CHART SUPPLEMENT
NORTHEAST U.S.

Effective 0901Z 17 JUN 2021
to 0901Z 12 AUG 2021

Note: A content review is taking place on the Chart Supplement between the A/FD section and the Airport Diagrams. Users may see substantial updates or changes.

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GENERAL INFORMATION

This Chart Supplement is a Civil Flight Information Publication updated every eight weeks by the U.S. Department of Transportation, Federal Aviation Administration, Aeronautical Information Services, http://www.faa.gov/go/ais. It is designed for use with Aeronautical Charts covering the conterminous United States, Puerto Rico and the Virgin Islands.

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.

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FAA, Aeronautical Information Services
1305 East West Highway
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<th>Airspace Information* Cut–off date</th>
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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.
GENERAL INFORMATION............................................................................................................. Inside Front Cover
City/Military Airport Cross Reference.................................................................................................2
Seaplane Landing Areas .......................................................................................................................3
Abbreviations ..................................................................................................................................4
SECTION 1: AIRPORT/FACILITY DIRECTORY LEGEND ...................................................................... 12
SECTION 2: AIRPORT/FACILITY DIRECTORY
Connecticut ...........................................................................................................................................30
Delaware ..............................................................................................................................................43
District Of Columbia ..........................................................................................................................52
Maine ..................................................................................................................................................57
Maryland ...........................................................................................................................................86
Massachusetts .................................................................................................................................116
New Hampshire ...............................................................................................................................142
New Jersey ......................................................................................................................................156
New York ........................................................................................................................................183
Pennsylvania ...................................................................................................................................257
Rhode Island .....................................................................................................................................321
Vermont ............................................................................................................................................327
Virginia ...............................................................................................................................................335
West Virginia ...............................................................................................................................386
SECTION 3: NOTICES
Special Notices .................................................................................................................................405
Regulatory Notices ..........................................................................................................................419
SECTION 4: ASSOCIATED DATA
FAA Telephone Numbers and National Weather Service .................................................................421
NWS Upper Air Observing Stations ................................................................................................426
Air Route Traffic Control Centers ..................................................................................................427
Flight Service Station Communication Frequencies ........................................................................431
VOR Receiver Checkpoints and VOR Test Facilities ....................................................................434
Parachute Jumping Areas .............................................................................................................439
Supplemental Communication Reference ......................................................................................444
Preferred IFR Routes .......................................................................................................................450
Tower Enroute Control Routes ......................................................................................................509
North American Routes .................................................................................................................540
Minimum Operational Network (MON) Airport Listing .................................................................567
SECTION 5: AIRPORT DIAGRAMS
Airport Diagrams Legend ..................................................................................................................568
Airport Hot Spots ............................................................................................................................570
Airport Diagrams ............................................................................................................................575
PIREP Form .....................................................................................................................................696
## 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.

<table>
<thead>
<tr>
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### SEAPLANE LANDING AREAS

The following locations have Seaplane Landing Areas (Waterways). See alphabetical listing for complete data on these facilities.

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## General Information

### 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

<table>
<thead>
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<th>Abbreviation</th>
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**Note:** The abbreviations are intended to represent grammatical variations of the basic form. (Example—“req” may mean “request”, “requesting”, “requested”, or “requests”).
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**Abbreviation** | **Description** |
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**GENERAL INFORMATION**

8

NE, 17 JUN 2021 to 12 AUG 2021
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<td>Altimeter Setting above station</td>
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<td>Altimeter Setting of 29.92 inches which provides height above standard datum plane</td>
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<td>Altimeter Setting which provides height above mean sea level</td>
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<td>SELCAL</td>
<td>Selective Calling System</td>
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<td>SELF</td>
<td>Strategic Expeditionary Landing Field</td>
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<tr>
<td>SEng</td>
<td>Single Engine</td>
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<td>Sep</td>
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<tr>
<td>SFA</td>
<td>Single Frequency Approach</td>
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<td>sfc</td>
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<td>Sequence Flashing Lights</td>
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<td>SFRA</td>
<td>Special Flight Rules Area</td>
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<td>SIF</td>
<td>Selective Identification Feature</td>
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<td>SM</td>
<td>statute miles</td>
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<td>SOAP</td>
<td>Spectrometric Oil Analysis Program</td>
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<td>SFO</td>
<td>Supervisor of Flying</td>
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<tr>
<td>SPB</td>
<td>Seaplane Base</td>
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<tr>
<td>SR</td>
<td>sunrise</td>
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<tr>
<td>SRE</td>
<td>Surveillance Radar Element of GCA (Instrument Approach Procedures Identification only)</td>
</tr>
<tr>
<td>SS</td>
<td>sunset</td>
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<tr>
<td>SSALS/R</td>
<td>Simplified Short Approach Lighting System/with RAIL</td>
</tr>
<tr>
<td>SSB</td>
<td>Single Sideband</td>
</tr>
<tr>
<td>SSR</td>
<td>Secondary Surveillance Radar</td>
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<tr>
<td>STA</td>
<td>Straight-in Approach</td>
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<td>survl</td>
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<td>Abbreviation</td>
<td>Description</td>
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<td>Transition Altitude</td>
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<td>Tactical Air Command</td>
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<td>Aerodrome (terminal or alternate)</td>
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<td></td>
<td>forecast in abbreviated form</td>
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<tr>
<td>Talce</td>
<td>Tanker Aircraft Control Element</td>
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<td>Terminal Control Area</td>
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<td>TCH</td>
<td>Threshold Crossing Height</td>
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<td>TCTA</td>
<td>Transcontinental Control Area</td>
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<tr>
<td>TD</td>
<td>Touchdown</td>
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<tr>
<td>TDWR</td>
<td>Terminal Doppler Weather Radar</td>
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<tr>
<td>TDZ</td>
<td>Touchdown Zone</td>
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<td>Touchdown Zone Lights</td>
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<td>take-off</td>
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<td>Transition Level</td>
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<td>TDOA</td>
<td>Take-Off Distance Available</td>
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<td>TORA</td>
<td>Take-Off Run Available</td>
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<td>Tire Pressure</td>
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<td>Traffic Pattern Altitude</td>
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<td>TRACON</td>
<td>Terminal Radar Approach Control (FAA)</td>
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<td>TRSA</td>
<td>Terminal Radar Service Area</td>
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<td>taxiway</td>
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<tr>
<td>UACC</td>
<td>Upper Area Control Center (used outside US)</td>
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<td>UAS</td>
<td>Unmanned Aerial Systems</td>
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<tr>
<td>UC</td>
<td>Under Construction</td>
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<td>UCN</td>
<td>Urgent Change Notice</td>
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<td>UDA</td>
<td>Upper Advisory Area</td>
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<td>UDF</td>
<td>Ultra High Frequency Direction Finder</td>
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<td>UFN</td>
<td>until further notice</td>
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<tr>
<td>UHF</td>
<td>Ultra High Frequency (300 to 3000 MHz)</td>
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<td>Upper Flight Information Region</td>
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CITY NAME

AIRPORT NAME (ALTERNATE NAME) (LTS/KLTS) CIV/MIL R/W LRA Class IV, ARFF Index A NOTAM FILE ORL Not insp. MON Airport

SECTION 1: AIRPORT/FACILITY DIRECTORY LEGEND

SAMPLE

CITY NAME

AIRPORT NAME (ALTERNATE NAME) (LTS/KLTS) CIV/MIL R/W LRA Class IV, ARFF Index A NOTAM FILE ORL Not insp. MON Airport

RWY 18–36: H12004X200 (ASPH–CONC–GRVD)

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

RWY 18: RLLS, MALSF, TDZL, REIL, PAPI(P2R)–GA 3.0º TCH 36º. Trees. Rgt tfc. 0.3% up.

RWY 36: ALSF1. 0.4% down.

RWY 09–27: H6000X150 (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 LGT ACTIVATE MALSR Rwy 29, REIL Rwy 11, VASI Rwy 11, MIRL Rwy 17–35—CTAF. MILITARY: A–GEAR E–5 connected on dep end, disconnected on apch end.

JASU 3(A3M2A–60) 2(A/M32A–86)

FLUID W SP PRESAIR LOX

OIL O–128

MAINT S1 Mon–Fri 1000–2200Z‡

TRAN ALERT Avbl 1300–0200Z‡ svc limited weekends.

NOISE: Noise abatement 3 miles from Rwy 18. Contact tower manager.


DEER inv of arpt. Heavy jumbo jet training surface to 9000´. Twy A clsd indef. Flight Notification Service (ADCUS) avbl.

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 128.35 257.725 (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)

PDC

NAME COMM POST (GERONIMO) 311.0 321.4 6761 PMSV METRO 239.8 NAME OPS 257.5

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

VOR TEST FACILITY (VOT): 116.7

NAME DEP NAV DMK

VOR/EOM/NAV/WEATHER REMARKS:

NAME DEP NAV DMK

HELIPORT H1 H100X75 (ASPH)

HELIPORT H2 H600X60 (ASPH)

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

187 TPA 1000(813)

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.

All bearings and radials are magnetic unless otherwise specified. All mileages are nautical unless otherwise noted.

All times are Coordinated Universal Time (UTC) except as noted. All elevations are in feet above/below Mean Sea Level (MSL) unless otherwise noted.

The horizontal reference datum of this publication is North American Datum of 1983 (NAD83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).
**SKETCH LEGEND**

**RUNWAYS/LANDING AREAS**
- Hard Surface
- Metal Surface
- Other than Hard Surface Runways
- Water Runway
- Under Construction
- Closed Rwy
- Closed Pavement
- Helicopter Landings Area
- Displaced Threshold
- Taxiway, Apron and Stopways

**MISCELLANEOUS BASE AND CULTURAL FEATURES**
- Buildings
- Power Lines
- Towers
- Wind Turbine
- Tanks
- Oil Well
- Smoke Stack
- Obstruction
- Controlling Obstruction
- Trees
- Populated Places
- Cuts and Fills
- Cliffs and Depressions
- Ditch
- Hill

**RADIO AIDS TO NAVIGATION**
- VORTAC
- VOR
- VOR/DME
- NDB
- TACAN
- NDB/DME
- DME

**MISCELLANEOUS AERONAUTICAL FEATURES**
- Airport Beacon
- Wind Cone
- Landing Tee
- Tetrahedron
- Control Tower
- TWR

When control tower and rotating beacon are co-located beacon symbol will be used and further identified as TWR.

**APPROACH LIGHTING SYSTEMS**
- A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g. A: Negative symbology, e.g.
- V Indicates Pilot Controlled Lighting (PCL).
- Runway Centerline Lighting
- Approach Lighting System ALSF-2
- Approach Lighting System ALSF-1
- Short Approach Lighting System SALS/SALSF
- Simplified Short Approach Lighting System (SSALR) with RAIL
- Medium Intensity Approach Lighting System (MALs and MALSF/ISSALS and SSALS)
- Medium Intensity Approach Lighting System (MALSR) and RAIL
- Omnidirectional Approach Lighting System (ODALS)
- Navy Parallel Row and Cross Bar
- Air Force Overrun
- Visual Approach Slope Indicator with Standard Threshold Clearance provided
- Pulsating Visual Approach Slope Indicator (PVASI)
- Visual Approach Slope Indicator with a threshold crossing height to accommodate long bodied or jumbo aircraft
- Tri-color Visual Approach Slope Indicator (TRCV)
- Approach Path Alignment Panel (APAP)
- Precision Approach Path Indicator (PAPI)
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.

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

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. 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, 17 JUN 2021 to 12 AUG 2021
GEOPGRAPHIC 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.
INDEXES 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>
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<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>
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<td></td>
<td></td>
<td>≥90’, &lt;126’</td>
<td>≥5</td>
<td>Index A + 1500 gal H₂O</td>
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<tr>
<td></td>
<td></td>
<td>≥126’, &lt;159’</td>
<td>&lt;5</td>
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</tr>
<tr>
<td>B</td>
<td>1 or 2</td>
<td>≥126’, &lt;159’</td>
<td>≥5</td>
<td>Index A + 3000 gal H₂O</td>
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<td></td>
<td></td>
<td>≥159’, &lt;200’</td>
<td>&lt;5</td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>2 or 3</td>
<td>≥159’, &lt;200’</td>
<td>≥5</td>
<td>Index A + 4000 gal H₂O</td>
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<td>&gt;200’</td>
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<td>D</td>
<td>3</td>
<td>≥200’</td>
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<td>Index A + 6000 gal H₂O</td>
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<tr>
<td>E</td>
<td>3</td>
<td>≥200’</td>
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</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, 17 JUN 2021 to 12 AUG 2021
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. 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>AUW—All up weight. Maximum weight bearing capacity for any aircraft irrespective of landing gear configuration.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SWL—Single Wheel Loading. (This includes information submitted in terms of Equivalent Single Wheel Loading (ESWL) and Single Isolated Wheel Loading).</td>
<td></td>
<td></td>
</tr>
<tr>
<td>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).</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Omission of weight bearing capacity indicates information unknown.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>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 otherwise available 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:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>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.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| (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 (1.25 MPa) |
| Z — Low, limited to 73 psi (0.50 MPa) |
| (5) Pavement evaluation method: |
| T — Technical evaluation |
| U — By experience of aircraft using the pavement |

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

NE, 17 JUN 2021 to 12 AUG 2021
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.

SAVASI—Simplified Abbreviated Visual Approach Slope Indicator

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

VASI—Visual Approach Slope Indicator

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

<table>
<thead>
<tr>
<th>Key Mike</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>7 times within 5 seconds</td>
<td>Highest intensity available</td>
</tr>
<tr>
<td>5 times within 5 seconds</td>
<td>Medium or lower intensity (Lower REIL or REIL–Off)</td>
</tr>
<tr>
<td>3 times within 5 seconds</td>
<td>Lowest intensity available (Lower REIL or REIL–Off)</td>
</tr>
</tbody>
</table>

Available systems will be indicated in the Service section, e.g., LGT ACTIVATE HIRL Rwy 07–25, MALS 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

**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 ttc. 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 ttc"—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–directional 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. Aircraft listing may show availability of other than US Systems. This information is provided for emergency requirements only. Refer to current aircraft operating manuals for specific engagement weight and speed criteria based on aircraft structural restrictions and arresting system limitations.

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

- **BI–DIRECTIONAL CABLE (B)**

<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: BAK–14 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.)

H 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.)

**UNI–DIRECTIONAL CABLE**

<table>
<thead>
<tr>
<th>TYPE</th>
<th>DESCRIPTION</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>
</tr>
<tr>
<td>E5/E5–1/E5–3</td>
<td>Chain Type. At USN/USMC stations E–5 A–GEAR systems are rated, e.g., E–5 RATING–13R–1100 HW (DRY), 31R–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.</td>
</tr>
</tbody>
</table>

**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>E–5</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>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 TYPE

<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>
</tbody>
</table>

### SERVICE

#### SERVICING—CIVIL

S5: Major airframe repairs.
S6: Minor airframe and major powerplant repairs.
S7: Major powerplant repairs.
S8: Minor powerplant repairs.

#### FUEL

<table>
<thead>
<tr>
<th>CODE</th>
<th>FUEL</th>
</tr>
</thead>
<tbody>
<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 (JP4)</td>
<td>(JP-4 military specification) FP** minus 58º C.</td>
</tr>
<tr>
<td>J5 (JP5)</td>
<td>(JP-5 military specification) Kerosene with FS-II, FP** minus 46ºC.</td>
</tr>
<tr>
<td>J8+100</td>
<td>(JP-8 military specification) Jet A-1, Kerosene with FS-II*, CI/LI®, SDA##, FP** minus 47º C, with +100 fuel additive that improves thermal stability characteristics of kerosene jet fuels.</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>

#### 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–B6 | AC: 115/200v, 3 phase, 90 kva, 0.8 pf, 4 wire |
| MC–1A      | AC: 115/208v, 400 cycle, 3 phase, 37.5 kva, 0.8 pf, 108 amp, 4 wire |
| MD–3       | AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire |
| MD–3A      | AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire |

NE, 17 JUN 2021 to 12 AUG 2021
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 psi.
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, 28vAC, 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)

NE, 17 JUN 2021 to 12 AUG 2021
**AIRPORT/FACILITY DIRECTORY LEGEND**

<table>
<thead>
<tr>
<th>Cartridge</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>MA–1</td>
<td>150 Air HP, 115 lb/min 50 psia</td>
</tr>
<tr>
<td>MA–2</td>
<td>250 Air HP, 150 lb/min 75 psia</td>
</tr>
<tr>
<td>MXU–4A</td>
<td>USAF</td>
</tr>
</tbody>
</table>

**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>PRESAIR</td>
<td>Air Compressors rated 3,000 PSI or more.</td>
</tr>
</tbody>
</table>

**OXYGEN:**

- **LPOX** — Low pressure oxygen servicing.
- **HPOX** — High pressure oxygen servicing.
- **LHOX** — Low and high pressure oxygen servicing.
- **LOX** — Liquid oxygen servicing.
- **OXR** — Oxygen replacement bottles. (Maintained primarily at Naval stations for use in aircraft where oxygen can be replenished only by replacement of cylinders.)
- **OX** — Indicates oxygen servicing when type of servicing is unknown.

Note: Combinations of above items are used to indicate complete oxygen servicing available.

**NITROGEN:**

- **LPNIT** — Low pressure nitrogen servicing.
- **HPNIT** — High pressure nitrogen servicing.
- **LHNIT** — Low and high pressure nitrogen servicing.

**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>
<tr>
<td>JOAP/SOAP</td>
<td>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.)</td>
</tr>
</tbody>
</table>

**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

**NE, 17 JUN 2021 to 12 AUG 2021**
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.

Remarks that indicate noise information and/or abatement measures that exist in the vicinity of the airport.

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.

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.
PRIORITY 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.

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 outward 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.

AUNICOM—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.
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 provided 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 NAVMAP 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 NAVMAPs 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 NAVMAP 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 NAVMAPs.
NAVAID information is tabulated as indicated in the following sample:

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>
</tr>
<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>
<tr>
<td></td>
<td>60,000’ to 90,000’</td>
<td>130</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.

NAME (L) ABVORTAC 117.55 ABE Chan 122(Y) N40º43.60’/ W75º27.30’ 180º 4.1 NM to fld. 1110/8E AWOS

VOR unusable 020º–060º 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).
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.

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### FREQUENCY PAIRING TABLE

<table>
<thead>
<tr>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>108.10</td>
<td>18X</td>
</tr>
<tr>
<td>108.30</td>
<td>20X</td>
</tr>
<tr>
<td>108.50</td>
<td>22X</td>
</tr>
<tr>
<td>108.70</td>
<td>24X</td>
</tr>
<tr>
<td>108.90</td>
<td>26X</td>
</tr>
<tr>
<td>109.10</td>
<td>28X</td>
</tr>
<tr>
<td>109.30</td>
<td>30X</td>
</tr>
<tr>
<td>109.50</td>
<td>32X</td>
</tr>
<tr>
<td>109.70</td>
<td>34X</td>
</tr>
<tr>
<td>109.90</td>
<td>36X</td>
</tr>
<tr>
<td>110.10</td>
<td>38X</td>
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<tr>
<td>110.30</td>
<td>40X</td>
</tr>
<tr>
<td>110.50</td>
<td>42X</td>
</tr>
<tr>
<td>110.70</td>
<td>44X</td>
</tr>
<tr>
<td>110.90</td>
<td>46X</td>
</tr>
<tr>
<td>111.10</td>
<td>48X</td>
</tr>
<tr>
<td>111.30</td>
<td>50X</td>
</tr>
<tr>
<td>111.50</td>
<td>52X</td>
</tr>
<tr>
<td>111.70</td>
<td>54X</td>
</tr>
<tr>
<td>111.90</td>
<td>56X</td>
</tr>
<tr>
<td>108.05</td>
<td>17X</td>
</tr>
<tr>
<td>108.15</td>
<td>18Y</td>
</tr>
<tr>
<td>108.25</td>
<td>19Y</td>
</tr>
<tr>
<td>108.35</td>
<td>20Y</td>
</tr>
<tr>
<td>108.45</td>
<td>21Y</td>
</tr>
</tbody>
</table>

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### FREQUENCY PAIRING TABLE

The following is a list of paired VOR/ILS VHF frequencies with TACAN channels.

<table>
<thead>
<tr>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>2X</td>
<td>134.5</td>
<td>25X</td>
<td>108.80</td>
<td>36X</td>
<td>109.90</td>
<td>47X</td>
<td>111.00</td>
</tr>
<tr>
<td>2Y</td>
<td>134.55</td>
<td>25Y</td>
<td>108.85</td>
<td>36Y</td>
<td>109.95</td>
<td>47Y</td>
<td>111.05</td>
</tr>
<tr>
<td>11X</td>
<td>135.4</td>
<td>26X</td>
<td>108.90</td>
<td>37X</td>
<td>110.00</td>
<td>48X</td>
<td>111.10</td>
</tr>
<tr>
<td>11Y</td>
<td>135.45</td>
<td>26Y</td>
<td>108.95</td>
<td>37Y</td>
<td>110.05</td>
<td>48Y</td>
<td>111.15</td>
</tr>
<tr>
<td>12X</td>
<td>135.5</td>
<td>27X</td>
<td>109.00</td>
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NE, 17 JUN 2021 to 12 AUG 2021
### 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.

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BRIDGEPORT

IGOR I SIKORSKY MEML (KBDR) 3 SE UTC–5(–4DT) N41°09.81′ W73°07.57′

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: 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–4759 TODA–4759 ASDA–4759 LDA–4759
RWY 24: TORA–4677 TODA–4677 ASDA–4677 LDA–4357
RWY 29: TORA–4759 TODA–4759 ASDA–4759 LDA–4395

ARRESTING GEAR/SYSTEM

RWY 06: EMAS

SERVICE: S4 FUEL 100LL, JET A OK 3, 4 LGT When ATCT cld,
ACTVT REIL Rwy 06 and 24, 11 and 29; PAPI Rwy 06, 11 and 29; HIRL Rwy 06–24 and 11–29 —CTAF.

NOISE: Noise abatement procs in effect 0200–1200Z‡.

AIRPORT REMARKS: Attended 1100–0500Z‡. Birds and wildlife frequently on and inv of arpt. 120’ pole .75 NM south of arpt unlgtd. PAEW adjacent to all operational sfc dalg hrs Apr through Oct. There may be standing water adjacent to all sfc.
Uneven sfc left side of Rwy 29. Uneven sfc Rwy 29 safety area apch end left side. Extensive helicopter ops blw 10,000 ft 5–15 miles NW thru NE, for tlc information when inv of arpt ctc Sikorsky ops on 133.6 (1200–2130Z‡). Touch and go ldgs permitted 1200–0200Z‡. Arpt cld to scheduled air carriers more than 10 passengers and unscheduled air carriers more than 30 pax exc 90 day PPR. Rwy 29 cld to takeoff acft more than 45,000 lb exc 30 min PPR 203–576–7497. Rwy 11–29 cld 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 cld all engine runups are prohibited. However, if an acft reqs nighttime engine maintenance, PPR from arpt manager is reqd 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. Rwy 11–29 not avbl for skedd acr ops more than 9 pax seats or unsked acr ops at least 31 pax seats. Parking fee all acft after 2 hrs. Ldg fee all acft except solo students. Flight Notification Service (ADCUS) 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
RCO 122.2 (BRIDGEPORT RADIO)

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

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

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

VOR TEST FACILITY (VOT) 109.25

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

BRIDGEPORT (L) VORW/DME  108.8  BDR  Chan 25  N41°09.64´ W73°07.47´ at fld. 6/12W.
VOR unusable:
106º–120º byd 30 NM blo 2,500´
121º–130º byd 15 NM blo 3,000´
161º–180º byd 30 NM blo 1,300´
181º–260º byd 30 NM blo 2,500´
261º–359º byd 30 NM blo 5,500´
360º–105º byd 30 NM blo 3,000´
DME unusable:
106º–120º byd 30 NM blo 2,500´
121º–130º byd 30 NM blo 2,200´
161º–180º byd 30 NM blo 1,300´
181º–260º byd 30 NM blo 2,500´
261º–359º byd 30 NM blo 5,500´
360º–105º byd 30 NM blo 3,000´

ILS/DME 110.7  I–BDR  Chan 44  Rw 06.  Class IT.  Unmonitored when ATCT clsd.  Glideslope unusable for cpd apchs blw 350´. LOC unusable ovr thr abv 1,000´; byd 5.5 NM abv 3,000´.

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

BRIDGEPORT  N41°09.64´ W73°07.47´  NOTAM FILE BDR.
(L) VOR/DME  108.8  BDR  Chan 25  at Igor I Sikorsky Meml. 6/12W.
VOR unusable:
106º–120º byd 30 NM blo 2,500´
121º–130º byd 15 NM blo 3,000´
161º–180º byd 30 NM blo 1,300´
181º–260º byd 30 NM blo 2,500´
261º–359º byd 30 NM blo 5,500´
360º–105º byd 30 NM blo 3,000´
DME unusable:
106º–120º byd 30 NM blo 2,500´
121º–130º byd 30 NM blo 2,200´
161º–180º byd 30 NM blo 1,300´
181º–260º byd 30 NM blo 2,500´
261º–359º byd 30 NM blo 5,500´
360º–105º byd 30 NM blo 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´ W72°30.35´
416  B  NOTAM FILE SNC
RWY 17–35:  H272X50 (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.
   1400–2300Z, Self svc fuel avbl with credit card. Rw 17 dsplcd thld marked but not lgtd, dsplcd thld 5´ higher than end of rwy. Rw 17–35 NSTD MIRL.
AIRPORT MANAGER:  860-718-2109
WEATHER DATA SOURCES:  AWOS–3 118.325 (860) 526–1551.
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) VORW/DME  110.4  MAD Chan 41  N41°18.83´ W72°41.53´
   077° 9.4 NM to fld. 216/13W.
DME unusable:
330º–090º byd 30 NM blo 4,000´
COMM/NAV/WEATHER REMARKS:  Rw 17–35 UNICOM frequency marked on rwy.
CONNECTICUT

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. Thd dsplcd 367’. Trees.
RWY 26: REIL. Thd dsplcd 734’. Trees.
RWY 17–35: H3135X100 (ASPH) S–50, D–65, 2S–82
RWY 17: Thld dsplcd 223’. Pole.
SERVICE: S4 FUEL 100LL, JET A 4 GT When twr clsd, ACTIVATE REIL Rwy 08 and Rwy 26 and MIRL Rwy 08–26—CTAF.
AIRPORT REMARKS: Attended 1200Z–dusk. Deer and birds on and invof arpt. 24 hr self–serve fuel avbl. Rwy 17–35 CLOSED nghts. 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. PPR for formation tkf/ldg, ctc arpt manager. Rotate taxiway 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
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) VOR/DME 116.6 CMK Chan 113 N41º16.81’ W73º34.88’ 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) N41º49.19’ W71º54.06’
238 B NOTAM FILE BDR
RWY 13–31: H2700X75 (ASPH) S–29 MIRL
RWY 13: Tree.
RWY 31: REIL. Tree.
SERVICE: S4 FUEL 100LL
AIRPORT MANAGER: (860) 445-8549
COMMUNICATIONS: CTAF/UNICOM 123.0
PROVIDENCE APP/DEP CON 123.675 (Sun–Fri 1030–0530Z‡, Sat 0300–0500Z‡) other times ctc
BOSTON CENTER APP/DEP CON 124.85
CLEARANCE DELIVERY PHONE: For CD ctc Providence Apc at 401-738-8945, when Apc clsd ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
PUTNAM (H) VOR/DME 117.4 PUT Chan 121 N41º57.33’ W71º50.65’ 211º 8.5 NM to fld. 652/14W.
LOC/DME 111.55 1–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.

NE, 17 JUN 2021 to 12 AUG 2021
EAST HADDAM
GOODSPEED (42B)  1 SE  UTC–5(–4DT)  N41º26.74´ W72º27.34´
9  NOTAM FILE BDR
RWY 14–32: H2120X50 (ASPH)  S–B  LIRL
RWY 14: Trees.
RWY 32: Trees.
SERVICE:  LGT Arpt lgts opr 24 hrs.
AIRPORT REMARKS: Unattended. Caution for deer, birds and waterfowl on and inv of 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)  N41º55.53´ W72º27.43´
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 REMARKS: Attended 1300–2300Z‡, Parachute Jumping. Extensive helicopter training ops. Acft tfc pat on E side of
    arpt only (1250´ MSL). Hel tfc pat on W side of arpt only (1000´ MSL). Rwy 01–19 NSTD LIRL due to spacing. Hangars east of rwy penetrate part 77 (7:1 side slopes) Rwy 19 apch end. Rwy 01–19 markings faded.
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

GROTON–NEW LONDON (GON)(KGON) P (ARNG) 3 SE UTC–5(–4DT) N41°19.80’

W72°02.71’

GROTON–NEW LONDON

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, 2D–200 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 TORA–5000 ASDA–5000 LDA–5000

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

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

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

ARRESTING GEAR/SYSTEM

RWY 05: EMAS

RWY 23: EMAS

SERVICE: 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 860–715–8800.)

NOISE: Noise abatement pros in effect are as flws: Rwy 05: turn left hdg 020º til rchg 1000’, then on crs; Rwy 23: turn left hdg 210º til rchg 1000’, then on crs; Rwy 33: fly rwy hdg until rchg 1000’, then on crs.

AIRPORT REMARKS:

Attended 1100–0200Z‡. Deer, birds and waterfowl on and invof arpt. For fuel after hrs call before 2100 lci 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. 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. Cld 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 bnn 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) lgт acft, 1509 (1500) all turbine powered acft. Terminal aerodrome forecast svc avbl. Rwy 23 nr std. 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: CTAII 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 (VOT) 110.25

RADIO AIDS TO NAVIGATION: NOTAM FILE GON.

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

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

DME unusable:
355º–019º blo 3,000’

ILS/DME 111.3 I–GON Channel 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) N41º44.20´ W72º38.97´

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 20: REIL; PAPI(P4R)—GA 4.0º TCH 58´. Thld dsplcd 560´. Trees.
RWY 11–29: H2314X71 (ASPH) S–10; HIRL
RWY 11: Trees.
RWY 29: Thld dsplcd 265´. Trees.

RWY NE–SW: 2309X150 (TURF)

SERVICE: S4 FUEL 100LL, JET A LGT

AIRPORT REMARKS: Attended Mon–Fri continuously, Sat–Sun 1100–0400Z‡.
Birds and deer on and involv airport. Be alert, (HFD) is located on west side of river. There is a clsd arpt 1 mile east northeast of (HFD). Turf Rwys 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.

AIRPORT MANAGER: 860-566-7037

WEATHER DATA SOURCES: ASOS (860) 527–5837 LAWRS.
COMMUNICATIONS: CTAFL 119.6 ATIS 126.45 860–246–5929 UNICOM 122.95

VOR TEST FACILITY (VOT) 108.2

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

HELIPAD H1: H70X77 (ASPH) MIRL
HELPAD H2: H44X44 (ASPH) MIRL

HELIPORT REMARKS: Helipad H1 hangar (26´ high at 290º west) 234´ from helipad.

HARTFORD N41º38.47´ W72º32.85´ NOTAM FILE HFD.

(L) VOR/DME 114.9 HFD Chan 96 N41º38.47´ W72º32.85´ 334º 7.3 NM to fld. 849/13W.
LDA 109.7 I–HFD Rwy 02. LDA unmonitored when ATCT clsd.

IGOR I SIKORSKY MEML (See BRIDGEPORT on page 30)

MADISON N41º18.83´ W72º41.53´ NOTAM FILE BDR.

(L) VOR/DME 110.4 MAD Chan 41 077º 9.4 NM to Chester. 216/13W.

DME unusable: 330º–090º byd 30 NM blo 4,000´

MARLBOROUGH SALMON RIVER AIRFIELD (9B8) 3 S UTC–5(–4DT) N41º35.37´ W72º26.54´

540 NOTAM FILE BDR
RWY 17–35: 2000X60 (TURF)
RWY 35: Trees.


AIRPORT MANAGER: (860) 883-4272
COMMUNICATIONS: CTAFL 122.9

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

MERIDEN MARKHAM MUNI (MMK/KMMK)  3 SW  UTC–5(–4DT)  N41°30.52´ W72°49.77´

RWY 18–36: H3100X75 (ASPH)  S–30  MIRL

RWY 18: Tree.

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

SERVICE: FUEL 100LL  LGT ACTIVATE MIRL Rwy 18–36 and REIL Rwy 36—CTAF.

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 daht hrs. Crane(s) 1/4 mile northwest arpt. PPR for jet. Rwy 36 no touch and go ldg. Std left tcf for both rwys. Calm wind Rwy 18. Rwy 36 VGSI and descent angles not coincident.

AIRPORT MANAGER: 203-630-2878

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

COMMUNICATIONS: CTAF/UNICOM 122.95.

YANKEN APP/DEP CON 127.8

CLNC DEL 120.65

DME unusable: 330º–090º byd 30 NM blo 4,000´.

NEW HAVEN

TWEED–NEW HAVEN (HVN/KHVN)  3 SE  UTC–5–(–4DT)  N41°15.82´ W72°53.21´


RUNWAY DECLARED DISTANCE INFORMATION

RWY 02: TORA–5600 TORA–5600 ASDA–5600 LDA–5600

RWY 14: TORA–3630 TORA–3630 ASDA–3392 LDA–3028

RWY 20: TORA–3630 TORA–3630 ASDA–5600 LDA–5248

RWY 20: TORA–3630 TORA–3630 ASDA–3630 LDA–3329

SERVICE: FUEL 100LL, JET A OX 1, 3 LGT When twr clsd ACTIVATE MALSF Rwy 02; HIRL Rwy 02–20—CTAF.


AIRPORT MANAGER: 203-466-8833

WEATHER DATA SOURCES: ASOS (203) 466–6205 LAWRS. ASOS/CMC 134.925 (203) 639–9405.

COMMUNICATIONS: CTAF 124.8 ATIS 133.65 UNICOM 122.95

NEW YORK APP/DEP CON 124.075

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

DME unusable: Byd 19 NM

NEW YORK AIRPORTS

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

DME unusable: Byd 19 NM

ILS/DME 109.1 I–HVN Chan 28 Rwy 02. Class IB. Unmonitored when ATCT clsd.
NEW HAVEN N41°15.74’ W72°53.11’ NOTAM FILE HVN.
(T) DME 109.8 HVN Chan 35 at Tweed–New Haven, 6/0E.
DME unusable:
Byd 19 NM

NEW MILFORD
CANDLELIGHT HELIPORT (6Y2) 2 W UTC–5(–4DT) N41°34.07’ W73°26.74’
675 NOTAM FILE BDR
HELIPAD H1 H50X50 (ASPH)


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’
675 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)

OXFORD
WATERBURY–OXFORD (OXC)(KOXC) 3 N UTC–5(–4DT) N41°28.70’ W73°08.11’
730 B TPA—See Remarks NOTAM FILE OXC

RWY 18–36: H5801X100 (ASPH–GRVD) 50, 85, 107, 145, 185, 220, 225, 320
RWY 18: PAPI(P4L)—GA 3.0º TCH 47’. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

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

AIRPORT REMARKS: Attended continuously. Deer and birds on and invof 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

CONTINUED ON NEXT PAGE
AIRSPACE: CLASS D  svc 1100–0200Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

MADISON (L) VOR/DME 110.4 MAD Chan 41 N41°18.83’ W72°41.53’ 309° 22.3 NM to fld. 216/13W.
DME unusable:
330°–090° byd 30 NM bio 4,000’
ILS/DME 109.55 I–OXC Chan 32(Y) Rwy 36. Class IA. LOC unusable at thr abv 1,700’ LOC unusable byd DAAVY
int/ i–oxc 6.5 DME abv 5,200’.

PLAINVILLE

ROBERTSON FLD  (4B8)  2 N UTC–5(–4DT)  NEW YORK
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:  FUEL 100LL, JET A  LGT ACTVT MIRL Rwy 02–20—CTAF. REIL Rwy 02 and 20 opr when rwy lgts on high intst.
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. Ldg fee for commercial and corporate acft only.
AIRPORT MANAGER: 860-747-5519

COMMUNICATIONS: CTAF/UNICOM L–33B, 34I

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

HARTFORD (L) VOR/DME 114.9 HFD Chan 96 N41°38.47’ W72°32.85’ 295° 14.6 NM to fld. 849/13W.

PUTNAM

TOUTANT  (C44)  6 NW UTC–5(–4DT)  NEW YORK
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 lgts 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) VOR/DME 117.4 PUT Chan 121  211° 8.5 NM to Danielson. 652/14W.
DME unusable: 265°–301° byd 36 NM bio 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**

**SKYLARK AIRPARK** (See WAREHOUSE POINT on page 39)

**SIKORSKY HELIPORT** (JSD)(KJSD) PVT 3 N UTC–5(–4DT) N41°15.20´ W73º05.37´

**THOMASTON**

**NORTHFIELD HELIPORT** (N09) 4 NW UTC–5(–4DT) N41°43.42´ W73º06.94´

**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´ W72º34.58´

**NEW YORK**

**SIKORSKY HELIPORT** (JSD)(KJSD) PVT 3 N UTC–5(–4DT) N41°15.20´ W73º05.37´

**THOMASTON**

**NORTHFIELD HELIPORT** (N09) 4 NW UTC–5(–4DT) N41°43.42´ W73º06.94´

**TOUTANT** (See PUTNAM on page 38)

**TWEED–NEW HAVEN** (See NEW HAVEN on page 36)

**WAREHOUSE POINT**

**SIKORSKY HELIPORT** (JSD)(KJSD) PVT 3 N UTC–5(–4DT) N41°15.20´ W73º05.37´

**THOMASTON**

**NORTHFIELD HELIPORT** (N09) 4 NW UTC–5(–4DT) N41°43.42´ W73º06.94´

**TOUTANT** (See PUTNAM on page 38)

**TWEED–NEW HAVEN** (See NEW HAVEN on page 36)

**WAREHOUSE POINT**

**SIKORSKY HELIPORT** (JSD)(KJSD) PVT 3 N UTC–5(–4DT) N41°15.20´ W73º05.37´

**THOMASTON**

**NORTHFIELD HELIPORT** (N09) 4 NW UTC–5(–4DT) N41°43.42´ W73º06.94´

**TOUTANT** (See PUTNAM on page 38)

**TWEED–NEW HAVEN** (See NEW HAVEN on page 36)

**WAREHOUSE POINT**

**SIKORSKY HELIPORT** (JSD)(KJSD) PVT 3 N UTC–5(–4DT) N41°15.20´ W73º05.37´

**THOMASTON**

**NORTHFIELD HELIPORT** (N09) 4 NW UTC–5(–4DT) N41°43.42´ W73º06.94´

**TOUTANT** (See PUTNAM on page 38)

**TWEED–NEW HAVEN** (See NEW HAVEN on page 36)

**WAREHOUSE POINT**

**SIKORSKY HELIPORT** (JSD)(KJSD) PVT 3 N UTC–5(–4DT) N41°15.20´ W73º05.37´

**THOMASTON**

**NORTHFIELD HELIPORT** (N09) 4 NW UTC–5(–4DT) N41°43.42´ W73º06.94´

**TOUTANT** (See PUTNAM on page 38)

**TWEED–NEW HAVEN** (See NEW HAVEN on page 36)

**WAREHOUSE POINT**

**SIKORSKY HELIPORT** (JSD)(KJSD) PVT 3 N UTC–5(–4DT) N41°15.20´ W73º05.37´

**THOMASTON**

**NORTHFIELD HELIPORT** (N09) 4 NW UTC–5(–4DT) N41°43.42´ W73º06.94´

**TOUTANT** (See PUTNAM on page 38)

**TWEED–NEW HAVEN** (See NEW HAVEN on page 36)

**WAREHOUSE POINT**

**SIKORSKY HELIPORT** (JSD)(KJSD) PVT 3 N UTC–5(–4DT) N41°15.20´ W73º05.37´

**THOMASTON**

**NORTHFIELD HELIPORT** (N09) 4 NW UTC–5(–4DT) N41°43.42´ W73º06.94´

**TOUTANT** (See PUTNAM on page 38)

**TWEED–NEW HAVEN** (See NEW HAVEN on page 36)

**WAREHOUSE POINT**

**SIKORSKY HELIPORT** (JSD)(KJSD) PVT 3 N UTC–5(–4DT) N41°15.20´ W73º05.37´
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
CLEARANCE DELIVERY PHONE: For CD ctc Yankee Apch at 860-386-3597.

