPA, RD, SPA
GREENSBORO–BROSK RDU, GSO, PSK
BROSK–DRAIK FAK, GSO, RDU, GVE, PSK, EMI
DRAIK–GORDONSVILLE FAK, GSO, RDU, GVE, PSK, SAV, CSN
GORDONSVILLE–HAMMZ EMI, FAK, GVE, RIC, CSN
HAMMZ–TOOBN EMI, FAK, GVE, RIC, CSN
TOOBN–MURPH EMI, FAK, RBV, GVE, RIC, SAV, CSN
MURPH–SACRI EMI, RBV, CYN, SAV, CSN
SACRI–STOEN EMI, RBV, CYN, SAX, SAV, CSN
STOEN–MODENA EMI, RBV, CYN, SAX, SAV, JFK
MODENA–COPES EMI, HUO, RBV, CYN, SAX, JFK
COPES–BIGGY EMI, HUO, RBV, CYN, SAX, JFK
BIGGY–SOLBERG HUO, HNK, RBV, CYN, SAX, JFK
SOLBERG–JERSY HTO, HUO, HNK, RBV, CYN, SAX, JFK
JERSY–DUEYS HTO, HUO, HNK, RBV, CYN, SAX, JFK
DUEYS–BIZEX HTO, HUO, HNK, RBV, CYN, SAX, PUT, JFK
BIZEX–GREKI HTO, HUO, HNK, RBV, CYN, SAX, PUT, JFK
GREKI–NELIE HTO, HUO, HNK, RBV, BOS, SAX, JFK, PUT, JFK
NELIE–SWALO HTO, HUO, BOS, SAX, LFV, PUT, JFK
SWALO–BOSTON HTO, BOS, ACK, EN, LFV, PUT, JFK
BOSTON–COPLY BOS, ACK, EN, LFV, PUT, JFK

Q77
OCTAL–MATLK OMN, PHK, SRQ, VKZ, PBI, LAL, FLL, ORL, TRV, DHP, PIE
MATLK–STIMY OMN, PHK, SRQ, PBI, LAL, ORL, TRV, PIE
STIMY–WAKKO OMN, PHK, SRQ, LAL, ORL, TRV, PIE
WAKKO–MJAMS OMN, PHK, SRQ, LAL, ORL, TRV, CRG, PIE
MJAMS–ETORE CRG, LAL, OMN, ORL, PIE, TRV
ETORE–SHRKS AMG, CRG, OMN, ORL, PKE, PIE, SAV
SHRKS–TEUFL AMG, CRG, OMN, ORL, PKE, PIE, SAV
TEUFL–WIGVO AMG, CAE, CRG, IRQ, MCN, ORL, PIE, SAV

Q78
MARUE–DUGGN BLD, DRK, EED, LAS, PGS, PKE, TBC

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<td>DUGGN–TOADD</td>
<td>ZUN, BCE, BLD, DRK, FLG, INW, LAS, PGS TBC, PKE</td>
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<td>MCLAW–VAULT</td>
<td>PHK, DHP, EYW, FLL, VKZ, ZBV</td>
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<td>VAULT–FEMID</td>
<td>PHK, DHP, EYW, FLL, VKZ, ZBV, PBI, PIE, SRQ</td>
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<td>FEMID–WULFF</td>
<td>PHK, EYW, LAL, ORL, PBI, PIE, SRQ, TRV, ZBV, DHP, FLL, VKZ</td>
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<td>WULFF–MOLIE</td>
<td>PHK, LAL, ORL, PIE, SRQ, TRV, DHP, FLL</td>
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<td>MOLIE–DOFFY</td>
<td>CRG, LAL, OMN, ORL, PIE, SRQ, OTK.</td>
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<td>DOFFY–EVANZ</td>
<td>ORL, CRG, LAL, PIE, OTK, SZW, OMN</td>
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<td>EVANZ–ISLY</td>
<td>CRG, SZW, OTK, AMG</td>
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<td>ISLY–YUESS</td>
<td>CRG, MCN, AMG, SZW, OTK</td>
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<td>AMG, ATL, GQO, LGC, MCN, ODF, OTK, PZD, RMG, SZW</td>
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<td>BW, IU, FLM, VXV, LOZ, HYK</td>
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<td>JEDER–ENGRA</td>
<td>HYK, IU, FLM, VXV, LOZ, AZQ, BWG</td>
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<td>ENGRA–DEWAK</td>
<td>HVQ, IU, FLM, AZQ, HNN, ECB, BKW, LOZ, VXV, HYK</td>
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<td>DEWAK–CEGMA</td>
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<td>JONEN–BULVE</td>
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<td>BULVE–WISTA</td>
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<td>LEVII–RONNZ</td>
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<td>RONNZ–HOLZ</td>
<td>GVE, HVQ, AIR, EKN, BKW, CM, PSK, HNN</td>
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<td>ZBV, PHK, DHP, EYW, VKZ, FLL</td>
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<td>PHK, DHP, EYW, FLL, LAL, PIE, SRQ, VKZ, ZBV</td>
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<td>BUF, CRR, DKK, ETG, EWC JHW, PSB, SLT, SYR</td>
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<td>BUF, DKK, ETG, EWC, HNK JHW, MSL, PSB, SXL, SLT, SYR</td>
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Route  Segment  DME

PELIE–BUMMA  CHS, RDU, CAE, FLO, ILM
BUMMA–KAATT  CHS, RDU, CAE, FLO, ILM
KAATT–SMPRR  CHS, RDU, FLO, ILM

Q86  TTRUE–YORRK  BLD, BLH, EED, IPL, PKE
YORRK–SCHLS  BLD, DRK, EED, PGS, PKE
SCHLS–CUTRO  BLD, DRK, EED, PGS, TBC
CUTRO–VALEQ  DRK, INW, PGS, TBC
VALEQ–PLNDL  DRK, INW, PGS, TBC

Q87  PEAKY–GOPEY  PHK, DHP, EYW, FLL, VKZ, ZBV
GOPEY–GRIDS  PHK, DHP, EYW, FLL, PBI, TRV, VKZ, ZBV
GRIDS–IRICO  PHK, DHP, EYW, FLL, PBI, PIE, SQF, TRV, VKZ, ZBV, LAL, ORL
IRICO–MATLK  ORL, PHK, DHP, FLL, PBI, PIE, SQF, TRV, LAL, OMN
MATLK–ONEWY  LAL, PHK, OMN, DHP, FLL, PBI, PIE, SQF, TRV, ORL
ONEWY–ZEROBO  LAL, ORL, PHK, OMN, CRG, PIE, TRV
ZEROBO–DUCEN  ORL, OMN, CRG, PIE, TRV, LAL, AMG
DUCEN–OVENP  OMN, LAL, ORL, CRG, AMG
OVENP–FEMON  OMN, LAL, ORL, CRG, AMG
FEMON–VIYAP  OMN, OKE, ORL, CRG, Save, AMG, CHS
VIYAP–SUSYQ  OMN, SAV, CRG, AMG, CHS
SUSYQ–TAALN  FLO, SAV, CRG, AMG, CHS
TAALN–JROSS  AMG, CHS, CAE, SAV
JROSS–RAYVO  AMG, CHS, CAE, FLO, IRQ, SAV
RAYVO–HINTZ  CHS, CAE, FLO, ILM
HINTZ–REDFH  CHS, CAE, FLO, ILM, RDU
REDFH–LCAPE  CHS, CAE, FLO, ILM, RDU, GSO

Q88  HAKMN–ZIZYX  BLD, EED, GOG, LAS, PKE
ZYYZ–LAKRR  PGS, BLD, EED, GOG, LAS, PKE
LAKRR–NOOTN  PGS, ILC, BLD, BLD, EED, LAS, PKE
NOOTN–GARDD  PGS, ILC, BLD, BLD, LAS, MEL, TBC
GARDD–VERKN  PGS, BCE, HVE, TBC
VERKN–PROMT  BCE, HVE, TBC
PROMT–CHESZ  PUC, JNC, BCE, DVC, HVE, TBC
CHESZ–SINRY  PUC, JNC, DVC, HVE, MTJ
SINRY–ZAKRY  JNC, CHE, DBL, DVC, MTJ
ZAKRY–YAMPA  JNC, ACO, BJ, CHE, CYN, DBL, DEN, DVC, FQF, GLG, RLG, SBY, BFF
YAMPA–BICAR  ACO, BFF, BJ, CYN, DEN, FQF, GLG, RLG, SBY, DVV
BICAR–CHUWW  ACO, BFF, CYN, GLG, SBY, HCT, DEN, DVV
CHUWW–KEEFF  HCT, ACH, BFF, CYS, RAP, SBY, GLG, MCK
KEEFF–GADDY  ABR, HCT, DPF, ONL, RAP, SBY
GADDY–VIVID  ABR, DPF, ONL, RAP
VIVID–JOYCC  ABR, DPF, FSD, ONL
JOYCC–DKOTA  ABR, DPF, FAR, FSD, ONL, RWF

Q89  MANLE–WAKUP  GNV, OMN, LAL, PIE, TRV, ORL
WAKUP–PRMUS  GNV, ORL, AMG, OMN, CRG, PIE, LAL, TRV
PRMUS–OVENP  ORL, AMG, CRG
OVENP–SHRKS  ORL, AMG, OMN, CRG, ONL, SAV
SHRKS–YAMILL  GNV, ORL, AMG, OMN, CRG, OKE, ONL, SAV
YAMILL–ATLANTA  AMG, ATL, GGD, OKE, ORL, PZD, RMG, SAV

Q90  DNERO–ESGEE  BLD, EED, LAS, PGS, PKE
ESGEE–AREA  BLD, BLH, DRK, LAS, PGS, PKE, EED
AREA–JASSE  FLG, BLD, DRK, INW, PGS, TBC
JASSE–NAVJO  DVC, INW, GUP, TBC, BCE, HVE, RSK, DRK, PGS
NAVJO–YAMHA  GUP, DVC, HVE, INW, RSK, TBC
YAMHA–DAAYE  MTJ, GUP, DVC, ALS, RSK, DEN, DVC, HG, TBC, HVE, HUB, FQF, BFF, PUB
DAAYE–SKWY  ACO, ALS, BJ, DEN, DVC, FQF, GLG, HUB, HGO, LAA, PUB, GCK, GLG
SKWY–HUSQA  ACO, DVC, FQF, GCK, GLG, HCT, HGO, HLC, LAA, LBL, MCK, PUB, BJ, DEN, SLN
HUSQA–VARNE  GCK, GLG, HCT, HLC, MCK, OBL, SLN
VARNE–ATUA  HLC, ICT, LNK, MCK, OBL, PWE, SLN, STJ, OVR
ATUA–LEFAM  LMN, LNK, MCI, OBL, OVR, PWE, SLN, STJ

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<td>DSM, LMN, LNK, MCI, OVR, PWE, SLN, STJ, IRK</td>
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<tr>
<td>BOVEY–VELKY</td>
<td>DSM, FOD, IRK, LMN, LNK, MCI, OVR, PWE, STJ, CID, IOW, UIN</td>
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<td>Q92 CHUWY–KUTCH</td>
<td>MCK, AKO, BFF, CYS, HCT, OBH, ONL, Sny, GLL</td>
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<tr>
<td>KUTCH–WYTHE</td>
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<td>WYTHE–MAASI</td>
<td>MCK, FSD, LNK, OBH, ONL, OVR, PWE</td>
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<td>MAASI–HANKU</td>
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<td>Q93 MCLAW–VAULT</td>
<td>PHK, DHP, EYW, FLL, ZBV, Vzk</td>
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<td>VAULT–LINEY</td>
<td>PHK, DHP, EYW, FLL, VKZ, ZBV, PBI</td>
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<td>LINEY–FOBIN</td>
<td>PHK, DHP, EYW, FLL, PBI, ZBV, VKZ</td>
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<tr>
<td>FOBIN–EBAYY</td>
<td>OMN, PHK, DHP, EYW, FLL, LAL, PBI, PIE, TRV, VKZ, ZBV, ORL</td>
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<tr>
<td>EBAYY–MALET</td>
<td>OMN, PHK, DHP, FLL, LAL, ORL, PIE, TRV, PBI</td>
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<td>MALET–EBURL</td>
<td>AMG, OMN, CRG, LAL, ORL, PIE, TRV</td>
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<td>EBURL–KENLL</td>
<td>AMG, CRG, LAL, ORL, PIE, OMN</td>
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<td>KENLL–PRMUS</td>
<td>AMG, OMN, CRG, ORL</td>
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<td>PRMUS–WOPNR</td>
<td>CHS, AMG, OMN, CRG, ORL, SAV</td>
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<td>WOPNR–GIPPL</td>
<td>CHS, AMG, OMN, CRG, SAV</td>
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<td>GIPPL–SUSQ</td>
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<td>ISUZO–GURGE</td>
<td>CAE, CRG, SAV, IRQ, AMG, CHS</td>
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<td>CHS, AMG, CAE, FLO, GRD, IRQ, SAV, SPA</td>
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<td>Q94 WELUM–MNGGO</td>
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<td>ORL, ZBV, DHP, FLL, LAL, PHK, PIE, TRV, VKZ, OMN, PBI</td>
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<td>EBAYY–MALET</td>
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<td>PRMUS–WOPNR</td>
<td>AMG, ORL, CRG, OMN, SAV</td>
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<td>WOPNR–JEVED</td>
<td>AMG, ORL, CRG, OMN, SAV</td>
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<td>JEVED–CAKET</td>
<td>AMG, CAE, CHS, CRG, SAV</td>
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<td>AMG, GSO, CAE, CHS, FLO, ILM, SAV</td>
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<td>GSO, RDU, CHS, FLO, ILM</td>
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<td>AMG, CHS, CRG, GRD, IRQ, SAV, CAE, MCN</td>
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<td>RIELE–GRONK</td>
<td>CAE, CHS, FLO, GRD, IRQ, MCN, SAV, SPA, AMG</td>
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<td>GRONK–EMCET</td>
<td>CAE, CHS, FLO, GRD, IRQ, SAV, SPA</td>
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<td>EMCET–SLOJO</td>
<td>CAE, CHS, FLO, GSO, IRQ, SPA, GRD</td>
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<td>SLOJO–PULASKI</td>
<td>HVQ, FAK, CAE, FLO, GRD, GSO, PSK, RDU, SPA, IRQ</td>
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<td>PULASKI–ASBUR</td>
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<td>TEEEM–RIELE</td>
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**Q-ROUTES 531**