WATERBURY–OXFORD (See OXFORD on page 37)

WILLIMANTIC

WINDHAM (LJD/KUD) 3 NE UTC–5(–4DT) N41°44.64′ W72°10.81′
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.
 RWY 36: Thld dsplcd 799′. 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 inv of 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
 BOSTON CENTER APP CON 124.85 (0500–1045Z‡)
 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/DME 110.0 ORW Chan 37 N41°33.38′ W71°59.96′ 338° 13.9 NM to fld. 310/14W.
LOC/DME 108.35 I–LJD Chan 20(Y) Rwy 27. LOC unusable byd 20° right and left side of course. DME unusable byd 12 NM.

NEW YORK

L–33C, 34J IAP

NEW YORK

NE, 17 JUN 2021 to 12 AUG 2021
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, REIL. PAPI(P4L)—GA 3.0º TCH 71’. RVR–TMR
RWY 24: MALSR. TDZL, PAPI(P4L)—GA 3.0º TCH 71’. RVR–TMR
RWY 15–33: H6847X150 (ASPH–GRVD) S–200, D–200, 2S–175, 2D–350 PCN 64 F/A/X/T HIRL
RWY 01–19: H4269X100 (ASPH) S–60, D–190, 2S–175, 2D–328 MIRL
RWY 01: Thld dsplcd 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
RWY 19: LDA–4268
RWY 24: TORA–9509 TODA–9509 ASDA–9509 LDA–9509
RWY 33: TORA–6847 TODA–6847 ASDA–6847

SERVICE: S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LGT

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‡. Rwy 01–19 clsd permly. Twy J clsd btn S and R to acft with wing spans in excess of 170 ft. BASH Phase II increased bird activity Sep–Oct and Mar–Apr. Caution:ANG ramp mrk may not be appropriate for large acft: flw marshallers instr. ANG: When ckt ATIS, birds in vcy may inc heightened bird watch condition (BWC). USAF acft ctc ANG airfield ops on UHF for current BWC and any assocd rstrns. KC35 act 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 overtflight of solar farm will be at or above 500’ AGL. Partwy ops on Twy C and Twy B rstrd to acft with wingspans of 171 ft or less. Twy C btt Twy B and Twy H acct tax spd rstrn of 8 kts/10 mph max for acft with wingspan 214 ft or gtr. ASDE–X in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) on all airport surfaces. TPA—1873(1700) heavy acft. Afd ops ltd to tenant acft when afd clsd. MILITARY— JASU (MD)–3 FUEL A++, A+ (C860–627–3300.) (NC–100LL) FLUID SP LOX OIL 128–133–148 (Mi) SOAP

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
YANKER 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) PDC
AIRSPACE: CLASS C svc ctc APP CON.
VOR TEST FACILITY (VOT) 111.4
RADAR AIDS TO NAVIGATION: NOTAM FILE HFD.
HARTFORD (L) VOR/DME 114.9 HFD Ch 96 N41°38.47’ W72°32.85’ 354º 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 IIIE.
ILS/DME 108.55 I–IKX Chan 22(Y) Rwy 33. Class IIIE.
ASR
NEW YORK

NE, 17 JUN 2021 to 12 AUG 2021
DELAWARE 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 47)

DELDOT HELISTOP HELIPORT  (See DOVER on page 43)

DOVER

CHANDELLE  (ØN4)  3 NE UTC–5(–4DT)  N39°12.14´ 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

ACTVT LIRL Rwy 04–22 and rotating bcn—122.7.

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. Tree trimming on rwy end 04 cmpld. Tree removal on rwy end 22 on–going.

AIRPORT MANAGER:  302-287-9623

COMMUNICATIONS:  CTAF/UNICOM 122.8


DELDOT HELISTOP HELIPORT  (ØN5)  0 N UTC–5(–4DT)  N39°08.97´ W75º30.30´

30 NOTAM FILE MIV

HELIPAD H1:  H60X60 (CONC) PERIMETER LGTS

SERVICE:  LGT ACTIVATE perimeter lgts—CTAF.

HELIPORT REMARKS:  Attended Mon–Fri 1300–2130Z‡. Located ESE Dover. Unmarked/unlgted 40´ P–lines 0.1 mile E. Ingress and egress is NW and SE, touchdown zone area 60´X60´.

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° blo 3,000’ 325–335 byd 15NM blo 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‡ Wed (2000/2+1)

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° blo 3,000’ 325–335 byd 15NM blo 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  DQO  Chan 87  at New Castle. 70/10W.
  DME unusable:
    210º–235º byd 30 NM bio 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 bio 3,000´
    235º–265º byd 22 NM
RCO  122.1R 114.0T (MILLVILLE RADIO)

FARMINGTON
CHORMAN  (D74)  2 SW  UTC–5(–4DT)  N38°50.97′ W75°36.77′
  RWY 16–34: H3588X37 (ASPH)  LIRL
  RWY 16: REIL.
  RWY 34: REIL. Thld dsplcd 438´. Pole.
SERVICE: LGT For rotating bcn call 302–349–5055 or 645–9225. For LIRL Rwy 16–34 and REIL Rwy 16 and Rwy 34
call 302–349–5055 or 645–9225.
AIRPORT REMARKS: Attended Mon–Fri 1330Z‡–dusk. AG spraying activity on and invof arpt. Loading pad adjacent to east side
Rwy 34.
AIRPORT MANAGER: 302-349-5055
COMMUNICATIONS: CTAF
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
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 bio 2,000´

FELTON
ALBANNA AVIATION  (ØN6)  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
GEORGETOWN

DELAWARE COASTAL (GED)(KGED) 2 SE UTC–5 (–4D)
W38º41.26´ W75º21.56´
53 NOTAM FILE GED
PCN 43 F/A/X/T MIRL
RWY 04: MALS. PAPI(P4L)—GA 3.0° TCH 45 ´. Thld dsplcd 370 ´.
Trees.
RWY 10–28: H3109X75 (ASPH) S–50, D–91 PCN 36 F/A/X/T MIRL
RWY 10: REIL. PAPI(P2L)—GA 3.5° TCH 46 ´.
RWY 28: REIL. PAPI(P2L)—GA 3.0° 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
invol of rwys. PAEW within safety area of rwys and twys. 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: NOTAM FILE MIV.
WATERLOO (LI) VOR/DME 112.6 ATR Chan 73 N38º48.59´ W75º12.68´ 233° 10.1 NM to fld. 5/9W.
DME unusable:
179º–293º byd 30 NM blo 2,000´

HADIN N39º34.88´ W75º36.84´ NOTAM FILE ILG.
NDB (LOMW) 248 IL 013° 5.9 NM to New Castle. 21/10W.

JENKINS (See WYOMING on page 51)
LAUREL (N96) 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: Thld dsplcd 270’. Tree.
SERVICE: S4 LGT ACTIVATE LIRL Rwy 15–33—CTAF. ACTIVATE rotating bcn—CTAF
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’
MIDDLETOWN

SUMMIT (EY)(KEYV) 5 N UTC–5(–4DT) N39°31.26’ W75°43.42’
70 B NOTAM FILE MIV
RWY 17–35: H4488X65 (ASPH) MIRL
RWY 17: REIL. PAPI(P4R)—GA 3.0º TCH 41’. Trees.
RWY 35: REIL. PAPI(P4L)—GA 3.0º TCH 41’.
RWY 11–29: 3601X200 (TURF) LIRL
RWY 11: REIL. Tree.
RWY 29: REIL.
SERVICE: FUEL 100LL, JET A OX GT 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 invof 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 N39°40.69’ W75°36.43’ 220º 10.9 NM tofld. 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

NEW CASTLE (See WILMINGTON on page 50)

SMYRNA (38N) 1 E UTC–5(–4DT) N39°18.22’ W75°35.03’
18 B NOTAM FILE MIV
RWY 10–28: 2600X125 (TURF) LIRL
RWY 10: REIL. Trees.
RWY 28: REIL. Trees.
SERVICE: FUEL 100LL, MOGAS GT LIRL Rwy 10–28 dusk—0500Z‡—CTAF.
AIRPORT MANAGER: 302-653-8314
COMMUNICATIONS: CTAF/UNICOM 122.8

SMYRNA (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 49)
WILMINGTON

NEW CASTLE (ILG)(KILG) P (ANG ARNG) 4 S UTC–5(–4DT) N38º48.59´ W75º12.68´ NOTAM FILE MIV.

80  B LRA Class I, ARFF Index B NOTAM FILE ILG

RWY 09–27: H7275X150 (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/T HIRL

RWY 01: MALS. RVR–T Road.

RWY 19: REIL. PAPI(P4L)—GA 3.0º TCH 55´. RVR–R Trees.

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 OX 1, 2, 3, 4 LTG When twr clsd ACTVT MALS Rwy 01; REIL Rwy 09, Rwy 27 and Rwy 19; PAPI Rwy 09 and Rwy 27; HIRL Rwy 01–19 and Rwy 09–27; MIRL Rwy 14–32—CTAF.

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Rwy 09–27 no touch and go ldg for turbo jet 0400–1200Z. When twr clsd, pilots must announce intentions over CTAF before ldg, tkl or gnd travel on rws and twys.

When twr clsd announce emergencies on CTAF directly to ARFF station. Rwy 14–32 clsd to sked air carrier ops with more than 9 pxl park and non sked air carrier ops with more than 30 pxl laks exc for taxi. Terminal aprn clsd exc arpt 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 acft 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) Ltg. Ldg fee for all acft over 7,500 lbs exc federal government and Mil.

AIRPORT MANAGER: (302) 229-6315

WEATHER DATA SOURCES: ASOS 123.95 (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.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

DUPONT (L) VORTAC 114.0 DQO Chan 87 N39º40.69´ W75º36.43´ at fld. 70/10W.

DME usable:

210º–235º byd 30 NM blo 3,000’

235º–265º byd 22 NM

VOR usable:

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 (LOMW) 248 IL N39º34.88´ W75º36.84´ 013º 5.9 NM to fld. 21/10W. NOTAM FILE ILG.

ILS 110.3 I–ILG Rwy 01. Class IA. LOM HADIN NDB.

DELTA
WYOMING

JENKINS (15N)  1 W UTC–5(–4DT)  N39º07.04´ W75º35.07´

53  B  NOTAM FILE MIV
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
MANASSAS RGNL/HARRY P DAVIS FLD (See WASHINGTON on page 52)

RONALD REAGAN WASHINGTON NTL (See WASHINGTON on page 53)

SOUTH CAPITOL STREET HELIPORT (See WASHINGTON on page 54)

WASHINGTON

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

192 B TPA—See Remarks LRA NOTAM FILE HEF

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

RWY 16L: MALSR. PAPI(P4L)—GA 3.0º TCH 55’.

RWY 34R: MALSF. PAPI(P4L)—GA 3.0º TCH 40’. Rgt tlc.

RWY 16R–34L: H3715X75 (ASPH) S–12.5 MIRL 0.3% up N

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

SERVICE: S4 FUEL 100LL, JET A OK 1, 2, 4 LGT When ATCT clsd ACTIVATE HIRL Rwy 16L–34R, MALSR Rwy 16L, MALSF Rwy 34R, MIRL Rwy 16R–34L, and REILS Rwy 16R and Rwy 34L—CTAF.

AIRPORT REMARKS: Attended 1130–0330Z‡. Birds and deer on and inv of arpt. Helicopter ops over residential areas blo 1000’.

AIRPORT MANAGER: 703-361-1882

WASHINGTON

COPTER

N38º43.26´ W77º30.91´

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

RADIO AIDS TO NAVIGATION:

ARMEL (L) VOR/DME 113.5 AML Chan B2 N38º56.08´ W77º28.00´ 198º 13.0 NM to fld. 296/8W.

VOR unusable:

056º–092º blo 4,500’

093º–115º

116º–210º blo 4,500’

DME unusable:

056º–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.

IAP, AD

NE, 17 JUN 2021 to 12 AUG 2021
Rwand Reagun Washington NTL

RWY 01–19: H7169X150 (ASPH–GRVD) S–110, D–200, 2D–360
PCN 57 F/B/X/T HIRL
RWY 01: ALSF2. TDZL. PAPI(P4R)—GA 3.0º TCH 54’. RVR–TR Tower.
RWY 15–33: H5204X150 (ASPH–GRVD) S–110, D–200, 2D–360
PCN 57 F/B/X/T HIRL
RWY 33: REIL. PAPI(P4L)—GA 3.0º TCH 37’. Trees.
PCN 57 F/B/X/T MIRL
RWY 04: REIL. PAPI(P4L)—GA 3.25º TCH 52’. Thld dsplcd 200’. Road.

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 19: TORA–6869 TODA–6869 ASDA–6869 LDA–6869

Arresting Gear/System

RWY 04: EMAS
RWY 15: EMAS
RWY 33: EMAS

Service:

Fuel: JET A

Noise:


Airport Remarks:

Attended continuously. Flocks of birds on and inof arpt; Flg gull and geese and duck populations AB over ADJ river areas. 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 fid for all DoD owned and opr acft. Lglt from vehicle parking lot ltd 1000’ southwest of RwY 01 could give false indications of being part of RwY 01 apch lglt 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 taxiing btn air carrier pushback ops and the gates. Tmg fits 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 V6 Rgt 20° to right and extends coverage to 24° right of centerline. The rotated VASI–V6R system supports visual and instrument apchs to RwY 19. Twy N bfn apch end RwY 15 and Twy 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) 418–1177. LLWAS. TDWR.

Communications: D–ATIS 132.65 (703) 419–3917 UNICOM 122.95

Washington RCO 122.2

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)
PDC

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 5,000'
- 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°–040° byd 30 NM blo 2,500'

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

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 rqr 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 btn 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–5(–4DT) W38°52.12’ W77°00.45’ COPER

HELIPAD H1: PERIMETER LGTS

HELIPAD H1: LGTS.

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 Apcn at 866-599-3874.

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**DISTRICT OF COLUMBIA**

CONTINUED FROM PRECEDING PAGE
WASHINGTON DULLES INTL  (IAD)(KIAD)  20 W  UTC–5(–4DT)  N38°56.85´

DISTRICT OF COLUMBIA

WASHINGT O N 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/2D–875 PCN 81 R/C/W/T HIRL CL

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

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

RWY 01R–19L: H11500X150 (CONC–GRVD)  S–200, D–250, 2D–450, 2D/2D–875 PCN 81 R/C/W/T HIRL CL

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

RWY 19L: ALSF2. PAPI(P4L)—GA 3.0º TCH 75´. RVR–TMR Pole. 0.3% up.

RWY 12–30: H10501X150 (CONC–GRVD)  S–200, D–250, 2D–450, 2D/2D–875 PCN 81 R/C/W/T HIRL CL

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

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

RWY 01L–19R: H9400X150 (CONC–GRVD)  S–200, D–250, 2D–450, 2D/2D–875 PCN 81 R/C/W/T HIRL CL

RWY 01L: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 70´. RVR–TMR 0.3% down.

RWY 19R: ALSF2. TDZL. PAPI(P4L)—GA 3.0º 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  OX 1, 3  LGT Rwy status lgts 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 acft saturation long term parking may not be avbl. Flt trng btn 0300–1200Z‡ prohibited. Itnrnt acft 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 dsgnd as non–movement area. Taxilane C active, pushback cncs on North side of midfld 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 134.85 571–323–6374. UNICOM 122.95

© POTOMAC APP CON 128.525 (091º–240º) 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 (190º–300º) 125.05 (300º–010º) Air surveillance radar unavbl abv 15,000´.

CPDLC (LOGON KUSA)

PDC

AIRSPACE: CLASS B See VFR Terminal Area Chart.

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

ARME. (L) VOR/DME 113.5 AML Chan 82 N38°56.08’ W77°28.00’ 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 II E.
ILS/DME 110.75 I–OIU Chan 44(Y) Rwy 01L. Class III E. LOC unusable byd 25º left of course.
ILS/DME 110.1 I–IAD Chan 38 Rwy 01R. Class III E.
ILS 109.3 I–AJU Rwy 12. Class II E.
ILS 111.3 I–DLX Rwy 19C. Class III E.
ILS/DME 110.1 I–SGC Chan 38 Rwy 19L. Class II E.
ILS/DME 110.75 I–ISU Chan 44(Y) Rwy 19R. Class III E.

NE, 17 JUN 2021 to 12 AUG 2021
ASHLAND

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

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´ W70º17.01´

288 B TPA—See Remarks NOTAM FILE LEW


HIRL

RWY 04: MALSR. 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

RWY 35: Tree.

SERVICE: S2 FUEL 100LL, JET A1+ OK4 LGT ACTVT MALSR 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

COMMUNICATIONS: CTAF/UNICOM 122.8

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´ 250º 26.6 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´

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 SPB (MB) 3 S UTC–5(–4DT) N44º16.05´ W69º46.90´

WATERWAY 13W–31W, 2500X100 (WATER)

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 clsd ctc Boston ARTCC at 603-879-6859.
AUGUSTA STATE (AUG)(KAUG) 1 NW  UTC–5(–4DT)  N44°19.24’ W69°47.84’
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: S4 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)
PORTLAND APP/DEP CON 128.35 (1045–0500Z‡)
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 Chan 96(Y) N44°19.20´ W69°47.79´ 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 N44°24.66´ W69°51.64´ 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 fm 0.5 NM to thld abv 1,500’.

NE, 17 JUN 2021 to 12 AUG 2021
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

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

RUNWAY DECLARED DISTANCE INFORMATION
RWY 15: TORA–11440 TODA–11440 ASDA–11440 LDA–11440
RWY 33: TORA–11440 TODA–11440 ASDA–11440 LDA–11440


OIL  0–133–148(Mil)  TRAN ALERT Opr 1130–0200‡ Mon–Thu, 1130–1900‡ 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 and Index E capabilities avbl 24/7. Flight Notification Service (ADCUS) available.

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


ANG Opr 1100–1930‡ Mon–Fri, clsd weekends and hol. PPR rqr for ANG ramp. Ctc afld mgmt DSN 698–7232, C207–404–7232 for PPR dur opr hrs. Pre-coord all transportation requirements and haz cargo with PPR rqr. PPR valid ±1 hr unless prior coord. 3 hr out call, 30 min out call 311.0 to CFM customs/AG and tran svc. Comd post C207–404–7788 24 hrs.

AIRPORT MANAGER: 207-992-4600

WEATHER DATA SOURCES:  ATIS  127.75 (207–561–2524)

COMMUNICATIONS:  CTAF  122.9

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

Banks (See SWANS ISLAND on page 83)
BAR HARBOR

HANCOCK CO–BAR HARBOR (BHB)(KBHB) 8 NW UTC–5(–4DT) N44°26.98´ W68°21.69´

RWY 04–22: H5200X100 (ASPH) D–72, 2S–91, 2D–100
PCN 40 F/D/X/T HIRL
RWY 04: REIL, VASI(V4L)—GA 3.0º TCH 55’. Trees.
RWY 22: MALSF, VASI(V4L)—GA 3.0º TCH 55’.
RWY 17–35: H3363X75 (ASPH) S–13, D–20 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 ACTVT MALSF Rwy 22, REIL Rwy 04–22, HIRL Rwy 04–22—122.7.

NOISE: Durg VFR conds when wind speed less than 5 kts as rprtd by AWOS or UNICOM, all acft using Rwy 04–22 are reqd to tkof and land on Rwy 22 for noise abatement procs.

AIRPORT REMARKS: Attended 1300–2300Z. Birds on and inovf arpt. Glider ops on and invf arpt. Grass areas unavbl for acft ops. Seaplane rmp unavbl for acft ops exc PPR 207–667–7329. Rwy conds may not be current and avbl on wkends, hols, and 2100–1230Z‡ Mon–Fri. Rwy 04–22 due to hump at midpoint, opposite ends of rwy not visible at gnd level. Rwy 17–35 not avbl for skedd acr ops (ldg and tkof) more than 9 pax seats or unsked acr ops at least 31 pax seats. Class IB. PPR for unsked acr ops at least 31 pax seats. Ctc AMGR. PPR for unsked acr ops reqrg 14 CFR 139 ARFF. Ctc AMGR. Twy B clsd to all acft greater than 10,000 lbs. Twys F and Twy G clsd Dec 1–Mar 31 annually.

AIRPORT MANAGER: 207-667-7329
WEATHER DATA SOURCES: AWOS–3PT 118.35 (207) 667–7364.
COMMUNICATIONS: CTAF/UNICOM 122.975

Belfast Muni (BST)(KBST) 1 SW UTC–5(–4DT) N44°24.56´ W69°00.71´

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

COMM/NAV/WEATHER REMARKS: AWOS avbl via CTAF–2 clicks or call (207) 930–7071 or go to www.digiwx–bst.com.
BETHEL RGNL  (QB1)  2 NW  UTC–5(–4DT)  N44º25.51´ W70º48.60´  
674 B  NOTAM FILE BGR  
RWY 14–32;  H3818X75 (ASPH)  MIRL  0.5% up NW  
RWY 32: REIL.  
SERVICE: FUEL 100LL  LGT Lght windsock and apron lgts on continuously at night. ACTIVATE REIL 32; MIRL Rwy 14–32—CTAF.  
AIRPORT REMARKS: Unattended. Turkeys and geese on or involf arpt. Self–serve avbl 24 hrs with credit card. Unlighted mountainous terrain. Arpt sfc conditions unmonitored between 0200–1300Z‡ daily. For rwy cond or other info, ctc arpt information line 207–512–5552. Powered parachute activity occasionally in terminal area. Unmanned acft within 3 NM radius of arpt sfc–400´ AGL daily SR–SS. No fees for parking, tie down, overnight electrical A/C hook up. Cold temperature airport. Altitude correction required at or below –23C.  
AIRPORT MANAGER: 207-824-2669  
COMMUNICATIONS: CTAF 122.9  
® PORTLAND APP/DEP CON 125.5 (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(838) NOTAM FILE BGR  
RWY 06–24;  H3000X75 (ASPH)  MIRL  0.3% up NE  
RWY 06: REIL. VASI(V4L)—GA 3.75º TCH 33’.  
RWY 24: Brush.  
SERVICE: FUEL 100LL  LGT ACTVT REIL Rwy 06; MIRL Rwy 06–24—CTAF; VASI Rwy 06 opr 24 hrs.  
NOISE: Noise abatement ctc AMGR for dtls.  
AIRPORT REMARKS: Attended 1300–2200Z‡. Deer and turkeys on and involf arpt. Ultralight and prcht act on and involf arpt. 24 hr fuel w/major credit card–self svc. Rwy 24 calm wind rwy.  
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‡)  
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 blo 2,000’ 185º–230º byd 25 NM blo 2,500’ 268º–278º byd 30 NM blo 4,600’  

BOWDOINHAM  
MERRYMEETING FLD  (OB8)  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 involf 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, when Apch clsd ctc Boston ARTCC at 603-879-6859.
BOWMAN FLD  (See LIVERMORE FALLS on page 72)

BRADFORD CAMPS SPB  (See ASHLAND on page 57)

BRANDY POND SPB  (See NAPLES on page 74)

BREWER  (WB2)  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 tfc.
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 invof 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 EXEC  (KBXM)  2 SE  UTC–5(–4DT)  N43º53.54´ W69º56.33´

SERVICE: S4 FUEL 100LL, JET A+ OX 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


COMMUNICATIONS: CTAF/UNICOM 122.725

PORTLAND APP/DEP CON 119.75 (112º–292º) 120.45 (293º–111º) 0100–1300Z‡

BOSTON CENTER APP/DEP CON 124.25 (293º–211º) 0100–1300Z‡

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 3,000´
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 109.3–119.3 I–BXM Chan 30 Rwy 01R. Class IT. ILS Rwy 01R unmonitored btn 0300–1100Z‡.

BUCKHORN CAMPS SPB  (See NORCROSS(MILLINOCKET) on page 74)

BUCKS HARBOR  N44º37.86´ W67º23.70´
RCO 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.

NE, 17 JUN 2021 to 12 AUG 2021
CARIBOU MUNI (CAR)(KCAR) 1 NW UTC–5(–4DT) N46º52.30´ W68º01.09´

RWY 01–19: H4003X100 (ASPH) S–30 MIRL
RWY 01: Ground.
RWY 11–29: H3016X75 (ASPH) S–30 MIRL

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 acft, 1000´ AGL multi and large single engine acft. Rwys 01+23´ power pole and trees approximately 950´ from thld across apch. Rw 01–19 obstruction lghts along both sides of primary sfc and tree line. Flight Notification Service (ADCUUS) 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 (R) 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 b 3,400´

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

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


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

DME unusable:
010º–070º byd 25 NM b 7,000´
071º–143º byd 25 NM b 3,000´
144º–154º byd 25 NM b 7,000´
155º–189º byd 25 NM b 3,000´
190º–205º byd 10 NM b 5,000´
206º–220º byd 25 NM b 3,000´
221º–285º byd 15 NM b 6,000´
CHESUNCOOK  
CHESUNCOOK LAKE HOUSE SPB (1ME)  N46º03.65´ W69º24.57´
942  MAINE
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)  N46º12.15´ W69º14.42´
945  MAINE
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 68)
CUTLER RGNL (ME2)  N44º40.80´ W67º15.86´
55  HALIFAX
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)  N44º43.61´ W67º59.48´
218  HALIFAX
RWY 15–33:  H4500X75 (ASPH) S–84, D–200, 2D–400
AIRPORT REMARKS: Unattended. Clsd during winter months exc to ski acft. Pavement drops–off at thlds of Rwy 15 and Rwy 33 in excess of 5’. 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 rts and cntrln faded.
AIRPORT MANAGER:  (207) 941-4502
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 BGR.
BANGOR (H) VORTACW 114.8 BGR Chan 95 N44º50.51´ W68º52.44´ 119º 38.3 NM to fld. 360/19W.
Dexter Rgnl  (1B0)  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 invof arpt.  

AIRPORT MANAGER: (207) 270-0239  

COMMUNICATIONS: CTAF/UNICOM 122.8  

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

RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.  

Bangor (H) Vortac 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)  N44º30.85´ W70º24.41´  

418  NOTAM FILE BGR  
RWY 12–30: 1808X40 (TURF)  
RWY 12: Trees.  
RWY 30: Trees.  


AIRPORT MANAGER: (207) 491-5025  

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.  

Dover/Foxcroft  

Charles A Chase Jr Meml Fld  (44B)  1 SW  UTC–5(–4DT)  N45º10.65´ W69º14.68´  

520  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 122.9  

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

Dunns  

N44º24.66´ W69º51.64´ NOTAM FILE AUG.  

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

East Wintthrop  

Lakeside Marina Spb  (03M)  4 E  UTC–5(–4DT)  N44º18.91´ W69º53.22´  

165  NOTAM FILE BGR  
Waterway 02W–20W: 3800X200 (WATER)  

Seaplane Remarks: Attended 1300–0300Z. Daytime use only. For fuel check at motel. Rwy 02W end east of lighthouse, Rwy 20W end east of south tip Hershey Island.  

AIRPORT MANAGER: 207-395-6741  

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.  

NE, 17 JUN 2021 to 12 AUG 2021
EASTPORT MUNI (EPM/KEPM)  1 W UTC–5(–4DT)  N44°54.61′ W67°00.76′

45 B  LRA  NOTAM FILE EPM

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

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 invof 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

WEATHER DATA SOURCES: AWOS–AV 122.8 (207) 853–0682. Frequency: 3

clicks to actvt.

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  N45°19.75′

W67°42.25′  130° 38.7 NM to fld. 398/0E.

DME unusable:

300°–330° byd 25 NM blo 4,500′

ELIOT

LITTLEBROOK AIR PARK (3B4)  2 SE UTC–5(–4DT)  N43°08.59′ W70°46.41′

125  NOTAM FILE BGR

RWY 12–30: H2701X50 (ASPH)  S–B  RWY LGTS(NSTD)  0.7% up NW

RWY 12: Trees.

RWY 30: Thld dsplcd 86’. Trees.

SERVICE: LGT  ACTVT LIRL Rwy 12–30–CTAF; sys OTS indefly, call

207–475–7005 for sts.

AIRPORT REMARKS: Unattended. Birds and deer on and invof arpt. Arpt

CLOSED to helicopters exc 24 hr PPR 207–475–7005. Broken

pavement and debris all ramp and twys. Rwy 12 and Rwy 30 markings

non–std size, nrs and cntrln faded.

AIRPORT MANAGER: 207-475-7005

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/DME 116.5  PSM Chan 112  N43°05.07′

W70°49.92′  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  N43°13.21′  W70°49.70′

168° 5.2 NM to fld. 72/16W.  NOTAM FILE BGR.

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 LQT. ACTIVATE REIL Rwy 14 and 32, PAPI Rwy 32, and MIRL Rwy 14–32—CTAF.

**AIRPORT REMARKS:** Attended Mon–Fri 1300–2200Z‡, 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

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

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

**PRESQUE ISLE (H) VOR/W/DME** 116.4 PQI Chan 111 N46°46.45’ W68°05.67’ 005º 32.0 NM to fld. 592/21W.

DME portion unusable:

180º–200º byd 30 NM blo 3,400’

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**FRYEBURG**

**EASTERN SLOPES RGNL** (IZG)(KIZG) 3 SE UTC–5(–4DT) N43°59.47’ W70º56.87’

455 B NOTAM FILE IZG

RWY 14–32: H4200X75 (ASPH) S–30 MIRL 0.8% up NW

RWY 32: REIL. VASI(V2L)—GA 3.0º TCH 17’. Trees.

**SERVICE:** S4 FUEL 100LL, JET A+ LQT. ACTIVATE MIRL Rwy 14–32—CTAF. Rwy 32 VASI unusable byd 7º left and right of cntrln.

**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. Lgd 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

**BOSTON CENTER APP/DEP CON** 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) VOR/DME** 117.1 ENE Chan 118 N43°25.54’ 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’

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**GILLESPIE FLD** (See MEDDYBEMPS on page 73)

**GREATON AIRFIELD** (See SACO on page 81)
GREENVILLE

GREENVILLE MUNI (3B1) 2 E UTC–5(–DT) N45º27.77’ W69º33.10’
1402  B NOTAM FILE BGR
RWY 14–32: H4000X75 (ASPH) S–12.5  MIRL  0.3% up NW
   RWY 14: REIL, 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 invof 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
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  N45º35.20’ W68º30.93’  281º 44.3 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’

MOOSEHEAD AERO MARINE SPB (52B) 0 N UTC–5(–DT) N45º28.48’ W69º36.23’
1028  NOTAM FILE BGR
WATERWAY 14W–32W: 6000X1200 (WATER)
WATERWAY 18W–36W: 5000X1000 (WATER)
SEAPLANE REMARKS: Unattended. Be alert: nearby 21M Currier´s SPB (1.1 mi west) utilize same CTAF 122.9.
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  N45º35.20’ W68º30.93’  282º 46.4 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’

GREENVILLE JUNCTION

CURRIER’S SPB (21M) 0 N UTC–5(–DT) N45º28.70’ W69º37.16’
1029  NOTAM FILE BGR
WATERWAY 18W–36W: 10000X3000 (WATER)
WATERWAY 36W: Rgt tfc.
SEAPLANE REMARKS: Attended May–Oct dalgt 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 52B Moosehead Aero Marine SPB (1.1 mi east) utilize same CTAF 122.9.
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 70)

HANCOCK CO–BAR HARBOR (See BAR HARBOR on page 60)
HOULTON 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
RCO 122.2 (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.
AIRSPACE: CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE HUL.
(H) VOR/DME 116.1 HUL Chan 108 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 displcd 250´. Trees.
RWY 19: Road.
NOISE: Noise abatement mntn rwy hdg to 1000´ AGL.
AIRPORT MANAGER: 207-734-2253
COMMUNICATIONS: CTAF 122.9
BANGOR APP/DEP CON 118.925
CLEARANCE DELIVERY PHONE: For CD ctc Bangor Apch at 207-561-2521.

JACKMAN MOOSE RIVER SPB (60B) 0 W UTC–5(–4DT) N45º38.00´ W70º15.97´

1157 LRA NOTAM FILE BGR
WATERWAY 09W–27W: 5500X200 (WATER)
WATERWAY 01W–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.
NEWTON FLD (59B)  1 W UTC–5(–4DT)  N45°37.97’ W70°14.93’
1178 B  LRA  NOTAM FILE BGR
RWY 13–31: H2B98X60 (ASPH)  MIRL
     RWY 13:  Trees.
     RWY 31: REIL.
SERVICE:  FUEL  100LL  LGT  ACTIVATE REIL Rwy 31 and MIRL Rwy 13–31 —CTAF.
AIRPORT REMARKS:  Unattended. Fuel avlb 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.

HELIPAD H1: 125X80 (TURF)

KENNEBUNK  N43°25.54’ W70°36.81’  NOTAM FILE BGR.
     (H) VOR/DME  117.1  ENE  Chan 118  262º 4.6 NM to Sanford Seacoast Rgnl. 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’

KNOX CO RGNL  (See ROCKLAND on page 81)

LAKESIDE MARINA SPB  (See EAST WINTHROP on page 65)

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 MANAGER:  (207) 951-2281
COMMUNICATIONS:  CTAF  122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Bangor Apch at 207-561-2521.

LEWIE  N43°57.74’ W70°20.28’  NOTAM FILE LEW.
NDB (LOMW) 240  LE  041º 5.7 NM to Auburn/Lewiston Muni. 323/17W.
LIMINGTON–HARMON  (63B)  3 N UTC–5(–4DT)  N43º45.78´ W70º40.35´
292 TPA—1392(1100)  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 inof arpt. Rwy 11–29 NSTD LIRL. Rwy 29 has 1 thld lgt 175´ from thld. Rwy 11 has 2 thld lgt 320´ from thld. Rwy lgts spaced at 400´, many lgts missing. Rwy 11 marked as basic. Numbers displcd 145´ from thld. Rwy 29 marked as basic. Numbers displcd 167´ from thld.
AIRPORT MANAGER: (207) 318-4427
COMMUNICATIONS: CTAF/UNICOM 122.7
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) VOR/W/DME 117.1 ENE Chan 118 N43º25.54´ W70º36.81´ 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)  N45º21.73´ W68º32.08´
208 B 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 inof arpt. Cold temperature rstd arpt. Altitude correction required at or blo –31C/–24F.
AIRPORT MANAGER: 207-794-3372
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 MLT.
MILLINOCKET  (H) VOR/DME 117.9 MLT Chan 126 N45º35.20´ W68º30.93´ 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 05W: 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 66)

NE, 17 JUN 2021 to 12 AUG 2021
LIVERMORE FALLS

BOWMANFld (B10)  4 SE UTC–5(–4DT)  N44°24.60´ W70°08.77´
324 TPA—1674(1350)  NOTAM FILE BGR
RWY 02–20:  2201X120 (TURF)  0.3% up N
PWY 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´x2´ markers along sides. Rwy 20 end marked with yellow at thld and white 2´x2´ 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 82)

LONG LAKE SPB (See NAPLES on page 74)

LUBEC MUNI (658)  2 W UTC–5(–4DT)  N44°50.19´ W67°01.62´
85 B LRA NOTAM FILE BGR
RWY 08–26:  2024X100 (TURF–GRVL)  LI Ralph
RWY 08:  Tree.
RWY 26:  Tree.

SERVICE:  LGT ACTVT LI Ralph Rwy 08–26 and rotating bcn—CTAF.

AIRPORT REMARKS:  Unattended. Deer on and inof 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 59)

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 inof arpt.

AIRPORT MANAGER:  207-255-6621

WEATHER DATA SOURCES:  AWOS–AV 122.8 (207) 255–2511.

COMMUNICATIONS:  CTAF/UNICOM 122.8

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´  

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. 36´ p–line 280´ north of Rwy 16 marked with balls.

AIRPORT MANAGER: (312) 502-8307

MERRymeeting FLD (See BOWDOINHAM on page 61)

MILLINOCKET

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


AIRPORT MANAGER: 207-723-8378

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

AIRPORT MANAGER: 207-723-6649

WEATHER DATA SOURCES:  ASOS 135.225 (207) 723–8396.

COMMUNICATIONS:  CTAF/UNICOM 122.9

RCO 122.1R 117.9T 122.6 (BANGOR RADIO)

BOSTON CENTER APP/DEP CON 120.25

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

RADIO AIDS TO NAVIGATION:

- (H) VOR/DME 117.9 MLT Chan 126  N45°35.20´  W68°30.93´  317º 8.0 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´
- MILNOT NDB (H) 344  LNT  N45°38.92´  W68°33.02´  287º 5.7 NM to fld. 277/17W. NDB unmonitored.
- NDB unusable: Byd 15 NM
- LOC 108.9  I–MLT  Rwy 29.
MILLINOCKET  N45°35.20´ W68°30.93´ NOTAM FILE MLT.
(H) 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)

MILNOT  N45°38.92´ W68°33.02´ NOTAM FILE MLT.
NDB (H) 344 LNT 287° 5.7 NM to Millinocket Muni. 277/17W. NDB unmonitored.
NDB unusable:
Byd 15 NM

MOOSE RIVER SPB  (See JACKMAN on page 69)

MOOSEHEAD AERO MARINE SPB  (See GREENVILLE on page 68)

NAPLES

BRANDY POND SPB  (5ME) 1 SE UTC–5(–4DT) N43°57.23´ W70°35.25´
268  NOTAM FILE BGR
WATERWAY 17W–35W: 7200X600 (WATER)
SERVICE: S2 FUEL MOGAS
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  (76B) 1 NE UTC–5(–4DT) N43°59.22´ W70°37.11´
268  NOTAM FILE BGR
WATERWAY 16W–34W: 15000X3960 (WATER)
SERVICE: FUEL 100LL
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 70)

NORCROSS (MILLINOCKET)

BUCKHORN CAMPS SPB  (7BB) 0 NE UTC–5(–4DT) N45°39.25´ W68°56.97´
500  NOTAM FILE BGR
WATERWAY NW–SE: 4000X500 (WATER)
WATERWAY NW: Trees.
WATERWAY SE: Trees.
WATERWAY E–W: 3000X500 (WATER)
WATERWAY E: Trees.
WATERWAY W: Trees.
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 / NORRIDGEWOCK

(OWK)(KOWK)

4 W UTC–5(–4DT)

N44º42.93´ W69º51.99´

NORTHERN AROOSTOOK RGNL

(See FRENCHVILLE on page 67)

NUGENT CHAMBERLAIN LAKE SPB

(See CHESUNCOOK on page 64)

270 B NOTAM FILE BGR

RWY 15–33: H4000X100 (ASPH) S–30, D–60 MIRL

RWY 15: REIL. PAPI(P2L)—GA 3.0º TCH 43º.

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, cntrln missing.

AIRPORT MANAGER: 207-634-2252

WEATHER DATA SOURCES: AWOS–AV

COMMUNICATIONS: CTAFCOM 122.8

PORTLAND APP/DEP CON 128.35 (1045–0500Z‡)

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

(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´ 011º 23.9 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´
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 1300–2200Zt. Fuel self-svc. 24 hr fuel with
  major credit card. Credit card also avbl at dock. Waterfowl, turkeys
  and deer on or invof arpt. FBO clsd Sundays. Flight Notification Svc
  (ADCUS) 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  N44°50.51’
  W68°52.44’  071º 10.8 NM to fld. 360/19W.

••••••••••••••••••

WATERWAY 17W–35W: 8400X100 (WATER)

OXFORD CO RGNL (81B) 2 E UTC–5(–4DT) N44°09.45’ W70°28.88’

345  B  NOTAM FILE BGR
RWY 15–33: H2997X75 (ASPH) S–25  MIRL  0.3% up NW

SERVICE: S4  FUEL  100LL  OX 1, 2, 3, 4  LGTACTIVATE MIRL Rwy
  15–33—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1200–2130Zt. For fuel or maint call
  207–539–6056. Wildlife on or invof arpt. Rwy 15–33 has 2 in
  drop-offs lctd on all sides and thlds.

AIRPORT MANAGER: 207-743-6359
COMMUNICATIONS: CTAF/UNICOM 122.8

PORTLAND APP/DEP CON 125.5 (1045–0500Zt)
BOSTON CENTER APP/DEP CON 128.2 (0500–1045Zt)

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 AUG.

AUGUSTA (L) VOR/DME 114.95  AUG Chan 96(Y)  N44°19.20’
  W69°47.79’  270º 31.1 NM to fld. 349/18W.

VOR unusable:
  005º–015º byd 10 NM bl 7,000’
  075º–089º byd 25 NM bl 3,000’
  090º–115º byd 15 NM
  116º–189º byd 25 NM bl 3,000’
  190º–205º byd 10 NM bl 5,000’
  206º–220º byd 25 NM bl 3,000’

DME unusable:
  010º–070º byd 25 NM bl 7,000’
  071º–143º byd 25 NM bl 3,000’
  144º–154º byd 25 NM bl 7,000’
  155º–189º byd 25 NM bl 3,000’
  190º–205º byd 10 NM bl 5,000’
  206º–220º byd 25 NM bl 3,000’
  221º–285º byd 15 NM bl 6,000’

MONTREAL

HALIFAX

L–321

NE, 17 JUN 2021 to 12 AUG 2021
PATTEN

SHIN POND SPB (85B) 8 NW UTC–5 (–4 DT) N46°05.60′ W68°33.86′
778 NOTAM FILE BGR
WATERWAY 02W–20W: 5000X200 (WATER)
SERVICE: FUEL 100LL
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 (–4 DT) N44°46.11′ W69°22.47′
197 B NOTAM FILE BGR
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
CLEARANCE DELIVERY PHONE: For CD ctc Bangor Apch at 207-561-2521.

PORTAGE LAKE MUNI SPB (87B) 1 W UTC–5 (–4 DT) N46°45.62′ W68°28.85′
608 NOTAM FILE BGR
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)  N43º38.74´ W70º18.52´

76  B  LRA  Class I, ARFF Index B  NOTAM FILE PWM  MON Airport

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
Trees.

RWY 29: MALSR. PAPI(P4R)—GA 3.0º TCH 50´. RVR–TMR
Trees.

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–5650 LDA–5150

SERVICE: S4 FUEL 100LL, JET A

OXY 1, 3 LGT Rwy 11 ALSF–II

becomes SSALS when ATCT clsd. When twr clsd ACTVT MALSR Rwy
29; REIL Rwy 18 and 36; TDZL Rwy 11; Centerline Rwy 11–29; PAPI Rwy 11, 29, 18 and 36; HIRL Rwy 11–29; MIRL
Rwy 18–36—CTAF.

NOISE: For noise abatement info, ctc the arpt ops cntr on freq 129.95 or call 207–756–8310.

AIRPORT REMARKS: Attended 1100–0300Z‡. Birds ocnly on and invof arpt. For fuel after hrs call 207–774–6318 or
clsd to acft with wingspan gtr than 135 ft. No touch and go ldgs during snow removal. PAEW adj to rwys ngt; gnd vehicles
monitor 120.9 when ATCT clsd. Prior to any run–ups ctc the arpt ops cntr on freq 207–756–8310. Pushback onto

AIRPORT MANAGER: 207-756-8310

COMMUNICATIONS: CTAF

ATIS 119.05 (207) 775–1039

UNICOM 122.95

BOSTON CENTER APP/DEP CON

128.2 (0500–1045Z) TOWER 120.9 (1045–0500Z) GND CON 121.9

CLNC DEL 121.9

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

VOR TEST FACILITY (VOT) 111.0

RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.

KENNEBUNK (H) VOR/DME 117.1 ENE Chan 118 N43º25.54´ W70º36.81´ 062º 18.7 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´

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

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 W  UTC–5(–4DT)  N46º42.36´ W68º03.64´

H–11D, L–32H

HALIFAX

500 TPA—1800(1300) NOTAM FILE BGR.

WATERWAY 01W–19W: 6000X300 (WATER)

WATERWAY 01W: Trees.


AIRPORT MANAGER: 207-764-2550

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:  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 rwy 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 (ADCUS) 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

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 44’.
RWY 06–24:  H3998X150 (ASPH)
   RWY 06:  Trees.
SERVICE:  FUEL  100LL  LGT ACTVT MIRL Rwy 15–33 and PAPI Rwy 15—CTAF.
AIRPORT REMARKS:  Unattended. Rwy 06–24 CLOSED to acft indef—pavement unusable. Fuel avbl 24 hrs with major credit card. 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 (ADCUS) 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  Channel 90  N45°19.75’ W67°42.25’  142º 9.7 NM to fld. 398/0E.
   DME unusable:
   300º–330º byd 25 NM blo 4,500’
COMM/NAV/WEATHER REMARKS:  Automated UNICOM; 3 clicks.
RANGELEY

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
SEAPLANE REMARKS: Attended May–Oct. Significant boat activity in summer months. Cold temperature airport. Altitude correction required at or below –27ºC.
AIRPORT MANAGER:  207-864-5307
COMMUNICATIONS: CTAF 122.9

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)  N44º38.01´ W71º11.17´  049º 29.5 NM to fld. 1730/0E.

NDB (MHW) 221  RQM  N44º56.08´ W70º45.07´  091º 3.9 NM to fld. 1589/18W.  NOTAM FILE BGR. NDB unmonitored.

RANGELEY NDB unmonitored.

STEPHEN A BEAN MUNI  (8B0)  2 NW  UTC–5(–4DT)  N44°59.53´ W70°39.91´

1821  B  NOTAM FILE BGR

RWY 14–32:  H4299X75 (ASPH)  S–13  MIRL
RWY 14:  REIL. PAPI(P4L)—GA 3.0º TCH 40´.
RWY 32:  REIL. PAPI(P4L)—GA 3.0º TCH 40´. 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)  N44º38.01´ W71º11.17´  046º 31.0 NM to fld. 1730/0E.

RANGELY NDB (MHW) 221  RQM  N44º56.08´ W70º45.07´  065º 5.0 NM to fld. 1589/18W.  NOTAM FILE BGR. NDB unmonitored.

NDB unusable:
Byd 18 NM
ROCKLAND
KNOX CO RGNL (RKD) (KRKD) 3 S UTC–5(–4DT) N44º03.61´ W69º05.98´
55 B NOTAM FILE RKD
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 ACTVT MALSR Rwy 13;
REIL Rwys 03 and 31, PAPI Rwys 03, 13, 31; HIRL Rwy 13–31;
MIRL Rwy 03–21—CTAF.
NOISE: Noise Abatement procs in efct, call 207–596–0617 or visit website
for specific instrns.
AIRPORT REMARKS: Attended Mon–Fri 1100–2200Z‡. Arpt may be
unattended from 0300–1100Z‡. Seagulls and deer on and invof arpt.
Rwy conditions may not be avbl weekends and SS–1200Z‡ Mon, Thu,
Fri. Voluntary ngt curfew in effect 0330–1100Z‡.
AIRPORT MANAGER: 207-594-4131
WEATHER DATA SOURCES: AWOS–3PT
COMMUNICATIONS: CTAF/UNICOM 123.05
PORTLAND APP/DEP CON 120.4 (1045–0500Z‡)
BOSTON CENTER APP/DEP CON 128.2 (112º–292º) 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:
VOR Channel 114.95 AUG
DME Channel 356
SACO GREATON AIRFIELD (98M) 6 NW UTC–5(–4DT) N43º34.54´ W70º31.13´
170 NOTAM FILE BGR
RWY 06–24: 2200X50 (TURF)
RWY 06: Trees.
RWY 24: Trees.
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.

NE, 17 JUN 2021 to 12 AUG 2021
SANFORD SEACOAST RGNL (SFM)(KSFM) 4 SE UTC–5(–4DT) N43º23.63´ W70º42.48´

244 B NOTAM FILE SFM

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–GRVD) S–65, D–100 MIRL

SERVICE: S4 FUEL 100LL, JET A, MOGAS


AIRPORT MANAGER: 207-324-3172


COMMUNICATIONS: CTAF/UNICOM 123.075

PORTLAND APP/DEP CON 119.75

BOSTON CENTER APP/DEP CON 128.2

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

RADIO AIDS TO NAVIGATION:

KENNEBUNK (H) VOR/DME 117.1 ENE Chan 118 N43º25.54´ W70º36.81´ 262º 4.6 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´

ILS 111.5 I–SFM Rwy 07. Class IB.

SHIN POND SPB (See PATTEN on page 77)

LONG LAKE SPB (92B) 3 NE UTC–5(–4DT) N47º11.59´ W68º13.89´

581 B NOTAM FILE BGR

WATERWAY 15W–33W: 25000X4000 (WATER)

WATERWAY 07W–25W: 15800X2640 (WATER)

SERVICE: FUEL MOGAS


AIRPORT MANAGER: 207-543-7584

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD 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.

STEPHEN A BEAN MUNI (See RANGELEY on page 80)

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

32 NOTAM FILE BGR

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: CTAF 122.9

BANGOR APP/DEP CON 133.6

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

HELIPAD H1: H40X40 (ASPH)

NEW YORK

NE, 17 Jun 2021 to 12 Aug 2021
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 10: Tree.
RWY 28: Thld dsplcd 300´. Bldg.

RWY 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 invof 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
APP/DEP CON 133.6

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.

TURNER

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 12–30: H2104X50 (ASPH) S–8.5 0.3% up W
RWY 12: Roads.
RWY 30: Trees.

SERVICE: S4 FUEL 100LL, MOGAS


AIRPORT MANAGER: 207-225-3490

COMMUNICATIONS: CTAF/UNICOM
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 83)

Van Buren SPB (05B) 0 N UTC–5(–4DT) N47°09.54´ W67°55.92´

440 LRA NOTAM FILE BGR

WATERWAY NW–SE: 4000X200 (WATER)
WATERWAY SE: Bridge.


AIRPORT MANAGER: 207-868-2886

COMMUNICATIONS: CTAF 122.9

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


207–754–1372. Acft should monitor 122.8 inof arpt. 1239′ MSL twr 7000′ SE and 968′ MSL twr 9600′ S–SE of 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 122.9

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

WATERVILLE ROBERT LAFFLEUR (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: REIL. 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

PORTLAND APP/DEP CON 128.35 (1045–0500Z‡) CLNC DEL 124.6

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 Chan 96(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′

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 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.
NOISE: Noise sensitive area southwest off end of Rwy 07, climb straight out to 700´ AGL.
AIRPORT REMARKS: Attended May–Labor Day 1300–2100Z‡, Sep–Nov Fri–Sun 1400–2100Z‡, Jan–Mar not attended, Dec–Apr Sat–Sun 1500–1900Z‡. Deer and wildlife on and invof arpt. 24 hr credit card fuel opr. Rwy 7 apch obstn lgts on 60´ poles along right side of apch lcld in 60´ to 70´ tall trees.
AIRPORT MANAGER: (207) 882-5475
WEATHER DATA SOURCES: ASOS 135.725 (207) 882–8094.
COMMUNICATIONS: CTAF/UNICOM 122.8
© PORTLAND APP/DEP CON 120.4 (293º–111º) 119.75 (112º–292º)
(Mon–Fri 1045–0500Z‡)
© 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 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´
ANDREWS  N38°48.43’ W76°51.98’  NOTAM FILE ADW.
(L) VORTAC  113.1  ADW  Chan 78  at Joint Base Andrews. 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

ANNAPOLIS
LEE  (ANP)(KANP)  5 SW  UTC–5(–4DT)  N38º56.57’ W76º34.10’
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 1300–2100Z‡. Arpt CLOSED 0300–1200Z‡, ctc arpt manager for details. Hwy bird and wildlife
act on and invof arpt. Ctc arpt manager 410–956–1280 for approval of any flt ops between 0300–1200Z‡. Arpt
unattended New Years Day, Memorial Day, July 4, Labor Day, Thanksgiving and Christmas. Rwy 12–30 minor pavement
Cracks 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.
RADAR AIDS TO NAVIGATION: NOTAM FILE BWI.
BALTIMORE (L) VORTAC  115.1  BAL  Chan 98  N39º10.26’ W76º39.68’  173º 14.4 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

NE, 17 JUN 2021 to 12 AUG 2021
MARYLAND

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

RWY 28: MALS. PAPI(P4L)—GA 3.0º TCH 55´. RVR–TMR Tld dsplcd 700´. Tree. 0.3% up.
RWY 15R–33L: H9501X150 (ASPH–GRVD) S–80, D–220, 2D–675, 2D/2D2–890 PCN 70 F/A/W/T HIRL CL
RWY 15R: MALS. PAPI(P4R)—GA 3.0º TCH 73´. RVR–TMR Tld dsplcd 301´. Antenna.
RWY 33L: MALS. TDZL. PAPI(P4L)—GA 3.0º TCH 72´. RVR–TMR Tld dsplcd 500´. 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 1, 2, 3, 4

NOISE: Noise Abatement procedures in effect, restriction for Rwy 15L–33R except for emergencies or mercy flights ctc AMGR for information.

AIRPORT REMARKS: Attended continuously. Deer and birds only on and around the airport. Major const on arpt daily. Actf movement and parking areas subject to short notice change/closure. For current info phone BWI ops ctr 410–859–7018. Rwy status lights in operation. Practice lights and aprons by turbo–pwrd actf prohibited 0300–1100Z‡. Practice lights and aprons by B–747 actf prohibited Rwy 15L–33L. Rwy length available for Rwy 28 departures from Twy U1 is 9802´. ASDE–X in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Actf departing Rwy 28 exp dep from Twy U1. No apron parking for unscheduled air carriers. General aviation actf 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 btw concourse C and adjacent bldg structure SW of concourse C. Access to gate C12 must be via Twy A. Taxi lanes T–1 and H, rstd to Group III actf with max wingspan of 118´. Twy A is rstd to group IV actf wingspan 171´ or less. Twy T between Twy H and Twy E rstd to group IV actf with wingspan less than 171´. Twy T between Twy E and Twy B rstd to group V actf with wingspan less than 214´, when group V actf are on Twy T, Twy A is rstd to max wingspan of 110´. Twy S, south of Twy P, rstd to actf 60,000 lbs and less. Dual parallel taxi lanes have been added to the D/E runway, Taxi lane N and Taxi lane N1. Taxi lane N is designated a Group V taxi lane with max wingspan of 213´. Taxi lane N1 is designated a Group IV taxi lane with a max wingspan of 170´. Rwy 15L–33R rstd to actf producing less than 90 decibels exc for emergencies. Continuous moving ops adjacent all runways and aprons by Apr through Nov. Disturbing lights (golf driving range) rgt side extd cntrnl Rwy 33L from apch end rwy to 1/4 mile final. Actf on visual aprons exp to maintain 3000´ until 10 DME from BAL VORTAC, dep actf should exp turns based on Baltimore DME. Rwy 15R deice pad, position 1 rstd to actf with wingspan of 156.1´ or less and length of 180´ 3” or less. Positions 2 and 3 are rstd to actf with a wingspan of 156.1´ or less. Position 3 is rstd to actf with a wingspan of 156.1´ or less and length of 180´ 3” or less. Position 4 rstd to actf with wingspan of 213´ or less and length of 229´ 2” or less. Rwy 28 deice pad lane 1 rstd to actf with wingspan 171´ or less, lane 2 rstd to actf with wingspan 135´ or less, lane 3 is used by actf with max wingspan 215´ and when in use lanes 2 and 4 are unavbl. Lanes 4, 5 and 6 are rstd to actf wingspan 135´ or less. Concours A alt deicing area is rstd to B737–800 size actf with winglets or smrr on spots 6, 7 and 8. B737–700 size actf with winglets or smaller are rstd to spots 6A, 7B and 8B. Ldg fee. Flight Notification Service (ADCSU) 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 122.2 (LEESBURG RADIO)

CONTINUED ON NEXT PAGE

NE, 17 JUN 2021 to 12 AUG 2021
CONTINUED FROM PRECEDING PAGE

AIRSPACE: CLASS B  See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE BWI.

(L) VORTACW  115.1 BAL Chan 98  N39º10.26’ W76º39.68’ at 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–292º

TACAN AZIMUTH unusable:
  133º–155º byd 36 NM
  180º–190º byd 17 NM

ELLICOTT NDB (MHW) 371  FND  N39º17.24’ W76º46.62’  154º 8.4 NM to fld. 381/11W.

NDB unusable:
  140º–320º byd 12 NM bto 10,500’

ILS 109.7 I–BAL Rwy 10.  Class IIE.

ILS 111.95 I–UQC Rwy 15L.  Class ID.  LOC unusable byd 30º left of course.

ILS 111.7 I–FND Rwy 15R.  Class IE.

ILS 109.7 I–OEH Rwy 28.  Class IE.

ILS/DME 111.7 I–RUX Chan 54 Rwy 33L.  Class IIE.

ILS/DME 111.95 I–BWI Chan 56(Y) Rwy 33R.  Class ID.  DME component status: DME OTS indef.

ESSEX SKYPARK (W48) 3 SE UTC–5(–4DT) N39º15.75’ W76º25.93’

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’. Thld 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

(ANG) 9 E UTC–5(–4DT)  N39º19.54´ W76º24.83´

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

RWY 15: REIL. PVAS(ISIL)—GA 4.01º TCH 37´. Trees.

RWY 33: REIL. PVAS(ISIL)—GA 2.91º TCH 44´. Trees.

SERVICE: S2 FUEL 100LL, JET A, A+ LGT Dusk–Dawn. When ATCT clsd ACTVT HIRL Rwy 15–33, REIL Rwy 15 and 33—CTAF. When ATCT clsd ACTVT Twy 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 dur nml duty hr and Unit Training Assemblies. No fleet svc avbl.

NOISE: Noise abatement procedures in effect. When ATCT clsd no practice Indgs or apchs.

APPORT 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 intf arpt. PPR for practice svc and use of ANG parking ramp only, DSN 243–6375, C410–918–6375. C–5/C–17 acft rstad to Twy A. No space A, fleet svc, or tran qtrs avbl. PPR after duty hr rqr OG/CC apvl. Call command post/raven ops 275.500 or 139.900 10 min prior to ldg.

AIRPORT MANAGER: 410-682-8800

WASHINGTON

COPTER

H–10H, 12I, L–29E, 34F, 36J, A

IAP AD

COMMUNICATIONS:

CTAF 121.3
ATIS 124.925
UNICOM 122.95

POTOMAC APP/DEP CON 119.0 119.7 282.275 290.475
TOWER 121.3 254.425 (1100–0300Z) GND CON 121.8 253.4
175 WG COM POST 121.9 275.7

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

AIRPORT REMARKS:

••••••••••••••••••

HELIPAD H1: H65X65 (CONC) PERIMETER LGTS
PIER 7 HELIPORT (4MD) 3 SE UTC–5(–4DT) N39°16.33´ W76°34.30´

HELIPAD H1: H50X50 (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: CTAF 123.025
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-429-5882.

BAY BRIDGE (See STEVENSVILLE on page 113)

BENNETT (See SALISBURY on page 111)

BOWIE

FREeways (WØØ) 2 NW UTC–5(–4DT) N38°56.48´ W76°46.34´

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.
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 ft drop 80 ft from apch to Rwy 36. –7 ft drop 50 ft fm apch end 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. Twp runup area for Rwy 36 clsd.
AIRPORT MANAGER: 301-390-6424
COMMUNICATIONS: CTAF/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 N38°42.35´
W76°44.68´ 005º 14.2 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–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
CAMBRIDGE–DORCHESTER RGNL (CGE)(KCGE) 3 SE UTC–5(–4DT) N38º32.36´ W76º01.82´

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
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 PXT Chan 123 N38º17.27´ W76º24.01´ 059º 23.1 NM to 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:
150°–155° byd 25 NM blo 2,500´
155°–237° byd 11 NM blo 2,500´
DME unusable:
150°–155° byd 25 NM blo 2,500´
155°–237° byd 11 NM blo 2,500´

CARROLL CO RGNL/JACK B POAGE FLD (See WESTMINSTER on page 114)

CHURCHVILLE

HARFORD CO (QW3) 3 E UTC–5(–4DT) N39º34.09´ W76º12.18´
412 B NOTAM FILE DCA
RWY 01–19: H2856X75 (ASPH) MIRL 0.5% up S
RWY 01: REIL. Ground.
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:
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

CLAREMONT (See ELKTON on page 96)
CLINTON

WASHINGTON EXEC/ HYDE FLD (W32)  2 SW UTC–5 (–4DT) N38º44.90´ W76º55.97´

249  B  TPA—See Remarks  NOTAM FILE DCA

RWY 05–23: H3000×60 (ASPH) LIRL

RWY 05: REIL  APAP(PNIL)—GA 3.5º TCH 19´. Trees.

RWY 23: APAP(PNIL)—GA 4.0º TCH 43´. Trees.

SERVICE: S4  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 rqr before pilots may opr to/from this arpt. Rwy

05–23—no line of sight between rwy ends. Birds and wildlife on and

invof arpt. For flight restriction zone (FRZ) flight plan filing ctc


TPA—1049(800), helicopters 849(600).

AIRPORT MANAGER: 301-297-7290

COMMUNICATIONS: CTAF/UNICOM 122.8

POTOMAC APP/DEP CON 124.7 DC–FRZ

APP/DEP CON 125.65 DC–FRZ

CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-599-3874.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

(L) VORW/DME 111.0 DCA Chan 47 N38º51.57´ W77º02.19´ 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–106º 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 5,500´

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´

OXONI NDB (MHW) 332 DCA N38º45.96´ W77º01.64´ 114º 4.6 NM to fld. 11W.

COMM/NAV/WEATHER REMARKS: UNICOM unmonitored.
**COLLEGE PARK (CGS/KCGS) 1 E UTC–5(–4DT) N38°58.84´ W76°55.34´**

4B NOTAM FILE CGS

RWY 15–33: H2607X60 (ASPH) MIRL 0.4% up NW


RWY 33: Thd thspcl 201´. Trees.

SERVICE: FUEL 100LL, JET A1+ LGT

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 op from/to this arpt. AER 15 heavy smoke and firefighting ops intermittently in progress. No student touch and go ldg or solo ops permitted. No act over 12,500 lbs manufacturer GWT, helicopters only with 24 hr PPR, call arpt mgr 301–864–5844. No tks 0300–1200Z, Ildg only. Bldg 0.1 NM S of arpt 23´ AGL ldg. 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. Act handling fee if relocation to/from fuel area reqd by arpt pers.

AIRPORT MANAGER: 301-864-5844

COMMUNICATIONS: CTAF/UNICOM 122.975

RADIO AIDS TO NAVIGATION: NOTAM FILE BWI.

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

**CRISFIELD–SOMERSET CO (W41) 3 NE UTC–5(–4DT) N38°01.09´ W75°49.61´**

4B NOTAM FILE DCA

RWY 14–32: H2397X75 (ASPH) S–12 MIRL


RWY 06–24: 1060X120 (TURF) RWY 06: Trees.

RWY 24: Trees.

SERVICE: FUEL 100LL LGT ACTVT MIRL Rwy 14–32—CTAF.


AIRPORT MANAGER: 410-968-3062

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

SNOW HILL (L) VORTACW 112.4 SWL Chan 71 N38°03.40´ W75°27.83´ 270° 17.4 NM to fld. 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
CUMBERLAND

GREATER CUMBERLAND RGNL (CBE)(KCBE)  2 S UTC–5(–4DT)  N39°36.92’ W78°45.69’  WASHINGTON
775  B  TPA—1799(1024)  NOTAM FILE EKN
RWY 05–23: H5047X150 (ASPH)  S–38, D–52  HIRL  1.1% up NE
  Rwy 05: Trees. Rgt tfr.
  Rwy 23: REIL. PAPI(P4L)—GA 3.59º TCH 29.’
RWY 11–29: H3000X150 (ASPH)  S–12  LIRL(NSTD)
  Rwy 11: Thld dsplcd 560’. Hill.
  Rwy 29: Tree.

SERVICE: S4  FUEL  100LL, JET A  OX 1, 2, 3, 4  LGT
  ACTIVATE HIRL
  Rwy 05–23, LIRL Rwy 11–29, REIL Rwy 23 and twy lgts—CTAF. Rwy 11 NSTD LIRL thld to Rwy 11 dsplcd thld, due to improper lens colors and spacing.


AIRPORT MANAGER: 304-738-0002

WEATHER DATA SOURCES: AWOS–3 128.625 (304) 738–0451.

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 EKN.
  GRANTSVILLE (L) DME 112.3  GRV Chan 70  N39°38.10’ W79°03.03’  095º 13.5 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
  LOC/DME 110.5  I–CBE  Chan 42  Rwy 23.  DME unusable byd 22º left of course. DME unusable byd 10 NM blw 3,500’.

MEXICO FARMS (1W3)  3 S UTC–5(–4DT)  N39°36.36’ W78°45.63’  WASHINGTON
607  TPA—1407(800)  NOTAM FILE EKN
RWY 09–27: 2120X190 (TURF)
  Rwy 09: Trees. Rgt tfr.

AIRPORT REMARKS: Unattended. Ultralight act and wildlife on and invof arpt. Rising trrn 4500 ft W of arpt. Rwy 27 dsplcd thld marked with cones on both sides. Rwy 09–27 may be soft.

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.

DAVIS  (See LAYTONSVILLE on page 104)
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’.

Rgt tfc.

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 tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04:
TORA–5175  TODA–5500  ASDA–4775  LDA–4775

RWY 22:
TORA–5500  TODA–5500  ASDA–5500  LDA–5175

SERVICE:  S4  FUEL  100LL, JET A  OX 4  LGT

NOISE: Noise abatement; dep Rwys 22, 15, and 33; MIRL Rwys 15–33; HIRL 04–22—CTAF.

AIRPORT REMARKS: Attended 1300–dusk. Deer, birds and other wildlife on and invo of arpt. TPA for jet acft 1598(1526), all other acft 1098(1026).

Rwy 15–33 distance markers every 1000 ft west side rwy. NOTE: See Special Notices—Easton, Maryland Noise Abatement Procedure.

AIRPORT MANAGER: 410-770-8055


COMMUNICATIONS: CTA F 118.525 ATIS 124.475

© POTOMAC APP/DEP CON 124.55 133.75

TOWER 118.525 (1100–0300Z‡) GND CON 119.075 CLNC DEL 119.075

CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc Potomac Apch at 866-429-5882.

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

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA

PATUXENT (L) VORTACW 117.6  PXT  Chan 123  N38º17.27´ W76º24.01´ 037º 34.7 NM to fld. 18/10W.

VOR unusable:
023 byd 10 NM b1o 2,500´
024º–174º byd 11 NM b1o 2,500´
175º–239º byd 10 NM b1o 5,000´
240º–347º
348º–022º byd 11 NM b1o 2,500´

TACAN AZIMUTH unusable:
150º–155º byd 25 NM b1o 2,500´
155º–237º byd 11 NM b1o 2,500´

DME unusable:
150º–155º byd 25 NM b1o 2,500´
155º–237º byd 11 NM b1o 2,500´

ELKTON

Clermont (5BM) 3 SW UTC–5(–4DT) N39°34.45′ W75°52.19′
106  B  NOTAM FILE DCA
RWY 13–31: H2989X70 (ASPH–AFSC) MIRL 1.5% up NW
RWY 13: REIL, PAPI(P2R)—GA 5.0º TCH 6′. Thld dsplcd 288′. Trees.
RWY 31: REIL, PAPI(P2L)—GA 4.0º TCH 6′. Thld dsplcd 601′. Trees.
SERVICE: 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
PHILADELPHIA APP/DEP CON 118.35
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 N39°13.90′ W75°30.96′ 330º 26.3 NM to fld. 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′

ELLICOTT  N39°17.24′ W76°46.62′  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 blo 10,500′

ESSEX SKYPARK (See BALTIMORE on page 88)

FALLSTON  (W42) 1 S UTC–5(–4DT) N39°30.08′ W76°24.68′
460  NOTAM FILE DCA
RWY 04–22: H2200X50 (ASPH) S–12 LIRL(NSTD)
RWY 04: Thld dsplcd 315′. Trees.
RWY 22: Thld dsplcd 230′. Trees.
SERVICE: FUEL 100LL LGT For NSTD LIRL Rwy 04–22 ctc arpt manager 410–877–9889.
AIRPORT MANAGER: 410-877-9889
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-429-5882.
FORT MEADE (ODENTON)

TIPTON (FME/KFME) 1 SW UTC–5(–4DT)  N39º05.12´ W76º45.56´
150° B TPA—1000(850) NOTAM FILE FME
RWY 10–28 H3000X75 (ASPH) MIRL 1.2% up E
RWY 10: REIL. PAPI(P2L)—GA 4.0º TCH 51´. Trees. Rgt tfc.
RWY 28: REIL. PAPI(P2L)—GA 4.0º TCH 57º. Trees.
SERVICE: S2 FUEL 100LL, JET A+
LGT Actvt REIL Rwy 10 and 28; PAPI Rwy 10 and 28; MIRL Rwy 10–28—CTAF. Rwy 10–28 REIL/MIRL on photocell during dalgt hrs. Rwy 10 PAPI unusbl 8 degs left and right of crs. Rwy 28 PAPI unusbl byd 5 degs left of crs (trees), and 8 degs right of crs.
AIRPORT REMARKS: Attended 1330–2300Z‡. 24 hr self svc 100LL avbl with credit card. 24 hr self svc Jet A+ avbl with credit card. Deer on rwys and twys. Be alert for numerous BWI turbojet arrivals/departures in the area. Fly tfc pattern south of the fld to avoid BWI Class B Airspace. Remain clear of BWI Class B Airspace until clnc is obtained. PAEW adjacent all twys and Rwy 10–28 indef.
AIRPORT MANAGER: 410-222-6815

FREDERICK MUNI (FDK/KFDK) 0 E UTC–5(–4DT)  N39º25.02´ W77º22.48´
309° B TPA—See Remarks NOTAM FILE FDK MON Airport
RWY 05–23: H5819X100 (ASPH–GRVD) S–60 HIRL 0.5% up SW
RWY 05: REIL. PAPI(P4L)—GA 3.0º TCH 43´. Trees. Rgt tfc.
RWY 23: ODALS. REIL. PAPI(P4L)—GA 3.0º TCH 54´. Trees.
RWY 12–30: H3599X75 (ASPH) MIRL 0.3% up NW
RWY 30: REIL. PAPI(P2L)—GA 4.0º TCH 37º. Trees.
SERVICE: S4 FUEL 100LL, JET A 5, 6 LGT ACTVT ODALS Rwy 23;
REIL Rwy 12, 23 and 30; PAPI Rwy 23; HIRL Rwy 05–23; MIRL Rwy 12–30—CTAF.
AIRPORT REMARKS: Attended 1200–0200Z‡. 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—1109 (800) helicopters, 1309 (1000) single and lgt twins, 1809 (1500) large twins and jets.
AIRPORT MANAGER: 301-600-2201
WEATHER DATA SOURCES: AWOS–3 124.875 (301) 600–1457.
COMMUNICATIONS: CTAF 132.4 ATIS 124.875 UNICOM 122.95
POTOMAC APP/DEP CON 126.1
TOWER 132.4 (1200–0200Z‡) GND CON 121.975 CLNC DEL 121.975
126.9 (When twr clsd)
AIRSPACE: CLASS D svc 1200–0200Z‡; other times CLASS E.

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´
295°–334° blo 5,500´

TACAN AZIMUTH unusable:
281°–055° byd 35 NM blo 3,000´

DME unusable:
281°–055° byd 35 NM blo 3,000´

(T) VOR/W 109.0  FDK  N39°24.73´ W77º22.51´ 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 Clnс Del 126.9 or 866–429–5882 (When twr clsd)

FREEWAY  (See BOWIE on page 90)

FRIENDLY

POTOMAC AIRFIELD  (VKX)/(KVKX)  0 NE  UTC–5(–4DT)  N38°44.92´ W76º57.36´

118 B  NOTAM FILE DCA

RWY 06–24: H2665X40 (ASPH)  MIRL  0.3% up NE

SERVICE:
S4  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;
NOISE: Noise abatement procedures: avoid takeoff 0300–1200Z.


AIRPORT MANAGER: 301-248-5720

COMMUNICATIONS: CTAF/AUNICOM 122.8

WASHINGTON COPTER L–29E, 34F, 36I, A

IAP

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) VORTACW  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°–180°
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°

COMM/NAV/WEATHER REMARKS: Automated UNICOM; 3 clicks adzy and wx, 4 clicks radio check.
GAITHERSBURG

MONTGOMERY CO AIRPARK  (GAI)(KGAI)  3 NE, UTC—5(–4DT)  N39º10.10´ W77º09.96´

539  B  TPA—See Remarks   NOTAM FILE DCA

RWY 14–32: H4202X75 (ASPH)  MIRL  1.1% up SE

RWY 14: REIL. VASI(V4L)—GA 3.0º TCH 53´. Trees.


SERVICE: 56  FUEL 100LL, JET A  OX 4  LGT ACTVT MIRL Rwy 14–32
and REIL Rwy 14–32—CTAF. Rwy 32 PAPI baffled byd 5º left of crs
due to bldg.

NOISE: Noise abatement dep Rwy 32; turn right to at least 340º; jets
refrain from Rwy 32 takeoff between 0400–1200Z†.

AIRPORT REMARKS: Attended Mar–May 1300–0000Z‡, June–Sep
Deer and birds on and invof arpt. For after hrs svc call
Self–serve 100LL avbl with credit card. Be alert SFRA procedures in
effect. Preferred calm wind Rwy 14. Arpt not recommended for act
with wingspans in excess of 79´ and gross weight in excess of 48,000
lbs. Rwy 14 has 30´ downslope 75´ left and rgt of centerline at thld
to 150´ both sides. South ramp not recommended for act with
wingspan greater than 79´ or weight greater than 40,000 lbs.
Helicopters refrain from air taxi over paved parking ramps.
TPA—1539(1000), turbine and jet act 2039(1500), helicopter
1339(800).

AIRPORT MANAGER: 301-762-9080

WEATHER DATA SOURCES: AWOS–3PT

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.

AIRPORT MANAGER: 301-762-9080

WEATHER DATA SOURCES: AWOS–3PT

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.
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 109.0  FDK  N39º24.73´ W77º22.51´  154º 17.6 NM to fld. 303/8W.
VOR unusable:
150º–160º byd 10 NM blo 3,000´
180º–190º
HAGERSTOWN RGNL—RICHARD A HENSON FLD (HGR)(KHGR) P (AR) 4 N UTC–5(–4DT)

N39°42.51’ W77°43.59’

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 55’.

RWY 27: MALSR. PAPI(P4L)—GA 3.0º TCH 55’.

RWY 02–20: H3165X100 (ASPH–GRVD) S–80, D–100, 2S–127, 2D–170 MIRL 0.3% up N

RWY 02: REIL. PAPI(P2L)—GA 4.0º TCH 53’.

RWY 20: REIL. PAPI(P2L)—GA 4.0º TCH 33’.

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) VORTAC 115.0 THS Chan 97 N39°55.99’ W77°57.06’ 149º 17.0 NM to fld. 2338/7W.

(L) VORW 109.8 HGR N39°41.86’ W77°51.34’ 091º 6.0 NM to fld. 563/7W. NOTAM FILE HGR.

VOR unusable:

251º–280º byd 16 NM bly 4,000’

281º–300º byd 24 NM bly 8,000’

351º–050º

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.

HARFORD CO (See CHURCHVILLE on page 91)

HAVRE DE GRACE SPB (MØ6) 1 E UTC–5(–4DT) N39°32.49’ W76°04.18’

00  NOTAM FILE DCA

WATERWAY E–W: 8000X200 (WATER)

WATERWAY E: Bridge.

WATERWAY N–S: 8000X200 (WATER)

WATERWAY S: Bridge.


AIRPORT MANAGER: (410) 258-9648

COMMUNICATIONS: CTAF/UNICOM 123.0

INDIAN HEAD

MARYLAND (2WS) 4 E UTC–5(–4DT) N38º35.82´ W77º04.35´
175º 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 40º. Trees.
RWY 20: Trees.
SERVICE: S2 FUEL 100LL, JET A LGT ACTVT REIL Rwy 02 and MIRL Rwy 02–20—CTAF.
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) VORTACW 113.7 OTT Chan 84 N38º42.35´ W76º44.68´ 257º 16.7 NM to fld. 210/10W.
TACAN AZIMUTH unusable:
006º–194º blo 12,500´
DMC 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–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
JOINT BASE ANDREWS (ADW)(KADW) AF (A ANG AFRC DOE MC NAF) 3 E UTC–5(–4DT)
N38º48.65´ W76º52.02´
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 BAK–14 BAK–12B(B) (1500'). BAK–14 BAK–12B(B) (1537'). RWY 19L
   RWY 01L BAK–14 BAK–12B(B) (2240'). BAK–14 BAK–12B(B) (2240'). RWY 19R
   FUEL A++. Exp 30 min delay. Aircrew of tran acft rqr pwr on refuel must assist in refuel. FLUID SP PRESAIR De–Ice LPOX HPOX LOX OIL SOAP

CONTINUED ON NEXT PAGE
NOISE: Noise Abatement: No practice apch bbn 0300–1100Z‡, all acr actf exp full stop ldg. Quiet hr nmly 0300–1100Z‡. Scramble/Alert msn exempt. 0000–1100Z‡, daily, no helicopter overflight or tcf lcw west of Rwy 01L–19R (over base housing) blw 800´ AGL. Strict compliance with procedure rqrd. 89 OSS AM OPS DSN 858–3411, C301–981–3411. Noise abatement Navy Ramp:Turbo prop taxi low idle and secure outboard engines prior to ramp entry, exempt dur ice cond.