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**Q110**

**Q113**

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<td>HVE, PUC, MTU, JNC, MTJ, EKR, RIL, DBL, RLQ, FQF</td>
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<td>JROSS–PELIE</td>
<td>CAE, CHS, FLO, SAV</td>
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<td>PELIE–ELMSZ</td>
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<td>ELMSZ–RAPZZ</td>
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<td>CRLES–GDGET</td>
<td>BVL, DTA, EHK, ELY, ILC, MLF, FFU</td>
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<td>AKO, BJ, CYS, DEN, DVF, FFQ, GLD, HGO, SFO, HCN, TXC</td>
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<td>BBULL–ZIRKL</td>
<td>AKO, BJ, CYS, DEN, FFQ, GLD, HGL, HCT, HGO, HLC, MKC, SFO, TXC, DVF</td>
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<td>ZIRKL–KAWWA</td>
<td>GRI, AKO, GLD, HCT, HLC, LNK, MCK, OBH, SLN, SFD, ONL</td>
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<td>KAWWA–SYTHH</td>
<td>GRI, HCT, HSL, LNK, MCK, OBH, PWE, HLC, ONL, SLD</td>
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<td>SYTHH–AYEGI</td>
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<td>AYEGI–TURCK</td>
<td>LQM, LNK, OBH, OVR, PWE, STJ, DSM</td>
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**Route Segment DME**

NE, 5 Nov 2020 to 31 Dec 2020
Q-ROUTES

Route Segment  DME

TURCK–WRNCH  DSM, LMN, LNK, OVR, STJ, PWE
WRNCH–BVEEE  DSM, IRK, LMN, LNK, OVR, PWE, STJ
BVEEE–HIBAV  DSM, IRK, LNK, OVR, PWE, STJ, IOW, CID
HIBAV–BAACN  ALO, CID, DSM, IOW, IRK, LMN, OVR, STJ, PWE

Q138 WILLIAMS–FIMUV  ENI, RBL, MXW, PYE, ECA, IIA, LIN, SAC, FMG, SWR, HZN
FIMUV–JENSA  FMG, RBL, HZN, LIN, SAC, LLC
JENSA–PUHGI  HZN, BAM, FMG, MVA, SDO, LLC
PUHGI–ROOZH  REO, LLC, BAM, SDO, BOU
ROOZH–PARZZ  PIH, BVL, LCJ, BAM, BOU, REO, SDO, LLC
PARZZ–UROCO  BOY, MLD, IDA, DBS, BPI, BVL, TCH, LCU, BAM
UROCO–RICCO  CJI, DDI, BOY, RLY, COD, BPI, DA, DBS, MIL
RICCO–MOTLY  DDK, GCC, RAP, DPH, CJI, DDI, BOY, SHR
MOTLY–DKOTA  ABR, DDI, DPH, FAR, FSD, GCC, RAP, RWF
DKOTA–WELOK  ABR, BRD, DLH, FAR, GEP, FSD, RWF
WELOK–CESNA  BRD, DLH, FAR, GFT, GEP, ODI, RWF
CESNA–GUUME  BRD, DLH, FGT, GEP, ODI
GUUME–SNARG  BRD, DLH, DLL, GFT, GEP, ODI
SNARG–SAULT STE MARIE  ASP, BRD, DLH, DLL, GFT, GEP, GRB, ODI, SAW, SSM, TVC

Q140 WOBED–GETNG  HUH, SEA, OLM, EPB, MWH
GETNG–CORDU  GEG, EPB, PUW, MWH
CORDU–PETIY  MLP, GEG, PUW, MSO
PETIY–CHOTE  CDB, MSO, LCN, GFB
CHOTE–LEWIT  GTF, CDB, LWT, YDN
LEWIT–SAYOR  LWT, GGW, MLS, BIL
SAYOR–WILTN  DII, BIS, MOT, LON
WILTN–TAIL  DVL, JMS, GFB, PKD
TAIL–CESNA  BRD, AXN, PKD, GEP, FGT, DLH
CESNA–WISCN  BAE, BRD, DLH, DLL, FGT, GEP, GRB, ODI
WISCN–EVEE  ODI, DLL BAE, GRB, SAW
EVEE–DAYYY  ASP, BAE, DLL, DXO, FNT, GRB, VIO, ODI, PMM, SAW, SSM, TVC
DAYYY–US CANADIAN BORDER  ASP, DXO, FNT, SSM, TVC

AHPAH–HANKK  BUF, DDK, ETG, HNK, JHW, SLY, YRD
HANKK–BEEPS  BUF, DDK, HNK, SLY, YRD
BEEPS–EXTOL  BUF, HNK, SLY, YRD
EXTOL–MEMMS  BUF, HNK, SLY, YRD
MEMMS–KODEY  HNK, HUO, SLY, LYT, YRD
KODEY–ARKKK  HNK, HUO, SLY, LYT, YRD
ARKKK–ROODY  HNK, HUO, JFE, SLY, LYT, YRD
ROODY–YODAA  HNK, HTO, HUO, JFE, RBV, SLY

Q142 METC–MULLAN PASS  EPH, GEG, MWH, SEA, PUW, MQG, MLP
MULLAN PASS–KEETA  FCA, LKT, CTA, PUW, MQG, MLP
KEETA–OKVUJ  CTA, HLN, GFT, BZL, LWT, HIA, DLN
OKVUJ–KIXCO  BIL, MLS, GGW, DII

Q144 ZIRAN–ZOOMR  OLM, POC, PDT, GEG, EPB, SAW, OLM
ZOOMR–BLOWS  PUW, MQG, MLP, FCA
BLOWS–KEETA  FCA, CTA, HLN, CPN, LKT
KEETA–LEWIT  HLN, GFT, CTA, HVR, LWT, BZL

Q145 KONGO–CHARLESTON  BKW, FLW, HNN, HVQ, PPK
CHARLESTON–CLNTN  AIR, APE, BKW, EWC, FLW, HNN, HVQ
CLNTN–FOXXEE  AIR, APE, CXX, DJB, DXX, EWC, HNN, HVQ, JHW

Q146 CASHS–BLUNT  GEG, MWH, EPB, LTJ, SEA, OLM
BLUNT–DIPHU  MLP, FCA, PUW
DIPHU–CUSD  DLN, HLN, HIA
CUSD–ZERZO  BZL, HLN, GFT, HIA
ZERZO–KIXCO  BIL, MLS, GGW, LWT, ISN
KIXCO–TIMMR  ISN, DDI, DPH, ABR, MOT
TIMMR–SMERF  FAR, JMS, DFK, HON, RWF, ATY
SMERF–HUFFR  RWF, ATY, HON, FAR, BRD, AXN, GEP, FCM

Q148 STEVS–ZAXUL  ELN, EPB, OLM, SEA, LTJ

NE, 5 NOV 2020 to 31 DEC 2020
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<th>Route Segment DME</th>
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<tr>
<td>ZAXUL–FINUT EPH, MWH, PDT, GEG, MLP, DNJ</td>
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<td>FINUT–WEDAK MLP, DNJ, LKT, MWH, EPD, GEG, BZN, DLN, HIA</td>
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<td>WADE–WAIDE BZN, DLN, HIA, DBS, PIH, LKT</td>
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<td>WAIDE–JUGIV DBS, PIH, BPI, BOY, BIL, DNW, BZN, DLN, JDA, OCS, CZN, CWK, DDY</td>
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<td>JUGIV–MEDICINE BOW OCS, CKW, DDY, CZN, BOY, BPI, CS, BFF, DVF, GLL</td>
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<td>MEDICINE BOW–MOCTU CYR, BFF, DVF, CKW, GL, DDY, BJC, FQY, BVR, SNY, DEN, AKO</td>
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<td>MOCTU–LEWOY GLL, SNY, BFF, DVF, DEN, AKO, FQY, CS, HGO, GLD, HCT, MCK, BVR</td>
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<td>LEWOY–CUGGA AKO, BVR, HGO, GLD, HCT, MCK, LAA, SNY, GLL, FQY, BFF, DVF, BJC, DEN, CSY, HCT, HLC, GCK</td>
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<td>CUGGA–PENUT HLC, GCK, LBL, GLD, HCT, MCK, LAA, SNY</td>
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<td>PENUT–KIRKE SNL, LBL, MMB, GCK, GLD, MCK, HLC, PER, ICT</td>
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<td>KIRKE–MORRR ICT, SNL, GCK, PER, HLC, IFI, TUL, OKM</td>
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<td>MORRR–BARTLESVILLE IFI, IRW, PER, TUL, OKM, EOS, SLN, ICT, BUM</td>
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<td>STEVS–ZAXUL ELN, EPD, OLM, SEA, LTJ</td>
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<td>ZAXUL–LEZLE EPD, PDT, GEG, MWH, BKE</td>
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<td>LEZLE–BAXGO DNJ, MLP, BKE, LKT</td>
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<td>BAXGO–LAMON DLN, IDA, HIA, PIH, BZN, DBS, LKT</td>
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<td>LAMON–GANNE BZN, BPI, DNW, BOY, OCS</td>
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<td>GANNE–DDRTH DDD, CKW, CZN, GCS, CHE, GLL, MBW, RLG</td>
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<td>DDRTH–YAMPA CHE, HGO, BFF, DVF, AKO, GLL, FQY, BJC, CSY, DEN, RL, CKW, DDD, SNY</td>
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<td>YAMPA–BBULL AKO, DVF, GLL, RL, DEN, LAA, HGO, GFF, BJC, CSY, PUB, GLD, SNY</td>
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<tr>
<td>BBULL–DUUZE AKO, DVF, GL, DEN, LAA, GCK, HGO, MCK, LBL, HCT, BJC, FQY, CSY, PUB, GLD, HLC, SNY</td>
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<tr>
<td>DUUZE–EXHAS HGO, MCK, AKO, LBL, HCT, LAA, GCK, HLC, GLD</td>
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<td>SUNED–LEZLE EPD, PDT, GEG, MWH, BKE</td>
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<td>LEZLE–WEDAK DNJ, MLP, LKT</td>
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<td>WEDAK–IKFOM BZN, HIA, DBS, IDA, HLN, GTF, BIL, BOY, LWT</td>
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<td>IKFOM–WUVUT BIL, BOY, MSL, RL, DDD</td>
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<td>WUVUT–QNEILL RAP, DPR, BFF, ONL, ANW, TDD</td>
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<td>WANTA–JELTI SEA, OLM, LTJ, BTG, PDT, YKM, MWH, EPD, IBM, DSD</td>
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<td>JELTI–HOVEL DNJ, BKE</td>
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<td>HOVEL–VELUY REO, BOI</td>
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<td>VELUY–BURLEY DBS, IDA, PIH</td>
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<td>BURLEY–PIMIE IDA, PIH, DBS, LCU, MLD</td>
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<tr>
<td>PIMIE–NAGNE TCH, BVL, FFU</td>
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<td>NAGNE–BONGO FBR, OCS</td>
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<td>BONGO–PITMN EKR, JNC, CHE, RLG</td>
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<td>PITMN–TAYLR MTJ, DDL, HBU</td>
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<td>TAYLR–GOSIP PUB, GCS, DEN, DVF, FQY, HGO</td>
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<td>GOSIP–KENTO LAI, CMM, GCK</td>
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<td>KENTO–NOSEW TCC, PNH, TXO, GCK, LBL, MMB</td>
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<td>NOSEW–BOWIE IFI, SPS, PNH, TXO, ABI, MQ, FUZ, TTT, ADN</td>
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<td>STEVS–ZAXUL SEA, YKM, MWH, LTJ, ELN, PDT, GEG</td>
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<td>ZAXUL–FINUT SEA, LTJ, EPD, GEG, OLM, MWH, MLP</td>
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<td>FINUT–TUFFY GEG, MLP, FCA, GTF, HL, BZN</td>
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<td>TUFFY–UPUGE HL, MLP, FCA, GTF, DLN, BZN</td>
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<td>UPUGE–HEXOL HL, MLP, FCA, GTF, DLN, BZN</td>
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<td>HEXOL–SWTHN CZN, BIL, MLS, GWW, GCS, DLN, BZN, DIK, GTF, LWT, HLN</td>
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<td>SWTHN–JERL TAP, MLS, GCC, DPR, DGI</td>
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<td>JERL–KEKE TAP, ABR, MLS, DIK, DPR</td>
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<td>KEKE–UFTT RWF, ABR, GFT, GEP, FAR, FSD, DIK, DPR</td>
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<td>UFTT–HSTIN FR, RWF, MOW, ABR, GFT, GEP, ODI, FSD, MK, FOD</td>
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<td>HSTIN–ZIPI ALO, FGT, GEP, MOW, CID, RST, FRM</td>
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<td>NTELL–PPARK AVE, CZO, ECA, EHF, LIN, MOD, SAC</td>
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<td>PPARK–TRTIS AVE, BYT, CZO, EHF, HEC, MOD, OAL, PBD</td>
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<td>TRTIS–BIKRR BYT, OAL, PBD</td>
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<td>BIKRR–MYCAL BLD, BYT, HEC, OAL, PBD</td>
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<td>MYCAL–JEDNA BLD, BYT, EED, LAS, OAL, PGS, PBD</td>
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<td>FAANG–RIVVO AVE, BYT, CZO, EHF, MOD, OAL, PBD</td>
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**NE, 5 NOV 2020 to 31 DEC 2020**

**Route Segment DME**

**536 Q-ROUTES**

**RIVVO–BIKKR**

**Q162 NTELL–CABAB**

**Q164 NTELL–CABAB**

**Q166 VIKSN–UHILL**

**Q168 FNND–SHIVA**

**Q172 YUTEE–BWAGS**

**Q220 RIFLE–HOFFI**

**Q406 BROADWAY–DBABE**

**Q409 ENEME–PUPPY**

**Q430 ZANDR–BELLAIRE**
Q-ROUTES

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<td>EMMMA–DIXSN</td>
<td>DXO, PMM, CRL, FNT, LAN</td>
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<td>DIXSN–BOOTT</td>
<td>CRL, ECK, GRR, FNT, SVM</td>
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<td>BOOTT–RRONS</td>
<td>PSI, ECK, CRL, CXR, DXO</td>
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<td>RRONS–US CANADIAN BORDER</td>
<td>OJB, DKK, ECK, CXR, DXO</td>
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<td>RAANK–HERBA</td>
<td>DKK, ETG, BFD, PSB, JHW</td>
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<td>HERBA–REXXY</td>
<td>OKK, EGT, SLT, PSB, ELZ</td>
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<td>REXXY–REBBL</td>
<td>BUF, ETG, FQM, HNK, PSB</td>
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<td>REBBL–MTCAF</td>
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<td>MTCAF–DGRAF</td>
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<td>DGRAF–YYOST</td>
<td>JFK, SAX, LVZ, HNK, HUO</td>
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<td>YYOST–LAAYK</td>
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<td>ASP, CRL, DXO, FNT, GRR, PMM</td>
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<td>BERS–TWIGS</td>
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<td>BRIGS–DRIFT</td>
<td>HTO, RBV, CYN, SAX, JFK, SIE</td>
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<td>SARDI–RIFLE</td>
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**NE, 5 Nov 2020 to 31 Dec 2020**
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Route Segment DME

NE, 5 NOV 2020 to 31 DEC 2020
Within the national airspace system it is possible for a pilot to fly IFR from one point to another without leaving approach control airspace. This is referred to as "tower enroute" which allows flight beneath the enroute structure. The tower enroute concept has been expanded (where practical) by reallocating airspace vertically/geographically to allow flight planning between city pairs while remaining within approach control airspace. Pilots are encouraged to solicit tower enroute information from FSS's and to use the route descriptions provided in this directory when filing flight plans. Other airways which appear to be more direct between two points may take the aircraft out of approach control airspace thereby resulting in additional delays or other complications. All published TEC routes are designed to avoid enroute airspace and the majority are within radar coverage. Additional routes and other changes will appear in forthcoming editions as necessary. The acronym "TEC" should be included in the remarks section of the flight plan. This will advise ATC that the pilot intends to remain within approach control airspace for the entire flight. The following items should be noted before using the graphics and route descriptions:

1. The graphic is not to be used for navigation nor detailed flight planning. Not all city pairs are depicted. It is intended to show general geographic areas connected by tower enroute control. Pilots should refer to route descriptions for specific flight planning.

2. The route description contains four columns of information: i.e., the approach control area (listed alphabetically) within which the departure airport is located (check appropriate flight information publications), the specific route (airway, radial, etc.), the highest altitude allowed for the route, and the destination airport (listed alphabetically). Be advised, many destination airports are associated with a larger primary airport. Check the legend preceding this listing for this association.

3. The word "DIRECT" will appear as the route when radar vectors will be used or no airway exists. Also, this indicates that a Standard Instrument Departure (SID) or Standard Terminal Arrival Route (STAR) may be applied by ATC.

4. When a NAVAID or intersection identifier appears with no airway immediately preceding or following the identifier, the routing is understood to be DIRECT to or from that point unless otherwise cleared by ATC.

5. Routes beginning or ending with an airway indicate that the airway essentially overflies the airport or radar vectors will be applied.

6. Where more than one route is listed to the same destination, the pilot may select which route is desired. Unless otherwise stated, all routes may be flown in either direction.

7. Routes are effective only during each respective terminal facility's normal operating hours. Pilots are cautioned to check NOTAMS to ensure appropriate terminal facilities will be operating for the planned flight time.

8. All identifiers used for NAVAIDS, airports, and intersections are official identifiers.

9. Altitudes are listed in thousands of feet. ATC may require altitude changes to maintain flight within approach control airspace. ATC will provide radar monitoring and, if necessary, course guidance if the highest altitude assigned by ATC is below the Minimum Enroute Altitude (MEA).

10. Although all airports are not listed under the destination column, IFR flight may be planned to satellite airports in proximity to major airports via the same routing.

11. Flight plans should be filed with a Flight Service Station (FSS).

**Tower Enroute Control City Pairs**

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<th>Props less than 250 KT IAS.</th>
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**TOWER ENROUTE CONTROL**

**Approach Control Area (Including Satellites)**

**ALBANY (ALB)**

- **ALB GDM V431 LOBBY**
  - Highest Altitude: 10000
  - Destination: BEDFORD (BED)
- **V14 V428 V29**
  - Highest Altitude: 6000
  - Destination: BINGHAMTON (BGM)
- **ALB GDM V431 REVER**
  - Highest Altitude: 10000
  - Destination: BOSTON (BOS)
- **ALB V44 DENNA**
  - Highest Altitude: 10000
  - Destination: BRIDGEPORT (BDR)
- **V14**
  - Highest Altitude: 10000
  - Destination: BUFFALO (BUF)
- **(3) ALB V123 HAARP**
  - Highest Altitude: 10000
  - Destination: DANBURY (DXR)
- **(4) ALB V157 HAARP**
  - Highest Altitude: 10000
  - Destination: DANBURY (DXR)
- **ALB V203 STELA GON**
  - Highest Altitude: 10000
  - Destination: GROTON (NEW LONDON) (GON)
- **ALB EEN MHT**
  - Highest Altitude: 10000
  - Destination: HARTFORD (HFD)
- **ALB CTR PVD V151 GAILS**
  - Highest Altitude: 10000
  - Destination: HYANNIS (HYA)
- **ALB CON**
  - Highest Altitude: 10000
  - Destination: MANCHESTER (MHT)
- **ALB CTR PVD V151 GAILS**
  - Highest Altitude: 10000
  - Destination: NANTUCKET (ACK)
- **ALB V123 TRESA**
  - Highest Altitude: 10000
  - Destination: NEW YORK (SWF)
- **ALB GDM V431 LOBBY**
  - Highest Altitude: 10000
  - Destination: NORWOOD (OWD)
- **ALB CAM CON**
  - Highest Altitude: 10000
  - Destination: PORTLAND (PWM)
- **ALB CON**
  - Highest Altitude: 10000
  - Destination: PROVIDENCE (PVD)
- **ALB CTR PVD**
  - Highest Altitude: 10000
  - Destination: PROVINCETOWN (PVC)
- **V2**
  - Highest Altitude: 10000
  - Destination: ROCHESTER (ROC)
- **V14 BEEPS**
  - Highest Altitude: 10000
  - Destination: ROCHESTER (ROC)
- **V2**
  - Highest Altitude: 10000
  - Destination: ROME (RME)
- **ALB CTR V405 PVD**
  - Highest Altitude: 10000
  - Destination: VINEYARD HAVEN (MYV)
- **ALB V203 STELA**
  - Highest Altitude: 10000
  - Destination: WINDSOR LOCKS (BDL)
- **DIRECT**
  - Highest Altitude: 10000
  - Destination: WINDSOR LOCKS (BDL)

**ALLENTOWN (ABE)**

- **FJC LAAYK**
  - Highest Altitude: 7000
  - Destination: ALBANY (ALB)
- **FJC ARD CYN**
  - Highest Altitude: 5000
  - Destination: ATLANTIC CITY (ACY)
- **ETX V39 LRP V499 BAL**
  - Highest Altitude: 8000
  - Destination: BALTIMORE (BWI)
- **(2) JETX V30 SBJ**
  - Highest Altitude: 5000
  - Destination: FARMINGDALE (FRG)
- **ETX V162 HAR**
  - Highest Altitude: 8000
  - Destination: HARRISBURG (HAR)
- **FJC V162 HUO IGN PWL PWL111 BRISS**
  - Highest Altitude: 5000
  - Destination: HARTFORD (HFD)
- **ETX V39 LRP**
  - Highest Altitude: 4000
  - Destination: LANCASTER (LNS)
- **FJC BWZ**
  - Highest Altitude: 6000
  - Destination: NEWARK (EWR)
- **BUSKY PTW (RNAV EQUIPPED TURBOPROPS ONLY)**
  - Highest Altitude: 5000
  - Destination: PHILADELPHIA (PHL)
- **ETX V29 PTW (PISTON ONLY)**
  - Highest Altitude: 4000
  - Destination: PHILADELPHIA (PHL)
- **BUSKY PTW (RNAV EQUIPPED TURBOJETS ONLY)**
  - Highest Altitude: 7000
  - Destination: PHILADELPHIA (PHL)
- **FJC ARD**
  - Highest Altitude: 5000
  - Destination: PHILADELPHIA (PNE)
- **FJC V6 SEG**
  - Highest Altitude: 8000
  - Destination: PITTSBURGH (PIT)
- **ETX**
  - Highest Altitude: 4000
  - Destination: READING (RGD)
- **ETX V164 FQM**
  - Highest Altitude: 8000
  - Destination: ROCHESTER (ROC)
- **FJC STW**
  - Highest Altitude: 5000
  - Destination: TETERBORO (TEB)
- **ETX V39 LRP V499 BAL**
  - Highest Altitude: 8000
  - Destination: WASHINGTON (DCA)
- **ETX LRP V143 MULRR AML**
  - Highest Altitude: 8000
  - Destination: WASHINGTON (ADW)
- **(4) JSTW SAX V39 BREZY**
  - Highest Altitude: 5000
  - Destination: WHITE PLAINS (HPN)
- **(2) FJC V162 HUO IGN V157 HAARP**
  - Highest Altitude: 5000
  - Destination: WHITE PLAINS (HPN)
- **FJC LVZ**
  - Highest Altitude: 7000
  - Destination: WILKES-BARRE/SCRANTON (AVP)
- **ETX V29 PTW**
  - Highest Altitude: 4000
  - Destination: WILMINGTON (LG)
- **FJC V162 HUO IGN PWL PWL111 BRISS**
  - Highest Altitude: 5000
  - Destination: WINDSOR LOCKS (BDL)