MILITARY REMARKS: RSTD

WEATHER DATA SOURCES:


East ramp, tail heights may hangar on SE side of afld. Deer haz, pilots report any activity to twr/PTD. Obstruction (acft tails) encroach upon 7:1 conflicting tfc North and South quadrants. Visibility byd 3 miles rstd by trees. Wind flow from 200º–300º disrupted by must call for ramp freeze info, ramp freezes close afld up to 30 min, delays are possible. Operation of Rwy 01L–19R displaced threshold areas for tfk and/or ldg rollout specifically authorized for Presidential Airlift Group (PAG), 459 ARW actf, 1 accs and other 89 OG/CC apvd actf ops. 89 OG/CC apvl rqrd for use of the dispersd thlds for tfk or ldgs. Rwy 01L–19R Len of 11318´ is for Presidential Airlift GP(PAG), 459 ARW actf and 1 ACCS actf and other 89 OG/CC apvd actf ops. Apvl for use of the dispersd thlds for tfk or ldgs rqr 89 OG/CC apvl. 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 authorized for Presidential Airlift Group (PAG), 459 ARW actf, 1 accs and other 89 OG/CC apvd actf. Northmost 400’ of own displaced threshold areas can accommodate only idle thrust jet blast. Only southernmost 600´ of Rwy 19R displaced threshold areas (neth of Rwy 01L–19R) is usable for tfk (i.e. point at which tfk power can be applied) due to proximity of localizer antenna array install 1,200´ fm Rwy 19R actf. PPR must be req 72 hr prior to arr, DSN 858–3411. No arr/dep of tran fighter actf with live forward firing munitions. All inbd actf ctc Andrews Comd Post (316 WG comd Post) 1 hr out with DV codes, load msg, blocktime, ETD and rqr. AMC actf opr rstd dur bird watch condition moderate (tkf or ldg perms only when dep/arr rtf avoid ident bird act, no lcl IFR/VFR tfc pat act) and severe (tkof or ldg proh wo OG/CC), ctc baseops for current bird watch cond. Current bird watch cond. E–4 actf rqr afld mgr apvl 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 twys are 75´ wide watch cond. Current bird watch cond. E–4 actf rqr afld mgr apvl 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 twys are 75´ wide. CAUTION Extremely heavy VFR conflicting tfc North and South quadrants. Visibility byd 3 miles rstd by trees. Wind flow from 200º–300º disrupted by hangar on SE side of aflr. Deer haz, pilots report any activity to twr/PTD. Obstruction (actf tails) 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 actf must ctc. Transportation Security Administration for SFRA Waiver IAW ZDC NOTAMS 5–7 days prior. TFC PAT Because of extremely hvy air tfc to the W, all actf on overhead pat will enter fm the east, regardless of ldg rwy. Overhead pat 2000´, rectangular pat 1500´, lgt actf 1000´ coper 800´. Actf req VFR multi patterns must use twr VHF freq. MSC All tran actf will hold on Twy W for flw me veh prior to entering prk ramp. First 4300´ and last 325´ of Rwy 01R concrete. Frb/brng actf bring eng covers. Actf with VIP exp transfer to AF copter must ctc Mussel OPS (141.7 292.2) 15 min out if arr will be different than sked. For flight planning, use DCA preferred IFR routes ldct at http://www.fly.faa.gov/rmt/n/fdc–preferred–routes–database.jsp. Rwy 01L–19R grooved, Rwy 01R–19L grooved. West ramp rows 2, 3, and 4 closed when DV movement aircraft present on row 5. Rwy 01L–19R mandatory rwy hold signs at end intersections of Twys N, S and W contain incorrect legend. Rwy 01L–19R and Rwy 01R–19L hold signs at instrument critical areas on Twys W, N, S, and E contain incorrect legend. During winter weather events aircrew 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. CSTMS/AG/IMG Customs Border Protection hrs 1100–2300Z‡, after 2300Z‡ ctc 89 OSS AM Ops for waiver DSN 858–3411.

NOISE ABATEMENT NAVY RAMP: Turboprop taxi low idle and secure outboard engines prior to ramp entry, exempt dur ice cond.

CONTINUED FROM PRECEDING PAGE

CONTINUED ON NEXT PAGE
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 CLNC DEL 127.55 285.475
POTOMAC DEP CON 118.95 257.2 (West) 125.65 348.725 (East)
CPDLC (LOGON KUSA)

PDC
ANDREWS COMD POST 141.55 378.1 (VHS O/S UFN) PMSV METRO 344.6 Wx svc avbl 24hrs. Afd wks monitored by
AN/FMQ–19 ASOS, Augmented by human observations during systems outage. Supported by 15th opr Wx Squadron
DSN 576–9755 618–256–9755. AFRG 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) VORTAC 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.
KENTMOR AIRPARK (See STEVENSVILLE on page 113)

LANDY N38º21.76´ W75º11.87´ NOTAM FILE OXB.
NDB (MHWLOM) 609 TPA—1409(800) OK 144º 4.7 NM to Ocean City Muni. 33/12W. NDB unmonitored.

LAYTONSVILLE

DAVIS (W50) 3 N UTC–5(–4DT) N39º14.61´ W77º08.99´
609 TPA—1409(800) NOTAM FILE DCA
RWY 08–26: H2000X50 (ASPH) 0.7% up E
RWY 08: Trees.
RWY 26: Pole.
SERVICE: 52 FUEL 100LL
ops 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.

LEE (See ANNAPOLIS on page 86)
LEONARDTOWN

ST MARY'S CO RGNL

142 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

MARK ACTIVATE MIRL Rwy 11–29, REIL Rwys 11 and 29—CTAF.

AIRPORT REMARKS: Attended 1300–2200Z‡. Self serve 100LL avbl with credit card. Deer on and env of Rwy 11–29 SS–SR. Glider and ultralight activity on and env 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 (1200–0400Z‡ 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 (LI) VORTAC 117.6  PXT  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 89)

MARYLAND (See INDIAN HEAD on page 101)

MASSEY AERODROME

73 NOTAM FILE DCA

RWY 02–20: 3000X100 (TURF)

RWY 02: Trees.

RWY 20: Thld dsplcd 120´. Trees.

AIRPORT REMARKS: Attended 1500–2200Z‡. Gliders, hang-gliders, powered parachutes, ultralight activity on and env of arpt. Rwy thlds and sides marked with white cones. Rwy 20 thld marked with 3 white 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 94)

MONTGOMERY CO AIRPARK (See GAITHERSBURG on page 99)
**NOTTINGHAM**

N38°42.35’ W76°44.68’ NOTAM FILE DCA.

(L) VORTAC 113.7 OTT Chan 84 328° 8.5 NM to Joint Base Andrews. 210/10W.

TACAN AZIMUTH unusable:

006°–194° blo 12,500’

DME portion unusable:

031°–050° byd 20 NM blo 4,000’

051°–065° byd 20 NM blo 5,000’

066°–076° byd 20 NM blo 3,000’

077°–086° byd 20 NM blo 5,000’

087°–122° byd 20 NM blo 7,000’

087°–143° byd 36 NM

123°–143° byd 20 NM blo 6,000’

123°–143° byd 32 NM blo 7,000’

144°–180° byd 20 NM blo 5,000’

181°–259° byd 20 NM blo 2,500’

260°–030° byd 20 NM blo 3,000’

VOR unusable:

006°–194° blo 12,500’

072°–138° blo 6,000’

139°–234° blo 10,000’

311°–349°

**OAKLAND**

**GARRET CO** (2G4) 13 NE UTC–5(–4DT) N39°34.85’ W79°20.16’

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 44’.

RWY 27: REIL. PAPI(P4R)—GA 3.0º TCH 45’.

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 N39°38.10’ W79°03.03’ 256° 13.6 NM to fld. 2540/0W.

DME unusable:

071°–306° byd 20 NM blo 6,000’

108°–113° byd 38 NM

307°–30° byd 20 NM blo 5,000’

325°–345° byd 35 NM
MARYLAND

OCEAN CITY MUNI (OXB)(KOXB) 2 SW UTC–5(–4DT) N38º18.63´ W75º07.44´

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

All arpt lighting on photo cell, REIL Rwy 02 and 20; PAPI Rwy 02 and 20; VASI Rwy 14 and 32; MIRL Rwy 14–32 and Rwy 02–20 opr consly. Rwy 02 PAPI unusable 7 deg right of cntln.


AIRPORT MANAGER: (443) 235-4434

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:

SALISBURY (L) VORTACW 111.2 SBY Chan 49 N38º20.70´ W75º30.63´ 108º 18.4 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´

LANDY NDB (MHW/LOM) 407 Ox N38º21.76´ W75º11.87´ 144º 4.7 NM to fld. 33/12W. NOTAM FILE OXB. NDB unmonitored.

LOC/DME 109.15 I–OXB Chan 28(Y) Rwy 32.

PATUXENT N38º17.37´ W76º25.45´

RCO 122.5 (LEESBURG RADIO)
PATUXENT RIVER NAS/TRAPNELL FLD (NHK)(KNHK) N 0 N UTC–5(–4DT) N38º17.18’ W76º24.60’
39 B TPA—See Remarks NOTAM FILE DCA Not insp.

R W Y 0 6–2 4: H11799X200 (ASPH) PCN 70 R/B/W/T HIRL CL
   R W Y 0 6: AL SF 1. OLS. TDZL.
   R W Y 2 4: OLS.

R W Y 1 4–3 2: H9732X200 (ASPH) PCN 67 R/B/W/T HIRL CL
   R W Y 1 4: OLS.
   R W Y 3 2: OLS.

R W Y 0 2–2 0: H5021X75 (ASPH) PCN 79 R/B/W/T

A R R E S T I N G  G E A R/SYSTEM
   R W Y 0 6 HOOK E28(B) (2180’).
   HOOK E28(B) (1499’).
   R W Y 2 4 HOOK E28(B) (1280’).
   HOOK E28(B) (3050’).

S E R V I C E: MILITARY—JASU (NCPP–105) (NC–8A) (NC–10C) FUEL J5, 100LL, A FLUID SP LHOX LOX OIL
O–128–133–139–156(Mil) TRAN ALERT Avbl 1200–2300Z‡ Mon–Fri exc hol.

N O I S E: Noise abatement: 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.

M I L I T A R Y  R E M A R K S: 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. TWA all exp dly due to acft wt limitations. CAUTION Stopping in rstd area on Twa A, W twny is proh. Portions of rwy, twny and acft ramps not vis fr twr. First 1630 ft Rwy 32 may be clsd dalgt hrs Mon–Sat during VFR. Buildings and equipment are located near the approach end of Rwy 32. Deer and bird haz. TFC PAT TPA—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. CSTMS/AG/IMG Ltd to acft on official business at Patuxent River with 72 hr prior notice. Ctc AODO 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.

A I R P O R T  M A N A G E R: 301-863-3339
C O M M U N I C A T I O N S: SFA ATIS 322.425
APP/DEP CON 120.05 281.8 (165º–055º abv 3000) 121.0 250.3 (165º–055º 3000 and blo) 127.95 314.0 (056º–164º) (1200–0400Z‡ Mon–Sun. Other times by NOTAM.)

P O T O M A C  A P P/DEP CON 135.625 269.625 (0400–1200Z‡ Mon–Sun. Other times by NOTAM.)
T W O R E R 123.7 343.65 340.2X (24hrs+ Mon–Sun. Other times by NOTAM.)
G N D  CON 120.6 336.4 CLNC DEL 135.2 316.125 PMSV METRO 356.2 BASE OPS 302.55
C L E A R A N C E  D E L I V E R Y  P H O N E: For CD when NHK ATCT/Apch are clsd ctc Potomac Apch at 866-640-4124.
A I R S P A C E: C L A S S  D svc 1200–0400Z‡ Mon–Fri, 1300–2300Z‡ Sat–Sun, clsd hol; other times CLASS E.

C O N T I N U E D  O N  N E X T  P A G E
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

(L) VORTAC W
117.6 PXT 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:
150°–155° byd 25 NM blo 2,500'
155°–237° byd 11 NM blo 2,500'

DME unusable:
150°–155° byd 25 NM blo 2,500'
155°–237° byd 11 NM blo 2,500'

NAS PATUXENT RIVER (L) TACAN
Chan 39(Y) NHK (110.25) N38°16.86' W76°24.64' at fld. 18/10W. NOTAM FILE NHK.

TACAN AZIMUTH unusable:
026°–045° byd 20 NM
060°–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
060°–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. 20/10W.

NDB unusable:
Byd 10 NM

ILS/DME 108.7 I–NHK Chan 24 Rwy 06. Class IT. Gls unusable byd 9 NM.

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.

NE, 17 JUN 2021 to 12 AUG 2021
MARYLAND

PHILLIPS AAF (APG)(KAPG) A 2 S UTC–5(–4DT) N39°27.93′ W76°10.10′

45 B NOTAM FILE DCA Not insp.
RWY 04–22: H7998X200 (ASPH) PCN 44 F/A/W/T HIRL
RWY 22: REIL, PAPI(P4L)—QA 3.0º TCH 49′.

SERVICE: MILITARY—LGT ACTVT REIL Rwy 22; PAPI Rwy 22; HIRL Rwy 04–22, when twr clsd by PPR only. FUEL J8 OIL


MILITARY REMARKS: Opr 1100–2300Z‡ Mon–Fri, exc hol. RSTD 24 hr PPR all acft. Tran acft ldg at any site other than arpt before SR or 1200Z‡, whichever is later or after SS is prohibited. DSN 298–3483/3074, C410–278–3483/3074.

CAUTION Impact area 1300 yards south of Rwy 04–22 and 2.5 miles southwest of departure end of Rwy 22. Deer haz. Ctc twr 15 min prior to arrival to arrange deer sweep. If twr clsd use extreme caution. MISC: ARFF protection not located on afld. ARFF station may not be manned during afld non–opr hrs. Afld signs NSTD or missing. Afld markings faded or missing.

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.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

DUPONT (L) VORTAC 114.0 DQO Chan 87 N39°40.69′ W75º36.43′ 254º 29.0 NM to fld. 70/10W.
DME unusable:
210º–235º byd 30 NM bl 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 bl 3,000′
235º–265º byd 22 NM

PIER 7 HELIPORT (See BALTIMORE on page 90)

POTOMAC AIRFIELD (See FRIENDLY on page 98)

WASHINGTON

H–101, L–34F, 36L A

DIAP

NE, 17 JUN 2021 to 12 AUG 2021
RIDGELY

GOODEN AIRPARK (RJD)(KRJD)  2 NE UTC–5(–4DT)  N38º58.21´W75º51.98´  
64   B   NOTAM FILE DCA
RWY 12: REIL. P-line.
SERVICE: 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. Twp/Apn 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

ST MARY’S CO RGNL (See LEONARDTOWN on page 105)

SALISBURY

BENNETT (1N5)  4 NW UTC–5(–4DT)  N38º24.77´W75º37.02´  
46   B   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 ACTVT REIL Rwy 17–35 and bcn—CTAF.
AIRPORT MANAGER: (443) 880-7428
COMMUNICATIONS: CTAF/UNICOM 122.8
SALISBURY–OCEAN CITY WICOMICO RGNL (SBY) (KSBY) 4 SE UTC–5 (–4DT) N38°20.41’

W75°30.57’

53  B  Class I, ARFF Index B  NOTAM FILE SBY

RWY 14–32: H6400X100 (ASPH–CONC–GRVD) S–76, D–126, 2S–146, 2D–423, 2D/2D2–749 PCN 43 F/C/W/T  HIRL

RWY 14: REIL. PAPI(P4L)—GA 3.0º TCH  45’.

RWY 32:  MALSR. PAPI(P4L)—GA 3.0º TCH 54’.


RWY 05: REIL. PAPI(P4L)—GA 3.0º TCH 45’. Tree.

RWY 23: REIL. PAPI(P4L)—GA 3.0º TCH 45’. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

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

RWY 14: TORA–6400 TOTA–6400 ASDA–6400 LDA–6400

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

SERVICE: S4 FUEL 100LL, JET A

LGT  When ATCT clsd actvt MALSR Rwy 32; REIL Rwy 05, 14, and 23; MIRL Rwy 05–23; HIRL Rwy 14–32; twy lgts—CTAF. PAPI Rwy 05,  14,  23, and 32 opr consly.

AIRPORT REMARKS: Attended 1000–0330Z‡. Mil trng act, deer and birds on and invof arpt. FBO hrs 1200–0000Z‡. For services after hrs call 410–749–0323. 24 PPR hr rqr for unskd acr ops ctc AMGR. Rwy 05–23 and Rwy 32 Has mil assault ldg zone and basic mkgs with aiming points.

AIRPORT MANAGER: 410-548-4827

WEATHER DATA SOURCES: ASOS 118.325 (410) 341–0868.

COMMUNICATIONS: CTAF 119.425 UNICOM 122.95

RCO 122.3 (LEESBURG RADIO)

PATUXENT APP/DEP CON 127.95 (1200–0400Z‡ Mon–Sun. Other times by NOTAM) other times ctc

POTOMAC APP/DEP CON 127.2

TOWER 119.425 (1100–0330Z‡) GND CON 123.775 CLNC DEL 123.775 (1100–0330Z‡)

CLEARANCE DELIVERY PHONE: For CD when NHK ATCT/Apch are clsd ctc Potomac Apch at 866-640-4124.

AIRSPACE: CLASS D svc 1100–0330Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE SBY.

(L) VORTACW 111.2 SBY Chan 49 N38°20.70’ W75°30.63’ at fld. 48/12W.

VOR unusable:

007º–026º byd 20 NM b/o 7,000’

027º–089º byd 13 NM b/o 5,000’

090º–110º byd 20 NM b/o 5,000’

111º–113º byd 19 NM b/o 5,000’

114º–120º byd 16 NM b/o 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 byd 5,000’

DME unusable:

009º–055º byd 20 NM

261º–285º blo 6,000’

294º–007º byd 5,000’

ILS 108.7 I–SBY Rwy 32. Class IA.

SNOW HILL  N38°03.40’ W75°27.83’ NOTAM FILE DCA.

(L) VORTACW 112.4 SWL Chan 71 189º 7.0 NM to Wallops Flight Facility. 34/8W.

VOR unusable:

005º–020º byd 25 NM b/o 1,500’

020º–040º byd 20 NM b/o 1,700’

040º–045º byd 10 NM b/o 2,000’

210º–225º byd 13 NM b/o 4,000’

210º–225º byd 18 NM b/o 6,000’

210º–225º byd 37 NM

225º–265º byd 10 NM b/o 2,500’

225º–265º byd 30 NM b/o 9,000’

265º–006º byd 20 NM b/o 1,500’

TACAN AZIMUTH OTS
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 39´.
RWY 29: REIL, PAPI(P2L)—GA 3.0º TCH 30´. 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.
NOISE: Noise abatement proc in effect—AMGR. Noise sensitive residential area S of arpt; enter downwind for Rwy 29 over water twr S of fld.
AIRPORT REMARKS: Attended Mon–Sat 1230–2130Z‡, Sun unattended.
Wildlife on and invof arpt. Self serve fuel avbl H24 with credit card.
Tgl ops NA. Alert heli 8 NM east of arpt. Rotor craft: Use rgt tfc pat for Rwy 29. At all other times, use left tfc pat. Prkg fee.
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.
RADIO AIDS TO NAVIGATION: NOTAM FILE BWI.
Baltimore (L) VORTAC 15.1 BAL Chan 98 N39°10.26´
W76°39.68´  138º 19.4 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

KENTMOR AIRPARK (3W3) 5 SW UTC–5(–4DT) N38°55.09´ W76°21.53´
10 TPA—1000(990) NOTAM FILE DCA
RWY 10–28: 2400X75 (TURF)
RWY 28: Thld dsplcd 150´. Road.
NOISE: Preferred calm or crosswind Rwy 28, for noise abatement. Preferred 90º crosswind Rwy 28, for noise abatement.
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.

TIPTON (See FORT MEADE/ODENTON on page 97)

WASHINGTON EXEC/HYDE FLD (See CLINTON on page 92)
CARROLL CO RGNL/JACK B POAGE FLD (DMW)(KDMW)  3 N UTC–5(–4DT) N39°36.50´  
W77°00.46´

799  B  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´.
 RWY 34: REIL. PAPI(P4L)—GA 3.0º TCH 40´. Rgt tfc.

SERVICE:  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.

WPOTOMAC APP/DEP CON 125.525

WESTMINSTER  (H) VORTAC 117.9  EMI Chan 126  N39°29.70´
W76°58.71´  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´
295º–334º blo 5,500´

TACAN AZIMUTH unusable:
281º–055º byd 35 NM blo 3,000´

DME unusable:
281º–055º byd 35 NM blo 3,000´

CLEARVIEW AIRPARK  (2W2)  7 S UTC–5(–4DT) N39°28.02´ W77°01.05´  

COMMUNICATIONS: CTAF/UNICOM 122.8

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

RADIO AIDS TO NAVIGATION:  NOTAM FILE DCA.

WPOTOMAC APP/DEP CON 125.525

WESTMINSTER RCO 122.1R 117.9T (LEESBURG RADIO)
MARYLAND

WESTMINSTER  N39°29.70’  W76°58.71’  NOTAM FILE DCA.
(H) VORTAC  117.9  EMI Chan 126  235°  2.5 NM to Clearview Airpark.  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’
  295°–334° blo 5,500’
TACAN AZIMUTH unusable:
  281°–055° byd 35 NM blo 3,000’
DME unusable:
  281°–055° byd 35 NM blo 3,000’
RCO  122.1R  117.9T (LEESBURG RADIO)

WASHINGTON  NE, 17 JUN 2021 to 12 AUG 2021
COPTER  H–10H, 12I, L–29E, 34F, 36J, A
BARRE/BARRE PLAINS

TANNER–HILLER  (BBB)  4 SW  UTC–5(–4DT)  N42°21.38´ W72°07.81´  
589  NOTAM FILE BDR

RWY 06–24: H3027X40 (ASPH)  S–9
RWY 06: Thld dspcld 150´. Trees.

SERVICE: S2
AIRPORT REMARKS: Unattended. Arpt CLOSED except PPR–ref NOTAMS. Wildlife on and inv of arpt. Fuel not avbl. Gliders op from arpt on intermittent basis. Gliders and powered acft: follow left hand tfc pat on both rwys. Rwy 24 has grvl ovrn, Rwy 06 has turf ovrn.
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: NOTAM FILE BDR.

GARDNER  (L) VOR/DME 110.6  GDM  Chan 43  N42º32.76´ W72º03.49´  210º 11.8 NM to fld. 1280/14W.

BEDFORD

LAURENCE G HANSCOM FLD  (BED)(KBED)  P (AF)  0 NE  UTC–5(–4DT)  N42°28.20´  
W71°17.34´  
132  B  TPA—See Remarks  LRA  Class I, ARFF Index B  NOTAM FILE BED

RWY 11–29: H7011X150 (ASPH–GRVD)  S–120, D–250, 2S–127,
2D–455 PCN 82 F/C/W/T  HIRL
RWY 11: MALSR. PAPI(P4L)—GA 3.0º TCH 67´. RVR–T Hill.
RWY 29: MALSR. PAPI(P4R)—GA 3.0º TCH 52´. RVR–R

RWY 05–23: H5107X150 (ASPH–GRVD)  S–120, D–250, 2S–149,
2D–436 PCN 79 F/C/W/T  MIRL
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  OK 1, 2, 3, 4  LGT Actvl MALSR Rwy 11 and 29; REIL Rwy 05 and 23; HIRL Rwy 11–29; MIRL Rwy 05–23; twy lghts—118.5. Rwy 05 VGSI OTS UFN. MILITARY— JASU 3(A/M32A–86) 2(MA–1A)  FUEL 100LL, A  TRAN ALERT

NOISE: Noise rules in effect, helicopters opr within controlled airspace are rqrd to maintain highest possible alt. Voluntary noise abatement procedures in effect ctc arpt mgr 781–869–8000. Noise sensitive historic area S of arpt; for Rwy 23 dep cont rwy hdg to 1000 ft AGL, turning crosswind over Rte 2.


TPA—118.5. Rwy 05 VGSI OTS UFN. MILITARY— JASU 3(A/M32A–86) 2(MA–1A)  FUEL 100LL, A  TRAN ALERT

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:

BOSTON (H) VOR/DME 112.7  BOS  Chan 74  N42°21.45′ W70°59.37′  313° 14.9 NM to fld. 18/16W.
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′

LAWRENCE (L) DME 112.5  LWM  Chan 72  N42°44.43′ W71°05.69′  208° 18.4 NM to fld. 306/0W. NOTAM FILE LWM.
DME unusable:
  160°–195° byd 23 NM blo 2,500′

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 (1MB) 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 inv of arpt. Aerial banner pickup and drop ops on and inv of 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. 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′. Tree.
RWY 27: PAPI(P4L)—GA 3.22º TCH 46′. Thld dsplcd 250′. Trees.

LAND AND HOLD–SHORT OPERATIONS

LDG RWY  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 mstd MALS–800 ft. When twr clsd ACTVT MALS Rwy 16; REIL Rwy 34; PAPI Rwy 16, 09 and 27; MIRL Rwy 09–27 and Rwy 16–34—CTAF.
NOISE:  Noise sensitive arpt. Voluntary compliance req of all acft exceeding 75 db to not land/depart arpt 0400–1200Z‡. Noise abatement procedures in effect ctc arpt manager 978–921–6072. All arrival/departure acft follow manufacturers recommended procedures for quiet ops and minimum noise. Noise sensitive area off the departure end of Rwy 27 to the west, southwest, and south and off the departure end of Rwy 34 to the northwest.


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) DME** 112.5  LWM  Chan 72  N42º44.43´ W71º05.69´ 140º 12.3 NM to fld. 306/0W.
    - DME unusable: 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)** 362º  FM  235º 5.7 NM to Cape Cod Coast Guard Air Station.
BOSTON

GENERAL EDWARD LAWRENCE LOGAN INTL  (BOS)/(KBOS)   1 E   UTC–5 (–4DT)

N42º21.78´ W71º00.38´

19  B  LRA  Class I, ARFF Index E  NOTAM FILE BOS

RWY 15R–33L: H10083X150 (ASPH–GRVD) S–120, D–250, 2S–175, 2D–550 PCN 90 F/C/W/T  HIRL  CL
  RWY 33L: ALSF2. TDZL. PAPI(P4R)—GA 3.0º TCH 68´. RVR–TMR Boat.

RWY 04R–22L: H10006X150 (ASPH–GRVD) S–120, D–250, 2S–175, 2D–550 PCN 90 F/C/W/T  HIRL  CL
  RWY 04R: REIL. PAPI(P4L)—GA 3.0º TCH 50´. RVR–TR Boat.

RWY 04L–22R: H7864X150 (ASPH–GRVD) S–120, D–250, 2S–175, 2D–550 PCN 90 F/C/W/T  HIRL  CL
  RWY 04L: RVR–TR Boat.
  RWY 22R: REIL. PAPI(P4L)—GA 3.0º TCH 45´.

RWY 09–27: H7001X150 (ASPH–GRVD) S–120, D–250, 2S–175, 2D–550 PCN 90 F/C/W/T  HIRL  CL
  RWY 09: RVR–TR Boat.

RWY 14–32: H5000X100 (ASPH–GRVD) S–120, D–250, 2S–175, 2D–490 PCN 85 F/C/W/T  HIRL
  RWY 14: Bldg.
  RWY 32: REIL. PAPI(P4L)—GA 3.0º TCH 45´.

LAND AND HOLD–SHORT OPERATIONS

LDG Rwy  HOLD–SHORT POINT  AVBL LDG DIST
  RWY 04L: 15L–33R  5250
  RWY 15R: 09–27  6800
  RWY 22L: 09–27  6400
  RWY 27: 04R–22L  5650

RUNWAY DECLARED DISTANCE INFORMATION

  RWY 04L: TORA–7864  TODA–7864  ASDA–7864  LDA–7864
  RWY 04R: TORA–10006  TODA–10006  ASDA–10006  LDA–8851
  RWY 09: TORA–7001  TODA–7001  ASDA–7001  LDA–7001
  RWY 14: TORA–5000  TODA–5000  ASDA–5000  LDA–5000
  RWY 15L: TORA–2557  TODA–2557  ASDA–2557  LDA–2557
  RWY 15R: TORA–10083  TODA–10083  ASDA–10083  LDA–9202
  RWY 22R: TORA–7864  TODA–7864  ASDA–7864  LDA–7046
  RWY 32: TORA–5000  TODA–5000  ASDA–5000  LDA–5000
  RWY 33L: TORA–10083  TODA–10083  ASDA–10083  LDA–10083
  RWY 33R: TORA–2557  TODA–2557  ASDA–2557  LDA–2557

ARRESTING GEAR/SYSTEM

  RWY 04L: EMAS
  RWY 15R: EMAS

SERVICE: S4  FUEL: 100LL, JET A  GXL 1, 2, 3, 4  LGT  Rwy status lights in operation. Rwy 22L VGSI unusable byd 7 degs left of centerline.

NOISE: Between 0500–1100Z Rwy 15R is preferential night rwy for tkf and Rwy 33L is preferential ngt rwy for ldg. For noise abatement procedures call 617–561–1636 Mon–Fri 1400–2200Z.

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Numerous cranes on and invof arpt. 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 act 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. Ldg fee. Flight Notification Service (ADCUS) available.

AIRPORT MANAGER: 617-567-5400

WEATHER DATA SOURCES: ASOS 135.0 (617) 567–5762.

CONTINUED ON NEXT PAGE
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)
PDC
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 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´
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 IIIE.
ILS/DME 110.7 I–LIP Chan 44 Rwy 33L. Class IIIIE. 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 128)
MASSACHUSETTS

CAPE COD COAST GUARD AIR STATION (FMH)(KFMH) CG UTC–5(–4DT) N41°39.55´

NEW YORK
H–101, 11D, 12K, L–33D
IAP, DIAP, AD

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–R
RWY 32: MALSR. PAPI(P4L)—GA 3.0º TCH 50´. RVR–T
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, J5 OX 2


AIRPORT MANAGER: (508) 968–6674

WEATHER DATA SOURCES: AWOS–4 120.75 (508) 968–6562.

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

ARNG 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: NOTAM FILE MVY.

MARTHAS VINEYARD (L) VOR/DME 114.5 MVY Chan 92 N41°23.77´ 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 FM–FMH Chan 32(Y) Rwy 23. Class IT. LOM BOMDE NDB.

ILS/DME 110.75 FM–BNX Chan 44(Y) Rwy 32. Class IE.

CAPE COD GATEWAY (See HYANNIS on page 125)
CHATHAM MUNI (CQX)(KCQX) 2 NW UTC–5(–4DT) N41°41.30’ W69°59.38’

64 B NOTAM FILE CQX

R WY 06–24: H3001X100 (ASPH) S–30 MIRL 0.5% up NE
R W Y 06: REIL. PAPI(P2L)—GA 3.5º TCH 39’. Trees.
R W Y 24: REIL. PAPI(P2R)—GA 3.5º TCH 39’. Tank.

SERVICE: S3 FUEL 100LL, JET A, A+ LGT ACTVT MIRL Rwy
06–24—122.95.

NOISE: Noise abatement Rwy 06–24. Use full rwy and avoid intersection departures. Minimize/avoid touch and go ldg ops. 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 REMARKS: Attended 1300Z–dusk. Parachute Jumping. Birds, primarily gulls and wildlife on or inv of arpt. Be aware of hi–speed mil jet and heavy helicopter tfc inv of 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.

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

® BOSTON CENTER APP/DEP CON 128.75 (0400–1100Z‡ May 15–Sept 30, 0300–1100Z‡ Oct 1–May 14)

CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5554.

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

MARCONI (H) VOR/DME 114.7 LFV Chan 94 N42º01.03’ W70º02.23’ 190º 19.8 NM to fld. 151/13W.
NAUSET NDB (MHW) 279 CQX N41º41.52’ W69º59.26’ at fld. 56/16W. NOTAM FILE CQX.
NDB unusable: 220º–280º byd 20 NM

CHESTER N42º17.48’ W72º56.96’ NOTAM FILE BTV.

(L) VOR/DME 115.1 CTR Chan 98 311º 17.2 NM to Pittsfield Muni. 1600/13W.

VOR unusable:
248º–274º

CRANLAND (See HANSON on page 124)

EDGARTOWN

KATAMA AIRPARK (1B2) 2 S UTC–5(–4DT) N41º21.51’ W70º31.47’

18 NOTAM FILE BDR

R W Y 03–21: 3700X50 (TURF)
R W Y 03: Thld dsplcd 245’. Road.
R W Y 06–24: 2700X50 (TURF)
R W Y 06: Thld dsplcd 300’. Road.
R W Y 24: Road.
R W Y 17–35: 2600X50 (TURF)
R W Y 17: Thld dsplcd 200’. Bldg.

SERVICE: S2 FUEL 100LL


AIRPORT MANAGER: (508) 627-0421

COMMUNICATIONS: CTAF/UNICOM 122.8

® BOSTON APP/DEP CON 119.7

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 REMARKS: Attended 1300–2100Z‡. Wildlife invof arpt. Turf around Rwy 07–25 soft after rain. Be aware of hi–speed mil jet and heavy helicopter tfc invof of Cape Cod CGAS. Airport clsd to acft exceeding 5000 lbs published maximum gross weight. Tran ops daytime only. No ngt tran tkfs or ldgs. No tran student activities, solo or dual at Falmouth Airpark. Full stops only. Touch and go ops prohibited. Prop–locks rqrd for all acft remaining overnight.
AIRPORT MANAGER: 508-548-9617
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apc at 603-594-5554.

FITCHBURG MUNI (FIT)(KFIT) 3 SE UTC–5(–4DT) N42°33.23´ W71°45.55´

345 B TPA—1347(1002) NOTAM FILE FIT
RWY 14–32: H5001X100 (ASPH) S–30, D–41 MIRL 0.3% up NW
RWY 32: REIL. PAPI(P4L)—GA 3.0º TCH 40´. Thld dpslcd 300´. Trees.
SERVICE: S4 FUEL 100LL, JET A LGT Actvt REIL Rwy 14 and 32; PAPI Rwy 14 and 32; MIRL Rwy 14–32—123.0. Rotg bcn not avbl during dalgt IFR conds.
AIRPORT MANAGER: 978-345-9580
WEATHER DATA SOURCES: ASOS 135.175 (978) 343–9121.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.15 (BRIDGEPORT RADIO)
® BOSTON APP/DEP CON 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
GARDNER (L) VOR/DME 110.6 GDM Chan 43 N42°32.76´ W72°03.49´ 102º 13.3 NM to fld. 1280/14W.

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 invof arpt. Wildlife on and in vcnty of arpt.
AIRPORT MANAGER: 978-852-1331
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 110.6T (BRIDGEPORT RADIO)
® BOSTON CENTER APP/DEP CON 123.75
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
(L) VOR/DME 110.6 GDM Chan 43 N42°32.76´ W72°03.49´ 097º 1.9 NM to Gardner Muni. 1280/14W.

GARDNER  N42°32.76´ W72°03.49´ NOTAM FILE BDR.
(L) VOR/DME 110.6 GDM Chan 43 097º 1.9 NM to Gardner Muni. 1280/14W.
RCO 122.1R 110.6T (BRIDGEPORT RADIO)
## GREAT BARRINGTON

**WALTER J KOLADZA**  
(GBR/KGBR)  
2 W  UTC−5(−4DT)  
N42°11.05′ W73°24.19′

- **RWY 11–29:** H25/79X50 (ASPH)  S–B  LIRL  
- **RWY 11:** REIL. Thld dsplcd 170′. Trees.  
- **RWY 29:** Thld dsplcd 75′. Trees.  
- **SERVICE:** S4  FUEL 100LL  OX 3  LGT  
- **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 tfc. Touch and go ldg not authorized. Rwy 11 lgtd thld relocated 170′, 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  
- **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′ W72°56.96′  266º 21.2 NM to fld. 1600/13W.  
  - VOR unusable: 248º–274º

## HALIFAX

**MONPONSET POND SPB**  
(MA6)  
2 NW  UTC−5(−4DT)  
N42°00.59′ W70°50.59′

- **WATERWAY 17W–35W:** 4600X500 (WATER)  
- **WATERWAY 17W:** Trees.  
- **WATERWAY 35W:** Trees. Rgt tfc.  
- **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)  
N42°01.51′ W70°50.29′

- **RWY 18–36:** H1760X60 (ASPH)  S–B  
- **RWY 18:** Trees.  
- **RWY 36:** Trees.  
- **AIRPORT REMARKS:** Attended Mon–Fri irregularly. Parachute Jumping. Wildlife on and inv of arpt.  
- **AIRPORT MANAGER:** 508-378-7134  
- **COMMUNICATIONS:** CTAF  
- **CLEARANCE DELIVERY PHONE:** For CD ctc Boston Apch at 603-594-5554.

## HARRIMAN–AND–WEST

(See NORTH ADAMS on page 131)
MASSACHUSETTS

HOPEDALE INDUSTRIAL PARK (1B6) 3 SE UTC–5(–4DT) N42°06.39´ W71°30.61´

269 NOTAM FILE BDR

RWY 18–36: H1172X90 (ASPH) S–12 LIRL 1.0% up N

RWY 18: Trees.

RWY 36: Thld dsplcd 110´. Trees.

SERVICE: S2 FUEL 100LL LGT Rwy lghts opr dusk–0300Z‡.


AIRPORT MANAGER: 508-478-1726

COMMUNICATIONS: CTAF/UNICOM 122.8

® 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/W/DEME 117.4 PUT Chan 121 N41°57.33´ W71°50.65´ 073º 17.5 NM to fld. 652/14W.

DME unusable: 265º–301º byd 36 NM blo 3,000´

HYANNIS

CAPE COD GATEWAY (HYA)(KHYA) 1 N UTC–5(–4DT) N41°40.16´ W70°16.82´

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 06: REDL. PAPI(P4L)—GA 3.0º TCH 37´. RVR–R Thld dsplcd 405´. Tree.

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 Thld dsplcd 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 24: TORA–5425 TODA–5425 ASDA–5425 LDA–5245

RWY 33: TORA–5253 TODA–5253 ASDA–5253 LDA–5103

ARRESTING GEAR/SYSTEM

RWY 24: EMAS

SERVICE: S4 FUEL 100LL, JET A LGT ACTVT MALSR Rwy 15; MALSF Rwy 24; HIRL Rwy 06–24 and 15–33—CTAF.

NOISE: Arpt has noise abatement ctc arpt manager 508–778–7765. Touch and go opns prohibited between 0200–1059Z‡ unless prior approval by arpt manager.

AIRPORT REMARKS: Attended continuously. Birds, coyotes on and inflw arpt. 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 ml jet and heavy helicopter ttc 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´; stdi pipe 7,050´ N 236º; obstn lght. Class I, ARFF Index A. Index B ARFF equipment avbl during all scheduled air carrier oprs. Twy B clsd to acft with wingspan greater than 118´. Twy B between Twy D and Rwy 06–24 clsd to acft with wingspan greater than 78´. Rwy 33 VGS! and glide path not coincident. 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


HYANNIS TOWER 119.5 (1100–0300Z‡) GND CON 118.45 CLNC DEL 125.15

CONTINUED ON NEXT PAGE

NEW YORK

L–33C, 34J IAP AD

NE, 17 JUN 2021 to 12 AUG 2021
**MASSACHUSETTS**

**CONTINUED FROM PRECEDING PAGE**

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

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

**MARTHA'S VINEYARD (L) VOR/DME 114.5 MVY 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.

**ILS/DME 109.15 I–HYA Chan 28(Y) Rwy 24. Class IT. Unmonitored when ATCT clsd.**

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

**KATAMA AIRPARK** (See EDGARTOWN on page 122)

**LAURENCE G HANSCOM FLD** (See BEDFORD on page 116)

**LAURENCE MUNI** (LWM)(KLWM) 2 E UTC–5(–4DT) N42º43.02´ W71º07.41´

**SERVICE:**

**FUEL** 100LL, JET A, A+ LGT ACTVT 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 invof 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. 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‡. 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 (ADCSU) available.

**AIRPORT MANAGER:** 978-794-5880

**WEATHER DATA SOURCES:** ASOS (978) 687–8017 ASOS hrs 0300–1200Z‡. LAWKS.

**COMMUNICATIONS:**

CTAF 119.25 ATIS 126.75 UNICOM 122.8

**NEW YORK COPTER**

**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 (L) DME 112.5 LWM Chan 72 N42º44.43´ W71º05.69´ 222º 1.9 NM to fld. 306/0W. 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°11.88’

RWY 14–32:  H3500X75 (ASPH)  S–26  MIRL
RWY 14:  Thld dsplcd 509’. Trees.
RWY 04–22:  2059X100 (TURF)  0.3% up NE
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 290°. 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:  CTA/UNICOM 123.0
RCO 122.5 (BRIDGEPORT RADIO)

BOSTON APP/DEP CON 124.1

RADIO AIDS TO NAVIGATION:  NOTAM FILE BDR.