**ATLANTIC CITY (ACY)**

- **V229 DIXIE V276 ARD**
  - Highest Altitude: 5000
  - Destination: ALLENTOWN (ABE)
- **(1) V1 DIXIE V276 ARD**
  - Highest Altitude: 5000
  - Destination: ALLENTOWN (ABE)
- **LEEAH V268 BAL**
  - Highest Altitude: 4000
  - Destination: BALTIMORE (BWI)
- **V1 JKF V229 HDF CLOWW (SINGLE ENGINE AND /E, /F, /G ONLY)**
  - Highest Altitude: 5000
  - Destination: BANGOR (BGR)
- **V1 JKF V229 HDF CLOWW (SINGLE ENGINE AND /E, /F, /G ONLY)**
  - Highest Altitude: 5000
  - Destination: BAR HARBOR (BHB)
- **(1) V1 JKF V229 HDF DREEM**
  - Highest Altitude: 5000
  - Destination: BOSTON (NORTH)
- **(1) V1 JKF V229 HDF V3 WOONS**
  - Highest Altitude: 5000
  - Destination: BOSTON (BOS)
- **V1 JKF V229 HDF FOSTY WOONS (SINGLE ENGINE AND /E, /F, /G ONLY)**
  - Highest Altitude: 5000
  - Destination: BOSTON (BOS)

**NE, 5 NOV 2020 to 31 DEC 2020**
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Approach Control Area (Including Satellites)

Highest Altitude Destination

NE, 5 Nov 2020 to 31 Dec 2020
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NE, 5 NOV 2020 to 31 DEC 2020
Approach Control Area
(Including Satellites)

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NE, 5 NOV 2020 to 31 DEC 2020
Approach Control Area (Including Satellites) | Route | Highest Altitude | Destination |
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| (1)V268 HTO CCC V16 VCN OOD | 10000 | PHILADELPHIA (PHL) |
| V268 MANTA V276 ARD | 10000 | PHILADELPHIA (PNE) |
| (1)V268 HTO CCC V16 DIXIE V276 ARD | 10000 | PHILADELPHIA (PNE) |
| (1)V268 HTO CCC V16 | 10000 | RICHMOND (RIC) |
| V268 ENO | 10000 | RICHMOND (RIC) |
| V268 MANTA V276 RBV | 10000 | TRENTON (TNT) |
| (1)V268 HTO CCC V16 DIXIE V276 RBV | 10000 | TRENTON (TNT) |
| V268 HTO | 10000 | WESTHAMPTON BEACH (FOK) |
| (1)V268 HTO CCC V16 DIXIE V276 | 10000 | WRIGHTSTOWN (WRI) |
| V268 DRIFT V312 CYN | 10000 | WRIGHTSTOWN (WRI) |
| BRIDGEPORT (BDR) | SOARS V487 CANAN | 10000 | ALBANY (ALB) |
| | HUO V162 FJC | 5000 | ALLENTOWN (ABE) |
| | (1) V16 DIXIE V229 ACY | 6000 | ATLANTIC CITY (ACY) |
| | MAD V1 HDF V229 GDM V39 CON | 10000 | AUGUSTA (AUG) |
| | MAD HDF CLOWW/E, /F, /G ONLY | 10000 | AUGUSTA (AUG) |
| | (1) V16 ENO V268 SWANN | 6000 | BALTIMORE (BWI) |
| | MAD V1 HDF V229 GDM V39 AUG | 10000 | BANGOR (BGR) |
| | MAD HDF CLOWW/E, /F, /G ONLY | 10000 | BANGOR (BGR) |
| | MAD V1 HDF V229 GDM V106 ENE | 10000 | BAR HARBOR (BHB) |
| | MAD HDF CLOWW/E, /F, /G ONLY | 10000 | BAR HARBOR (BHB) |
| | MAD V1 HDF HDF053 DREAM | 10000 | BEDFORD (BED) |
| | DPK JFK COL | 6000 | BELMAR/FARMINGDALE (BLM) |
| | MAD V475 V188 GON | 9000 | BLOCK ISLAND (BID) |
| | MAD V1 HDF HDF053 DREAM | 9000 | BOSTON (NORTH) |
| | (3) MAD V475 ORW V16 WOONS | 10000 | BOSTON (BOS) |
| | BDR | 2000 | BRIDGEPORT SATS |
| | SOARS V487 CAM | 10000 | BURLINGTON (BTV) |
| | BDR JUDDS/E, /F, /G ONLY | 10000 | BURLINGTON (BTV) |
| | MAD V1 HDF V229 GDM V39 CON | 10000 | CONCORD (CON) |
| | MAD HDF CLOWW/E, /F, /G ONLY | 10000 | CONCORD (CON) |
| | HTO | 3000 | EAST HAMPTON (HTO) |
| | MAD MAD126 MONDI | 7000 | GREEN RIVER (NEW LONDON) (GON) |
| | HUO V162 HAR | 5000 | HARRISBURG (CXY) |
| | V1 HDF | 5000 | HARTFORD (HFD) |
| | MAD V475 PVD V151 GAILS | 10000 | HYANNIS (HYA) |
| | MAD V1 HDF V229 GDM | 10000 | KEENE (EEN) |
| | BDR JUDDS WHAT/E, /F, /G ONLY | 10000 | KEENE (EEN) |
| | HUO V162 ETX V93 LRP | 5000 | LANCASTER (LNS) |
| | BDR JUDDS WHAT/E, /F, /G ONLY | 10000 | LEBANON (LEB) |
| | MAD V1 HDF V229 GDM V151 | 10000 | LEBANON (LEB) |
| | MAD HDF CLOWW/E, /F, /G ONLY | 10000 | MANCHESTER (MHT) |
| | MAD V1 HDF V229 GDM V106 MHT | 10000 | MANCHESTER (MHT) |
| | MAD | 3000 | MERIDEN (MMK) |
| | (1) VCC V16 VCN | 6000 | MILLVILLE (MIV) |
| | MAD V475 V188 GON V58 NEWBIE DEEPO | 10000 | NANTUCKET (ACK) |
| | MAD V475 V188 GON V374 MINNKR | 9000 | NEW BEDFORD (EWB) |
| | DIRECT | 2000 | NEW HAVEN (HVN) |
| | CCC | 4000 | NEW YORK (ISP) |
| | DPK | 4000 | NEW YORK (JFK) |
| | LGAO75 (RADAR VECTOR) | 4000 | NEW YORK (LGA) |
| | CMK V188 SAX | 4000 | NEWARK (EWR) |
| | (1) VCC V16 DIXIE V1 | 6000 | NORFOLK (ORF) |
| | MAD V475 V188 GON | 9000 | NORTH KINGSTOWN (OQU) |
| | (3) MAD V475 ORW V16 WOONS | 10000 | NORWOOD (OWD) |
| | (1) DIXIE V16 CYN V312 OOD | 6000 | PHILADELPHIA (PHL) |
| | (1) VCC V16 DIXIE V276 ARD | 6000 | PHILADELPHIA (PNE) |
| | MAD V1 HDF V229 GDM V106 ENE | 10000 | PORTLAND (PWM) |
| | MAD HDF CLOWW/E, /F, /G ONLY | 10000 | PORTLAND (PWM) |
| | (3) MAD V1 HDF V229 GDM V106 RAYMY | 10000 | PORTSMOUTH (PSM) |
| | MAD HDF CLOWW/E, /F, /G ONLY | 10000 | PORTSMOUTH (PSM) |
| | MAD V475 V188 GON | 9000 | PROVIDENCE (PVD) |
| | MAD V475 PVD V151 GAILS | 10000 | PROVIDENCE (PVD) |
| | MAD V475 V188 GON | 10000 | PROVIDENCE (PVD) |

**NE, 5 Nov 2020 to 31 Dec 2020**
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LGA075(RADAR VECTOR) 5000 NEW YORK(LGA)
HTO HT0302 NESSI LGA075 6000 NEW YORK(LGA)
CMK V188 SAX 4000 NEWARK(EWR)
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HTO WACKY(RNAV/GNSS REQUIRED) 9000 NORTH KINGSTOWN(OQU)
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(1) CCC V16 DIXIE V226 ARD 6000 PHILADELPHIA(PNE)
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MAD HDF CLOWW/E, /F, /G ONLY) 10000 PORTSMOUTH(PSM)
HTO WACKY(RNAV/GNSS REQUIRED) 7000 PROVIDENCE(PVD)
SAX V249 SBJ V30 ETX V39 8000 READING(RDG)
(1) CCC V16 6000 RICHMOND(RIC)
(1) CCC V16 DIXIE V1 6000 SALISBURY(SBY)
HTO V46 CLAMY(TWIN ENGINE) 9000 VINEYARD HAVEN(MVY)
HTO WACKY V374 MVY(RNAV/GNSS REQUIRED) 9000 VINEYARD HAVEN(MVY)
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(1) CCC V16 DIXIE V1 LEEAH V268 BAL V214 MRB 6000 WASHINGTON(IAD)
HTO V308 GON 9000 WESTERLY(WST)
BRD BRD288 RYMES 5000 WHITE PLAINS(HPN)
HTO BRD BRD288 RYMES 6000 WHITE PLAINS(HPN)
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BRD 10000 WINDSOR LOCKS(BDL)
MAD V1 GRAYM 9000 WORCESTER(ORH)
(1) CCC V16 CYN 6000 WRIGHTSTOWN(WRI)
SAX V249 SBJ V30 8000 ALLENTOWN(ABE)
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DIXIE V1 HOWIE(JETS ONLY) 8000 ATLANTIC CITY(ACY)
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DIXIE V16 ENO V268 SWANN(PROPS ONLY) 6000 BALTIMORE(BWI)
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BRD HDF CLOWW/E, /F, /G ONLY) 10000 BAR HARBOR(BHB)
COL 2000 BELMAR/FARMINGDALE(BLM)
BRD MAD V475 V188 GON 9000 BLOCK ISLAND(BID)
BRD MAD V475 ORW WOONS(JETS ONLY) 9000 BOSTON(BOS)
BRD V229 HDF V3 WOONS(PROPS ONLY) 9000 BOSTON(BOS)
BRD HDF FOSTY WOONS/E, /F, /G, PROPS ONLY) 9000 BOSTON(BOS)
BRD 3000 BRIDGEPORT(BDR)
BRD JUDDS/E, /F, /G ONLY) 10000 BURLINGTON(BTV)
DIXIE V1 V308 OTT(PROPS ONLY) 6000 CAMP SPRINGS(ADW)
BRD HDF CLOWW/E, /F, /G ONLY) 10000 CONCORD(CON)
CC2232 CCC HT0(RADAR VECTOR) 3000 EAST HAMPTON(HTD)
BRD MAD MAD126 MONDI 9000 GROTON (NEW LONDON)(GON)
SAX V249 SBJ V30 ETX V162 8000 HARRISBURG(CXY)
HAR(JETS/ NON-JETS/NON-TURBOTPROPS ONLY)
BRD V229 HDF 9000 HARTFORD(HFD)
BRD V229 HDF V167 PVD V151 GAILS 9000 HYANNIS(HYA)
BRD JUDDS WHATE/E, /F, /G ONLY) 10000 KEENE(EEN)
SAX V249 SBJ V30 ETX V162 V93 LRP(PROPS ONLY)
BRD JUDDS WHATE/E, /F, /G ONLY) 10000 LEBANON(LEB)
BRD HDF CLOWW/E, /F, /G ONLY) 10000 MANCHESTER(MHT)
BRD MAD 3000 MERIDEN(MMK)
DIXIE V16 VCN(PROPS ONLY) 6000 MILLVILLE(MIV)
BRD MAD V475 V188 GON V58 NEWBE DEEPO 10000 NANTUCKET(ACK)
BRD MAD V475 V188 GON V374 MINNK 9000 NEW BEDFORD(EWB)

Approach Control Area
(Including Satellites)
**Approach Control Area (Including Satellites)**

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**NE, 5 NOV 2020 to 31 DEC 2020**
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**NE, 5 NOV 2020 to 31 DEC 2020**
## Approach Control Area

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NE, 5 NOV 2020 to 31 DEC 2020
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**Approach Control Area (Including Satellites)**

**Highest Altitude Route**

**Destination**

**NE, 5 Nov 2020 to 31 Dec 2020**
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<th>Destination</th>
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**NE, 5 Nov 2020 to 31 Dec 2020**
### Approach Control Area (Including Satellites)