PUTNAM  (H) VOR/DME 117.4  PUT  Chan 121  N41°57.33’
W71°50.65’  098° 29.0 NM to fld. 652/14W.
DME unusable:
265°–301° byd 36 NM blo 3,000’

MARCONI  N42°01.03’ W70°02.23’  NOTAM FILE BDR.
(H) VOR/DME 114.7  LFV  Chan 94  308° 8.8 NM to Provincetown Muni. 151/16W.
RCO 122.2 (BRIDGEPORT RADIO)

MARSHFIELD MUNI – GEORGE HARLOW FLD  (GHG)(KGHG)  2 E  UTC–5(–4DT)  N42°05.85’

RWY 06–24:  H3900X100 (ASPH–GRVD) S–12.5  MIRL
RWY 06:  REIL. PAPI(P4R)—GA 3.0° TCH 43’. Thld 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, A+  OX 1, 3  LGT ACTVT PAPI Rwy 06 and 24—CTAF.

NOISE:  Voluntary noise abatement prcs in effect, no touch and go ldgs between 2100–0730 local. All engine runups at midfield ramp.


AIRPORT MANAGER:  781-834-4928

WEATHER DATA SOURCES:  AWOS–3  (781) 837–0555. LAWRS.

COMMUNICATIONS:  CTA/UNICOM 122.8

BOSTON APP/DEP CON 124.1

CLEARANCE DELIVERY PHONE:  For CD ctc Boston Apch at 603-594-5554.

RADIO AIDS TO NAVIGATION:  NOTAM FILE BOS.

BOSTON (H) VOR/DME 112.7  BOS  Chan 74  N42°21.45’ W70°59.37’  154° 21.0 NM to fld. 18/16W.

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’
MARSTON MILLS
CAPE COD (2B1) 5 SE UTC–5(–4DT) N41º41.12´ W70º24.14´
103 TPA—803(700) NOTAM FILE BDR
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.

MARSTON MILLS MAP

MINUTE MAN AIR FLD (See STOW on page 135)

MONPONSETT POND SPB (See HALIFAX on page 124)

MONTAGUE
TURNERS FALLS (8B5) 3 N UTC–5(–4DT) N42º35.50´ W72º31.38´
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 dsplcd 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 N42º32.76´ W72º03.49´ 292º 20.8 NM to fld. 1280/14W.

MYRICKS (See BERKLEY on page 117)

NEW YORK
NANTUCKET MEML (ACK)(KACK) 3 SE UTC–5 (–4DT) N41°15.18′ W70°00.35′

RWY 06–24: H6303X150 (ASPH–GRVD) S–75, D–170, 2S–175, 2D–280 PCN 38 F/A/X/T HIRL CL 0.3% up NE.

RWY 06: MALSF. PAPI(P4R)—GA 3.0º TCH 57′. RVR–TR Thld dspcl 537′.

RWY 24: SSALR. TDZL. PAPI(P4L)—GA 3.0º TCH 48′. RVR–TR.

RWY 15–33: H4500X100 (ASPH) S–60, D–85, 2S–108, 2D–155 PCN 37 F/A/X/T MIRL.

RWY 15: REIL. Bldg.

RWY 33: REIL. PAPI(P4L)—GA 3.0º TCH 45′.

RWY 12–30: H2696X50 (ASPH) S–12.4 RWY LGTS(NSTD).

RWY 12: Pole.

LAND AND HOLD–SHORT OPERATIONS

LDG RWY HOLD–SHORT POINT AVBL LDG DIST
RWY 06 15–33 4316
RWY 33 06–24 3650

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 ATCT clsd ACTVT MALSF Rwy 06; SSALR Rwy 24; HIRL Rwy 06–24, MIRL Rwy 15–33 and twy lgts—CTAF. PAPI Rwy 06, 24 and 33 opr 24 hrs. Lgtd as twy.


AIRPORT REMARKS: Attended continuously. Deer and birds on and invof arpt. Be aware of hi–speed mil jet and heavy helicopter tfc vicinity Air Station Cape Cod. Class I, ARFF Index B. PPR 2 hrs for unsked acr ops with more than 9 px seats. Call AMGR 508–325–5300. Rwy 12–30 not avbl for sked acr ops (ldg and tkof) more than 9 px seats or unsked acr ops at least 31 px seats. Avbl for acr ops more than 9 px seats taxi only. Ldg and tkof day VFR use only for acft under 12,500 lbs. PPR 2 hrs for unsked acr ops with more than 9 px seats 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

RCD 122.1R 116.2T (BRIDGEPORT RADIO)


TOWER 118.3 May 15–Sep 30 (1100–0300Z‡), Oct 1–May 14 (1100–0200Z‡).

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 (H) VOR/DME 116.2 ACK Chan 109 N41°41.52′ W69°59.26′ NOTAM FILE CQX.

NDB (MHW) 279° COX at Chatham Muni. 56/16W.

NDB unusable: 220º–280º byd 20 NM

NE, 17 JUN 2021 to 12 AUG 2021
NEW BEDFORD RGNL  (EWB)(KEWB)  2 NW  UTC–5(–4DT)  N41°40.59´ W70°57.47´
79  B  LRA  Class IV, 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: MALS. RVR–T Tree.
RWY 14–32:  H5000X75 (ASPH)  S–33, D–48, 2D–95  MIRL
    RWY 14:  PAPI(P4L)—GA 3.4º TCH 50´. Tree.
    RWY 32:  REIL. PAPI(P4L)—GA 3.5º TCH 50º. Trees.
SERVICE:  S4  FUEL  100LL, JET A
AIRPORT REMARKS:  Attended 1100–0400Z‡. Birds and wildlife on and invof arpt. Ldg fees for acft over 5,500 lbs. Arpt clsd to non sked acr acft with more than 31 pax exc 48 hr PPR 508–991–6161. Flight Notification Service (ADCUS) available.
AIRPORT MANAGER:  (508) 991-6161
WEATHER DATA SOURCES:  ASOS  126.85 (508) 992–0195. LAWRS.
COMMUNICATIONS:  CTAF 118.1  ATIS 126.85 (508) 994–6277
UNICOM 122.95
© PROVIDENCE APP/DEP CON 128.7 (Sun–Fri 1030–0530Z‡, Sat 1030–0500Z‡) other times ctc BOSTON CENTER 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.
AIRSPACE:  CLASS D svc 1130–0300Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION:  NOTAM FILE PVD.
PROVIDENCE VOR/DME 115.6  PVD  Chan 103  N41°43.46´ W71°25.78´  112º 21.4 NM to fld. 49/14W.
VOR portion usable:  085º–105º byd 12 NM blo 5,500´
    085º–105º byd 8 NM blo 3,000´
    105º–284º byd 30 blo 3,000´
    295º–330º byd 30 blo 6,000´
    331º–084º byd 30 blo 3,000´
DME portion usable:  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 109.7  I–EWB  Chan 34  Rwy 05. Unmonitored when ATCT clsd. Autopilot cpd apch blw 470´ na. Localizer backcourse unusable 15º left and r of course; byd 12 NM. Backcourse DME unusable 15º left and r of course; byd 12 NM.

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:  CTAF/UNICOM 123.0
© BOSTON APP/DEP CON 124.4
CLEARANCE DELIVERY PHONE:  For CD ctc Boston Apch at 603-594-5552.
NORTH ADAMS

HARRIMAN–AND–WEST (AQW)/(KAQW) 3 W UTC–5(–4DT) N42°41.78’ W73°10.23’

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 DX 3 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 N42°59.66’ W73°20.64’ 171º 19.4 NM to fld. 1490/14W.

DME portion unusable:
040º–130º blo 9,000’

NORTHAMPTON (7B2) 1 NE UTC–5(–4DT) N42°19.68’ W72°36.67’

121  B NOTAM FILE BTV

RWY 14–32: H3335X50 (ASPH) S–7.5 MIRL

RWY 14: PAPI(P4L)—GA 4.5º TCH 60’. Trees.

RWY 32: Thld dsplcd 100’. Trees.

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 N42°09.72’ W72°42.97’ 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’
NORWOOD MEML  (OWD)(KOWD)  2 E UTC–5(–4DT)  N42°11.43´ W71°10.38´

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:
FUEL 100LL, JET A
LGT Dusk–Dawn. ACTVT MIRL Rwy 01–19 and 14–32—CTAF.

AIRPORT REMARKS:
Attended Mon–Fri 1300–2200Z‡. Bird activity and
wildlife inovf 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 aphc. 1184(1063.5) twr
8.5 NM north–northwest. Rwy 28 and 35 rgt tfc for touch and go ldg
only. Gate 2 taxiline limited to acft with wingspans of 50° or less. Gate 3 taxiline limited to acft with wingspans of 45°
or less. Ldg fees for transient fixed–wing acft 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
®
BOSTON APP/DEP CON 124.1
TOWER 126.0 (Nov 1–Apr 30 1200–0100Z‡, May 1–Oct 31 1200–0300Z‡) END CON 121.8 CLNC DEL 121.8
AIRSPACE: CLASS D svc 1200–0100Z‡ 1 Nov–30 Apr, 1200–0300Z‡ 1 May–31 Oct; other times CLASS G.
RADIO AIDS TO NAVIGATION:
BOSTON (H) VOR/DME 112.7 BOS Chan 74 N42°21.45´ W70°59.37´ 235º 12.9 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´
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)  N42°34.20´ W71°10.73´

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:
FUEL 100LL, JET A LGT Dusk–Dawn. ACTVT MIRL Rwy 01–19 and 14–32—CTAF.

AIRPORT REMARKS:
Attended 1300–2200Z‡. Bird activity and
wildlife inovf 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 aphc. 1184(1063.5) twr
8.5 NM north–northwest. Rwy 28 and 35 rgt tfc for touch and go ldg
only. Gate 2 taxiline limited to acft with wingspans of 50° or less. Gate 3 taxiline limited to acft with wingspans of 45°
or less. Ldg fees for transient fixed–wing acft with more than 5000 lbs max tog, as well as transient hels regardless of
weight.

AIRPORT MANAGER: 978-544-8189

WEATHER DATA SOURCES: ASOS 135.675 (978) 544–6774.
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 BDR.
GARDNER (L) VOR/DME 110.6 GDM Chan 43 N42°32.76´ W72°03.49´ 292º 10.3 NM to fld. 1280/14W.
**PITTSFIELD MUNI** (PSF)(KPSF) 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 26: REIL. PAPI(P4L)—GA 3.0º TCH 50′. Trees. Rgt tfc.
RWY 14–32: H3496X100 (ASPH) S–25 MIRL 0.8% up NW

RWY 14: Trees.

SERVICE: S4 FUEL 100LL, JET A OX 4 LGT ACTVT REIL Rwy 26; PAPI Rwy 26; MIRL Rwys 08–26 and 14–32—CTAF.

NOISE: Noise abatement procedures in effect ctc arpt manager 413–448–9790. Voluntary curfew 0400–1200Z‡.


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′ W72°56.96′ 311° 17.2 NM to fld. 1600/13W. LOC/DME 108.3 314º. LOC unmonitored.

**PLUM ISLAND** (See NEWBURYPORT on page 130)

**PLYMOUTH MUNI** (PYM)(KPYM) 4 SW UTC–5(–4DT) N41°54.52′ W70°43.66′

148 B NOTAM FILE PYM

RWY 06–24: H4350X75 (ASPH) S–25, D–64 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, D–64 MIRL 0.3% up NW

RWY 15: Trees.

RWY 33: PAPI(P4L)—GA 3.0º TCH 40′. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 15: TORA–4350 TODA–4350 ASDA–4350 LDA–4350

RWY 33: TORA–4350 TODA–4350 ASDA–4650 LDA–4350

SERVICE: S4 FUEL 100LL, JET A OX 4 LGT ACTVT MALSF Rwy 06; REIL Rwy 24; PAPI Rwy 06, 24 and 33; MIRL Rwy 06–24 and 15–33—122.9.

NOISE: Departing acct encouraged to fly local noise abatement procedures.

AIRPORT REMARKS: Attended 1100–0300Z‡. Wildlife on and invof arpt. Be aware of hi–speed military jet and heavy helicopter ttc invof Cape Cod CGAS. No touch and go ldg 0200–1300Z‡.

AIRPORT MANAGER: 508-746-2020

WEATHER DATA SOURCES: ASOS 135.625 (508) 746–8003.

COMMUNICATIONS: CTAF/UNICOM 122.725

® 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/DME 114.7 LFV Chan 94 N42°01.03′ W70°02.23′ 274° 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) N42º04.34´–W70º13.24´

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 MANAGER: 508-487-0241
COMMUNICATIONS: CTAF/UNICOM 122.8
® BOSTON CONSOLIDATED TRACON APP/DEP CON 118.2 (1100–0400Z‡) May 15–Sep 30; (1100–0300Z‡) Oct 1–May 14.
CLNC DEL 120.65
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5554.

SOUTHBRIDGE MUNI (3B0) 2 N UTC–5(–4DT) N42º06.07´–W72º02.33´

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 REMARKS: Attended 1300Z‡–dusk.
AIRPORT MANAGER: 508-764-2155
COMMUNICATIONS: CTAF/UNICOM 122.8
® YANKA APP/DEP CON 119.0
RADAR 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: Apt is currently unatndd. Attended Mon–Sat 1400–2300Z‡.
AIRPORT MANAGER: 508-344-8930
COMMUNICATIONS: CTAF/UNICOM 123.0
CLEARANCE DELIVERY PHONE: For CD ctc Yankee Apch at 860-386-3597
STERLING (383) 2 SW UTC–5(–4DT) N42º25.56´ W71º47.57´
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.
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´ 139º 13.8 NM to fld. 1280/14W.

STOW
MINUTE MAN AIR FLD (6B6) 2 N UTC–5(–4DT) N42º27.62´ W71º31.08´
280 B TPA—See Remarks NOTAM FILE BDR
RWY 03–21: H3110X48 (ASPH) S–12.5 LIRL
RWY 03: Hill.
RWY 12–30: 1600X40 (TURF) 0.3% up NW
RWY 12: Trees.
RWY 30: Trees.
SERVICE: S4 FUEL 100LL LGT ACTVT REIL Rwy 21—CTAF.
NOISE: Noise abatement procedures in effect notify arpt manager 978–897–3933 of intention to opr between 0400–1100Z‡.
AIRPORT REMARKS: Attended 1400–2100Z‡. Before using Rwy 12–30 call arpt mgr to determine rwy conds. Tree obstruction in apch, primary and transition surfaces Rwy 03 and Rwy 12–30. TPA—for light acft 1032´ AGL.
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 603-594-5552.
RADIO AIDS TO NAVIGATION: NOTAM FILE MHT.
MANCHESTER (L) VOR/DME 114.4 MHT Chan 91 N42º52.11´ W71º22.17´ 210º 25.3 NM to fld. 470/15W.
<table>
<thead>
<tr>
<th>NOTAM FILE</th>
<th>Rwy 12–30:</th>
<th>Trees.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>RWY 12:</td>
<td>Trees.</td>
</tr>
<tr>
<td></td>
<td>RWY 30:</td>
<td>REIL. VASI(V4L)—GA 3.6º TCH 45’. Trees.</td>
</tr>
<tr>
<td></td>
<td>RWY 04:</td>
<td>Trees.</td>
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<tr>
<td></td>
<td>RWY 22:</td>
<td>Trees.</td>
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<tr>
<td>SERVICE:</td>
<td>S4</td>
<td>FUEL 100LL LTG</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ACTIVATE VASI Rwy 30; MIRL Rwy 12–30; lgtd windsock—CTAF.</td>
</tr>
<tr>
<td>AIRPORT REMARKS:</td>
<td>Attended 1300–2200Z‡. Caution wildlife, deer and geese on or invof arpt and rwys. Parachute jumping. Rwy 04–22 surface rough and loose stones. Avoid flying over the elementary school at DER 30. Helicopters avoid overflight of densely populated areas west and south of arpt.</td>
<td></td>
</tr>
<tr>
<td>AIRPORT MANAGER:</td>
<td>508-821-2973</td>
<td></td>
</tr>
<tr>
<td>WEATHER DATA SOURCES:</td>
<td>ASOS 132.675 (508) 824–5005.</td>
<td></td>
</tr>
<tr>
<td>COMMUNICATIONS:</td>
<td>CTAF/UNICOM 122.7</td>
<td></td>
</tr>
<tr>
<td>PROVIDENCE APP/DEP CON</td>
<td>128.7 (Sun–Fri 1030–0530Z†, Sat 1030–0500Z†) other times ctc</td>
<td></td>
</tr>
<tr>
<td>BOSTON CENTER APP/DEP CON</td>
<td>124.85</td>
<td></td>
</tr>
<tr>
<td>CLEARANCE DELIVERY PHONE:</td>
<td>For CD ctc Providence Apch at 401-738-8945, when Apch clsd ctc Boston ARTCC at 603-879-6859.</td>
<td></td>
</tr>
<tr>
<td>RADIO AIDS TO NAVIGATION:</td>
<td>NOTAM FILE PVD.</td>
<td></td>
</tr>
<tr>
<td>PROVIDENCE (H) VOR/DME</td>
<td>115.6 PVD Chan 103 N41º43.46´ W71º25.78´ 078º 20.6 NM to fld. 49/14W.</td>
<td></td>
</tr>
<tr>
<td>VOR portion unusable:</td>
<td>085º–105º byd 12 NM blo 5,500’</td>
<td></td>
</tr>
<tr>
<td></td>
<td>085º–105º byd 8 NM blo 3,000’</td>
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<td>106º–294º byd 30 blo 3,000’</td>
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<td></td>
<td>295º–330º byd 30 blo 6,000’</td>
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<td>331º–084º byd 30 blo 3,000’</td>
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<tr>
<td>DME portion unusable:</td>
<td>085º–105º byd 12 NM blo 5,500’</td>
<td></td>
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<tr>
<td></td>
<td>085º–105º byd 8 NM blo 3,000’</td>
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<tr>
<td></td>
<td>106º–152º byd 11 NM blo 2,000’</td>
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<tr>
<td></td>
<td>106º–152º byd 20 NM blo 4,000’</td>
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<tr>
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<td>153º–294º byd 30 NM blo 3,000’</td>
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<tr>
<td></td>
<td>295º–330º byd 30 blo 6,000’</td>
<td></td>
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<tr>
<td></td>
<td>331º–084º byd 30 blo 3,000’</td>
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</tbody>
</table>

**TURNERS FALLS** (See MONTAGUE on page 128)
VINEYARD HAVEN

MARSHA’S VINEYARD (MVY)(KMVY) 3 S UTC–5(–4DT) N41°23.61’ W70°36.83’

B. ARFF Index—See Remarks  NOTAM FILE MVY Not insp.

RWY 06–24: H5504X100 (ASPH–GRVD) S–65, D–108, 2S–137,
2D–185 PCN 29 F/A/X/T HIRL

RWY 24: MALSR, 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

RWY 15: Trees.
RWY 33: REIL, Trees, Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA–5504 TODA–5504 ASDA–5504 LDA–5504
RWY 15: TORA–3327 TODA–3327 ASDA–3327 LDA–3327
RWY 24: TORA–5504 TODA–5504 ASDA–5504 LDA–5504
RWY 33: TORA–3327 TODA–3327 ASDA–3327 LDA–3327

SERVICE: S2 FUEL 100LL, JET A LGT When ATCT clsd ACTVT MALSR
Rwy 24; REIL Rwy 33; HIRL Rwy 06–24; MIRL Rwy 15–33—CTAF.

NOISE: Arpt has noise abatement proc. Ctc opns 508–693–7022. Avoid
residential areas SW of arpt.

AIRPORT REMARKS: Attended continuously. Class I, ARFF Index A. ARFF
Index: 24 hr PPR for unsked acr ops with more than 9 psgr seats call
AMGR 508–693–7022. Rwy 15–33 not avbl for skedd acr ops more
than 9 pxn seats or unsked acr ops at least 31 pxn seats. Twy E clsd to acft with over 9 passengers. Parking fee all acft.
Ldg fee all acft over 4000 lbs.

AIRPORT MANAGER: 508-693-7022

WEATHER DATA SOURCES: ASOS 126.25 (508) 696–6988.
COMMUNICATIONS: CTAF 121.4 ATIS 126.25 (508) 693–7685 UNICOM 122.95

© BOSTON APP/DEP CON 133.75 (3,000’ to 14,000’) 119.7 (1100–0400Z‡ May 15–Sep 30, 1100–0300Z‡ Oct 1–May 14)
CLNC DEL 119.7 (When twr clsd)
VINEYARD TOWER 121.4 (May 15–Oct 31 1100–0300Z‡, Nov 1–May 14 1200–2200Z‡)
CLNC DEL 124.35

AIRSPACE: CLASS D svc May 15– Oct 31 1100–0300Z‡, Nov 1– May 14 1200–2200Z‡; other times CLASS G.

WALTER J KOLADZA (See GREAT BARRINGTON on page 124)

WESTFIELD–BARNES RGNL (See WESTFIELD/SPRINGFIELD on page 138)
WESTFIELD/SPRINGFIELD

(WAF)(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: H5000X75 (ASPH–GRVD) 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’ Trees.

RWY 33: PAPI(P4L)—GA 4.0º TCH 42’ 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–128(B) (1420 FT).

BAK–14 BAK–128(B) (1450 FT).

RWY 20

SERVICE: S4 FUEL 100LL, JET A OX 1, 2 LGT Dusk–Dawn; When ATCT clsd ACVT MALS Rwy 20; PAPI Rwy 15 and 33; HIRL Rwy 02–20; MIRL Rwy 15–33–CTAF. Rwy 15 VSGI unslbl byd 4 NM.

MILITARY — A–GEAR Req thru twr dur opr hr, when twr clsd req thru ANG CP, Whip on UHF 309.0. Rwy 02–20, mil acft arst barriers may fail in the up posn. Verify status of barriers prior to ldg. Utilize Rwy 15–33 max extent at ngt or when twr clsd. JASU 1(MC–1A) 4(MC–2A) 5(M–32A–60A) FUEL A, (C413–562–4999, Avbl 1200–0200Z‡; OT PPR 413–627–9901, $75 callout fee) (NC–100LL) FLUID SP PRESAIR LPOX LOX OIL 0–148 (Mil) SOAP

NOISE: Acft and hel noise abatement procs in effect—AMGR.

AIRPORT REMARKS: Attended 1200–0000Z‡. Birds and other wildlife on and invof arpt. Fuel avbl 1200–0000Z‡; svc aft 0000Z‡ PPR 413–485–0078. Severe downdraft AER 33 when wind northwest in excess of 15 kts. Rwy 15–33 not avbl for sked acr ops more than 9 pxl seats or unsked acr ops at least 31 pxl seats. Twy G clsd to civ ops. Be aware wing tip clearance south runup/D–arm pad twy centerline markings for F–15 acft only. TPA–1300 (1029) tgt acft; 1800 (1529) hvy and mil acft. Expv MIL ovhd and clsd ptgc. PPR 24 hr for acr ops with more than 9 pxl–AMGR. Jet acft starting units avbl. Rwy 02–20 military acft arst barriers may fail in the up position. Sm/MIL acft should use ctn, spcly at ngt, and if poss ctn the actual sts of the barriers prior to ldg. Rwy 02–20 200 ft ovrn NE end and SW end. Cold temperature std arpt. Altitude correction required at or b/o –21C. Ldg fee for coml, corporate; acft owr 7500 lbs. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER: (413) 572-6275

WEATHER DATA SOURCES: ASOS 127.1 (413) 568–2267. LAWRS.

COMMUNICATIONS: CTAF 113.8 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

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd, ctc Bradley Apch at 860-386-3597.

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 unusable: 310º–340º byd 25 NM b/o 6,500’

VOR unusable: 249º–260º byd 10 NM b/o 10,000’

ILS 111.9° I–BAF Rwy 20.

Class IA. Unmonitored when ATCT clsd. LOC unusable byd 25º left and r of course
WESTOVER ARB/METRO  (CEF)(KCEF) MIL/CIV AF  3 NE UTC–5(–4DT)  N42°11.64’
W72°32.09’
241  B  TPA—See Remarks  Class IV, ARFF Index A  NOTAM FILE CEF  Not insp.
Rwy 05–23: H11598X301 (ASPH)  2S–175, C5–B40 PCN 37 F/A/W/T  HIRL
Rwy 23: ALSF1. PAPI(P4L)—GA 3.0° TCH 64’. RVR–T
Rwy 15–33: H7082X150 (ASPH)  PCN 21 R/C/W/T  HIRL
Rwy 15: PAPI(P4L)—GA 3.0° TCH 77’.
Rwy 33: PAPI(P4L)—GA 3.0° TCH 75’. Rgt tfc.

SERVICE: FUEL 100LL, JET A

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’ til past dep end of rwy to ensure separation from VFR overhead and clsd pat tfc. Strobe lgt located atop stacks 4000’ left Rwy 23 thld; occasional steam cloud. Uncontrolled vehicle tfc on ramps and twy. Rwy 05–23 1000’ ovrn both ends of rwy. Tran parking area unlgd. Afld lgts avbl only dur opr hrs. Heavy VFR tcf blo 10,000’ along river and highway 5 NM southwest of afld. Lgt acft tcf, hang glider ops and hot air ballooning activity along river west and northwest of arpt. Westover ARB is a joint–use afl. IFR tfk and ldg minimums are prescribed by USAF regulations apply. Call arpt mgr at C413–593–5543 for clarification. 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. Afr 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. Unctl vehicular tcf 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 tcf blo 10,000’ along river and highway 5 NM SW afl. Lgt acft tcf, 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 rectangular lgt acft 1000’, large/heavy acft 2000’, overhead 2500’. CSMTS/AG/IMG Pilot must arngcust 860–292–1314. AIRPORT MANAGER: 413-593-5543

COMMUNICATIONS: CTA 134.85 ATIS 127.525 (1200–0400Z†) UNICOM 122.95 PTD 372.2

YANKIE APP/DEP CON 125.35 281.5
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 576–9755. Ngt obsn ltd due to high ints security lgt. Afd xw 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 C.

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 20 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 20 NM blo 7,000´
090º–110º blo 8,000´
111º–180º byd 20 NM blo 7,000´
220º–240º byd 24 NM blo 4,000´
305º–320º byd 15 NM blo 4,000´

BARNES (L) VORTAC Chan 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‡.

WORCESTER RGNL 1009 B LRA Class I, ARFF Index B NOTAM FILE ORH
RWY 11–29: H7001X150 (ASPH–GRVD) S–120, D–250, 2S–138,
2D–550 PCN 89 F/C/W/T HIRL CL
RWY 11: ALSF2. TDZL. PAPI(P4R)—GA 3.0º TCH 55´. RVR–TR Hillo.
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/T 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 invof arpt, birds on and
invol 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 etc FBO on 122.95 for svcs. Rwy 33 VASI and decent angle not coincident. Rwy 15 VASI unusable byd 9° left of
course. Rwy guard lgts 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 (ADCUS) available. 2 hours advance notice for customs.

AIRPORT MANAGER: (508) 849-5550
WEATHER DATA SOURCES: ASOS (508) 795–5550

CONTINUED ON NEXT PAGE
COMMUNICATIONS: CTAF 120.5 ATIS 126.55 (508) 757-0962 UNICOM 122.95
RCO 122.2 (BRIDGEPORT RADIO)
® YANKEE APP/DEP CON 119.0 CLNC DEL 119.0 (0200–1130Z‡)
TOWER 120.5 (1130–0200Z‡) 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 1130–0200Z‡; 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 N42º32.76´ W72º03.49´ 168º 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 12º left
  of course; byd 13 NM; byd 25º 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 25º left and byd 25º right of course.

NE, 17 JUN 2021 to 12 AUG 2021
ALTON BAY SPB (B18) 2 N UTC–5(–4DT) N43°28.66´ W71°14.22´

WATERWAY 01W–19W: 2600X100 (WATER)

WATERWAY 01W: Tree.
WATERWAY 19W: Trees.

SEAPLANE REMARKS: Unattended. Rwy 01W–19W has ice in winter plowed to aprxly 2730 ft. Ck NOTAMS for ice rwy conds. Rwy 01W thld aprxly 100 ft NE of floating bandstand. All seaplane tkofs and ldgs must be N of the bandstand. All tvl S of the bandstand must not exceed headway spd. Rwy 01W–19W P–line marked with orange balls 1000´ south of thld at south end, less than 30´ height along roadway. For seaplane prkg and ice rwy conds call AMGR (603) 455–7817. Tkof and ldg using Rwy 19W prohibited Jan–Mar.

AIRPORT MANAGER: 603-875-3498

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch 603-594-5551.

BERLIN RGNL (BML) (KBML) 7 N UTC–5(–4DT) N44°34.52´ W71°10.56´

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.º. Trees.
RWY 36: ReIL. Trees.

SERVICE: S2 FUEL 100LL, JET A LGT ACTVT REIL Rwy 18 and 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)

® 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) N44°38.01´ W71°11.17´ 173º 3.5 NM to fld. 1730/0E.

BLNAP N43°32.20´ W71°32.22´ NOTAM FILE LCI.

NDB (MHW/LOM) 328 LC 083º 5.6 NM to Laconia Muni. 740/16W.

BOIRE FLD (See NASHUA on page 151)

BRISTOL NEWFOUND VALLEY (2N2) 1 W UTC–5(–4DT) N43°35.52´ W71°45.09´

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) N43°22.23′ W72°22.09′ 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. Wildlife on and invof arpt. Expect downdraft on apch to Rwy 29. Tkof, Indg, and tax on unpaved areas prohibited. Cold temperature restricted 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 BGR.

NDB (MHW) 233 CNH N43°22.15′ W72°22.27′ at fld. 527/16W.

NDB unusable:

005º–049º byd 20 NM

050º–004º byd 15 NM

LEBANON (L) DME 113.7 LEB Chan 84 N43°40.73′ W72°12.96′ 200º 19.7 NM to fld. 1443/0W. NOTAM FILE LEB.

DME 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′

COLEBROOK

GIFFORD FLD (4C4) 1 SW UTC–5(–4DT) N44°53.25′ W71°30.46′ 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)  N43º12.16´ W71º30.14´  
NEW YORK  H–110, 12X, L–32H  IAP, AD

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 dispclcd 641´. Tree.
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 MALS Rwy 35,
HIRL Rwy 17–35, MIRL Rwy 12–30—CTAF. MILITARY— FUEL
J8(Mii)—PPR (NC–100LL – Avbl H24 with credit card; A – Avbl
1230–2200Z†, OT fone C603–228–2267 and flw prompts.)

Airport Remarks:  Attended 1200–2200Z†, exc Thanksgiving, Christmas,
and New Years Day. Self-serve 100LL avbl 24 hrs with credit card.
For Jet A after hrs call 1–603–228–2267 and follow prompts. Wildlife
on and inv of arpt. Heavy helicopter activity 1 NM east-southeast of
arpt 800´ and below. Rwy 35 designated calm wind rwy. Day and ngt
VFR helicopter ops to and from New Hampshire State Police Hangar.
Ops on National Guard twy and ramp prohibited without prior
coordination due to security. Military twy and ramp PCN R/A/W/T. Ops
off paved scfs prohibited due to conservation management activities.
Compass rose calibrated 2014.

Airport Manager:  603-228-2267

Weather Data Sources:  ASOS  132.325 (603) 224–6558.

Communications:  CTAF/UNICOM  122.7
   (BANGOR RADIO)
   BOSTON APP/DEP CON 127.35
   CLNC DEL  133.65

Clearance Delivery Phone:  For CD ctc Boston Apch at 603-594-5552.

Airspace:  CLASS E.

Radio Aids to Navigation:  NOTAM FILE CON.
   (L) VOR/DME  112.9  CON  Chan 76  N43º13.19´ W71º34.53´  123º 3.4 NM to fld. 715/15W.
   VOR unusable:
   022º–032º byd 20 NM blo 8,000´
   190º–210º byd 12 NM blo 4,000´
   318º–326º byd 30 NM blo 12,000´
   DME unusable:
   022º–032º byd 20 NM blo 8,000´
   082º–110º byd 30 NM blo 5,000´
   190º–210º byd 12 NM blo 4,000´
   290º–300º byd 30 NM blo 7,000´
   318º–326º byd 30 NM blo 12,000´
   EPSOM NDB (LOM)  216 CO N43º07.13´ W71º27.16´ 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 MEML  (See HAVERHILL on page 146)

DILLANT–HOPKINS  (See KEENE on page 147)

EPSOM  N43º07.13´ W71º27.15´ NOTAM FILE CON.
   NDB (MHW/LOM) 216 CO 353º 5.5 NM to Concord Muni. 355/16W.
   NDB unusable:
   Byd 20 NM
ERROL (ERR) (KERR) 1 NW UTC–5 (–4DT) N44°47.53´ W71°09.87´
1248 TPA—2048 (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 tfc on roadway at Rwy 33 end. 1:1 clearance slope. Rwy soft in spring. Large patches of grass on rwy.
AIRPORT MANAGER: 214-724-5127
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

FITZY N42°51.85´ W71°31.73´ NOTAM FILE MHT.
NDB (LOMW) 209 MJ 060º 5.8 NM to Manchester. 234/15W.

FRANCONIA (1B5) 2 S UTC–5 (–4DT) N44°11.76´ W71°45.04´
975 NOTAM FILE BGR
RWY 18–36: 2300X150 (TURF) 0.9% up S
RWY 18: Trees.
NOISE: Takeoffs and landings not advised from dusk to 1400Z‡ for voluntary noise abatement.
AIRPORT MANAGER: 603-921-1588
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

GIFFORD FLD (See COLEBROOK on page 143)

GORHAM (2GB) 1 NW UTC–5 (–4DT) N44°23.61´ W71°11.89´
835 NOTAM FILE BGR
RWY 12–30: 2828X60 (TURF) 1.2% up SE
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) N42°57.68´ W70°49.81´
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.
AIRPORT MANAGER: 603-964-6749
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5552.
HANOVER  N43º42.14´ W72º10.65´ NOTAM FILE LEB.
NDB (MIW) 276  LAH  245º 7.2 NM to Lebanon Muni. 1190/15W.
NDB unusable:
   Byd 20 NM

HAVERHILL
DEAN MEML  (5B9)  3 NE  UTC–5(–4DT)  N44º04.81´ W72º00.47´
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 ACTVT LIRL Rwy 01–19 and
   windsock—CTAF. Rwy 01–19 NSTD spacing, first 185 ft Rwy 01
   unlgtd.
AIRPORT REMARKS:  Attended Saturday 1400–1700Z‡. VFR ops only. For
   winter conds call 603–809–2567 or 603–616–1247.
   Call 603–616–1247.
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.
   CONCORD (L) VOR/DME 112.9  MPV Chan 45  N43º13.19´
   W72º26.96´  107º 19.1 NM to fld. 2080/16W.

HAWTHORNE–FEATHER AIRPARK  (See HILLSBORO on page 146)

HILLSBORO
HAWTHORNE–FEATHER AIRPARK  (8B1)  3 S  UTC–5(–4DT)  N43º03.68´ W71º54.32´
600  B  NOTAM FILE BGR
RWY 02–20:  H3260X75 (ASPH)  S–B  MIRL
   RWY 02:  Trees.
SERVICE:  FUEL  100LL  LGT Lights OTS INDEF.
AIRPORT REMARKS:  Unattended. Prior to using arpt call 603–588–6868 for
   arpt conditions. Self serve fuel avbl 24 hrs by credit card system.
   Wildlife on and invof arpt. Rwy sfc uneven with large open cracks. Rwy
   02 markings faded and NSTD. Rwy 20 markings faded.
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/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 blo 8,000´
   190º–210º byd 12 NM blo 4,000´
   318º–326º byd 30 NM blo 12,000´
DME unusable:
   022º–032º byd 20 NM blo 8,000´
   082º–110º byd 30 NM blo 5,000´
   190º–210º byd 12 NM blo 4,000´
   290º–300º byd 30 NM blo 7,000´
   318º–326º byd 30 NM blo 12,000´
NEW HAMPSHIRE

JAFFREY/SILVER RANCH  (AFN)(KAFLN)  1 SE UTC–5(–4DT)  N42º48.31´ W72º00.18´

RWH 16–34: H2982X134 (ASPH–TURF)  S–8  LIRL  0.9% up N

RWH 16: Trees.
RWH 34: Thld displaced 582´. Ground.

SERVICE: S2  FUEL  100LL  LGT First 582´ Rwy 34 not lgtd. PPR for NSTD LIRL call 603–532–8870. Bcn OTS indefly.


AIRPORT MANAGER: 603-532-8870
WEATHER DATA SOURCES: ASOS 135.875 (603) 532–6195.
COMMUNICATIONS: CTAF/UNICOM 122.8

KEENE

DILLANT–HOPKINS  (EEN)(KEEN)  P (ANG)  2 S UTC–5(–4DT)  N42º53.90´ W72º16.25´

RWH 02–20: H6201X100 (ASPH)  D–60 PCN 40 F/C/X/T HIRL
RWH 02: MALSR. PAPI(P4L)—GA 3.0º TCH 39´.
RWH 20: PAPI(P4L)—GA 3.0º TCH 50´. Trees.
RWH 14–32: H4001X150 (ASPH)  S–25 PCN 8 F/C/X/T MIRL

0.3% up SE
RWH 14: REIL.

SERVICE: S4  FUEL  100LL, JET A  OK 1, 2, 3, 4  LGT PAPI Rwy 20 OTS indefly. ACTVT 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.)

NOISE: Noise abatement procedures: winds blw 8 kts use Rwy 02.

AIRPORT REMARKS: Attended Mon–Fri 1200–0000Z‡, Sat–Sun 1200–2200Z‡. Wildlife on and inv of arpt. 100LL avbl 24 hrs with credit card. For jet fuel after hrs call 603–357–7600. 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

KEENE RCO 122.6(BANGOR RADIO)
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 (L) VOR/DME 110.6 GDM  Chan 43  N42º32.76´ W72º03.49´ 023º 15.7 NM to fld. 1280/14W.
KEENE

VOR portion unusable:
017º–027º byd 20 NM
037º–047º byd 20 NM
070º–085º byd 25 NM blo 9,000’
100º–110º
165º–185º byd 10 NM blo 6,000’
180º–225º byd 15 NM

TAC portion unusable:
070º–085º byd 25 NM blo 9,000’

RCO

LACONIA MUNI

RWY 08–26:
RWY 08:
RWY 26:

RUNWAY DECLARED DISTANCE INFORMATION
RWY 08:
RWY 26:

SERVICE:
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 6º left of centerline.

AIRPORT REMARKS:

AIRPORT MANAGER:
603-524-5003

WEATHER DATA SOURCES: AWOS–3PT

COMMUNICATIONS: CTAF/UNICOM

CONCORD (L) VOR/DME

VOR unusable:
022º–032º byd 20 NM blo 8,000’
190º–210º byd 12 NM blo 4,000’
318º–326º byd 30 NM blo 12,000’

DME unusable:
022º–032º byd 20 NM blo 8,000’
082º–110º byd 30 NM blo 5,000’
190º–210º byd 12 NM blo 4,000’
290º–300º byd 30 NM blo 7,000’
318º–326º byd 30 NM blo 12,000’

BLNAP NDB (MHW/LOM)

ILS/DME

IAP

NEW YORK

H–11D, 12K, L–32G, 33C

H–11D, 12K, L–32H

NE, 17 JUN 2021 to 12 AUG 2021
LEBANON MUNI (LEB)(KLEB) 3 W UTC–5(–4DT) N43º37.57´ W72º18.25´

NOTAM FILE LEB

RWY 07–25: H5496X100 (ASPH–GRVD) S–42, D–60 MIRL

RWY 07: REIL. PAPI(P4L)—GA 4.0º TCH 50´. Trees.