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Approach Control Area (Including Satellites)  Route  Highest Altitude  Destination

BAL V378 MXE V3 SBJ(PROPS)  7000  TETERBORO METRO (TEB,CDW,LDJ,MMU,SMQ,47N)
PALA V312 GOLDA V268 ENO V16 JFK CCC  7000  WESTHAMPTON BEACH(FOK)
POLL V170 ODESA MXE ARD V214 METRO V249 SAX V39 BREZY(LESS THAN 180 KTS ONLY; 1100-0300)  7000  WHITE PLAINS(HPN)

WASHINGTON(IAD))  DIRECT  4000  BALTIMORE(BWI)
MRB V214 WOOLY EMI V419 MXE ARD V214 METRO(LESS THAN 180 KTS ONLY)  7000  NEWARK(EWR)
MRB V214 WOOLY EMI V419 MXE V3 SBJ(PROPS)  7000  TETERBORO METRO (TEB,CDW,LDJ,MMU,SMQ,47N)

WHITE PLAINS(HPN)  DIRECT  3000  WASHINGTON(DCA)
HOU V162 FJC  5000  ALLENTOWN(ABE)
DIXIE V229 ACY(PROPS ONLY)  6000  ATLANTIC CITY(ACY)
DIXIE V1 HOWIE(JETS ONLY)  8000  ATLANTIC CITY(ACY)
CMK V3 HDF CLOWW(E, /F, /G ONLY)  10000  AUGUSTA(AUG)
CMK V3 HDF V229 GDM V39 CON  10000  AUGUSTA(AUG)
SAX V249 SBJ LANNA V30 ETX V39 LRP V499 BAL(PROPS ONLY)  8000  BALTIMORE(BWI)
CMK V3 HDF CLOWW(E, /F, /G ONLY)  10000  BANGOR(BGR)
CMK V3 HDF V229 GDM V39 AUG  10000  BANGOR(BGR)
CMK V3 HDF CLOWW(E, /F, /G ONLY)  10000  BAR HARBOR(BHB)
CMK V3 HDF V229 GDM V106 ENE  10000  BAR HARBOR(BHB)
JFK COL  6000  BELMAR/FARMINGDALE(LEBLM)

CMK V3 HDF FOSTY WOONS(E, /F, /G, PROPS ONLY)  9000  BOSTON(BOS)
(3)CMK V3 WOONS  9000  BOSTON(BOS)
CMK V374 DENNA  5000  BRIDGEPORT(BDR)
CMK SOARS JUDDS(E, /F, /G ONLY)  10000  BURLINGTON(BTV)
CMK V39 SOARS V487 BTV  10000  BURLINGTON(BTV)
CMK V3 HDF V229 GDM V39 CON  10000  CONCORD(CON)
CMK V3 HDF CLOWW(E, /F, /G ONLY)  10000  CONCORD(CON)
CMK V374 BETHA HTO  5000  EAST HAMPTON(HTD)
CMK V3 HDF GON  10000  GROTON(NEW LONDON)(GON)

HOU V162 HAR  5000  HARRISBURG(CXY)
CMK V3 HDF  10000  HARTFORD(HFD)
CMK V3 HDF V167 PVD V151 GAILS  10000  HYANNIS(HYA)
CMK V3 HDF V229 GDM  10000  KEENE(EEN)
CMK SOARS JUDDS WHATE(E, /F, /G ONLY)  10000  KEENE(EEN)
HOU V162 ETX V39 LRP  5000  LANCASTER(LNS)
CMK V3 HDF V229 GDM V151  10000  LEBANON(LEB)
CMK SOARS JUDDS WHATE(E, /F, /G ONLY)  10000  LEBANON(LEB)
CMK V3 HDF CLOWW(E, /F, /G ONLY)  10000  MANCHESTER(MHT)
CMK V3 HDF V229 GDM V106 MHT  10000  MANCHESTER(MHT)
DIXIE V16 VCNI(PROPS ONLY)  6000  MILLVILLE(MIV)
CMK V3 HDF V58 NEWBE DEEPO  10000  NANTUCKET(ACK)
CMK V374 DENNA  5000  NEW HAVEN(HVN)
CMK V374 DENNA BDR CCC  5000  NEW YORK(ISP)
CMK V483 DPK  3000  NEW YORK(JFK)
DIXIE  DIRECT  3000  NEW YORK(LGA)
NYACK V188 SAX(PROPS ONLY)  4000  NEWARK(EWR)
NYACK V188 SAX(JETS ONLY)  5000  NEWARK(EWR)
DIXIE V1(PROPS ONLY)  6000  NORFOLK(KRF)
CMK V3 WOONS  10000  NORWOOD & NORTH SATS

CMK V3 HDF CLOWW(E, /F, /G ONLY)  10000  PORTLAND(PWM)
CMK V3 HDF V229 GDM V106 ENE  10000  PORTLAND(PWM)
CMK V3 HDF CLOWW(E, /F, /G ONLY)  10000  PORTSMOUTH(PSM)
CMK V3 HDF V229 GDM V106 RAYMY  10000  PORTSMOUTH(PSM)
CMK V3 HDF V167 PVD  10000  PROVIDENCE(PVD)
CMK V3 HDF V167 PVD V151 GAILS  10000  PROVINCETOWN(PVC)
SAX V249 SBJ V30 ETX V39 FLOAT(PROPS ONLY)  7000  READING(RDG)
DIXIE V16(PROPS ONLY)  6000  RICHMOND(RIC)

NE, 5 NOV 2020 to 31 DEC 2020
**Approach Control Area**

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### Approach Control Area

( Including Satellites)

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TOWER ENROUTE CONTROL

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Approach Control Area (Including Satellites)

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The following common FAA and NAV CANADA procedures apply:

**FAA/NAV CANADA Common Procedures**

The following specific FAA requirements apply:

**Specific FAA Requirements**

**Introduction**

(a) The North American Route Program (NRP) is a joint FAA and NAV CANADA program, the objective of which is to harmonize and adopt common procedures, to the extent possible, for application to random route flight operations at and above FL 290 within the conterminous U.S. and Canada.

(b) The NRP will be implemented through various phases with the end goal of allowing all international and domestic flight operations to participate in the NRP throughout the conterminous U.S., Alaska, and Canada.

(c) Flights may participate in the NRP under specific guidelines and filing requirements:

   1. provided the flight originates and terminates within conterminous U.S. and Canada; or,
   2. for North Atlantic international flights operating within the North American Route (NAR) System.

**FAA/NAV CANADA Common Procedures**

The following common FAA and NAV CANADA procedures apply:

(a) Flights to operate at or above FL 290.

(b) Flights may be filed and flown on the complete transition of DPs and/or STARs for specific airports in lieu of the 200 NM route planning requirement described in Common Procedures, paragraph “b” above. For listing of the airports refer to the current FAA Advisory Circular–NRP.

(c) NRP flights are not normally subject to routing restrictions such as published Preferred IFR Routes or airways, beyond a 200 NM radius of both the departure and destination airports.

(d) Flight planning requirements are:

1. routes shall contain at least one significant point in each delegated area of airspace jurisdiction for each FAA Air Route Traffic Control Center (ARTCC) or Canadian FIR/CTA;
2. significant points may be a navigational aid or waypoint defined in fix-radial distance (FRD) format from a navigational aid. Within Canadian airspace a significant point may also be a coordinate described in degrees and minutes of latitude/longitude;
3. for routes that cross the U.S./Canadian border, a significant point within 30 NM of either side of the border shall be filed;
4. significant points should be filed for all tumpoints;
5. routine(s) shall avoid active Class F airspace;
6. “NRP” shall be entered in the Remarks section of the flight plan; and
7. flight plans to be filed at least one hour prior to departure.

(e) In the event that a NRP aircraft has to be recleared due to weather or tactical reasons, ATC will attempt to return the aircraft to the original NRP routing as soon as practical. Aircraft that depart from the NRP routing due to a pilot request or an ATC clearance authorizing a direct routing will be considered as a non participant of the NRP.

(f) Unless published routing restrictions are in effect, North Atlantic International flights planning to operate within the NAR System may file NRP routes beyond 200 NM of the NAR identified system airport and the published Inland Navigation Fixes (INFs).

**Specific FAA Requirements**

The following specific FAA requirements apply:

(a) Flights may be filed via a DP/STAR within offshore transition areas (12 NM or more off the U.S. shoreline).

(b) Flights may be filed and flown on the complete transition of DPs and/or STARs for specific airports in lieu of the 200 NM route planning requirement described in Common Procedures, paragraph “b” above. For listing of the airports refer to the current FAA Advisory Circular–NRP.

(c) Aircraft not meeting the above guidelines are to be requested through the FAA nonpreferred route programs. Those requests will be approved/disapproved on a workload permitting basis.

**NORTH AMERICAN ROUTE (NAR) SYSTEM**

**GENERAL**

(a) The objectives of the NAR System are as follows:

1. To expedite flight planning.
2. To reduce the complexity of route clearances and thereby minimize the confusion and error potential inherent in lengthy transmissions and readbacks; and
3. To minimize the time spent in the route clearance delivery function.

(b) The NAR System is designed to accommodate major airports in North America where the volume of North Atlantic (NAT) traffic and route complexity dictate a need to meet the above objectives. It is for the use of traffic entering/exiting the NAT and consists of a series of pre-planned routes from/to coastal fixes and identified system airports. Most of the routes are divided into two portions:

1. **Common Portion:** That portion of the route between a specified coastal fix or an oceanic entry/exit point and a specified inland navigation fix (INF). Some routes have a common portion only (N598A-N700A); and
2. **Non-common Portion:** That portion of the route between a specified INF and a system airport. The routes are within the high level airspace structure with a transition to/from system airports.

(c) The routes are prefixed by the abbreviation “N” with the numbering for the common portions orientated geographically from south to north. The ODD numbers have eastbound applications while the EVEN numbers apply to westbound. Following a one- to three-digit number, an alpha character indicates the validation codes and forms part of the route identifier. Validation codes are associated to amendments to the common routes only and not to non-common route portions.

(d) Since a primary function of the NAR system is to compliment the NAT traffic flow, a limited number of NAR routes, appropriate for the coastal fixes or oceanic entry/exit points serving the organized Organized Track System (OTS) and the domestic traffic organization, are included in the daily NAT/OTS message published by the Gander and Shanwick Oceanic Area Centers.

(e) Aircraft can only join the NAR system:

1. At an identified coastal fix or oceanic entry/exit point; or
2. On departure from one of the identified system airports; or
3. At an identified INF.
Westbound

a. Westbound routes begin at the oceanic exit points, thence along common route portions to an INF and then fan-out along non-
common routes to selected system airports;
b. For aircraft proceeding to an identified system airport and the route of flight to destination is described by a single NAR
designator, use the designator;
c. For aircraft proceeding to a non system airport but the route of flight is described by the common route portion to an identified
INF, use the designator to the INF followed by a detailed routing to the destination.

Eastbound

a. Eastbound routes only have a common portion from the INF to a coastal fix or oceanic entry point;
b. When the route of flight is described by a single NAR designator, use the designator;
c. For aircraft departing from a non-system airport, file via an appropriate detailed routing to the applicable INF and thence via the
common portion to the coastal fix or oceanic entry point using the NAR designator;

General

For those cases not described above, a detailed routing is required.

NAR REQUIREMENT

General

a. Generally there is no requirement to flight plan and operate using the NAR system. Eastbound aircraft intending to operate on the
NAT OTS and operating wholly on or south of a line between the intersections BAREE and TUDEEP shall file flight plan and
operate using one of the NarS published on the daily OTS Message. Westbound aircraft exiting the ocean via oceanic/coastal
fixes JEBBY, CARAC, BOBTU, JAROM or VODOR must file one of the published NAR common portions as specified in the
CFS unless re-entering NY oceanic via M201/M202/M203:
   i. JEBBY CARAC - N14B, N16B, N18B, N20A, N22A
b. NARs may be assigned by air traffic control for the tactical management of air traffic in Canadian domestic airspace.
c. For operators who elect not to use the NAT system, the rules of the NRP apply.

ROUTE CLEARANCES

a. For aircraft operating within the NAR System, the ATC routing clearance and pilot readback will be indicated by the NAR
designator, e.g., “North American Route 105B”;
b. For aircraft operating in the NAR System, but only using the common route portion, the ATC routing clearance and pilot
readback will be indicated by the NAR designator followed by the detailed routing;
c. For aircraft not operating in the NAR System, the ATC routing clearance and pilot readback will be via a detailed route;
d. Aircraft cleared to a system airport via a NAR designator are to follow the common and the non–common portion of the route to
a system airport. If either the common or non–common portion of the issued NAR is incompatible or unacceptable, the pilot is
to advise ATC accordingly.