RWY 25: REIL. PAPI(P4R)—GA 4.0º TCH 51´. Trees.

RWY 18–36: H5200X100 (ASPH–GRVD) S–42, D–48 HIRL

0.8% up S

RWY 18: REIL. Brush.

RWY 36: PAPI(P4L)—GA 3.75º TCH 34´. Trees.

SERVICE: 54 FUEL 100LL, JET A OK 1 LGT ACTVT REIL Rwy 07 and 25; PAPI Rwy 07, 25, 36; MIRL Rwy 07–25; HIRL Rwy 18–36—CTAF.

NOISE: Noise abatement procedures in effect, ctc arpt manager. All arrival/departure actf follow manufacturer’s recommended procedure for quiet opn and minimum noise.


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 118.65

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.

HANOVER NDB (MHW) 276 LAH N43º42.14´ W72º10.65´ 245º 7.2 NM to fld. 1190/15W.

NDB unusable:

Byd 20 NM

(L) DME 113.7 LEB Chan 84 N43º40.73´ W72º12.96´ 231º 5.0 NM to fld. 1443/0W.

DME 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´

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´

NE, 17 JUN 2021 to 12 AUG 2021
MANCHESTER  (MHT)(KMHT)   3 S   UTC–5(–4DT)   N42°55.97´ W71°26.15´
266   B   LRA   Class I, ARFF Index C   NOTAM FILE MHT
RWY 17: MALS. TDZL. PAPI(P4R)—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
RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–7650 TORA–7650 ASDA–7650 LDA–7208
RWY 17: TORA–9250 TORA–9250 ASDA–9250 LDA–8914
RWY 24: TORA–7650 TORA–7650 ASDA–6850 LDA–6850
RWY 35: TORA–9250 TORA–9250 ASDA–8500 LDA–7650
ARRESTING GEAR/SYSTEM
RWY 06: EMAS
SERVICE: S4   FUEL 100LL, JET A OX 3   LGT Rwy 06 PAPI unusbl byd 6 degs right of cntrl.
NOISE: Noise abatement procedures: turbojet acft should expect a right turn when departing Rwy 17.
AIRPORT REMARKS: Attended continuously. No touch and go ldgs during snow removal opr. Twy A safety area S of Twy E to Twy A2 is 65 ft. Twy C clsd west of Twy A due to construction indef. Jet acft taxing wb acrs Rwy 17–35 at Twy E must use ctn and low settings due to lgt acft prkg on the E ramp. No taxiing between pushed back acft and the airline terminal or cargo ramps. Acft not permitted to taxi between airline terminal bldg and acft that have pushed back or are taxing on Twy G or Twy N. Air carrier acft only permitted to opr on airline terminal ramp. Air carriers excluded from Twy L. Acft with wingspan greater than 145´ rstd from Twy G and Twy N. AMMON ramp rstd to acft with wingspan less than 118’. Acft not permitted to taxi or parked general aviation acft on the E ramp. Acft 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
®  BOSTON APP/DEP CON 124.9
   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 N42°52.11´ W71°22.17´ 338º 4.8 NM to fld. 470/15W.
FITZY NDB (LOMN) 209 MJ N42°51.85´ W71°31.73´ 060º 5.8 NM to fld. 234/15W.
ILS 109.9 I–MJE Rwy 06. Class I. LOM FITZY NDB.
ILS/DME 109.1 I–MNA Chan 28 Rwy 17. Class IE. DME also serves Rwy 35. DME unusable 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 155)
NASHUA

BOIRE FLD (ASH)(KASH) 3 NW UTC–5(–4DT) N42°46.94′ W71°30.85′

200  B  NOTAM FILE ASH
RWY 14–32: H6000X100 (ASPH–GRVD)  S–62, D–80, 2S–102, 2D–133  HIRL
RWY 14: MALSR. PAPI(PAR)—GA 3.0º TCH 45′. Trees.
RWY 32: REIL. PAPI(PAR)—GA 3.0º TCH 45′. Thld dsplcd 350′. Tree.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: TORA–6000 TODA–6000 ASDA–5650 LDA–5650
RWY 32: TORA–6000 TODA–6000 ASDA–6000 LDA–5650

SERVICE: S4 FUEL 100LL, JET A1+ OX 1, 2, 3, 4 LGT When twr clsd
ACTVT MALSR Rwy 14; REIL Rwy 32; PAPI Rwy 14; HIRL Rwy 14–32—CTAF.

NOISE: Arpt has voluntary noise abatement procedures. Ctc arpt manager for details.

AIRPORT REMARKS: Attended 1200–0200Z†. Migratory birds and wildlife on and invof arpt. 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

WEATHER DATA SOURCES: AWOS–3PT

COMMUNICATIONS: CTAF 133.2 ATIS 125.1

® BOSTON APP/DEP CON 124.9 GND CON 121.8 (When twr clsd)
NASHUA TOWER 133.2 (1200–0200Z†) GND CON 121.8

AIRSPACE: CLASS D svc 1200–0200Z†; other times CLASS G.

NEWFOUND VALLEY (See BRISTOL on page 142)

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 dsplcd 400′. Hill. Rgt tfc.
RWY 36: Thld dsplcd 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 MANAGER: (978) 886-0854

COMMUNICATIONS: CTAF/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) DME 113.7 LEB Chan 84 N43°40.73′ W72°12.96′

DME unusable:
045º–075º byd 36 NM blw 10,000′
091º–119º byd 30 NM blw 7,500′
161º–304º byd 30 NM blw 6,300′
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:  
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’

PLYMOUTH MUNI  (1P1)  3 NW  UTC–5(–4DT)  N43°46.70’ W71°45.23’  
506  NOTAM FILE BGR  
RWY 12–30:  2347X90 (TURF)  
RWY 12:  Road.  
RWY 30:  Thld dspcld 298°. Road.  
AIRPORT REMARKS:  Attended irregularly, call 603–536–1731. Wildlife on and inv of 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 inv of arpt. Heavy powered parachute and weight shift control acft activity in rgt tfc 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 edges and ends marked by yellow cones. Rwy 30 dspcld thld marked by three yellow cones aligned perpendicular 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.
NEW HAMPSHIRE

PORTSMOUTH INTL AT PEASE (PSM)(KPSM) P (ANG) 1 W UTC–5(–4DT) N43º04.68´ E70º49.40´

100 B TPA—See Remarks LRA Class I, ARFF Index B NOTAM FILE PSM


RWY 16: MALSRS. PAPI(P4L)—GA 3.0º TCH 70´. RVR–T Thld dsplcd 803´. Trees. Rgf tcf. 0.3% down.

RWY 34: MALSRS. 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, J8 OX 3, 4 JASU (A/M 32A–86) 9(JA32–95) 5(MA–1A) FUEL J8(Mil) (avbl at ANG 603–430–2459)

A, A+ (C603–812–5502; overnight C603–812–5502) (NC–100LL)

FLUID PRESAIR De–Ice LHOX 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.

NOISE: Noise sensitive areas off both end of rwy. Avoid close in base legs/short apchs. On dep maintain rwy hdg to 1100´ MSL or the end of the rwy (whichever occurs last) prior to turning.

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Turbulence AER 34 in strong cross winds. 1,000´ by 200´ paved evrn each end of Rwy 16–34. Rwy 34 is preferred when tail wind component is less than 5 kts. Rwy 16 is preferred for bft btn 0300–1159Z‡, when tail wind component is 5 kts or less. All lnbd acft with hazardous cargo info call twr 60 NM out. Customs 24x7x365 customs clearing availability. Shd ofc hrs Mon–Fri 1400–2130Z‡. Customs must be arranged in advance at 603–422–0910. Intl arr must arrange for gnd handling prior to arr. FBO 603–430–1111/128.825 ARINC.

No practice low apch or touch and go idg 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 idg. 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 052º 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). Rwy 16–34 first 1000´ both ends conc–grvd, remainder is asph–grvd. No 180º turns for acft over 12,500 lbs GWT 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 lgts 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.

CONTINUED ON NEXT PAGE
ROCHESTER

SKYHAVEN (DAW/ KDAW) 3 SE UTC–5(–4DT) N43°17.05’ W70°55.77’

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: S4 FUEL 100LL LGT ACTVT ODAL Rwy 33; REIL Rwy 15; PAPI Rwy 33; MIRL Rwy 15–33; wind cone lgt—CTAF.


AIRPORT MANAGER: 603-433-6536

WEATHER DATA SOURCES: ASOS

COMMUNICATIONS: CTAF/UNICOM 122.7

BOSTON APP/DEP CON 125.05

CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5552.

RADIO AIDS TO NAVIGATION: NOTAM FILE PSM.

PEASE (L) VOR/DME 116.5 PSM Chan 112 N43°05.07’ W70°49.92’ at fld. 108/16W.

DME unusable:

029°–071º byd 35 NM blo 2,500’
080°–085º byd 35 NM blo 2,500’
115°–120º byd 37 NM blo 2,500’
190°–205º byd 35 NM blo 2,500’
225°–240º byd 25 NM blo 2,500’

VOR unusable:

010°–019º byd 30 NM blo 6,000’
080°–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

ROLLINS N43°13.21’ W70°49.70’ 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 154)
<table>
<thead>
<tr>
<th>NEW HAMPSHIRE</th>
<th>155</th>
</tr>
</thead>
</table>

**TWIN MOUNTAIN (8B2)** 1 SW UTC–5(–4DT) N44°15.84´ W71°32.80´

1459 NOTAM FILE BGR

RWY 09–27: H2660X60 (ASPH) S–8.5 LIRL
RWY 09: Trees.
RWY 27: Trees.

**SERVICE:** LGT Rwy 09–27 lgts OTS indef.


**AIRPORT MANAGER:** 603-846-5505

**COMMUNICATIONS:** CTAF/UNICOM 122.8

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

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

| WHITEFIELD RCGN (HIE)(KHIE) 3 E UTC–5(–4DT) N44°22.05´ W71°32.75´ |
|--------------------------|--------------------------|

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 45º. Trees.

**SERVICE:** FUEL 100LL LGT ACTIVATE REIL Rwy 10 and Rwy 28; PAPI Rwy 10; MIRL Rwy 10–28—CTAF.


**AIRPORT MANAGER:** 603-631-0621

**WEATHER DATA SOURCES:** ASOS 118.525 (603) 837–2769.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**BOSTON RCO** 122.4 (BANGOR RADIO)

**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 MPV.

**BOSTON CENTER APP/DEP CON** 135.7

**MONTPELIER (L) VOR/W/DME 110.8 MPV Chan 45 N44°05.13´ W72°26.96´ 090º 40.4 NM to fld. 2080/16W.

**MAHN NDB (MIHW) 386 GMA N44°21.74´ W71°41.15´ 104º 6.0 NM to fld. 1425/17W. NOTAM FILE HIE. NDB unmonitored.

NDB unusable:
Byd 15 NM blo 9,000´
AEROFLEX–ANDOVER (See ANDOVER on page 156)

ALEXANDRIA (See PITTSTOWN on page 172)

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 LGT ACTVT MIRL Rwys 03–21—122.85.

NOISE: Noise abatement procedures in effect ctc arpt manager 973–786–5100.

AIRPORT REMARKS: Attended Apr–Nov 1400–2300Z‡, Dec–Mar 1300–2200Z‡. Deer and birds on and inv of arpt. Parallel turf rwy rstd use only. No touch and go ldgs. PPR required for ngt ctc arpt manager 973–786–5100. Avoid overflying Lake Lenape while on downwind. Arpt rstd to apch category A acft only. Rwys 03–21 lakes at both apch ends. Dirt svc road to terminal area in front of Rw 03 thld.

AIRPORT MANAGER: 973-786-5100

WEATHER DATA SOURCES: ASOS (917) 786–7221

COMMUNICATIONS: CTAF/UNICOM 122.8

NEW YORK APP/DEP CON

CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 800-645-3206.

RADIO AIDS TO NAVIGATION:

NOTAM FILE MIV.

STILLWATER  (L) VOR/DME

109.6 STW Chan 33 N40º59.75´ W74º52.14´ 094º 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´

CONTINUED ON NEXT PAGE
NEW JERSEY 157
CONTINUED FROM PRECEDING PAGE

AIRPORT MANAGER: 609-645-7895
WEATHER DATA SOURCES: ASOS (609) 272–9311

COMMUNICATIONS: ATIS 125.725 (609–485–4444)
APP/DEP CON 134.25 (310°–129°) 124.6 (130°–309°)
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) VORTACW 108.6 ACY Chan 23 N39°27.35’ W74°34.58’ at fld. 67/10W.
VORC unusable:
290°–300° byd 10 NM blo 4,000’
VOR portion unusable:
301°–355° byd 35 NM blo 2,000’
ILS/DME 109.1 I–PVO Chan 28 Rwy 13. Class IT.
ILS/DME 109.1 I–ACY Chan 28 Rwy 31. Class IE.
ASR

BELMAR/FARMINGDALE

MONMOUTH EXEC (BLM)(KBLM) 5 W UTC–5(–4DT) N40°11.21’ W74°07.47’
153 B NOTAM FILE BLM
RWY 14–32, H3508X85 (ASPH) MIRL(NSTD) 0.6% up SE
RWY 14: REL. 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 REMARKS: Attended 1100–0300Z†. Self svc 100LL avbl 24 hrs.
Jet A avbl 24 hrs. Deer and birds on and invof arpt. Rwy 03–21 clsd
to acft over 12500 lbs. No helicopter activity northeast of Rwy 14.
Helicopter instruction by pre–arrangement only 732–938–4800. Rwy
14–32 first 575’ at AER 85’ wide; remainder Rwy 14–32 100’
wide. Rwy 14–32 NSTD twy separation 185’. Berm 36’ high, north
Rwy 14–32 65’ from centerline. Loose grvl and broken asph in ramp
area east side of arpt. No touch and go ldgs Fri, Sat, Sun. Twys NSTD
markings, rwy hold markings on twys NSTD placement. Twy lines do
not ensure wingtip/rotor clnc at NW end of parallel twy. Rwy 14–32
NSTD MIRLs; Rwy 32 thld lgts NSTD. Ldg fee.
AIRPORT MANAGER: (732) 513-8917
WEATHER DATA SOURCES: AWOS–3PT 121.625 (732) 938–3330.
COMMUNICATIONS: CTAF/UNICOM 123.0
MC GUINER APP/DEP CON 126.475
CLNC DEL 126.15
CLEARANCE DELIVERY PHONE: For CD ctc Mc Guine 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 N40°18.70’ W74°09.58’ 179° 7.7 NM to fld. 129/11W.
VOR portion unusable:
031°–179° byd 15 NM blo 6,000’
230°–240° byd 18 NM
241°–298° byd 15 NM blo 3,000’
351°–030° byd 30 NM blo 3,000’
Byd 30 NM blo 6,000’
DME portion unusable:
230°–240° byd 18 NM
ROBBINSVILLE (H) VORTACW 113.8 RBV Chan 85 N40°12.14’ W74°29.70’ 103° 17.1 NM to fld. 248/10W.
TACAN AZIMUTH unusable:
100°–110°
DME unusable:
075°–080°
100°–114°
130°–160° byd 30 NM blo 4,000’
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, PVASI(PSIR)—GA 4.0º TCH 23´. Thld dsplcd 740´. Trees.
RWY 23: REIL, PVASI(PSIR)—GA 4.0º TCH 40´. Thld dsplcd 239´. Trees.

SERVICE: 
FUEL 100LL, JET A
LGT
ACTIVATE REIL Rwy 05 and Rwy 23; MIRL Rwy 05–23—CTAF. ACTIVATE rotating bcn—CTAF.


AIRPORT MANAGER: 856-767-1233
COMMUNICATIONS: CTAF/UNICOM
123.0

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: 
FUEL 100LL
OX
LGT ACTIVATE MIRL Rwy 07–25—CTAF.


AIRPORT MANAGER: 908-362-8965
COMMUNICATIONS: CTAF/UNICOM
123.0

BRIDGETON (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.

SERVICE: 

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 mkd pline, 330 ft short of thld. 

AIRPORT MANAGER: (856) 649-3752
COMMUNICATIONS: CTAF 122.9
NEW JERSEY 159
(B) VOR/DME 114.2 BWZ Chan 89 157° 12.4 NM to Somerset. 1050/11W.
VOR portion unusable:
125°–180° byd 15 NM blo 5,000’
125°–240° blo 3,000’
180°–210° byd 15 NM
210°–235° byd 15 NM blo 5,000’
DME portion unusable:
297°–307° byd 20 NM 6,000’
297°–307° blo 32 NM blo 8,000’

BUCKS (See BRIDGETON on page 158)

Caldwell

ESSEX CO (CDW) (KCDW) 2 N UTC–5(–4DT) N40º52.51´ W74º16.88´
172 B TPA—See Remarks NOTAM FILE CDW
RWY 04–22: H4552X80 (ASPH) S–30 HIRL
RWY 04: Thld dsplcd 375’. Tree.
Rgt tcf.
RWY 10–28: H3719X75 (ASPH) S–30 MIRL
RWY 10: Thld dsplcd 346’. 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 5º right of centerline due to obstruction.
NOISE: Non–standard traffic patterns for Rwy 04 prohibited due to noise sensitive area southwest of the airport.
AIRPORT REMARKS: Attended 1200–0400Z‡. Local ops suspended Mon–Sat 0400–1200Z‡ and 0400Z‡ Sat–1500Z‡ Sun. Deer and birds on and invtw arpt. Turbo jet acft lndg and tkofs restricted to Rwy 04–22. Touch and go ldgs lrd to bascd acft only. TPA for large and turbojet acft 1699(1527), light acft 1199(1027). Fixed wing VFR acft dep: Rwy 04–fly rwy hdg for 1 mi, then turn crosswind if remaining in the tcf pat. If departing the tcf pat, cont on rwy hdg til reaching tcf pat alt. Fixed wing VFR acft dep: Rwy 10–fly rwy hdg 080 deg at rwy dep end. Upon reaching 900 ft MSL, turn crosswind if remaining in the tcf pat; if departing the tcf pat, cont on hdg 080 deg til reaching tcf pat alt. Fixed wing VFR acft dep: Rwy 22 fly rwy hdg til reaching 900 ft MSL then turn crosswind if remaining in the tcf pat. If departing the tcf pat, cont on rwy hdg til reaching tcf pat alt. Fixed wing VFR acft dep: Rwy 28 fly rwy hdg for 1 mi then turn crosswind if remaining in the tcf pat. If departing the tcf pat, cont on rwy hdg til reaching tcf pat alt.
Rotoacft: If psbl, cross the arpt bdry at or abv 700 ft MSL. Pilots be alert–the Morristown ILS and GPS Rwy 23 approaches transit Essex Co Arpt Class D asp. Tcf 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: CTA 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.
RADIO AIDS TO NAVIGATION: NOTAM FILE TEB.
Teterboro (T) VOR/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
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

Camden Co (See BERLIN on page 158)

CAMDEN CO

NEW YORK
H–10I, L–33A, 34H

NEW YORK
COPTER
L–33A, 34H
IAP AD

® NEW YORK APP CON 127.6
® NEW YORK DEP CON 119.2

NE, 17 JUN 2021 to 12 AUG 2021
CAPE MAY CO

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

CHATHAM  N40º44.45´ W74º25.79´ NOTAM FILE MIV.
NDB (MHW) 254  CAT 024º 3.6 NM to Morristown Mun. 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 Exec. 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) VORTACW 113.4  CYN Chan 81  054º 9.1 NM to Ocean Co. 203/10W.
VOR unusable:
044º–054º blo 3,800´

CROSS KEYS  (17N) 1 S  UTC–5(–4DT)  N39º42.33´ W75º01.98´
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 tcf is to
remain south of Rwy 09–27. Deer and birds on and inof 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 lgt. Rwy
09–27 LIRL lgt spacing NSTD. Rwy 09 no yellow caution zone lgt.
AIRPORT MANAGER: 856-629-3033
COMMUNICATIONS: CTAF/UNICOM 122.8
© PHILADELPHIA APP/DEP CON 127.35 133.875
CLEARANCE DELIVERY PHONE: For CD ctc Philadelphia Apch at
800-354-9884.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
WOODSTOWN  (L) VORTACW 112.8 OOD Chan 75  N39º38.16´
W75º18.18´ 082º 13.2 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

EAGLES NEST

ESSEX CO

FLYING W

GREENWOOD LAKE  (See WEST MILFORD on page 180)
NEW JERSEY

HACKETTSTOWN  (N05)  3 SW  UTC–5(–4DT)  N40°49.21' W74°51.31'
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)  N39°40.05' W74°45.46'
65 B  NOTAM FILE MIV
RWY 03–21: H3601X75 (ASPH)  S–12  MIRL
RWY 03: REIL. PAPI(P2L)—GA 3.5° 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  N39°32.26' W74°58.03' 061° 12.4 NM to fld. 120/10W.

JOBSTOWN  (2N6)  1 S  UTC–5(–4DT)  N40°01.63' W74°41.45'
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 165)

KROELINGER  (See VINELAND on page 179)

NEW YORK

NE, 17 JUN 2021 to 12 AUG 2021
LAKEHURST MAXFIELD FLD  (NEL) (KNEL) N (A)  3 W UTC–5 (–4 DT)  N40º02.15´ W74º21.08´  NEW YORK  H–10I, 12I, L–34G  DIAP, AD

101  B  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 tfc.

RWY 15–33: H5002X150 (ASPH)  PCN 13 F/B/W/T

RWY 15: Rgt tfc.

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‡.

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 Icl 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. MLAT, VNAV and horz. TRITC is on same key code.

TFC PAT Rgt tfc RWY 15 and RWY 24.

AIRPORT MANAGER: 609-754-2714

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.

GND 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 1300–1700Z‡ Mon–Wed, 1300–0100Z‡ Thu–Fri; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

NDB (MMW) 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–030º byd 30 NM blo 3,000´

Byd 30 NM blo 6,000´

DME portion unusable:

230º–240º byd 18 NM

CAUTION

Bird and wildlife haz. Ancpt concentration of wtr fowl seagulls and sml birds blw 3000 ft. Backup gentl 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 Rwys 06 and Rwys 15–33. No VFR signs at int of Rwys 15–33 and 06–24. No airfields signs at helo spots 1/2/3. Aircrew are required to fly taci fr twr aatm. Use ctn numerous horizonal cracks in wide and deep starting 50 ft either side fr rwy edge inboard. Nms horizontal cracks 5 in wide and 5 in deep starting 50 ft either side fm nsw edge in board. TFC PAT Rgt tfc RWY 15 and RWY 24.
LAKEWOOD (N12) 3 SE UTC–5(–4DT) N40º04.01´ W74º10.65´
42 B NOTAM FILE MIV
RWY 06–24: H2987X60 (ASPH) S–25 MIRL 0.3% up SW
RWY 24: REIL. PAPI(P2L)—GA 3.0º TCH 42´. Road. Rgt tcf.
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:
04º–05º blo 3,800´

LINCOLN PARK (N07) 2 N UTC–5(–4DT) N40º56.85´ W74º18.87´
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: 973-628-7166
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
LINDEN (LDJ/KLDJ)  1 SE UTC–5 (–4DT)  N40º37.05´ W74º14.68´
22  B  TPA—See Remarks  NOTAM FILE MIV  
RWY 09–27: H4140X100 (ASPH)  S–31.5, D–42 MIRL
RWY 09: REIL. VASI(V2R)—GA 3.8º TCH 60´. Thld dsplcd 462´, Pole.
RWY 27: REIL. VASI(V2L)—GA 3.25º TCH 37´. Thld dsplcd 541´, Antenna.
SERVICE:  S2  FUEL  100LL, JET A  LGT ACTVT MIRL Rwy 09–27; VASI Rwy 09 and 27; and REIL Rwys 09 and 27—CTAF.
NOISE: Noise abatement procedures in effect.
AIRPORT MANAGER:  908-862-5557
COMMUNICATIONS: CTAF/UNICOM 123.0
® NEW YORK APP CON 135.35
® NEW YORK DEP CON 119.2
RADIO AIDS TO NAVIGATION: NOTAM FILE JFK.
CANARSIE (T)  VOR/DME 112.3  CRI  Chan 70  N40º36.75´ W73º53.67´ 282º 16.0 NM to fld. 10/11W.

LITTLE FERRY SPB (2N7) 1 E UTC–5 (–4DT)  N40º51.01´ W74º01.98´
00  TPA—500(500)  NOTAM FILE MIV
WATERWAY 01W–19W: 5500X150 (WATER)
WATERWAY 01W: Tower.
WATERWAY 19W: Bridge. Rgt tcf.
SEAPLANE REMARKS: Unattended. Dalgt use only. Ldg area usbl; hwvr, dckg cpty is ltd to two seaplanes.
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)  N39º56.06´ W74º48.43´
49  B  NOTAM FILE MIV
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 tcf lghts—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  N40º12.14´ W74º29.70´ 223º 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) 1S UTC–5(–4DT) N40°31.47’ W74°35.90’

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 invof arpt. Rwy 07–25 has mnr 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 mkg faded, barely distinguishable.

AIRPORT MANAGER: 908-526-2822

COMMUNICATIONS: CTA/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 N40°15.20’ W74°54.64’

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’

MC GUIRE FLD (JOINT BASE MC GUIRE DIX LAKEHURST) (WRI)(KWRI) AF (A ANG) 2 SE

UTC–5(–4DT) N40°00.94’ W74°35.50’

141 B TPA—See Remarks AOE NOTAM FILE WRI Not insp.

NEW YORK

H–101, 121, L–34G

MC GUIRE DIX LAKEHURST

RWY 06–24: H10014X150 (ASPH–CONC–GRVD) PCN 40 F/A/W/T HIRL CL
RWY 06: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 76’. RVR–TMR
RWY 24: ALSF1. PAPI(P4L)—GA 3.0º TCH 76’. RVR–TR Rgt tcf.

RWY 18–36: H7126X150 (CONC) PCN 45 F/A/W/T HIRL
RWY 18: REIL. PAPI(P4L)—GA 3.0º TCH 68’. RVR–TR Rgt tcf.
RWY 36: REIL. PAPI(P4L)—GA 3.0º TCH 46’. RVR–TR

SERVICE: S4 OX 1, 2 MILITARY— JASU (C–26) (MD–3) 6(MA–1A) 1(MA–1) FUEL A++ FLUID SP PRESAIR LHOX LOX (C–5, KC–10, 747 de–icing ltd to wg only. 3 hr PN rqr). OIL O–128–133–148–156 TRAN ALERT Svc avbl H24 dly.

CONTINUED ON NEXT PAGE
MILITARY REMARKS: CAUTION  
Rwy 18–36 has 200 ft asphalt non–grooved ovm. NSTD mnrk on vector row for alert MSN, X–RAY Row (PRIM), and Romeo Row (ALTN) for combat off load ops. Extv non–cti VFR act within 20 NM of aprt. Rwy 18–36 spot ldg zone markings mid–fld. Use extreme caution for extv UAS ops invof R–5001.

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 svc equivalent. Coord waivers thru Comd Post. USAF acft rqr 305 OG/CC apvl for dep/arr when bird watch cond SEVERE. Tenant units rqr apvl of their OG/CC or svc equivalent. Coord waivers thru Comd Post. USAF acft rqr 305 OG/CC apvl for DEP/ARR when BWC is elevated. Normal BASH Phase II period from 1 Nov–31 Mar; OT by NOTAM.  Ctc Afld Mgmt opps for current Bird Watch cond.

ARMY OPS 139.3  265.6  41.35 (Ctc 15 min prior to ldg.)  
FT DIX RANG 34.0  41.0

ILS
110.1 I–WRI  Rwy 06.  Class IID.  Par–apch dly fr 1100–0300Z† contingent upon par controller avbl and/or deployed status of mobile par.  108 ang comd post – 303.0 remarks: (call torch control) dsn 650–2127.

ILS/radar–radar: between 0300–1100Z†, par avbl for full stop ldg only when wx is blw TACAN min. No NOTAM MP: 1100–1300Z† Tue, Wed, Fri.  

ILS 110.1 I–JTQ  Rwy 24.  Class ID.  No NOTAM MP: 1100–1300Z† Tue, Wed, Fri.  Autopilot cpd apchs na blw 580’ MSL.

COMM/NAV/WEATHER REMARKS: See Terminal FLIP for IFR radar pattern when open is 120.25/290.9.  

COMMUNICATIONS: SFA PTD 372.2 D–ATIS 110.6 270.1  DSN 650–2847  

APP/DEP CON 126.475 363.8 (Arr sector for IFR radar pattern when open is 120.25/290.9)  

SAFETY MEASURES: BE AWARE – 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 svc equivalent. Coord waivers thru Comd Post. USAF acft rqr 305 OG/CC apvl for dep/arr when bird watch cond SEVERE. Tenant units rqr apvl of their OG/CC or svc equivalent. Coord waivers thru Comd Post. USAF acft rqr 305 OG/CC apvl for dep/arr when BWC severe.
MILLVILLE MUNI  (MIV)(KMIV)  3 SW  UTC–5(–4DT)  N39º22.07´  W75º04.33´
B  NOTAM FILE MIV
RWY 10: MALSR. PAPI(P4L)—GA 3.0º TCH 53’. Treess.
RWY 28: PAPI(P4L)—GA 3.0º TCH 29´.
RWY 14: PAPI(P4L)—GA 3.0º TCH 48´. Treess.
RWY 32: PAPI(P4L)—GA 3.0º TCH 39´. Treess.
SERVICE: S8  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 act, glider ops and formation flts except PPR (856) 825–1244 Mon–Fri 1300–2100Z. Birds on and invof arpt. PAEW within all rwy and twy safety areas daily May–Oct. Main apron clsd to tran act north of Twy K. Twy G not to be used by act 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
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
CEDAR LAKE  (L) VOR/W/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.

Contd on next page
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 45º. Tree.

RWY 26: REIL. PAPI(P2R)—GA 3.0º TCH 40º. Tree. Rgt tcf.

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:

075º–080º

100º–110º

DME unusable:

075º–080º

100º–114º

130º–160º byd 30 NM blo 4,000´
NEWARK LIBERTY INTL  (EWR)(KEWR)  3 S  UTC–5(–4DT)  N40°41.55'  W74°10.12'  
17  B  LRA  Class I, ARFF Index E  NOTAM FILE EWR  
RWY 04L–22R: H11000X150 (ASPH–CONC–GRVD)  D–210, 2D–520,  
2D/2D2–1000  PCN  96  R/B/X/T  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/2D2–1000  PCN  96  R/B/W/T  HIRL  CL  
RWY 04R: ALSF2. TDZL. PAPI(P4L)—GA 2.95° TCH 77.’. RVR–TMR  
Thld dsplcd 2540´. Tree.  
RWY 22L: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 60.’. RVR–TMR  
Thld dsplcd 1793’. Antenna. 
RWY 11–29: H6726X150 (ASPH–GRVD)  D–210, 2D–520,  
2D/2D2–1000  PCN  96  R/B/W/T  HIRL  CL  
RWY 11: TDZL. REIL. VASI(V4L)—GA 3.08º TCH 58’. RVR–TMR  
Thld dsplcd 214’. Sign. 
LAND AND HOLD–SHORT OPERATIONS  
LDG Rwy  HOLD–SHORT POINT  AVBL LDG DIST  
RWY 04L  11–29  7750  
RWY 04R  11–29  8100  
RWY 11  04R–22L  5700  
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–6207  
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  OX 3  LGT  Rwy status lghts in opr. Rwy 29 PAPI unusable 5º 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  
® NEW YORK APP/DEP CON 132.8 (241º–269º) 128.55 (090º–240º) 127.6 (270º–330º) 132.7 (331º–089º)  
® NEW YORK APP/DEP CON 119.2  
TOWER 132.85  GND CON 121.8  CLNC DEL 118.85  
PREF TAXI CLNC 118.85 RAMP CTL 132.45  
CPDLC DCL (LOGON KUSA)  
PDC  
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  N40°50.92’ W74°03.73’  218° 10.6 NM to fld. 3/11W.**

DME unusable:
060°–080° byd 22 NM blo 2,500’
081°–120° blo 4,000’
121°–180° blo 3,000’
236°–246°

VOR unusable:
081°–120° blo 4,000’
121°–180° blo 3,000’
236°–246°

**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 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.

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**OCEAN CITY MUNI  (26N)  2 SW  UTC–5(–4DT)  N39°15.81’ W74°36.45’**

**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  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) VOR/CCW 108.6  ACY  Chan 23  N39°27.35’ W74°34.58’  197º 11.6 NM to fld. 67/10W.**

VOR/TAC unusable:
290°–300° byd 10 NM blo 4,000’

VOR portion unusable:
301°–356° byd 35 NM blo 2,000’

**CEDAR LAKE (L) VOR/DME 115.2  VCN  Chan 99  N39°32.26’ W74°58.03’  144º 23.5 NM to fld. 120/10W. NOTAM FILE MIV.**

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**OCEAN CO  (See TOMS RIVER on page 177)**
NEW JERSEY 171

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 dspclcd 600´. Tree.
   RWY 24: REIL. PAPI(P2R)—GA 4.0º TCH 40´. Thld dspclcd 400´. Tree. Rgt tcf.
SERVICE: S4 FUEL 100LL LGT ACTIVATE REIL Rwy 06 and Rwy 24; MIRL Rwy 06–24—CTAF. ACTIVATE rotating bcn—CTAF.
AIRPORT REMARKS: Attended daigt hrs. Deer and birds on and invof arpt. No touch and go. Drag strip park and trees E/W of arpt and invoc apch end Rwy 06–24. Twys poor cond, 2 in cracks, 3 to 4 in deep, mnly nr twy hold shrt lines. Twy sfcs uneven, bumpy, wi some vegetation. All twy markings faded. Ldg fee.
AIRPORT MANAGER: 732-718-0444
COMMUNICATIONS: CTAF/UNICOM 123.075
ROBBINSVILLE 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 (R) 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´

OLDMANS TOWNSHIP (See PEDRICKTOWN on page 171)

PEDRICKTOWN

OLDMANS TOWNSHIP  (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 dspclcd 198´. Tree.
   RWY 25: REIL. PAPI(P2R)—GA 4.0º TCH 20´. Tree.
   REIL Rwy 07 OTS indef. REIL Rwy 25 OTS indef.
AIRPORT REMARKS: Attended irregularly. Deer and birds on and invof arpt. Hel training activity on arpt. Arpt access road near AER 07.
AIRPORT MANAGER: 215-219-5600
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
PITTKSTOWN

ALEXANDRIA (N85)  2 W  UTC–5(–4DT)  N40°35.25′ W75°01.17′

RWY 08–26:  H2550X60 (ASPH)  MIRL  0.7% up E
  RWY 08:  PAPI(P2R)—GA 4.0º TCH 30’. Tree.
  RWY 26:  PAPI(P2L)—GA 3.75º TCH 28’. Tree.

RWY 13–31:  H1804X100 (ASPH–TURF)  0.8% up SE
  RWY 13:  Tree.
  RWY 31:  Tree.

SERVICE:  S4  FUEL  100LL, JET A


AIRPORT MANAGER:  908-730-9223

COMMUNICATIONS:  CTAF/UNICOM 122.975


AIRPORT MANAGER:  908-996-4200

WEATHER DATA SOURCES:  AWOS–3 121.725.


AIRPORT MANAGER:  908-996-4200

WEATHER DATA SOURCES:  AWOS–3 121.725.

COMMUNICATIONS:  CTAF/UNICOM 122.975


AIRPORT MANAGER:  908-996-4200

WEATHER DATA SOURCES:  AWOS–3 121.725.

COMMUNICATIONS:  CTAF/UNICOM 122.975


AIRPORT MANAGER:  908-996-4200

WEATHER DATA SOURCES:  AWOS–3 121.725.

COMMUNICATIONS:  CTAF/UNICOM 122.975


AIRPORT MANAGER:  908-996-4200

WEATHER DATA SOURCES:  AWOS–3 121.725.
NEW JERSEY 173

PRINCETON (39N) 3 N UTC–5(–4DT) N40°23.95´ W74°39.54´

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 ACTIVATE MIRL Rwy 10–28 and REIL Rwy 10—123.05.


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 rws 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 161)
ROBBINSVILLE
TRENTON–ROBBINSVILLE (N87)  1 E   UTC–5(–4DT)  N40°12.84´ W74°36.11´  NEW YORK
118  B   NOTAM FILE MIV
RWY 11–29:  N4275X75 (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.
NOISE:  VFR departure Rwy 11 avoid overfl of Sharon Elementary School
0.75 NM northeast. VFR departure Rwy 29, for noise abatement climb
straight ahead until reaching 700´ AGL before turning.
AIRPORT REMARKS:  Attended 1300–2100Z‡. Deer and birds on and invof
arpt. Self svc fuel system mid–fild apron. Wind indicator OTS indef. Rwy
11 VGSI and descent angles not coincident. Rwy 29 VGSI and descent
angles not coincident. Twn and ramp areas have mult transverse and
pari cracks and scattered loose grvl, uneven scfs, 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´ W74º29.70´  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´ W74º29.70´ NOTAM FILE MIV.  NEW YORK
   (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  N39º05.73´ W74º48.02´ NOTAM FILE MIV.  WASHINGTON
   (H) VORTAC 114.8 SIE  Chan 95  233º 7.3 NM to Cape May Co. 8/9W.
      VOR unusable:
      060º–110º byd 20 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 172)

SOLBERG–HUNTERDON  (See READINGTON on page 173)

SOLBERG  N40°34.98´ W74º44.51´ NOTAM FILE MIV.  NEW YORK
   (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 175)
NEW JERSEY

SOMERVILLE

SMQ)(KSMQ) 3 N UTC–5(–4DT) N40°37.56′ W74°40.20′

106  B NOTAM FILE SMQ

RWY 12–30: H2739X65 (ASPH) MIRL 0.7% up SE

RWY 12: REIL. PAPI(P2L)—GA 4.2° TCH 43’. Trees.

RWY 30: REIL. PAPI(P2L)—GA 4.0° TCH 43’. Thld dspclcd 200’. Trees.

RWY 08–26: 1923X100 (TURF) 0.4% up E

RWY 08: Tree.

RWY 26: Tree. Rgt tlc.

RWY 17–35: 1700X150 (TURF) 0.6% up N

RWY 17: Trees.

RWY 35: Trees.

SERVICE: S4 FUEL 100LL, JET A @ 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 unsuitable for tkf or ldg due to uneven sfc. Dep Rwy 30; turn right 10° 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.

SOLBERG (L) VOR/DME 112.9 SBJ Chan 76 N40°34.98′ W74º44.51′ 062º 4.2 NM to fld. 189/10W.

DME unusable:

167°–040° byd 34 NM


SOUTH JERSEY RGNL (See MOUNT HOLLY on page 168)

SOUTHERN CROSS (See WILLIAMSTOWN on page 181)

SPARTA N41°04.05′ W74°32.30′ NOTAM FILE MIV.

(H) VORTACW 115.7 SAX Chan 104 345º 8.8 NM to Sussex. 1400/11W.

VOR unusable:

075°–085° blo 6,500′

155°–165°

STILLWATER N40°59.75′ W74°52.14′ NOTAM FILE MIV.

(L) VOR/DME 109.6 STW Chan 33 094º 6.0 NM to Aeroflex–Andover. 920/11W.

DME unusable:

089°–099° within 12 NM blo 10,000′

210°–320° byd 30 NM blo 4,000′

SUSSEX (FWN)(KFWN) 1 SW UTC–5(–4DT) N41°12.01′ W74°37.38′

422  B NOTAM FILE MIV

RWY 03–21: H3506X75 (ASPH) MIRL 0.6% up SW

RWY 03: REIL. PAPI(P2L)—GA 4.0° TCH 40’. Thld dspclcd 466’. Trees.