DOCUMENTATION

a. It is expected that the following NAR documentation will be carried on the flight deck of each aircraft operating within the NAR
system:
   1. The current publications of NAV CANADA Canadian Flight Supplement; or Federal Aviation Administration Airport/Facility
   Directory Northeast U.S. (AFDNE); or another product which provides the current NAR; and
   2. the information in the current NAT/OTS message.
b. Changes to the NAR routes are advertised in the monthly publication Notices to Airmen Publication (NTAP).

COMMON PROCEDURES FOR RADIO COMMUNICATIONS FAILURE

a. The following procedures are intended to provide general guidance for North Atlantic (NAT) aircraft experiencing a
communications failure. These procedures are intended to complement and not supersede state procedures/regulations. It is not
possible to provide guidance for all situations associated with a communications failure.
   1. If so equipped, the pilot of an aircraft experiencing a two–way radio communications failure shall:
      i. operate the secondary radar transponder on identity Mode A) Code 7600 and Mode C; and
      ii. attempt to contact any ATC facility or another aircraft and inform them of the difficulty and request they relay information
         to the ATC facility with whom communications are intended.
b. Communications failure prior to entering NAT oceanic airspace
   1. If operating with a received and acknowledged oceanic clearance, the pilot shall enter oceanic airspace at the cleared
      oceanic entry point, level and speed and proceed in accordance with the received and acknowledged oceanic clearance. Any
      level or speed changes required to comply with the oceanic clearance shall be completed within the vicinity of the oceanic
      entry point.
   2. If operating without a received and acknowledged oceanic clearance, the pilot shall enter oceanic airspace at the first oceanic
      entry point, level and speed, as contained in the filed flight plan and proceed via the filed flight plan route to landfall. That
      first oceanic level and speed shall be maintained to landfall.
c. Communications failure prior to exiting NAT oceanic airspace
   1. Cleared on flight plan route
      The pilot shall proceed in accordance with the last received and acknowledged oceanic clearance to the last specified
      oceanic route point, normally landfall, then continue on the flight plan route. Maintain the last assigned oceanic level and
      speed to landfall. After passing the last specified oceanic route point, conform with the relevant State procedures/regulations.
   2. Cleared on other than flight plan route
      The pilot shall proceed in accordance with the last received and acknowledged oceanic clearance to the last specified
      oceanic route point, normally landfall. After passing this point, rejoin the filed flight plan route by proceeding directly to the
      next significant point ahead of the track of the aircraft as contained in the filed flight plan. Where possible use published ATS
      route structures, then continue on the flight plan route. Maintain the last assigned oceanic level and speed to the last
      specified oceanic route point. After this point conform with the relevant State procedures/regulations.
The Boston ARTCC North Atlantic Advisory is published daily and establishes required routing for aircraft that transition into the North American Route structure and the North Atlantic Track system. The North Atlantic Advisory provides specific routing for international traffic transitioning Boston ARTCC airspace and proceeding across the North Atlantic with the following exceptions:

Departures from ATL, CLT, DFW, IAD, IAH, MCO, MIA, RDU via eastbound routes that will traverse Boston ARTCC airspace may file the following:

1. Via RBV LLUND
   a. LLUND BAYYS PUT QUBIS/TAFFY/MIILS/TOPPS/EBONY
   b. LLUND BAYYS PUT WITCH ALLEX
   c. LLUND BAYYS PUT TUSKY/BRADD/KANNI

2. Via RBV J62 RIFLE SHHAR TUSKY/BRADD/KANNI/WHALE/VITOL

3. Via J174 RIFLE SHHAR TUSKY/BRADD/KANNI/WHALE/VITOL

4. When the tracks are ALLEX and North, users may file to the most southern INF published on the daily track message
   a. Via RBV J62 RIFLE ACK (then direct to the most southern published INF)
   b. Via J174 RIFLE ACK (then direct to the southernmost published INF)

The Boston ARTCC North Atlantic Advisory is effective between the hours of 2000–0500 UTC.

NE, 5 NOV 2020 to 31 DEC 2020
The following listing divides the NAR Route descriptions into two sections according to the direction of flight (eastbound or westbound). Each section is subdivided according to the route portion (Common or Non-common). The Common portion describes the NAR route between the Coastal Fix and the Inland Navigational Facility/Fix. The Non-common portion describes the route between the NAR route system airport being used and the Inland Navigational Facility/Fix.

### COMMON PORTION (EASTBOUND)

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NE, 5 NOV 2020 to 31 DEC 2020
# North American Routes

## Affected NARS BLW FL330:

## Affected NARS ABV FL310:
- CYR666: N458A, N460A, N500B, N542B

### Non-Common Portion (Westbound) via Allex

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* Check for all active CYBG NOTAMS before flight planning this NAR. NARS affected by each military area can be determined by the following:

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*NOTE: St. Louis route usable only for aircraft at or above FL350.*

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**NE, 5 NOV 2020 to 31 DEC 2020**
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**NE, 5 NOV 2020 to 31 DEC 2020**
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PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Available pilot controlled lighting (PCL) systems are indicated as follows:
1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g., ☐, ☐
2. Approach lighting systems that do not bear a system identification are indicated with a negative "(*)" beside the name.

A star (*) indicates non-standard PCL, consult Chart Supplement, e.g., 1*

To activate lights, use frequency indicated in the communication section of the chart with a ☐ or the appropriate lighting system identification e.g., UNICOM 122.8 ☐, ☐, ☐

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<td>5 times within 5 seconds</td>
<td>Medium or lower intensity (Lower REIL or REIL-off)</td>
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<td>3 times within 5 seconds</td>
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The Date of Latest Revision identifies the Julian date the chart was added or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest revision of any kind has been made to the chart.

FAA Procedure Amendment Number represents the most current amendment of a given procedure. The Procedure Amendment Effective Date represents the IRAC cycle date on which the procedure amendment was incorporated into the chart. Updates to the amendment number & effective date represent procedural/criteria revisions to the charted procedure, e.g., course, fix, altitude, minima, etc.

NOTE: Inclusion of the "Procedure Amendment Effective Date" will be phased in as procedures are amended. As this occurs, the Julian date will be relocated to the upper right corner of the chart.

MISCELLANEOUS

* Indicates a non-continuously operating facility, see Chart Supplement.

For Civil (FAA) instrument procedures, "RADAR REQUIRED" in the planview of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. "Radar required" in the pilot briefing portion of the chart indicates that ATC radar is required on portions of the procedure outside the final approach segment, including the missed approach. Some military procedures also have equipment requirements such as "Radar Required", but do not conform to the same charting application standards used by the FAA.

Distances in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway Dimensions in feet. Elevations in feet. Mean Sea Level (MSL). Ceilings in feet above airport elevation. Radials/ bearings/headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

Terrain is scaled within the neat lines (planview boundaries) and does not accurately underline not-to-scale distance depictions or symbols.
INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

**LEGEND**

**REFERENCE FEATURES**
- Displaced Threshold
- Hot Spot
- Runway Holding Position Markings
- Buildings
- 24-Hour Self-Serve Fuel
- Tanks
- Obstructions
- Airport Beacon
- Runway blinds
- Control Tower
- TWR

**NOTE:**
- All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on an appropriate diagram), and may not be compatible with local coordinates published in FLIP. (Foreign Only)

## AIRPORT DIAGRAM

- **Runway Diagram:**
  - Runway Elevation
  - Runway Slope
  - Displaced Threshold
  - Runway Identification

- **Field Diagram:**
  - Field Elevation
  - Runway Dimensions
  - Runway Heading

- **Movement Area Dimensions:**
  - Runway Elevation
  - Runway Dimensions

- **Visual Screen:**
  - Runway Slope

**SCOPE:**
Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.
An "Airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>CONNECTICUT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DANBURY MUNI (DXR)</td>
<td>HS 1</td>
<td>Maint vigilance confusing twy configuration. Pilots unfamiliar should ask for progressives.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Area not visible from the twr.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Active ramp adjacent to twy.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Hold position marking on Twy C for Rwy 26 is further from the rwy than the std location. It will appear before you expect it.</td>
</tr>
<tr>
<td>GROTON–NEW LONDON (GON)</td>
<td>HS 1</td>
<td>When ldg Rwy 15–33 and exit on Twy C, you immediately enter the parallel Twy B.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>When ldg Rwy 15–33 and exit on Twy J, you immediately enter the parallel Twy B.</td>
</tr>
<tr>
<td>HARTFORD–BRAINARD (HFD)</td>
<td>HS 1</td>
<td>Helipad is in close proximity to the intersection of Twy A and Twy H.</td>
</tr>
<tr>
<td>WINDSOR LOCKS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BRADLEY INTL (BDL)</td>
<td>HS 1</td>
<td>Twy C and Twy E complex intersection in close proximity to Rwy 01–19.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Acft on Twy S missing Twy C may enter Rwy 24.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Acft on Twy J missing Twy S may enter Rwy 33.</td>
</tr>
<tr>
<td>DELAWARE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DOVER AFB (DOV)</td>
<td>HS 1</td>
<td>Intersecting of Rwy 01–19, Rwy 14–32 and Twy D btn the runways can create confusion. Query twr if lost or need help.</td>
</tr>
<tr>
<td>WILMINGTON</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NEW CASTLE (ILG)</td>
<td>HS 1</td>
<td>Twy F intersects Rwy 09–27 which is in close proximity to the thld of Rwy 14–32.</td>
</tr>
<tr>
<td>DISTRICT OF COLUMBIA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MANASSAS RGNL/HARRY P DAVIS FLD (HEF)</td>
<td>HS 1</td>
<td>Maint vigilance on Twy K crossing Rwy 16L–34R to flw markings leading towards Twy B3.</td>
</tr>
<tr>
<td>WASHINGTON</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RONALD REAGAN WASHINGTON NATIONAL (DCA)</td>
<td>HS 1</td>
<td>Twy N, Twy K, Twy L, and Twy J complex int in close proximity of the rwy.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Maint awareness of Hold Line posn for Rwy 19 fr the Hold Bay and while approaching Rwy 19 on Twy J.</td>
</tr>
<tr>
<td>MAINE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PORTLAND INTL JETPORT (PWM)</td>
<td>HS 1</td>
<td>Acft taxiing southbound on Twy C must be alert to not miss the turn at Twy A and enter Rwy 11–29 wo authorization.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Acft taxiing northbound on Twy C must maint vigilance apch the Rwy 18 hold short marking which is ltd further S on Twy C than most pilots would anticipate.</td>
</tr>
</tbody>
</table>
MARYLAND

EASTON
EASTON/NEWNAM FLD (ESN)  HS 1  Acft taxiing southbound on Twy A to Rwy 33 inadvertently miss the turn onto Twy B and enter Rwy 33 without a clearance. Twy A and Twy B intersection in close proximity to the rwy.

FREDERICK
FREDERICK MUNI (FDK)  HS 1  Eastbound tfc on Twy E and North and Southbound tfc on Twy A must remain alert for tfc exiting Rwy 05–23 at Twy E.
HS 2  Northbound tfc on Twy A must remain alert as to not miss Twy B when taxiing to Rwy 30 and Southeast bound tfc on Twy B as not to miss Twy A when taxiing to Rwy 23.
HS 3  Northbound tfc on Twy A need to be alert as not to miss Twy B and inadvertently taxi onto Rwy 30.
HS 4  Southeast bound tfc on Twy B need to be alert as not to miss Twy A and inadvertently taxi onto Rwy 23.

HAGERSTOWN
HAGERSTOWN RGNL–RICHARD A HENSON FLD (HGR)  HS 1  Maint vigilance congestion area and close proximity to rwys.

BEDFORD
LAURENCE G HANSCOM FLD (BED)  HS 1  Pilots become confused with the wide expanse of pavement and convergence of numerous twys.

BEVERLY
BEVERLY RGNL (BVY)  HS 1  Prepare to hold short of Rwy 16–34 immediately after exiting the East Ramp.
HS 2  Acft taxiing SE on Twy E fail to turn on Twy H and enter Rwy 27 without authorization.

BOSTON
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)  HS 1  Maint vigilance when taxiing on Rwy 15L–33R approaching Rwy 04L–22R.
HS 2  Taxiing on Twy N approaching Rwy 15R–33L.
HS 3  Maint vigilance on Twy E and Twy K when approaching Rwy 04L–22R.
HS 4  Maint vigilance on Twy C when approaching Rwy 09–27. Maint vigilance on Twy D when approaching Rwy 15R–33L.

LAWRENCE
LAWRENCE MUNI (LWM)  HS 1  Maintain vigilance approaching Rwy 05–23 hold lines.
HS 2  Maintain vigilance on Twy A; hold line to Rwy 14–32 appears quickly.
HS 3  Maintain vigilance approaching Rwy 05–23 hold lines.

NANTUCKET
NANTUCKET MEM (ACK)  HS 1  Maintain vigilance while taxiing. High tfc area.
HS 2  Maintain vigilance while taxiing. High tfc area.
HS 3  Maintain vigilance while taxiing. High tfc area.

WESTFIELD/SPRINGFIELD
WESTFIELD–BARNES RGNL (BAF)  HS 1  Maint vigilance departing ramp. Twy A and Twy B complex int in close proximity to rwys.
HS 2  Unusual lctn for rwy hold posn marking on Twy A for Rwy 15.

NEW HAMPSHIRE

LEBANON
LEBANON MUNI (LEB)  HS 1  Rwy hold position marking for Rwy 25 on Twy B is further down the twy than most pilots would expect. When taxiing to Rwy 25 on Twy B the hold line will appear before you expect it.
HS 2  North Ramp and Twy B between Twy B1 and Twy B2 area not visible from the trw.
HS 3  Acft routinely back taxi on Rwy 18–36.
<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>MANCHESTER</td>
<td>HS 1</td>
<td>Maint vigilance apch the rwy holding posn markings. Anticipate the Rwy 17 hold line upon cros Rwy 24 northbound on Twy H.</td>
</tr>
<tr>
<td>MANCHESTER (MHT)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ATLANTIC CITY</td>
<td>HS 1</td>
<td>Maintain vigilance crossing Rwy 13–31 on Twy A and Rwy 04–22 on Twy B due to close proximity.</td>
</tr>
<tr>
<td>ATLANTIC CITY INTL (ACY)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CALDWELL</td>
<td>HS 1</td>
<td>Pilots taxiing to Rwy 28 northbound on Twy P should exercise caution at intersection of Twy P and Twy N due to close proximity to Rwy 28.</td>
</tr>
<tr>
<td>ESSEX CO (CDW)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NEWARK</td>
<td>HS 1</td>
<td>Actf taxig via Twy P turng WB onto Twy Z will immediately reach Rwy 04L–22R hold line.</td>
</tr>
<tr>
<td>NEWARK LIBERTY INTL (EWR)</td>
<td>HS 2</td>
<td>Southbound tfc on Twy Z5 &amp; Twy Z6 should not confuse Rwy 11–29 for Twy Z.</td>
</tr>
<tr>
<td>TETERBORO</td>
<td>HS 1</td>
<td>Maintain vigilance on Twy L at Rwy 06–24. High tfc area.</td>
</tr>
<tr>
<td>TETERBORO (TEB)</td>
<td>HS 2</td>
<td>Maintain vigilance on Twy G at Rwy 06–24. High tfc area.</td>
</tr>
<tr>
<td>WRIGHTSTOWN</td>
<td>HS 1</td>
<td>Actf southbound on Twy H may be required to hold short of Rwy 36 Apch Zone when Rwy 36 or Rwy 18 in use. Rwy 36 Apch Zone is prior to Rwy 36 Hold Short Line.</td>
</tr>
<tr>
<td>WRIGHTSTOWN (JOINT BASE MC GUIRE DIX LAKEHURST) (WRI)</td>
<td>HS 2</td>
<td>Actf southwest bound on Twy G may be required to hold short of Rwy 36 Apch Zone when Rwy 36 or Rwy 18 in use.</td>
</tr>
<tr>
<td>ALBANY</td>
<td>HS 1</td>
<td>Maintain vigilance Twy A and Twy C complex int in close proximity to Rwy 10–28.</td>
</tr>
<tr>
<td>ALBANY INTL (ALB)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BINGHAMTON</td>
<td>HS 1</td>
<td>Maintain vigilance int in close proximity to Rwy 28 and Rwy 34.</td>
</tr>
<tr>
<td>GREATER BINGHAMTON/EDWIN A LINK FLD (BGM)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BUFFALO</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BUFFALO NIAGARA INTL (BUF)</td>
<td>HS 1</td>
<td>Maintain vigilance Twy D and Twy A waiver for ATC crossings.</td>
</tr>
<tr>
<td>LAGUARDIA (LGA)</td>
<td>HS 1</td>
<td>Intersection of rwys and Twy G, Twy P, Twy R, Twy S. Maintain vigilance when exiting Rwy 04 at Twy Q. Be sure to completely cross the hold line which requires crossing onto another twy.</td>
</tr>
<tr>
<td>NEW YORK</td>
<td>HS 2</td>
<td>Maintain vigilance high tfc area in GA ramp.</td>
</tr>
<tr>
<td>NEW YORK STEWART INTL (SWF)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ROCHESTER</td>
<td>HS 1</td>
<td>Be alert during ldg/tkf Rwy 25 and Rwy 28 thlds in close proximity to each other.</td>
</tr>
<tr>
<td>FREDERICK DOUGLASS – GREATER ROCHESTER INTL (ROC)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HARRISBURG</td>
<td>HS 1</td>
<td>Rwy 26 LAHSO pavement marking is difficult to see in late afternoon due to sun.</td>
</tr>
<tr>
<td>CAPITAL CITY (CXY)</td>
<td>HS 2</td>
<td>Rwy 08 ILS Critical Area hold line pavement marking is NSTD.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Twy C at Rwy 30. Entrance to Twy B is difficult to see from Twy C due to large pavement area.</td>
</tr>
</tbody>
</table>

**NEW YORK STEWART INTL (SWF)**

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>ALBANY</td>
<td>HS 1</td>
<td>Maintain vigilance Twy A and Twy C complex int in close proximity to Rwy 10–28.</td>
</tr>
<tr>
<td>ALBANY INTL (ALB)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BINGHAMTON</td>
<td>HS 1</td>
<td>Maintain vigilance int in close proximity to Rwy 28 and Rwy 34.</td>
</tr>
<tr>
<td>GREATER BINGHAMTON/EDWIN A LINK FLD (BGM)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BUFFALO</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BUFFALO NIAGARA INTL (BUF)</td>
<td>HS 1</td>
<td>Maintain vigilance Twy D and Twy A waiver for ATC crossings.</td>
</tr>
<tr>
<td>LAGUARDIA (LGA)</td>
<td>HS 1</td>
<td>Intersection of rwys and Twy G, Twy P, Twy R, Twy S. Maintain vigilance when exiting Rwy 04 at Twy Q. Be sure to completely cross the hold line which requires crossing onto another twy.</td>
</tr>
<tr>
<td>NEW YORK</td>
<td>HS 2</td>
<td>Maintain vigilance high tfc area in GA ramp.</td>
</tr>
<tr>
<td>NEW YORK STEWART INTL (SWF)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ROCHESTER</td>
<td>HS 1</td>
<td>Be alert during ldg/tkf Rwy 25 and Rwy 28 thlds in close proximity to each other.</td>
</tr>
<tr>
<td>FREDERICK DOUGLASS – GREATER ROCHESTER INTL (ROC)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HARRISBURG</td>
<td>HS 1</td>
<td>Rwy 26 LAHSO pavement marking is difficult to see in late afternoon due to sun.</td>
</tr>
<tr>
<td>CAPITAL CITY (CXY)</td>
<td>HS 2</td>
<td>Rwy 08 ILS Critical Area hold line pavement marking is NSTD.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Twy C at Rwy 30. Entrance to Twy B is difficult to see from Twy C due to large pavement area.</td>
</tr>
<tr>
<td>CITY/AIRPORT</td>
<td>HOT SPOT</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>--------------------------------------------------</td>
<td>----------</td>
<td>-----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>PHILADELPHIA</td>
<td>HS 1</td>
<td>Acft taxing on Twy D must remain alert to not enter Rwy 08–26 without a proper clearance.</td>
</tr>
<tr>
<td>PHILADELPHIA INTL (PHL)</td>
<td>HS 2</td>
<td>Tfc taxing south on Twy Y must be alert to not miss the turn at Twy S and enter onto Rwy 09R–27L.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Maint vigilance, Twy E apch hold to protect Rwy 26 over.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Maint vigilance Twy K and Twy D close int to Rwy 35 and 27R.</td>
</tr>
<tr>
<td>PITTSBURGH</td>
<td>HS 1</td>
<td>Wide pavement int multiple rwy.</td>
</tr>
<tr>
<td>ALLEGHENY CO (AGC)</td>
<td>HS 2</td>
<td>Wide pavement int with ramps, twys, and rwy.</td>
</tr>
<tr>
<td>READING</td>
<td>HS 1</td>
<td>Hold lines on Twy B for Rwy 31 and Rwy 36 can be confusing due to close proximity.</td>
</tr>
<tr>
<td>READING RGNL/CARL A SPAATZ FLD (RDG)</td>
<td>HS 2</td>
<td>Area along Twy H from Twy D to Rwy 18 hold line not visible from ATCT.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Area along Twy A from terminal ramp to Rwy 36 hold line not visible from ATCT.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Maint vigilance confusing twy configuration near adj ramp.</td>
</tr>
<tr>
<td>WILLIAMSPORT</td>
<td>HS 1</td>
<td>Tfc approaching the Rwy 27 and Rwy 30 Hold Line on Twy B must remain alert so as not to mistake that Hold Line as applying to a single rwy only. The Hold Line applies to Rwy 27 and Rwy 30.</td>
</tr>
<tr>
<td>PROVIDENCE</td>
<td>HS 1</td>
<td>Main vigilance at Twy M and Twy C due to vast amount of pavement and multiple rwy hold lines in close proximity of rwy.</td>
</tr>
<tr>
<td>THEODORE FRANCIS GREEN STATE (PVD)</td>
<td>HS 2</td>
<td>Int of Rwy 16–34, Twy V, Twy N, and Twy T – complex int with a convergence of numerous twys with Rwy 16–34.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Twy M at the int of Twy B use extra vigilance due to vast amount of pavement and multiple hold lines in close proximity of rwy.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Maint vigilance dep northwest ramp. Twy S is immed adj to NW ramp. Acft could inadvertently enter Rwy 16–34.</td>
</tr>
<tr>
<td>RHODE ISLAND</td>
<td>HS 1</td>
<td>Wrong rwy departure risk. Pilots instructed to depart Rwy 19 mistakenly depart wrong rwy – Rwy 15.</td>
</tr>
<tr>
<td>BURLINGTON</td>
<td>HS 2</td>
<td>Maintain vigilance on Twy C approaching Rwy 01–19 hold lines.</td>
</tr>
<tr>
<td>BURLINGTON INTL (BTV)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NEWPORT NEWS</td>
<td>HS 1</td>
<td>Maintain vigilance. Due to the large pavement area at the int of Rwy 07–25 and Rwy 02–20, pilots can easily become disoriented through the int.</td>
</tr>
<tr>
<td>NEWPORT NEWS/WILLIAMSBURG INTL (PHF)</td>
<td>HS 2</td>
<td>Wrong rwy departure risk. Pilots instructed to depart Rwy 07 or Rwy 02 may mistakenly depart the adjacent rwy due to the close proximity of the thlds.</td>
</tr>
<tr>
<td>RICHMOND</td>
<td>HS 1</td>
<td>Wrong rwy departure risk. Pilots instructed to depart Rwy 20 or Rwy 16 mistakenly depart the adjacent rwy due to close proximity of thlds. Acft ldg Rwy 34 unable to exit Twy C expect to cross the departure end of Rwy 02 to clear the rwy.</td>
</tr>
<tr>
<td>ROANOKE</td>
<td>HS 1</td>
<td>Northbound tfc on Twy A for Rwy 24 sometimes fail to make the turn at Twy G and enter Rwy 06–24 without a clearance.</td>
</tr>
<tr>
<td>ROANOKE–BLACKSBURG RGNL/WOODRUM FLD (ROA)</td>
<td>HS 2</td>
<td>Maint situation awareness at Twy A and Twy D.</td>
</tr>
<tr>
<td>CITY/AIRPORT</td>
<td>HOT SPOT</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>-------------</td>
<td>----------</td>
<td>-------------</td>
</tr>
<tr>
<td>HUNTINGTON</td>
<td>HS 1</td>
<td>Maintain vigilance, Twy A does not lead to the end of Rwy 12. Full length departures rqr rwy crossing.</td>
</tr>
</tbody>
</table>
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

77°57.5'W 77°57.0'W
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

JANUARY 2020 ANNUAL RATE OF CHANGE 0.1° E

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

Runway Status Lights in operation.
AIRPORT DIAGRAM

IGOR I. SIKORSKY MEMORIAL (BDR)
BRIDGEPORT, CONNECTICUT

ATIS
119.15
BENDIGET PORT TOWER •
120.9, 257.8
GND CON
121.75, 257.8
CLNC DEL
121.75
124.075 (When Twr Closed)