SERVICE: S4 FUEL 100LL, JET A @ LGT 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.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SPARTA (H) VORTACW 115.7 SAX Chan 104 N41°04.05′ W74°32.30′ 345º 8.8 NM to fld. 1400/11W.

VOR unusable:

075°–085° blo 6,500′

155°–165°

NE, 17 JUN 2021 to 12 AUG 2021

175
TETERBORO (TEB/KTEB) 1 SW UTC–5(–4GT) N40º51.01´ W74º03.65´

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 dpclcd 771’. Tree.

RWY 06–24: H6013X150 (ASPH–GRVD) S–50, D–100 PCN 35 F/C/X/T

HIRL CL
RWY 06: MALSIR. 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 AVBL 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 dpclcd thld centerline lghts OTS indef.


AIRPORT REMARKS: Attended continuously. CLOSED to motorless acft, uncontrolled acft and ultralight activity exc by prior permission. Deer and bird activity on and inof arpt. All acft avoid hospital 1.7 miles n of Rwy 01–19. Helicopter ops over residential areas blo 1000´ MSL should be avoided. Daily continuous construction activity all quadrants. Stage I acft not permitted to opr at Teterboro Arpt. Acft capable of 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).

RADIO AIDS TO NAVIGATION:

(T) VOR/DME 108.4 TEB Chan 21 N40º50.92´ W74º03.73´ at fld. 3/11W.

DME usable:
060º–080º byd 22 NM blo 2,500’
081º–120º blo 4,000’
121º–180º blo 3,000’
236º–246º

VOR usable:
081º–120º blo 4,000’
121º–180º blo 3,000’
236º–246º

TORBY NDB (LOM) 214 TE N40º48.26´ W74º07.95´ 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.
NEW JERSEY 177

TOMS RIVER

OCEAN CO (MJX/KMJX) 5 SW UTC–5(–4DT) N39º55.56´ W74º17.73´

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: H3599X75 (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: S4 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 REMARKS: Attended Apr–Oct 1300–0100Z‡, Nov–Mar
1300–2200Z‡. Arpt unattended Christmas and New Years Day. Deer
and invof arpt.

AIRPORT MANAGER: (732) 929-2054

WEATHER DATA SOURCES: AWOS–3PT 119.875 (732) 797–2542.

COMMUNICATIONS: CTAF/UNICOM 122.7

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´ 054º 9.1 NM to fld. 203/10W.
VOR unusable:
044º–054º blo 3,800´
ILS 109.9 I–MJX Rwy 06. Class IA. Unmonitored.

HELIPAD H1: H100X100 (ASPH)

HELIPORT REMARKS: Helipad H1 perimeter lights. ACTIVATE perimeter lgts—CTAF.

TORBY

N40º48.27´ W74º07.95´ NOTAM FILE TEB.

NDB (LOMW) 214 TE 062º 4.3 NM to Teterboro. 16/12W.

NDB unusable:
Byd 10 NM
TRENTON MERCER (TTN/ KTTN) P (ARNG) 4 NW UTC–5 (–4DT) N40°16.60′ W74°48.81′ NEW YORK
213 B  TPA—See Remarks  Class I, ARFF Index B  NOTAM FILE TTN
RWY 06–24: H6006X150 (ASPH–GRVD)  S–120, D–180, 2S–175, 2D–320 PCN 24 F/A/X/T HIRL 0.5% up NE
RWY 06: MALS R. Tree.
RWY 24: REIL. PAPI(P4L)—GA 3.0° TCH 42°.
RWY 16–34: H800X150 (ASPH–GRVD)  S–120, D–180, 2S–175, 2D–320 PCN 41 F/A/X/T HIRL 0.8% up NW
RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 40°.
RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 50°.
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 ATCT clsd ACTVT HIRL Rwy 06–24; HIRL Rwy 16–34; MALS R Rwy 06; PAPI Rwy 24; 16; 34; REIL Rwy 24; 16; 34 and twy lgts—CTAF.
NOISE: Noise abatement 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.
AIRPORT REMARKS: Attended continuously. Geese and flocks of gulls and deer on and invof arpt. Fuel avbl continuously. No touch and go ldg or training ops 0300–1200Z‡. TPA—for acft under 12,500 lbs fly rwy heading until 1700’ MSL, departures under 12,500 lbs fly rwy heading until 1200’ MSL.
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
® PHILADELPHIA APP/DEP CON 123.8
TOWER 120.7 (1100–0300Z‡) GND CON 121.9 CLNC DEL 121.9
CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc phl 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 b/o 5,000’
250°–265° b/o 3,500’
266°–280° byd 20 NM b/o 5,000’
281°–300° byd 14 NM b/o 6,000’
DME unusable:
225°–275° byd 25 NM b/o 5,000’
ILS 111.3 I–TTN Rwy 06. Class IB. Unmonitored when ATCT closed.
Heliport H1: H64X64 (ASPH)
Heliport H2: H64X64 (ASPH)
Heliport H3: H64X64 (ASPH)
HELIPORT REMARKS: Heliport H1 located at intersection of Twys H and H1. Heliport H2 located at NE end of Twy B. Heliport H3 located on south apron at Twy F.

TRENTON–ROBBINSVILLE (See ROBBINSVILLE on page 174)
NEW JERSEY

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
ATLANTIC CITY APP/DEP CON
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
CEDAR LAKE (L) VOR/DME 115.2 VCN Chan 99 N39º32.26´ W74º58.03´ 267º 3.8 NM to fld. 120/10W.

VINELAND–DOWNSTOWN (28N) 4 NE UTC–5(–4DT) N39º32.38´ W74º58.06´
120 TPA—1320(1200) NOTAM FILE MIV
RWY 02–20: 2251X100 (TURF) LIRL
RWY 02: Tree.
RWY 20: Bldg.
RWY 12–30: 1800X100 (TURF)
RWY 12: Fence.
RWY 30: Fence.
SERVICE: S4 FUEL 100LL, JET A LGT Arpt lgts PPR call 856–697–3300. Rwy 02–20 nonstandard LIRL due to spacing. Thld and rwy end lgts nonstandard colors.
AIRPORT MANAGER: 856-697-3300
COMMUNICATIONS: CTAF/UNICOM

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´. Tree. Rgt tlc.
SERVICE: S4 FUEL 100LL LGT ACTVT PAPI Rwy 14 and 32; HIRL Rwy 14–32—CTAF.
AIRPORT MANAGER: 609-296-1229
COMMUNICATIONS: CTAF
APP/DEP CON
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 blo 3,800’
WEST MILFORD

GREENWOOD LAKE  (4N1)  1 E  UTC–5(–4DT)  N41º07.70´ W74º20.79´  
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  
ACTVT MIRL Rwy 06–24—CTAF; 5 clicks to ACTVT. PAPI Rwy 24 opr cons.  
Airport Remarks: Attended 1300–2200Zt. 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, parl to cntrl, various lengths. Rwy 06–24 steep rock ledges located just beyond both rwy ends. Some rwy and twy lghts taller than standard.  
Airport Manager: 973-728-7721  
Communications: CTAF 122.9  

SERVICE:  S4  FUEL  100LL, JET A  
ACTIVATE HIRL Rwy 01–19, MIRL Rwy 10–28—CTAF.  
Airport Remarks: Attended 1300–2200Zt. Birds on and inv of arpt. PAEW within the safety area of all rwy s and twy s daily May thru Oct. Arpt clsd to ultralight acft, glider ops and formation flights except PPR (609) 886–8652 Mon–Fri 1300–2100Zt. Twy B south of Twy A can only be used by acft with wingspans less than 79´. Twy A west of Twy F can only be used by acft with wingspans less than 79´. Unmanned aircraft systems (UAS) activity on and around airfield. Self–svc fuel avbl 24 hrs with credit card located on apron near intersection of Twy A and Twy F. Rwy 19 calm wind rwy. TWY C is an FAA research TWY and is rstd to ACFT with WT LMT of 28,000 lbs and should not be used by ACFT GTR than 28,000 lb.  
Airport Manager: 609-886-8652  
Weather Data Sources: AWOS–3PT  
Communications: CTAF/UNICOM 122.7  
Atlantic City APP/DEP CON 124.6  
CLNC DEL 121.7  
Clearance Delivery Phone: For CD ctc atlantic city Apch at 609-485-6192.
RADIO AIDS TO NAVIGATION:

**SEA ISLE (H) VORTAC**

**VOR unusable:**
- 060°–110° byd 20 NM blo 3,900’
- 238°–048° byd 34 NM blo 1,800’

**DME unusable:**
- 065°–110°
- 238°–048° byd 34 NM blo 1,800’

**TACAN AZIMUTH unusable:**
- 065°–110°

**WATERLOO (L) VOR/DME**

**DME unusable:**
- 179°–293° byd 30 NM blo 2,000’

**LOC**

**WASHINGTON**

**ATLANTIC CITY APP/DEP CON**

**CLEARANCE DELIVERY PHONE:** For CD if una via GCO ctc Washington ARTCC at 703-771-3587.

**RADIO AIDS TO NAVIGATION:**

**SEA ISLE (H) VORTAC**

**VOR unusable:**
- 060°–110° byd 20 NM blo 3,900’
- 238°–048° byd 34 NM blo 1,800’

**DME unusable:**
- 065°–110°
- 238°–048° byd 34 NM blo 1,800’

**TACAN AZIMUTH unusable:**
- 065°–110°
<table>
<thead>
<tr>
<th><strong>WOODSTOWN</strong></th>
<th><strong>WASHINGTON</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>N39°38.16’ W75°18.18’</td>
<td>H–101, L–34G, A</td>
</tr>
<tr>
<td>(L) VORTACW 112.8 OOD Chan 75 082° 13.2 NM to Cross Keys. 147/10W.</td>
<td></td>
</tr>
<tr>
<td>VOR unusable: 039°–041° byd 20 NM blo 2,500’ 090°–105° 159°–190°</td>
<td></td>
</tr>
<tr>
<td>DME unusable: 045°–065° byd 20 NM blo 2,500’ 090°–105°</td>
<td></td>
</tr>
</tbody>
</table>

NE, 17 JUN 2021 to 12 AUG 2021
AKRON/JESSON FLD (9G3)  I  UTC–5(–4DT)  N43°01.27’ W78°28.96’  
840  B  NOTAM FILE BUF
RWY 07–25: H3268X75 (ASPH)  S–B  MIRL  0.3% up NE
  RWY 07: PAPI(P2L)—GA 4.0º TCH 54’. Trees.
  RWY 25: REIL. PAPI(P2L)—GA 4.0º TCH 55’. Road.
RWY 11–29: 1955X50 (TURF)
  RWY 11: Trees.
  RWY 29: Trees.
SERVICE: S4  FUEL  100LL  LGT ACTVT PAPI Rwy 07 and Rwy 25; MIRL
Rwy 07–25—CTAF. PCL only avbl SS–SR. Rwy 07 VGSI unusbl byd 7
  degs right of cntrln.
NOISE: Rwy 25 noise abatement—maintain rwy holding until 3/4 miles
  byd dep end Rwy 25 before turning.
AIRPORT REMARKS: Attended Jan–Dec Mon–Sat 1330–2130Z‡.
  Attendance hrs subject to change. Geese on and invof arpt. Parallel twy lighted and 35 ´ wide.
  Rwy 07 +40’ trees 172’ right, 263’ from rwy, +49’ trees 200’ –
  230’ left, 208’–332’ from runway, +34’ trees penetrate transition sfc on right side of runway (310’ from centerline, 0’ – 310’ down
  runway). Rwy 25 +43’ trees, 135’ left, 454’ from runway, +15’
  road 300’ from rwy, OB.
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:
BUFFALO (H) VOR/DME 116.4  BUF  Chan 111  N42º55.74’ W78º38.78’  060º 9.1 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’
ALBANY INTL (ALB)(KALB) P (ARNG) 6 NW UTC–5(–4DT) N42º44.95’ W73º48.12’

285 B AOE LRA Class I, ARFF Index C NOTAM FILE ALB

Rwy 01–19: H8500X150 (ASPH–GRVD) S–140, D–200, 2D–400
PCN 70 F/C/X/T HIRL CL

Rwy 01: MALS. TDZL. PAPI(P4R)—GA 3.0º TCH 53’. RVR–TR

PCN 67 F/C/X/T MIRL CL

Rwy 10: REIL. Ground.


Land and hold–short operations

LDG RWY HOLD–SHORT POINT AVBL LDG DIST
Rwy 01 10–28 4150
Rwy 28 01–19 3757

Runway declared distance information

Rwy 01: TORA–8500 TODA–8500 ASDA–8500 LDA–8500
Rwy 10: TORA–7200 TODA–7200 ASDA–6780 LDA–6780
Rwy 19: TORA–8500 TODA–8500 ASDA–8500 LDA–8500
Rwy 28: TORA–7200 TODA–7200 ASDA–7200 LDA–6007

Service:
S4 FUEL 100LL, JET A
Ox
3 FUEL (NC–100LL, A)

Fluids:
HPOXRB

Airports remarks:
Attended continuously. Birds, deer and other wildlife on and inof arpt. Mowing within safety areas of all rwys and twys May through Nov. Wx balloon launches approximately 3 miles south of arpt at 1100Z‡ and 2300Z‡. Twy C west of Twy A non movement area. Twy D east of Rwy 01–19 rstd to acft 12,500 lbs and less. No acft parking between fire station and Twy 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 (ADCUS) avbl.

Airport manager:
518-242-2352

Weather data sources: ASOS 120.45 (518) 464–6423. LLWAS. WSP.

Communications:
D–ATIS 120.45 UNICOM 122.95
RCO 122.2 (BURLINGTON RADIO)

APP/DEP CON 118.05 (194º–011º) 132.825 (011º–194º)
TOWER 119.5 GND CON 121.7 CLNC DEL 127.5 NG GNPS 30.1 (FM) 122.775 258.2
PDC

Airspace: Class C svc ctc APP CON.

VOR test facility (VT) 108.2

Radio aids to navigation:
NOTAM FILE ALB.

(L) VORTACW 115.3 ALB Chan 100 N42º44.84’ W73º48.19’ at fld. 273/13W.

VOR unusable:
020º–055º 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–143º 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 5,000’
255º–340º byd 28 NM

DME unusable:
030º–055º byd 10 NM
155º–195º byd 28 NM blo 5,000’
255º–340º byd 28 NM

ILS/DME 109.5 I–DEJ Chan 32 Rwy 01. Class IIE.

ILS/DME 109.5 I–ALB Chan 32 Rwy 19. Class IB.

COMM/NAV/WEATHER REMARKS: Class C information avbl on ATIS frequency 20 NM.
PINE HILL (9G6) 5 SW UTC–5(–4DT) N43°10.41′ W78°16.48′
669 TPA—2169(1500) NOTAM FILE BUF
RWY 10–28: H2659X36 (ASPH) 5–12 LIRL (NSTD) 0.6% up E
   RWY 10: Tree.
   RWY 28: Thld dispcld 250’. Road.
SERVICE: LGT activate rwy lgts at 585–589–7758.
AIRPORT MANAGER: 585-589-7758
COMMUNICATIONS: CTAF/UNICOM 123.0
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 N42°55.74′ W78°38.78′ 056º 22.0 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′
NDB (MHW)
245 ALP 242º 7.4 NM to Elmira/Corning Rgnl. 1287/12W.

ARGYLE (1C3) 2 NE UTC–5(–4DT) N43°15.27′ W73°28.21′
330 NOTAM FILE BTV
RWY 03–21: 2400X87 (TURF)
   RWY 03: Tree.
   RWY 21: Tree.
AIRPORT REMARKS: Attended 1400Z‡–dusk. Arpt may be CLOSED wet wx call 518–638–9723. Ultralgts on and invof arpt. Rwy 03–21 width varies from 87’–100’. Rwy generally plowed drg winter but may be snowy/icy. Check/inspect bfr taking off or landing and use at your discretion.
AIRPORT MANAGER: 518-638-9723
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.
BATAVIA

GENESEE CO  (GVQ)(KGVQ)  2 N UTC–5 (–4DT)  N43º01.91´ W78º10.18´

914 B NOTAM FILE GVQ.

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’. Fence.

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´

39 TPA—639(600) NOTAM FILE ISP

RWY 18–36: 2750X150 (TURF) 0.3% up N


RWY 36: Thld dsplcd 556´. Trees.

NOISE: All downwind spacing for Rwy 18–36 should be over lakes for noise abatement.

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 cisd tfc pat or touch and go ldgs. All tfc enter 45º left base for Rwy 36 at 600’ MSL due to heavy jet tfc Rwy 33L at ISP. All tfc enter 45º rgt downwind for Rwy 18 over lakes at 600’ MSL due to heavy jet tfc 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, acft in the run-up area or starting takeoff roll on Rwy 36, and acft on final approach to Rwy 36, may not be able to see each other due to trees.

AIRPORT MANAGER: 631-467-3300

COMMUNICATIONS: CTAF/UNICOM 122.7


BECKS GROVE (See ROME on page 239)
BINGHAMTON

GREATER BINGHAMTON/EDWIN A LINK FLD  (BGM)(KBGM)  7 N UTC–5(–4DT)

NEW YORK
H–10H, 11C, 12L, 30J, 32E, 33A
IAP AD

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  Antenna.
RWY 16: MALSR. PAPI(P2L)—GA 3.0º TCH 61´. RVR–TR Thld dsplcd 400´.
RWY 34: MALSR. PAPI(P2L)—GA 3.0º TCH 64´. RVR–TR Thld dsplcd 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: REIL. 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.

PFR 12 hrs for unscheduled air carrier ops with more than 9 passenger seats 0400–1100Z‡ call arpt manager 607–763–4474. ARFF avbl 1030–0500Z‡ and/or until 15 min after the last scheduled air carrier opr. Twr unable to see hard slc south of FBO hangar. FBO SVCS AVBL 0930–0300Z‡ SUN to SAT. For AFT HRS FBO SVCS CTC 607–643–1640.

AIRPORT MANAGER: 607-763-4471

WEATHER DATA SOURCES: ASOS  (607) 729–8335
COMMUNICATIONS: CTAF 119.3 ATIS 128.15 UNICOM 122.95
BUFFALO RADIO

BINGHAMTON RCO 122.1R 112.2T  BINGHAMTON APP/DEP CON 118.6 (Sfc–5000’) 127.55 (6000–8000’) (1100–0500Z†)
NEW YORK CENTER APP/DEP CON 132.175 (0500–1100Z‡)  BINGHAMTON TOWER 119.3 (1100–0500Z†)  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 1100–0500Z‡; 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  N42°09.45´  W76°08.19´  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: H54X54 (ASPH)  PERIMETER LGTS

HELIPORT REMARKS: Helipad located at the intersection of Twy L and the west apron.

BLUE HERON  (See GALLUPVILLE on page 203)
BROOKPORT

LEGGEDALE 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: S4 FUEL 100LL, JET A
AIRPORT REMARKS: Attended 1500–2100Z‡. For attendance other hrs
on arpt in spring and fall.
AIRPORT MANAGER: (585) 233-5117
COMMUNICATIONS: CTAF/UNICOM 122.7
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 N43º07.08´ W77º40.37´ 302º 11.3 NM to fld. 545/12W.

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
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 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’
BUFFALO NIAGARA INTL  (BUF)(KBUF)  5 E  UTC–5(–4DT)  N42°56.43’ W78°43.84’

BUFFALO–LANCASTER RGNL  (See LANCASTER on page 213)
CAVERTON  N40°55.78’ W72°47.93’ NOTAM FILE ISP.
(L) VOR/DME 117.2  CCC Chan 119  219º 7.2 NM to Brookhaven. 85/13W.
VOR unusable:
106º–116º
280º–290º 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´ W77º19.51´
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 ACTVT REIL Rwy 13 and 31;
PAPI Rwy 13 and 31; MIRL Rwy 13–31—CTAF.
AIRPORT REMARKS: Attended 7 AM–5 PM daily, call FBO for after hours svc.
For svc 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 N42º50.06´ W77º43.97´ 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–235º
CARMEL  N41°16.81’ W73°34.88’  NOTAM FILE ISP.
(L) VOR/DME 116.6  CMK  Chan 113  051º  7.1 NM to Danbury Muni. 694/12W.
VOR unusable:
001º–155º
195º–225º
245º–270º
325º–355º

CATTARAGUS CO–OLEAN  (See OLEAN on page 232)

CHAPIN FLD  (See CAMBRIDGE on page 190)

CHAUTAUQUA CO/DUNKIRK  (See DUNKIRK on page 194)

CHAUTAUQUA CO/JAMESTOWN  (See JAMESTOWN on page 210)

CLARENCE AERODROME  (See BUFFALO on page 189)

CLAY

CLAY  AIRLINE 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: CTA F 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Syracuse Apch at 315-455-6218.

COLUMBIA CO  (See HUDSON on page 208)

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: CTA F/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: CTA F/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’  332º  6.7 NM to fld. 1632/12W.
VOR unusable:
Bio 10,000’
CORTLAND CO–CHASE FLD (N03)  2 SW UTC–5(–4DT)  N42º35.56´ W76º12.89´

197  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 Rwy24, 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 invol 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) DME 111.8 ITH Chan 55 N42º29.70´ W76º27.58´ 062º 12.3 NM to fld. 1112/0W.
DME unusable: 360º–160º byd 20 NM blo 6,500´

DANSVILLE MUNI (DSV)(KDSV)  1 NW UTC–5(–4DT)  N42º34.23´ 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 217)
DEER PARK
N40°47.50’ W73°18.22’ NOTAM FILE ISP
(L) VOR/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 BTV
RWY 02–20: 2200X55 (TURF)
RWY 02: Trees.
RWY 20: Trees.
AIRPORT REMARKS: Unattended. Deer on and invol 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 220)

DELANCEY
N42°10.70’ W74°57.42’ NOTAM FILE BUF
(L) VOR/DME 112.1 DNY Chan 58 301° 21.8 NM to Sidney Muni. 2560/11W.
714 NOTAM FILE BTV
RWY 10–28: 2600X45 (TURF–GRVL) 0.5% up E
RWY 10: Road.
RWY 28: Trees.
SERVICE: FUEL 100LL
AIRPORT MANAGER: 518-421-8881
COMMUNICATIONS: CTAF/UNICOM 123.0
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.
DUNKIRK

CHAUTAUQUA CO/DUNKIRK (DKK)

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 svc 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 svc includes Jet A, 100LL, plane side pickup, crew car, lounge, hangar space, maintenance, and repair svc. Cold temperature airport. Altitude correction required at or below –22C.

AIRPORT MANAGER: (716) 484-0204


COMMUNICATIONS: CTAF/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’

DETROIT

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 221)
EAST HAMPTON (HTO/KHTO) 3 W UTC-5(–4DT) N40°57.57′ W72°15.10′

55 B NOTAM FILE HTO

RWY 10–28: H4255X100 (ASPH–GRVD) S–78 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 ACTVT REIL Rwy 10 and 28; PAPI Rwy 10 and 28; MIRL Rwy 10–28—CTAF. (PAPI and REIL 7 clicks CTAF).

NOISE: Noise abatement and ramp procedures in effect. Go to: www.ehamptonny.gov/311/airport or ctc airport manager. Nighttime curfew 0400–1200Z.

AIRPORT REMARKS: Deer on and invol arpt. Rwy 10 VGSI and RNAV glidepath not coincident. Ldg fee for all tran actf to include touch and go ldg ops ctc 1–888–588–0028.

AIRPORT MANAGER: 631-537-1130 X 5

COMMUNICATIONS: CTAF 125.225 (1200–1159Z‡, ATCT ops one week before Memorial Day to one week after Labor Day. Other times by NOTAM)

AIRSPACE: CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE HTO.

HAMPTON (H) VORTACW 113.6 HTO Chan 83 N40°55.14′ W72°19.00′ 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–332º

EAST MORICHES (49N) 1 NE UTC-5(–4DT) N40°49.49′ W72°45.06′

57 NOTAM FILE ISP

RWY N–S: 2300X100 (TURF)

RWY N: Trees.

RWY S: Tree. Rgt tfc.


AIRPORT MANAGER: 631-523-6577

COMMUNICATIONS: CTAF 122.9

SPADARO  (1N2)  1 NE  UTC–5(–4DT)  N40°49.67′ W72°44.92′
50  NOTAM FILE ISP
RWY 18–36: H2400X25 (ASPH)  S–12.5
RWY 18: Trees.
NOISE: Use north opn for tkf with no wind; heavy gross weight; and for noise abatement.
AIRPORT REMARKS: Attended May–Oct dalgt hrs. Arpt CLOSED indef. Parachute Jumping. Ultralgts on and invof arpt. PAEW 75° east of Rwy 18. Due to close proximity of Lufker arpt (590’ between rwys) adhere to the following tfc pat. North ops, Spadaro–Rgt tcf, LUFKER–Left tcf. South ops, Spadaro–Left tcf, Lufker–Rgt tcf. Arrivals, intercept final apch 45° to final apch leg 1500’ from apch end of rwy. Departures, make 45° turn as soon as possible after tkf to intercept crosswind leg. Use south ops for ldg when winds are 5 kts or less, or when winds are more than 5 kts 90° either side of centerline.
AIRPORT MANAGER: 631-878-1125
COMMUNICATIONS: CTAF/UNICOM 123.0

EDINBURG
PLATEAU SKY RANCH  (1F2)  1 NW  UTC–5(–4DT)  N43°13.53′ W74°06.87′
1070  NOTAM FILE BTV
RWY 06–24: 2400X100 (TURF)  0.5% up NE
RWY 06: Road.
RWY 24: Road.
RWY 01–19: 2000X100 (TURF)  1.0% up N
RWY 01: Trees.
RWY 19: Trees.
AIRPORT REMARKS: Unattended. Ultralgt acft on and invof arpt. Rwy 1; +30’–60’ trees, 0’–240’ from thld, 15’–100’ left and right of centerline. Rwy 6; +20’–65’ trees, 0’–500’ from thld, 30’–150’ left and right of centerline. Rwy 19; +17’–52’ trees, 0’–230’ from thld, 50’–100’ right of centerline. Rwy 24; +35’–50’ trees, 90’–250’ from thld, 0’–125’ right of centerline and +50’ trees, 350’–425’ from thld 110’–150’ left of centerline. Rwy 01–19 edges marked with red cones all seasons exc winter. Rwy 06–24 edges marked with red cones all seasons exc winter. Acft parked/hangared on non–arpt land. Cross public road to/from arpt.
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 200)

ELLENVILLE
JOSEPH Y RESNICK  (N89)  1 NE  UTC–5(–4DT)  N41°43.67′ W74°22.64′
292  B  NOTAM FILE ISP
RWY 04–22: H3838X75 (ASPH)  MIRL
RWY 04: REIL. PAPI(P2L)—GA 3.5º TCH 40′. Trees.
RWY 22: REIL. PAPI(P2L)—GA 3.0º TCH 39′. Thld dsplcd 300′. Crops. Rgt tcf.
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. Rwy 04 and Rwy 22 opr continuously.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Rwy 04 +60’ trees 200′ from rwy 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
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′ 291º 25.2 NM to fld. 582/12W. VOR portion unusable: 045º–050º byd 35 NM b1o 4,300’ 070º–140º byd 30 NM b1o 3,400’
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 OX 4 LGT When twr clsd ACTIVATE

Turbo/Prop/Jet. Rwy 10 opr prohibited for acft with apch speeds greater than or equal to 121 knots and/or wingspans greater than or equal to 118’. Acft with wing spans greater than 93’ should use extreme care when taxing on Twy T adjacent to aprons. Rwy 05–23 (southeast of Rwy 06–24) unmarked seasonal use turf rwy clsd 1 Dec through 30 Apr. For land side access from apron when FBO clsd mention rqr arpt. Winter deicing on glycol apron only. Cold temperature rstd arpt. Altitude correction required at or blo –17C. PAPI Twy H, Twy J, and Twy L limited to design Group II acft. Ldg fee for all non based acft. Terminal ramp is uncontrolled. Do not call for push/power back. Advise ground control when ready to taxi for dep. Twy T btn Twy L and Twy D non–movement area.

AIRPORT MANAGER: 607-739-5621
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

AIRPORT REMARKS: Attended, call arpt manager for specific attendance times. 24 hr self-svc fuel avbl with credit card. High terrain all quadrants. Rwys 21 extended safety area has sfc variations/depressions. Grvl access road crosses Rwys 03 and 21 and MIRL Rwy 03–21. 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


COMMUNICATIONS: CTAF/UNICOM 122.8

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´
NEW YORK 199

FARMINGDALE

REPUBLIC (FRG)(KFRG)

80° B

TPA—See Remarks

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(P4L)—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(P4R)—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 OX 1, 2, 3, 4 LGT
When ATCT clsd

ACTVT REIL Rwys 01, 19, 32; PAPI Rwys 01, 19, 14, and 32; HIRL Rwy 14–32; MIRL Rwy 01–19; twy lghts—CTAF.

NOISE: Voluntary NS ABTMT procedures in effect for fixed wing and helicopter. Ctc arpt management 631–752–7707 extension 6108.

AIRPORT REMARKS: Attended continuously. Birds involv arpt. Rwy 01–19 clsd to sked acr ops more than 9 px seats and non sked acr ops more than 30 px seats exc tax. 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 rwy’s. Twys may not provide adequate width, turning radius, and or separation from obstructions. Acft with wingspan of 79’ or larger are advised that clnc distances may not be adequate for Idf 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—11800(1100) reciprocating eng, 1680(1600) Turboprop/Jet. Acft 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: CTA F 118.8 ATIS 126.65 UNICOM 122.95

® NEW YORK APP CON 128.125

® NEW YORK DEP CON 125.7

TOWER 118.8 (1200–0400Z) GND CON 121.6 CLNC DEL 128.25 When FRG twr clsd

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.

CONTINUED ON NEXT PAGE
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: 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 243)

FISHERS ISLAND

ELIZABETH FLD (ØB8) 8 SE UTC–5(–4DT) N41º15.13´ W72º01.90´
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 Rwys 07–25 and 12–30, PAPI Rwys 07, Rwy 12, Rwy 25 and Rwy 30, REIL 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–266º blo 5,000´
DME unusable: 355º–019º blo 3,000´

FLOYD BENNETT MEML (See GLENS FALLS on page 204)
### FORT ANN
**HARRIS** (83K)  2 W  UTC−5(−4DT)  N43°24.59´ W73°31.96´

- 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 253)

### FRANKFORT–HIGHLAND
(See UTICA/FRANKFORT on page 249)

### FREDERICK DOUGLASS — GREATER ROCHESTER INTL
(See ROCHESTER on page 238)

### FREEHOLD
**1I5**  1 NW  UTC−5(−4DT)  N42°21.84´ W74°03.90´

- NOTAM FILE BTV
- RWY 12–30: H2275X22 (ASPH)  0.7% up NW
- RWY 12: Trees.
- RWY 30: Trees.

**AIRPORT REMARKS:** Attended Apr–Dec 1400Z‡–dusk. Extensive glider activity, especially on weekends. Rwy 12–30 sfc broken and spalling for entire length. Ctc arpt manager for fld conditions Dec 1–Apr 1, 518–966–8503. Rgt tfc for gliders Rwy 12 only. Rwy 12–30 100´ by 2640´ turf rwy adjacent to paved rwy (south edge) beginning at 735´ from Rwy 30 thld.

**AIRPORT MANAGER:** 518-966-8503

**COMMUNICATIONS:** CTAF 122.85

**CLEARANCE DELIVERY PHONE:** For CD ctc Albany Apch at 518-862-2299.

### FRIKK
**N40°46.59´ W73°28.95´** 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.


Fence.

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 acft must ctc appt on freq 123.0 10 minutes prior to ldg. Deer and birds on or inv of arpt. Ultralight activity on and inv of 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.

COMMUNICATIONS: CTAI/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:

SYRACUSE (H) VORTACW 117.0  SYR  Chan 117  N43º09.63´ W76º12.27´  336º 14.0 NM to fld. 453/11W.

TACAN AZIMUTH & DME unusable:

Byd 35 NM blo 4,000´

VOR unusable:

010º–025º

067º–077º byd 30 NM

134º–144º byd 19 NM

FALLN NDB (LOMW) 220  FZ  N43º17.25´ W76º18.28´  329º 5.3 NM to fld. 417/13W.  NOTAM FILE FZY.

ILS/DME 110.9  I–FZY  Chan 46  Rwy 33.  Class IT.

FULTON CO (See JOHNSTOWN on page 211)
### GALLUPVILLE

**BLUE HERON** (N25)  3 NE  UTC–5(–4DT)  N42°41.84′ W74°11.97′

- 1200 NOTAM FILE BTV
- 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 BTV
- RWY 06–24: H2200X24 (ASPH) MIRL(NSTD)
- 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, tcf 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′** NOTAM FILE GFL.

**NDB (LOMW)** 209 GF 011° 5.2 NM to Floyd Bennett Meml. 228/14W.

### GARNSEYS

(See SCHUYLERVILLE on page 243)

### 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 186)

### 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 only during airshow. Rwy 23 end marked with white paint at edges. 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 BTW
RWY 01–19: 4000X75 (TURF)
  RWY 01: Trees.
  RWY 19: P–line.
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 tway 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 EXEC (See OLEAN on page 232)

GLENS FALLS

FLOYD BENNETT MEML (GFL)(KGFL) 3 NE UTC–5(–4DT) N43°20.47’ W73°36.62’
328 B LRA Class IV, ARFF Index A NOTAM FILE GFL
RWY 01–19: H5000X150 (ASPH–GRVD) S–80, D–110, 2S–117,
  2D–180 PCN 48 F/A/X/T HIRL
  RWY 01: MALS R. PAPI(P4L)—GA 3.0º TCH 53’.
  RWY 19: PAPI(P4L)—GA 3.0º 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 3.0º 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 ACTVT MALS Rwy 01; PAPI Rwy 01, 19, 12, 30; HIRL Rwy 01–19; MIRL Rwy 12–30; twy lgt—CTAF.
NOISE: Noise sensitive area 1.5 miles north. Use NBAA noise abatement procedures. Recommended no touch and go ops from 2200–1200Z‡.
AIRPORT REMARKS: Attended 1300–2300Z‡. Birds and deer on and invol arpt. Ultralight activity on and invol arpt. Self–svc 100LL fuel avbl. Full svc fueling avbl after hrs by pre–arrangement, call 518–798–3091. PJE airspace defined as 5 NM radius of GFL. Grass cutting equipment ops adjacent to all opr sfcs dalgt hours May thru Oct. During periods of snow removal ops Nov 1–Apr 1 acft must ctac arpt on frequency 123.0 10 minutes prior to ldg. Rwy conditions may not be monitored or reported when the arpt is unattended. Ultralight act use 500’ AGL left tfc 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 acft ops with more than 30 pax seats call AMGR 518–792–5995. For aft hrs acft maint assistance call 518–798–3091. Cold temperature airport. Altitude correction required at or below –19C.
AIRPORT MANAGER: 518-792-5995

CONTINUED ON NEXT PAGE
NEW YORK

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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/DME 115.0 CAM Chan 97 N42°59.66’ W73°20.64’ 345° 23.9 NM to fld. 1490/14W.
DME portion unusable: 040°–130° blo 9,000’
GANSE NDB (LOMW) 209 GF N43°15.30’ W73º36.31’ 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) N42°48.85’ W77º12.18’
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.

GOWANDA (D59) 3 N UTC–5(–4DT) N42°30.24’ W78º57.04’
830 NOTAM FILE BUF
RWY 09–27: 3430X100 (TURF) LIRL(NSTD)
RWY 09: Tree. Rgt tcf.
RWY 27: Thld dsplcd 1132’. Rgt tcf.
SERVICE: FUEL 80, 100 LOT 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.

GREAT VALLEY (N56) 1 SE UTC–5(–4DT) N42°12.30’ W78º38.84’
1450 NOTAM FILE BUF
RWY 06–24: 3800X90 (TURF) LIRL(NSTD)
RWY 06: Tree. Rgt tcf.
RWY 24: Rgt tcf.
SERVICE: LOT 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 unlighted first 400’.
AIRPORT MANAGER: 716-490-1134
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0227.

GREATER BINGHAMTON/EDWIN A LINK FLD (See BINGHAMTON on page 187)

GREEN ACRES (See LIVINGSTON on page 214)
### GREENE (4N7) 2 SW UTC–5(–4DT) N42°18.25′ W75°47.23′

**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 daily 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

**CLEARANCE DELIVERY PHONE:** For CD ctc New York ARTCC at 631-468-1425.

### GREENVILLE–RAINBOW (1H4) 1 E UTC–5(–4DT) N42°25.18′ W74°00.41′

**NOTAM FILE BTV**

**RWY 01–19:** 1801X75 (TURF)

- **RWY 01:** Trees.
- **RWY 19:** Thld dsplcd 112´. 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.

### GRIFFISS INTL (See ROME on page 239)

### HAMBURG (4G2) 4 W UTC–5(–4DT) N42°42.05′ W78°54.89′

**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 invof arpt. Tie down area avbl east of Rwy 19 end. Rwy 01–19 NSTD LIRL due to placement.

**AIRPORT MANAGER:** 716-472-6218

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**CLEARANCE DELIVERY PHONE:** For CD ctc Cleveland ARTCC at 440-774-0490.

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

- **BUFFALO (H) VOR/W/DM:** 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°–035° blo 6,000′
  - DME unusable:
    - 036°–261° blo 11,000′
    - 262°–275° blo 2,300′
    - 276°–035° blo 6,000′

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**NE, 17 JUN 2021 to 12 AUG 2021**
NEW YORK

HAMILTON MUNI (VGC)(KVGC) 1 NE UTC–5(–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 3.9′ TCH 40′. Thld dsplcd 300′. Trees.
RWY 35: REIL, PAPI(P2L)—GA 4.0′ TCH 40′. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 17:
TORA–5314 TODA–5314 ASDA–5314 LDA–5014
RWY 35:
TORA–5314 TODA–5314 ASDA–5014 LDA–5014
SERVICE: S4 FUEL 100LL, JET A, A+
LGT ACTVT MIRL Rwy 17–35; REIL Rwy 17 and 35–122.7. Rwy 35 REILs temporarily OTS.
NOISE: Noise abatement procedures in effect; all acft departures 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:
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

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 unusable:
280°–325° byd 35 NM blo 1,700′
326°–355° byd 30 NM blo 2,000′
TACAN AZIMUTH unusable:
280°–325° byd 35 NM blo 1,700′
326°–355° byd 30 NM blo 2,000′
VOR unusable:
101°–240°
270°–322°
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 201)

HAVERSTRAW HELIPORT (H43) 1 E UTC–5(–4DT) N41°12.66′ W73°58.16′
12 NOTAM FILE ISP
HELIPAD H1: H50X50 (ASPH) RWY LGTS(NSTD)
HELIPAD H1: Bldg.
NOISE: Noise abatement; avoid residential area west of heliport.
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. Helipad H1 flood lgts
AIRPORT MANAGER: 845-429-1200
COMMUNICATIONS: CTAF/UNICOM 123.05

HEBER AIRPARK (See GANSEVOORT on page 203)

HOLLANDS INTL FLD (See NEWFANE on page 228)
HORNELL MUNI  (HTF)(KHTF)  3 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
  REIL. Thld 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) daylight, 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  N42º05.38’
  W77º59.97’  039º 22.5 NM to fld. 2297/0W.

HUDSON COLUMBIA CO  (1B1)  4 NE UTC–5(–4DT)  N42°17.48’ W73º42.62’

198  B  LRA  NOTAM FILE BTV

RWY 03–21:  H5350X100 (ASPH–GRVD)  S–69, D–111, 2D–358
  PCN 29 F/C/X/T  MIRL
  RWY 03:  REIL. PAPI(P4L)—GA 3.0º TCH 40’. Tree.
  RWY 21:  REIL. PAPI(P4R)—GA 3.5º2º TCH 41’. Thld dsplcd 160’. Tree.