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
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JANUARY 2020
ANNUAL RATE OF CHANGE
0.0° E

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READEBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ATIS
118.8
HARRISBURG INTL TOWER
124.8 269.35
GND CON
121.7 348.6

FIELD ELEV
310

A-3 A-2 A-1
B-3 B-4 B-5
C-3 C-2 C-1

128.0' A

FIRE STATION
TWR 450
FBO

SEE INSET

RESTRICTED AREA
NATIONAL GUARD
CARGO

ELEV 309

RWY 13-31
PCN 90 F/C/X/T
S-155, D-330, 2D-550

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM
HARTFORD-BRAINARD (HFD)
HARTFORD, CONNECTICUT

ATIS
126.45

BRAINARD TOWER *
119.6 248.2

GND CON
121.6

CLNC DEL
121.6

72°39.0'W

41°44.5'N

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° E

Rwy 02-20
S-30, D-43, 2D-70
Rwy 11-29
S-10

TWR 75

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE, 5 NOV 2020 to 31 DEC 2020
AIRPORT DIAGRAM

ITHACA TOMPKINS RGNL (ITH)

ITHACA, NEW YORK

ATIS
125.175
ITHACA TOWER
119.6
GND CON
121.8
CLNC DEL
121.8

ELEV
1077

1202
DE-ICE
PAD

TWR
1133

TERMINAL

HANGARS

FBO

FIRE
STATION

RWY 14-32
PCN 58 F/C/W/T
S-100, D-192, 2D-574,
2D/2D2-1044

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

JANUARY 2020
ANNUAL RATE OF CHANGE
0.0° E

FIELD
ELEV
1099

42°29.5'N

2086

ITHACA, NEW YORK
ITHACA TOMPKINS RGNL (ITH)

NE, 5 NOV 2020 to 31 DEC 2020
AIRPORT DIAGRAM

JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)
AL-898 (FAA)
JOHNSTOWN, PENNSYLVANIA

ATIS 118.325
JOHNSTOWN TOWER* 125.75
GND CON 121.6
CLNC DEL 126.85 235.775

ELEV 2270

HANGARS

FIELD ELEV 2284

ELEV 2290

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE, 5 NOV 2020 to 31 DEC 2020
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
MORGANTOWN MUNI-WALTER L BILL HART FLD (MGW)
MORGANTOWN, WEST VIRGINIA

ASOS 120.675
MORGANTOWN TOWER *
125.1 257.8
GND CON
121.7

MAIN APRON
TERMINAL
WATER TANK 1392 ±
TWR 1305
FIRE STATION
GA APRON

CORPORATE HANGAR
HANGAR
UNIVERSITY HANGAR
MAINTENANCE
HANGARS

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

MORGANTOWN MUNI-WALTER L BILL HART FLD (MGW)
MORGANTOWN, WEST VIRGINIA

NE, 5 NOV 2020 to 31 DEC 2020
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

20142

LARGUARDIA (LGA)

NEW YORK, NEW YORK

NE, 5 NOV 2020 to 31 DEC 2020

CAUTION: AIRCRAFT TAXIING ON TWY B FOR RWY 4 DEPARTURE, MAY BE INSTRUCTED TO HOLD AT THE ILS HOLD LINE.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

Runway Status Lights in operation

RWY 04-22
PCN 63 F/B/W/T
S-80, D-170, 2D-360

RWY 13-31
PCN 63 F/B/W/T
S-80, D-170, 2D-360

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
20086
AIRPORT DIAGRAM
AL-5785 (FAA)
WATERBURY-OXFORD (OXC)
OXFORD, CONNECTICUT

ATIS
132.975
OXFORD TOWER 118.475
GND CON
121.65
CLNC DEL
121.65
125.1 (When Tower Closed)

FIELD
ELEV
730

NORTHEAST RAMP
HANGAR
C
C
B

41°29.0'N
C

HANGARS

NORTHWEST RAMP
GENERAL AVIATION PARKING
TRANSIENT PARKING
TWR/BCN
HANGARS

41°28.5'N

SOUTH RAMP
GENERAL AVIATION PARKING

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 18-36
S-50, D-85, 2S-107, 2D-145

EMAS
ELEV 680

0.1° E
JANUARY 2020
ANNUAL RATE OF CHANGE

41°28.0'N
73°08.5'W 73°08.0'W 73°07.5'W

NE, 5 NOV 2020 to 31 DEC 2020
AIRPORT DIAGRAM

20086

ATIS
124.35
PARKERSBURG TOWER *
123.7 257.8
GND CON
121.7

ELEV 858 81°26.0'W
ELEV 859

FIELD

81°26.5'W

210.1'N

WEST VIRGINIA
NATIONAL GUARD

39°21.0'N

JANUARY 2020
ANNUAL RATE OF CHANGE 0.0' W

4002 X 150

ELEV 831

103.1°

7240 X 150

FIRE
STATION

RAMP OFFICE
GENERAL AVIATION TERMINAL

CIVIL AIR PATROL

TERMINAL E

HANGAR NO. 2

HANGAR NO. 1

TWR 918

HANGARS

HANGAR NO. 5

HANGAR NO. 4

HANGAR NO. 3

ELEV 838

03-21
PCN 31 R/C/X/T
5-85, D-100, 2D-175

RWY 10-28
PCN 30 R/C/X/T
5-90, D-75, 2D-135

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE, 5 NOV 2020 to 31 DEC 2020
CAUTION: Be alert to runway crossing clearances. Readback of all runway holding instructions is required.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
JANUARY 2020
ANNUAL RATE OF CHANGE
0.0° E

FIELD
ELEV
53

210 X
140

098.2

098.2

138.0

ELEV
46

200 X
140

TERMINAL

FIRE
STATION

GENERAL
AVIATION
PARKING

ELEV
49

600 X 100

5000 X 100

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RECON, D-62, 2D-423, 2D/2D-749

NE, 5 NOV 2020 to 31 DEC 2020

AIRPORT DIAGRAM
SALISBURY, MARYLAND
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)
AL-977 (FAA)
SALISBURY, MARYLAND

20254

AIRPORT DIAGRAM
701
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES, READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

LEFT-HAND TURN-OFFS FROM RWY 33 TO TAXIWAY K PROHIBITED.

NOTE: PROHIBITED AREA (P-56) 1.5 NM NORTH OF DCA - AVOID SURFACE TO 18,000 MSL.
ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
Runway Status Lights in operation.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

20086 EASTFIELD-BARNES RGNL (BAF)
WESTFIELD/SPRINGFIELD, MASSACHUSETTS

AIRPORT DIAGRAM

20086

NE, 5 NOV 2020 to 31 DEC 2020
ATIS 111.6
WILKES-BARRE TOWER 120.1 257.8
GND CON 121.9

JANUARY 2020
ANNUAL RATE OF CHANGE
0.0" E

EMAS
ELEV 911

RAMPs
PASSENGER TERMINAL

FIRE STATION
HANGARS
FUEL TANKS
GENERAL AVIATION

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

FIELD ELEV 962

ATIS 111.6
WILKES-BARRE TOWER 120.1 257.8
GND CON 121.9

JANUARY 2020
ANNUAL RATE OF CHANGE
0.0" E

EMAS
ELEV 911

RAMPs
PASSENGER TERMINAL

FIRE STATION
HANGARS
FUEL TANKS
GENERAL AVIATION

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

FIELD ELEV 962

ATIS 111.6
WILKES-BARRE TOWER 120.1 257.8
GND CON 121.9

JANUARY 2020
ANNUAL RATE OF CHANGE
0.0" E

EMAS
ELEV 911

RAMPs
PASSENGER TERMINAL

FIRE STATION
HANGARS
FUEL TANKS
GENERAL AVIATION

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

FIELD ELEV 962
Submitting Pilot Weather Reports (PIREPs)

1. UA - Routine PIREP / UUA - Urgent PIREP

2. /OV - Location: Use Airport or NAVAID identifiers only.
   
   - Location can be reported as a single fix, radial DME, or a route segment (Fix- Fix)
   
   Examples: /OV LAX, /OV LAX-SLH20005, /OV PDZ-PSP.

3. /TM – Time: When conditions occurred or were encountered.
   
   - Use 4 digits in UTC.
   
   Examples: /TM 1645, /TM 0915

4. /FL - Altitude/Flight Level
   
   - Use 3 digits for hundreds of feet. If not known, use UNKN.
   
   Examples: /FL095, /FL310, /FLUNKN

5. /TP - Type aircraft: Required if reporting Turbulence or Icing
   
   - No more than 4 characters, use UNKN if the type is not known.
   
   Examples: /TP P28A, /TP RV8, /TP B738, /TP UNKN

6. /SK – Sky Condition/Cloud layers:
   
   - Report cloud coverage using contractions: FEW, SCT, BKN, OVC, SKC
   - Report bases in hundreds of feet: BKN005, SCT015, OVC200
   - If bases are unknown, use UNKN
   - Report cloud tops in hundreds of feet: TOP120
   
   Examples: /SK BKN035, /SK SCT UNKN-TOP125, /SK OVC905-TOP125/ SKC

7. /WX - Weather: Flight visibility is always reported first. Append FV reported with SM.
   
   - Report visibility using 2 digits: FV01SM, FV10SM
   - Unrestricted visibility use FV99SM.
   - Use standard weather contractions e.g.: RA, SH, TS, HZ, FG, -, +
   
   Examples: /WX FV01SM +SHRA, /WX FV10 SM -RA BR.

8. /TA - Air temperature (Celsius): Required when reporting icing
   
   - 2 digits, unless below zero, then prefix digits with M.
   
   Examples: /TA 15, /TA M04

9. /WV - Wind: Direction in 3 digits, speed in 3 or 4 digits, followed by KT.
   
   Examples: /WV 270045KT, /WV 000110KT

10. /TB - Turbulence:
    
    - Report intensity using LGT, MOD, SEV, or EXTRM
    - Report duration using INTMT, OCNL or CONS when reported by pilot.
    - Report type using CAT or CHOP when reported by pilot.
    - Include altitude only if different from /FL.
    - Use ABV or BLO when limits are not defined.
    - Use NEG if turbulence is not encountered.
    
    Examples: /TB OCNL MOD, /TB LGT CHOP, /LG060, /TB MOD BLO 090, /TB NEG

11. /IC - Icing:
    
    - Report intensity using TRACE, LGT, MOD or SEV
    - Report type using RIME, CLR, or MX
    - Include altitude only if different than /FL.
    - Use NEG if icing not encountered.
    
    Examples: /IC LGT-MOD RIME, /IC SEV CLR 028-045, /IC NEG

12. /RM - Remarks: Use to report phenomena that does not fit in any other field.
    
    - Report the most hazardous element first.
    - Name of geographic location from /OV field fix.
    
    Examples: /RM LLWS +/-15KT SFC-003 DURC RWY22 JFK
             /RM MTN WAVE, /RM DURC., /RM DURD, /RM MULAN PASS
             /RM BA RWY 02L BA MEDIUM TO POOR 3IN DRY SN OVER COMPACTED SN

Examples of Completed PIREPS

UA /OV RFD /TM 1315 /FL160 /TP PA44 /SK OVC025-TOP095/OVC150 /TA M12 /TB INTMT LGT CHOP
UA /OV DHT3600015-AMA /TM 2116 /FL050 /TP PA32 /SK BKN090 /WX FV05SM –RA /TA 04 /TB LGT /IC NEG
UA /OV PDZ010018 /TM 1520 /FL125 /TP C172 /WX 270048KT TB SEV 055-085 /RM CAJON PASS

*
## PIREP FORM

3 or 4 letter Identifier

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### Items 1 through 5 are mandatory for all PIREPs

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<td>3.</td>
<td>/TM</td>
<td>Time</td>
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<td>4.</td>
<td>/FL</td>
<td>Altitude/Flight Level</td>
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<td>/TP</td>
<td>Aircraft Type</td>
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### Items 6 through 12

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<td>/WX</td>
<td>Flight Visibility &amp; Weather</td>
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<td>8.</td>
<td>/TA</td>
<td>Temperature (Celsius)</td>
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<td>9.</td>
<td>/WV</td>
<td>Wind</td>
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<td>/TB</td>
<td>Turbulence</td>
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<td>/IC</td>
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<td>12.</td>
<td>/RM</td>
<td>Remarks</td>
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FAA Form 7110-2 (9/19) Supersedes Previous Edition

NE, 5 Nov 2020 to 31 Dec 2020
CT DC DE MA MD ME NH NJ NY NY PA RI RI VA VT WV

5 NOV 2020 TO 31 DEC 2020