SERVICE:  S3 FUEL  100, 100LL, JET A+  OX 1, 3  LGT ACTIVATE
  REIL Rwy 03 and Rwy 21; MIRL Rwy 03–21—CTAF.

AIRPORT REMARKS:  Attended 1200–2300Z‡.

AIRPORT MANAGER:  518-828-7011

WEATHER DATA SOURCES: AWOS–3  133.525 (518) 828–2577.

COMMUNICATIONS: CTAF/UNICOM 123.05

ALBANY APP/DEP CON 132.825

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  N42°44.84’
  W73º48.19’  184º 27.7 NM to fld. 273/13W.

VOR unusable:  020º–059º byd 13 NM blo 6,000’
  060º–080º
  100º–135º blo 8 NM blo 10,000’
  120º–135º blo 37 NM blo 14,500’
  136º–143º blo 8 NM
  144º–152º blo 20 NM blo 10,000’
  144º–152º wi 20 NM blo 8,000’
  153º–175º blo 8 NM blo 6,000’
  176º–193º blo 17 NM blo 8,000’
  176º–193º blo 25 NM blo 12,000’
  194º–221º blo 6,000
  194º–221º blo 28 NM blo 8,000’
  222º–250º blo 18 NM blo 15,000’
  310º–320º blo 30 NM blo 5,000’
  330º–019º blo 3,000’
  330º–019º blo 10 NM blo 6,000’
  330º–019º blo 19 NM blo 9,000’
  330º–019º blo 28 NM blo 10,000’

TACAN AZIMUTH unusable:  030º–055º byd 10 NM
  155º–195º blo 28 NM blo 5,500’
  255º–340º blo 28 NM

DME unusable:
  030º–055º blo 10 NM
  155º–195º blo 28 NM blo 5,500’
  255º–340º blo 28 NM

PHILMONT NDB  (MHW)  272  PFH  N42º15.19’ W73º43.40’  027º 2.4 NM to fld. 340/13W. NOTAM FILE BTV.
HUDSON VALLEY RGNL  (See POUGHKEEPSIE on page 237)

HUGUENOT  N41°24.58’ W74°35.50’  NOTAM FILE ISP.

(ii) VOR/DME  116.1  HUO  Chan 108  093° 9.1 NM to Randall. 1300/11W.

VOR unusable:
029°–045° byd 15 NM blo 5,000’
050°–060° byd 10 NM
210°–230° byd 20 NM blo 6,500’

RCO  122.1R 116.1T  (NEW YORK RADIO)

HUNTER  N42°51.25’ W73°56.01’  NOTAM FILE SCH.

NDB (MHW)  356  HEU  at Schenectady Co. 333/14W.

ITHACA TOMPKINS INTL  (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 TODA–6977 ASDA–6602 LDA–6602
RWY 32: TORA–6977 TODA–6977 ASDA–6602 LDA–6602

SERVICE:
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 REMARKS:

AIRPORT MANAGER: 607-257-0456

WEATHER DATA SOURCES: AWOS–3PT 125.175 (607) 257–2390.

COMMUNICATIONS: CTAF 119.6  ATIS 125.175 UNICOM 122.95

ELMIRA APP/DEP CON 124.3 (1100–0500Z†)

NEW YORK CENTER APP/DEP CON 133.35 (0500–1100Z†)

TOWER 119.6  (1030–0200Z†) GND CON 121.8 CLNC DEL 121.8

CLEARANCE DELIVERY PHONE: For cd if una to ctc on FSS freq, ctc New York ARTCC.

CLEARANCE DELIVERY PHONE: For cd when twr and elm Apch clsd ctc New York ARTCC.

AIRSPACE: CLASS D svc 1030–0200Z†; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE ITH.

(D) DME 111.8  ITH Chan 55  N42°29.70’ W76°27.58’ at fld. 1112/0W.

DME unusable:
360°–160° byd 20 NM blo 6,500’

VRNAH NDB (LOMW) 266  IT  N42°25.80’ W76°22.08’ 324º 5.5 NM to fld. 1497/12W.

ILS 108.7  I–ITH  Rwy 32. Class IA. LOM VRNAH NDB. Unmonitored when ATCT closed. LOM unusable byd 10 NM. Glideslope unusable byd 9 NM.

COMM/NAV/WEATHER REMARKS: UNICOM unmon. 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´

1723 B Class IV, ARFF Index A NOTAM FILE JHW MON Airport

RWY 07–25: H5299X100 (ASPH–GRVD) S–57, D–95, 2D–125
PCN 24 F/C/W/T HIRL

RWY 07: VASI(V4L)—GA 3.0º TCH 52´.
RWY 25: MALSР

RWY 13–31: H4499X100 (ASPH) S–31, D–56 PCN 13 F/C/W/T MIRL 0.4% up NW

RWY 13: PAPI(P4L)—GA 3.0º TCH 45´. Tree.
RWY 31: REIL. PAPI(P4L)—GA 3.0º TCH 51´. Bldg.

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 MALSР Rwy 25; REIL Rwy 31; PAPI Rwy 13 and Rwy 31; VASI Rwy 07; HIRL Rwy 07–25; MIRL Rwy 13–31 and twy lghts–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 122.975
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 222)
JOHNSTOWN
FULTON CO (NY0) 2 E UTC–5(–4DT) N42°59.89′ W74°19.77′
881 B NOTAM FILE BTV
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.
SERVICE: FUEL 100LL LGT
ACTIVATE REIL Rwy 10 & Rwy 28, MIRL Rwy 10–28, twy lgts—CTAF. PAPI Rwy 10 and Rwy 28 opr continuously.
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:
ALBANY (L) VORTAC W 73°48.19′ 316° 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–143º 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
JOHNSTOWN NDB (MHW) 523 JJH N42°59.97′ W74°19.89′ at fld. 867/14W. NOTAM FILE BTV.

JOSEPH Y RESNICK (See ELLENVILLE on page 196)

KATHI N43°06.54′ W78°50.30′ NOTAM FILE IAG.
NDB (LOM) 329 IA 279º 4.7 NM to Niagara Falls Intl.

KEENE
MARCY FLD (11I) 2 S UTC–5(–4DT) N44°13.25′ W73°47.28′
985 NOTAM FILE BTV
RWY 02–20: 2390X95 (TURF)
RWY 02: Road.
RWY 20: Trees.
AIRPORT MANAGER: 518-576-4444
COMMUNICATIONS: CTAF/UNICOM 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Burlington Apch at 802-657-4401, when Apch clsd ctc Boston ARTCC at 603-879-6859.
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 bly 2,000’
300°–059° byd 30 NM bly 2,500’
060°–099° byd 25 NM bly 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

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  LGT MIRL Rwy 15–33, REIL Rwy 33
and twy lgts opr 123.3 dusk–dawn. ACTIVATE PAPI Rwy 15 and Rwy 33—123.3.

NOISE:
Voluntary NS ABTMT procedures in effect. Avoid overflight of housing development adjacent to north end of rwy.

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 acft in final 0.25 mile of apch to Rwy 33. Rental car avbl 845–338–6929. Rwy 15 PAPI unusable 5º left of course and 8º right of course.

AIRPORT MANAGER:
202-657-9933

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:
(L) VOR/DME 117.6  IGN Chan 123  N41º39.93’ W73º49.33’ 354º 20.2 NM to fld. 582/12W.
VOR portion unusable:
045°–050° byd 35 NM bly 4,300’
070°–140° byd 30 NM bly 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:
045°–050° byd 35 NM bly 4,300’
070°–140° byd 30 NM bly 3,400’
RCO 122.1R 117.6T (NEW YORK RADIO)

KLINE KILL  (See GHENT on page 204)

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 250)

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 byd 6,000’
DME unusable:
245º–280º byd 25 NM bly 6,000’

LAGUARDIA  (See NEW YORK on page 224)
LAKE PLACID (LKP) (KLKP) 1 SE UTC–5 (–4 DT) 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/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 (–4 DT) N42º55.32´ W78º36.27´
752 B TPA—1552(800) NOTAM FILE BUF
RWY 08–26: H3199X75 (ASPH) MIRL
RWY 08: REIL. PAPI(P2R)—GA 3.0º TCH 40´. Tree.
RWY 26: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Tree.
SERVICE: S6 FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 08–26,
REIL R wys 08 and 26 and PAPI R wys 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: Automated UNICOM. ADZY also avbl by calling 617–262–3825.
LE ROY  (5G0)  2 E UTC–5(–4DT)  N42°58.88’ W77°56.11’
780  B  NOTAM FILE BUF

RWY 10–28:  H3854X60 (ASPH)  S–12.5  MIRL

RWY 10:  REIL  PAPI(P2L)—GA 3.0º TCH 31’. Fence.

RWY 28:  REIL  PAPI(P2L)—GA 3.5º TCH 53’. Fence.

SERVICE:  S2  FUEL  LOBT ACTIVE REIL Rwy 10 and Rwy 28; PAPI Rwy 10 and Rwy 28; MIRL Rwy 10–28—CTAF.


AIRPORT MANAGER:  585-259-9308

COMMUNICATIONS:  CTAFF/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  N42°50.06’ W77°43.97’  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 188)

LIVINGSTON

GREEN ACRES  (1A1)  2 NE UTC–5(–4DT)  N42°08.97’ W73°45.03’
297  NOTAM FILE BTB

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:  CTAFF

CLEARANCE DELIVERY PHONE:  For CD ctc Albany Apch at 518-862-2299.

LOCKPORT

NORTH BUFFALO SUBURBAN  (G0)  3 S UTC–5(–4DT)  N43°06.19’ W78°42.20’
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:  CTAFF/UNICOM

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  N42°55.74’ W78°38.78’  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’

NEW YORK
LONG LAKE

LONG LAKE /HELMS SPB (NY9) 0 N UTC–5(–4DT) N43º58.50’ W74º25.13’

1629 NOTAM FILE BUF
WATERWAY NE–SW: 15000X1500 (WATER)
SEAPLANE REMARKS: Attended Apr–Nov dawn–dusk. Major rwy orientation is NE–SW. Do not taxi under bridge at high water levels, possible at low water level. Stay to west (high) side of bridge. Water levels vary +/– 10’. Pile at base and building across from base, +50’ pines along road and bridge (Route 30). One rwy north of bridge and the other rwy south of bridge.

AIRPORT MANAGER: 518-624-5520
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) N43º58.14’ W74º25.73’

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.

AIRPORT MANAGER: 518-624-5520
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

LT WARREN EATON (See NORWICH on page 230)

LUFKER (See EAST MORICHES on page 195)

MALONE–DUFORT (MAL)(KMAL) 2 W UTC–5(–4DT) N44º51.22’ W74º19.74’

790 B NOTAM FILE BTV
RWY 05–23: H3994X100 (ASPH) S–20 MIRL 0.4% up SW
RWY 05: REIL. PAPI(P2L)—GA 3.15º TCH 42’. Trees.
RWY 23: REIL. PAPI(P2L)—GA 3.0º TCH 43’. 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.
AIRPORT MANAGER: (518) 483-4740
WEATHER DATA SOURCES: AWOS–AV 122.8 (518) 651–2601.
COMMUNICATIONS: CTAF/UNICOM 122.8
® BOSTON CENTER APP/DEP CON 135.25
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE MSS.
MASSENA (H) TACAN Chan 88 MSSI (114.1) N44º54.87’ W74º43.36’ 116º 17.2 NM to fld. 198/14W.
MASSENA INTL–RICHARDS FLD

(Continued from previous page)

NOTAM FILE MSS
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 3.0° TCH 58° Pole.
RWY 23: PAPI(P4L)—GA 3.0° 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 3.0° 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 23:
TORA–5601 TODA–5601 ASDA–5601 LDA–5601
RWY 27:
TORA–5601 TODA–5601 ASDA–3880 LDA–3880

SERVICE: S1 FUEL 100LL, JET A
LGT ACTIVATE REIL Rwy 05, Rwy 09 and Rwy 27, PAPI Rwy 05, Rwy 23 and Rwy 27, HIRL Rwy 05–23, MIRL Rwy 09–27 and twy lghts—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1230–2200Z‡. Unattended Sat Sun and hol. Birds and deer on and inof arpt. Frequent concentration of seagulls and Canada geese on and inof arpt particularly during poor wx periods. 421 lght/marked 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 inof arpt. Flight Notification Service (ADCUS) avbl. Ldg fee.

AIRPORT MANAGER: 315-769-7605

COMMUNICATIONS: CTAF
RCO 122.2 (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.

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE MSS.

(H) TACAN Chan 88 MSS (114.1) N44°54.87’ W74°43.36’ 298° 5.4 NM to fld. 198/14W.
MISSE NDB (LOMW) 278 MS N44°51.25’ W74°54.95’ 045° 5.8 NM to fld. 245/14W.
ILS 108.7 I–MSS Rwy 05. Class IE. LOM MISSE NDB. LOM unmonitored.

MATTITUCK

NOTAM FILE ISP

RWY 01–19: H2200X60 (ASPH)
RWY 01: Trees.
RWY 19: Trees.

AIRPORT REMARKS: Unattended. All training ops, tkf and ldg practice and ngt ops are prohibited. Deer on and inof arpt. Rwy 19, extensive pavement rutting at centerline, 240°–350° from thld. Segmented circle has no tfc pat indicator.

AIRPORT MANAGER: (631) 445-4348

COMMUNICATIONS: CTAF

MONTREAL

H–11C, 12K, L–32G

IAP

NEW YORK

COPTER

NE, 17 JUN 2021 to 12 AUG 2021
## MAYVILLE

**DART** (D79) 2 E UTC–5(–4DT) N42°16.09´ W79°28.90´

- 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

**CLEARANCE DELIVERY PHONE:** For CD ctc Buffalo Apch at 716-626-6920, when Apch clsd ctc Cleveland ARTCC at 440-740-0232.

## MIDDLESEX VALLEY

**4N2** 1 NW UTC–5(–4DT) N42°42.84´ W77°16.32´

- 770 NOTAM FILE BUF
- RWY 03–21: 2130X175 (TURF) 2.1% up NE
- RWY 03: Tree.
- RWY 21: Tree.

**SERVICE:** S2

**AIRPORT REMARKS:** Attended SR–SS. Rwy 03–21 not plowed in winter. Call arpt manager for fld condition 585–465–3926.

**AIRPORT MANAGER:** (585) 465-3926

**COMMUNICATIONS:** CTAF/UNICOM

**CLEARANCE DELIVERY PHONE:** For CD ctc Cleveland ARTCC at 440-774-0490.

## MIDDLETOWN

**06N** 2 SE UTC–5(–4DT) N41°25.91´ W74°23.49´

- 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. Ultragt on and invof 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

## MIDLAKES

*See GORHAM on page 205*
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: FUEL

AIRPORT REMARKS: Attended 1300–2100Z‡. Self-svc fuel avbl 24 hrs. Rwys 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

CONTINUED ON NEXT PAGE
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–323º

MONTGOMERY

ORANGE CO (MGJ)(KMGJ) 1 SW UTC–5(–4DT) N41º30.71 ´ W74º15.81 ´

370 B TPA—See Remarks NOTAM FILE MGJ

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 tlc.

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 dsplcd 315´. Fence. Rgt tlc.

SERVICE: S4 FUEL 100LL, JET A DX 1, 2, 3, 4 LGT ACTVT HIRL Rwy 04–22; MIRL Rwy 08–26; twy lghts—CTAF. REIL Rwy 04 and 22; PAPI Rwy 04 and 22; 08 and 26 opr consly. PCL only avbl SS–SR.

NOISE: Noise abatement procedures in effect, ctc arpt mgr

AIRPORT MANAGER: 845-457-4925


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 ISP.

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 blo 5,000´
050º–060º byd 10 NM
210º–230º byd 20 NM blo 6,500´

ILS 111.7 I–MGJ Rwy 04. Class IT.
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 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: S FUEL 100LL, JET A LGT ACTVT 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 inov arpt. PPR 24 hrs for acft ops with more than 30 pax seats; call arpt manager 845–807–0326 or 845–665–1714. Ldg fee for acft over 8,000 lbs and all commercial acft regardless of weight. Twy A sfc has numerous deep longitudinal cracks with weeds growing from cracks.

AIRPORT MANAGER: (845) 807-0326

WEATHER DATA SOURCES: AWOS–3PT (845) 583–5056.

COMMUNICATIONS: CTAF/UNICOM 122.8

NEW YORK APP/DEP CON 132.75

MONTICELLO CLNC DEL 121.6

CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 516-683-2448 or 121.6

RADIO AIDS TO NAVIGATION:

HUGUENOT (H) VOR/DME 116.1 HUO Chan 108 N41º24.58´ W74º35.50´ 343º 19.8 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´

MONGA NDB (MHW/LOM) 359 MS N41º46.00´ W74º51.64´ 155º 4.9 NM to fld. 1387/12W. NDB unusable:

Byd 15 NM

ILS 109.1 I–MSV Rwy 15. Class IB. LOM MONGA NDB.

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/lon unmonitored when ATCT clsd.

NEW YORK DOWNTOWN MANHATTAN/WALL ST HELIPORT (JRB)(KJRB) 3 SE

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 (212) 425–1534.

COMMUNICATIONS: CTAF/UNICOM 123.05

APP/DEP CON 120.8

NEW YORK

EAST 34TH STREET HELIPORT (6N5)  O E  N40°44.56′ W73°58.32′
10  B  NOTAM FILE ISP
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 blo 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 lghts. 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′
00  NOTAM FILE ISP
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

NE, 17 JUN 2021 to 12 AUG 2021
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 13R: RLLS. PAPI(P4L)—GA 3.0º TCH 79'. RVR–TMR Thld dsplcd 2043'. Rgt tfc.

RWY 31L: PAPI(P4L)—GA 3.0º TCH 67'. RVR–TMR Thld dsplcd 3263'.

RWY 04L–22R: H12079X200 (CONC–GRVD) D–210, 2S–175, 2D–550, 2D/2D–1100 PCN 90 R/B/W/T HIRL CL

RWY 04L: TDZL. REIL. PAPI(P4L)—GA 3.0º TCH 75'. RVR–TR Thld dsplcd 460'.

RWY 22R: PAPI(P4L)—GA 3.0º TCH 77'. RVR–TR Thld dsplcd 3425'. Tree.


RWY 31R: MALSR. TDZL. PAPI(P4R)—GA 3.0º TCH 54'. RVR–TR Thld dsplcd 1027'. Tree.

RWY 04R–22L: H8400X200 (ASPH–GRVD) D–210, 2S–175, 2D–550, 2D/2D–1100 PCN 90 F/B/W/T HIRL CL

RWY 04R: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 69'. RVR–TMR Tree.

RWY 22L: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 66'. 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 LDA–10000

RWY 13R: TORA–14511 TODA–14511 ASDA–14511 LDA–12468

RWY 22L: TORA–12079 TODA–12079 ASDA–11219 LDA–7794

RWY 22R: TORA–14511 TODA–14511 ASDA–14511 LDA–11248

RWY 31L: TORA–10000 TODA–10000 ASDA–9513 LDA–8486

ARRESTING GEAR/SYSTEM

RWY 04R: EMAS

RWY 22R: EMAS

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

NOISE: For noise abatement restrictions call 212–435–3747 during normal business hours.

CONTINUED ON NEXT PAGE

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

® NEW YORK RCO 122.1R 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 CTRL 125.05

CPDLC (LOGON KUSA)

PDC

AIRSPACE: CLASS B See VFR Terminal Area Chart.

COMM/NAV/WEATHER REMARKS: Use caution for possible radio interference or false instructions on twr frequencies.
LAGUARDIA (LGA)(KLGA) 4 E UTC–5(–4DT) N40°46.64′ W73°52.36′
21 B LRA Class I, ARFF Index D NOTAM FILE LGA
HIRL CL
RWY 13: MALSR. TDZL. PAPI(P4L)—GA 3.1° TCH 55′. RVR–TR
RWY 31: REIL. PAPI(P4R)—GA 3.0° TCH 71′. RVR–TR Bldg.
HIRL CL
RWY 04: MALSR. TDZL. PAPI(P4R)—GA 3.1° TCH 76′. RVR–TR Bldg.
RWY 22: ALSF1. TDZL. PAPI(P4R)—GA 3.0° 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
NOISE: Noise abatement procedures in effect for details ctc afld mgr.
AIRPORT REMARKS: Special Air Traffic Rules—Part 93, High Density Arpt, Prior Reservation Required, see Aeronautical
Rwy 31. VFR reservation info avbl on ATIS. Obst sign structure unknown (39′ AGL) 500′ east of Rwy 04–22 cntrln and
4,800′ south of Rwy 13–31 cntrln. Exp to leave and re-enter the Class B Airspace dur moderate to heavy arr periods.
Magnetic anomalies may affect compass hdg when using extn Rwy 13 and Rwy 22 for tkf. Helicopter pad lctd at the int
of Twy D and Twy F clsd indef. Twy G, Twy P, Twy R and Twy U conc deck rstd to 5 kts turns, 10 kts straight. Twy F and
Twy D west of Twy BB clsd to acft with wingspans in excess of 125′. Twy F lctd btb Twy BB and Twy Y clsd indef.
B767–400 acft rstd to 10 kts on Twy DD, Twy Z, Twy B, and Twy AA. ASDE–X in use. Operate transponders with altitude
reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Rwy status lgts in opr. Rwy 13 PAPI and ILS not
coincident. Rwy 13 PAPI and RNAV glidepath not coincident. Rwy 22 PAPI and glidepath not coincident. Rwy 31 PAPI
and RNAV glidepath not coincident. PAPI Rwy 13 unusable 8º left of cntrln and 9º rgt of cntrln. Ohd pax bridge on S side
of concourse B prvd 50′ tail hgt clnc when on taxilane cntrln. Ldg fee. Flight Notification Service (ADCUS) avbl. Ovhd
pax bridge on S side of concourse B prvd 50′ tail hgt clnc when on taxilane cntrln.

CONTINUED ON NEXT PAGE
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)

PDC

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE LGA.

LA GUARDIA (L) VOR/DME 113.1 LGA Chan 78 N40º52.12’ W73º52.12’ at fld. 9/12W.

ILS/DME unusable: 245°–280° byd 6,000’

DME unusable: 245°–280° byd 25 NM byd 6,000’

ILS/DME 110.5 I–LGA Chan 42 Rwy 04. Class I. LOC usable byd 20° left of course.

ILS/DME 108.5 I–GDI Chan 22 Rwy 13. Class IE. Glideslope unusable byd 4° 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 usable byd 25° left of course byd 18° right of course. LOC cpd 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’

RWY 06–24: H7006X150 (ASPH–GRVD) S–100, D–210, 2S–175, 2D–300 PCN 55 F/B/XU HIRL CL

RWY 06: MALSRS. VASI(V4L)—GA 3.0° TCH 51’. RVR–TR Tree.

RWY 24: MALSRS. 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/XU 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/XU 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–5186 TODA–5186 ASDA–5186 LDA–5186

RWY 33R: TORA–3175 TODA–3175 ASDA–3175 LDA–3175

SERVICE: 54 FUEL 100LL JET A OK 1, 2, 3, 4 LGT Dusk–dawn. When ATCT clsd ACTVT MIRL Rwy 15R–33L; twy lgts—CTAF. HIRL Rwy 06–24 preset low intst ACTVT—CTAF. MALSRS Rwy 06 or 24 preset med intst for prevailing wind rwy. Rwy 06 nstd MALSRS, three outermost flasher lgts exceed std spacing. MILITARY— FUEL 100LL, A


AIRPORT REMARKS: Attended continuously. Bird activity on and invof arpt. Advys, tfc ldg Rwy 33L high density VFR tcf opr 600’ MSL and blo vcnty Bayport Aerodrome 3 miles southeast. Updrafts may be encountered invof powerplant 1.5 NM northeast Rwy 24. Rwy 15L–33R clsd to fixed wing acft at ngt and avbl for taxiing. Rwy 15L–33R not avbl for ngt tcf and ldg ops. Lda to 48,000 lbs or less. Rwy 15L–33R clsd to skd acr ops more than 9 pax seats and non skd acr ops more than 30 pax seats. Tyw 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.

CONTINUED ON NEXT PAGE
NEW YORK SKYPORTS INC SPB (6N7) 00 E UTC–5(–4DT) N40º44.04’ W73º58.37’

WATERWAY N–S: 10000X1000 (WATER)

SEAPLANE REMARKS: Attended 1300Z–dusk. No tie-downs and no overnight stays avbl. Pilots must complete a proving fit with an authorized member of the N.E. Seaplanes Pilots Association prior to spbase use. 3-bladed props rqrd 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 rqrd to taxi 1000’ offshore on Manhattan side before beginning tkf. CH13 (VHF 165.65) is monitored at seaport for inbound boat tfc and intership nav safety. Ldg fee.

AIRPORT MANAGER: (201) 214-0969

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 800-645-3206.
NEW YORK STEWART INTL (SWF)(KSWF) P (A AR ANG MC) 44 N UTC–5(–4DT) N41º30.25’
W74º06.29’

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 3.0º TCH 65’. RVR–TMR Thld dspcld 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: REIL.
RWY 34: REIL. PAPI(P4L)—GA 3.0º 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 VGSI and ILS GP not coincident. MILITARY—JASU 1(MA–1A) 1(M32–60) 1(MD–3) A++ (Mil), A+ (C845–567–9800) (NC–100LL) TRAN ALERT No tran maint.

NOISE: Noise abatement procedures in effect ctc arpt manager 845–838–8200. Avoid Orange Co. Arpt, located 7 NM west–northwest during VFR apchs. Rgt tc on Rwy 16 and 27 may be used for noise abatement.


No jet training 0300–1200Z‡. Rwy 16 and 27 may be used for noise abatement. Flight Notification Service (ADCUS) avbl. 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 copter ldg US Mil Academy NY85. User fee charged to all intl flts. Fee for acct $1.53 per 1,000 lbs. Certificated gross maximum tk of weight.

AIRPORT MANAGER: (845) 838-8237

COMMUNICATIONS: ATIS 124.575 845–567–9311 UNICOM 122.95
(845) 838–8237

TOWER 121.0 GND CON 121.9

AIRSPACE: CLASS D.

RADIOS TO NAVIGATION: NOTAM FILE ISP.

KINGSTON (L) VOR/DME 117.6 IGN Chan 123 N41º39.93’ W73º49.33’ 245º 16.0 NM to fld. 582/12W.

VOR portion unusable:
045º–050º byd 35 NM blo 4,300’
070º–140º byd 30 NM blo 3,400’

NEELY NDB (MHW/LOM) 335 SW N41º29.15’ W74º13.67’ 093º 5.7 NM to fld. 405/14W. NOTAM FILE SWF

mhw/lor unmonitored when ATCT cldx.

ILS 110.1 I–SWF Rwy 09. Class IIIE. LOM NEELY NDB.

ILS/DME 109.95 I–JKH Chan 36(Y) Rwy 27. Class IB.

HELIPAD HL: H40X40 (ASPH)

HELIPORT REMARKS: Helipad located intersection Twy B and Tvy C and east of Tvy C.
NEW YORK

WEST 30TH ST Heliport (JRA)(KJRA)  O N  N40°45.27' W74°00.43'
7  NOTAM FILE ISP
HELIPAD H1: H64X64 (ASPH)  S–6  PERIMETER LGTS
HELIPAD H1: Rgt tfc.
HELIPAD H2: H44X44 (ASPH)  S–6
HELIPAD H2: Rgt tfc.
HELIPAD H3: H44X44 (ASPH)
HELIPAD H4: H44X44 (ASPH)
HELIPAD H5: H44X44 (ASPH)
HELIPAD H6: H44X44 (ASPH)
HELIPAD H8: H44X44 (ASPH)
HELIPAD H9: H44X44 (ASPH)
HELIPAD H10: H44X44 (ASPH)
HELIPAD H11: H44X44 (ASPH)
SERVICE: FUEL  JET A
Helipad H1 perimeter lgts.
AIRPORT MANAGER: 212-563-4442
COMMUNICATIONS: CTAF/UNICOM 123.05
APP/DEP CON 126.05  127.85

NEWFANE

HOLLANDS INTL FLD (B5N)  3 SW  UTC–5(–4DT)  N43°15.29’ W78°45.93’
360  NOTAM FILE BUF
RWY NE–SW: 2875X75 (TURF)
RWY NE: Trees.
RWY SW: Trees.
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.
NEW YORK 229

NIAGARA FALLS INTL (IAG/KIAG) P (AFRC ANG) 4 E. UTC–5(–4DT) 4 E UTC–5(–4DT) N43º06.45´ W78º56.75´ 592 B LRA ARFF Index—See Remarks NOTAM FILE IAG


RWY 28R: MALSR. TDZL. PAPI(P4L)—GA 2.5º TCH 67´. RVR–T Tree.


RWY 24: REIL. PAPI(P4L)—GA 3.0º TCH 48´. Tree.


SERVICE: S2 FUEL 100LL, JET A, A+ LGT When twr clsd ACTIVATE MALSR Rwy 28R, REIL Rwy 06, 24, 10R, 28L, PAPI Rwy 06, Rwy 24, REIL. PAPI(P2L)—GA 2.5º TCH 45´. Tree.


MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. RSTD All mil actt opr rstd during Bird Watch Condition Moderate (tkf and ldg permission only when departing/arrival route avoids identified bird activity, no local IFR/VFR tcf pat activity) and Severe (tkf and ldg prohibited without OG/CC approval), ctc Comd Post for current Bird Watch Condition. MISC Local mission actt have priority for de–icing, full actt de–icing for C–17 and C–5 actt not avbl. All mil actt 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 cmdpost or 914th AW afld management. AFRC/ ANG PPR ctc Afld mgmt DSN 238–2175, C716–236–2175. Airfield ops svc 1200–0400Z‡ Mon–Fri exc hol. Afld management does not issue or store COMSEC, for COMSEC storage ctc Command Post DSN 238–2175, C716–236–2150. Minimum alt over Niagara Falls scenic falls is 3500´. No fleet svc avbl. NSTD ops apn mrks identifying prkg rows and prkg lctn. NSTD main apn mrks prkg stop bar and acft gnd eqpt (AGE) box. Customs/AG/IMG svc not located on Niagra 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: CTF 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 119.25 251.1 914 AW COMD POST/AFLD MGMT (CARBONATE) 340.025 (DSN—238–2150, C716–236–2150. Afld mgmt—DSN 238–2175, C716–236–2175 (AMOPS). 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 (See LOCKPORT on page 214)

NORWICH

LT WARREN EATON  (OIC/KOIC)  2 N  UTC–5(–4DT)  N42°33.99’ W75°31.45’

1024  B  NOTAM FILE OIC  NEW YORK

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’. Trees.

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 ACTVT REIL Rwy 19; PAPI Rwy 01 and 19; HIRL Rwy 01–19—CTAF. Rwy 01 PAPI unusbl byd 4 deg left of cntrln. Rwy 19 PAPI unusbl byd 3 NM and 4 deg left of cntrln.


Rwy safety areas have depressions in sfc. Overnight tie-down fee, fee waived with fuel purchase.

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.
OGDENSBURG INTL (OGS/KOGS) 2 SE UTC–5(–4DT) N44º40.94´ W75º27.80´

PCN 46 F/D/W/T HIRL
RWY 09: PAPI(P4L)—GA 3.0º TCH 46´.
RWY 27: PAPI(P4L)—GA 3.0º TCH 45´.


AIRPORT MANAGER: (315) 869-2676

WEATHER DATA SOURCES: AWOS–3 118.525 (315) 393–8982.

COMMUNICATIONS: CTAF/UNICOM 122.8
RCD 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.

RADIO AIDS TO NAVIGATION: NOTAM FILE MSS.

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.

OLCOTT–NEWFANE (D80) 2 SW UTC–5(–4DT) N43º19.25´ W78º43.74´


AIRPORT MANAGER: 716-778-6700

COMMUNICATIONS: CTAF/UNICOM 122.7

CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.
OLEAN

CATTARAUGUS CO–OLEAN (OLE/KOLE)  10 N  UTC–5(–4DT)  N42º14.47´ W78º22.28´

RWY 04–22: H4800X100 (ASPH–GRVD)  S–81, D–103, 2D–168
PCN 32 F/D/X/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:

GIERMEK EXEC (8G3)  2 SE  UTC–5(–4DT)  N42º04.06´ W78º24.33´

RWY 10–28: 3150X80 (TURF)
RWY 10: 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.
ONEONTA

ALBERT S NADER RGNL (N66) 3 N UTC–5(–4DT) N42º31.49´ W75º03.87´
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 219)

OSWEGO CO  (See FULTON on page 202)

OVID  (D82) 2 SE UTC–5(–4DT) N42º39.29´ W76º47.78´
1062 NOTAM FILE BUF
RWY 01R–19L: H2800X40 (ASPH)
RWY 01R: Trees.
RWY 19L: Trees.
RWY 01L–19R: 2200X60 (TURF)
RWY 01L: Trees.
RWY 19R: Trees.
SERVICE: FUEL MOGAS
cld to tran acft 1 Dec–1 Apr (annually). Emergency fuel only, ctc arpt manager (607)869–5601. Turf Rwy 19R thld
slopes uphill.
AIRPORT MANAGER: 607-869-5601
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.

PAWLING  N41º46.19´ W73º36.03´ NOTAM FILE ISP.
(L) VOR/DME 114.3 PWL Chan 90 247º 27.7 NM to New York Stewart Intl. 1250/12W.

PAWLING NY

NEW YORK

L–32G, 33A

IAP

NE, 17 JUN 2021 to 12 AUG 2021
PENN YAN (PEO)(KPEO)  1 S UTC–5(–4DT)  N42º38.23´ W77º03.17´
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
RWY 28: PAPI(P2R)—GA 3.5º TCH 43´. Thld dispclcd 383´. Pole.
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 elmyra Apch at 607-739-1971, when Apch clsd ctc Cleveland ARTCC at
440-774-0231.
RADIO AIDS TO NAVIGATION: NOTAM FILE ITH.
ITHACA (L) DME 111.8  ITH  Chan 55  N42º29.70´ W76º27.58´  288º 27.6 NM to fld. 1112/0W.
DME unusable:
360º–160º byd 20 NM bio 6,500´
NDU (MHW) 260  PYA  N42º38.64´ W77º03.37´ at fld. 857/12W.  NOTAM FILE PEO.
NDU unmnt
NEW YORK 235

PERRY–WARSAW (K1G) 3 NW UTC–5(–4DT) N42°44.48’ W78°03.13’
1558 B NOTAM FILE BUF
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 Rwy 10 and Rwy 28 REIL OTS indef. ACTIVATE MIRL Rwy 10–28 and REIL Rwy 28—CTAF.
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: NOTAM FILE BUF.
Greece (L) VOR/DME 108.2 GEE Chan 19 N42°50.06’ W77°43.97’ 258° 15.2 NM to fld. 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’

PHILMONT N42°15.19’ W73°43.40’ NOTAM FILE BTV.
NDB (MHW) 272 PFH 027° 2.4 NM to Columbia Co. 340/13W.

PISECO (K89) 1 N UTC–5(–4DT) N43°27.20’ W74°30.90’
1703 NOTAM FILE BUF
Rwy 04–22: H3016X60 (ASPH) S–8 MIRL 0.3% up NE
Rwy 04: REIL. PAPI(P2L)—GA 3.0º TCH 44’. Trees. Rgt tfc.
Rwy 22: REIL. Trees.
Service: FUEL 100LL LGT ACTVT REIL Rwy 04 and 22; PAPI Rwy 04; MIRL Rwy 04–22; helipad perimeter lgts—CTAF. Rwy lgts (electric eye over–ride).
Airport remarks: Attended May–Oct, Sat–Sun 1400–2200Z‡. Airport unattended Nov–Apr. Large birds, deer, bears occasionally vcty 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 afld 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 APD/DEP CON 135.25
Clearance Delivery Phone: For CD ctc Syracuse Apch at 315-455-6218.
Radio Aids to Navigation: NOTAM FILE BUF.
Utica (L) VORTAC 111.2 UCA Chan 49 N43°01.59’ W75°09.87’ 060° 38.3 NM to fld. 1420/12W.
Helipad H1: H40X40 (ASPH) PERIMETER LGTS
Helipad H1: RLLS.
Heliport Remarks: Helipad H1 perimeter lgts

PLATEAU SKY RANCH (See EDINBURG on page 196)
PLATTSBURGH INTL  (PBG)(KPBG)  3 S  UTC–5(–4DT)  N44°39.06´ W73°28.09´

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: MALSR. 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 lghts—CTAF.

AIRPORT REMARKS: Attended 1030–0230Z‡. During periods of snow removal ops Nov 1–May 1 act ctc 122.7 or 518–335–3279 15 min prior to ldg. Class I, ARFF 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. Index E coverage is avbl upon request, 24 hrs prior notice required. Call arpt manager at 518–565–4794 or 518–565–4008. PPR and ARFF Index E 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 (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´

ILS/DME 109.7 I–FQV Chan 34 Rwy 35. Class IE.
POTSDAM MUNI/DAMON FLD  

**NEW YORK**  237

474  B  TPA—1274(800)  NOTAM FILE PTD  

**RWY 06–24**: H3703X75 (ASPH)  S–30  MIRL  

**RWY 06**: REIL. PAPI(P2L)—GA 3.0° TCH 45°. Tree.  

**RWY 24**: REIL. PAPI(P2L)—GA 3.0° TCH 45°. Tree.  

**SERVICE**: FUEL  100LL, JET A  

**NOISE**: Noise abatement pros in effect—left turn when able departing Rwy 24.  


**AIRPORT MANAGER**: 315-268-1000  

**WEATHER DATA SOURCES**: AWOS–3P  

**COMMUNICATIONS**: CTAF/UNICOM  

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

POUGHKEEPSIE  

**HUDSON VALLEY RGNL**  

**NEW YORK**  164  B  TPA—See Remarks ARFF Index—See Remarks NOTAM FILE POU  

**RWY 06–24**: H5001X100 (ASPH–GRVD)  S–50, D–60, 2D–110  

**RWY 07**: TODA–5001 ASDA–5001 LDA–5001  

**RWY 15**: TODA–2743 ASDA–2743 LDA–2743  

**RWY 25**: TODA–1358 ASDA–1358 LDA–1358  

**RWY 24**: TODA–5001 ASDA–5001 LDA–4888  

**RUNWAY DECLARED DISTANCE INFORMATION**  

**SERVICE**: FUEL  100LL, JET A  

**NOISE**: Noise abatement procedures in effect, ctc arpt manager for details.  


**AIRPORT MANAGER**: 845-463-6000  

**WEATHER DATA SOURCES**: ASOS  

**COMMUNICATIONS**: ATIS  

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

®

NE, 17 JUL 2021 to 12 AUG 2021
POUGHKEEPSIE  
RCO (NEW YORK RADIO)  

PRATT'S EASTERN DIVIDE  (See SHERMAN on page 244)  

R & R AERO  (See WARSAW on page 250)  

RANDALL  (See MIDDLETOWN on page 217)  

RENSSELAER CO  (See TROY on page 249)  

REPUBLIC  (See FARMINGDALE on page 199)  

ROCHESTER  

FREDERICK DOUGLASS – GREATER ROCHESTER INTL  
(ROC)(KROC) P (ARNG)  
3 SW  
UTC–5(–4DT)  
543°07.15´  W77°40.31´  
559 B  
TPA—See Remarks  
AOE LRA Class I, ARFF Index C  
NOTAM FILE ROC  

RWY 04–22:  
H8001X150  
(ASPH–GRVD)  
S–126, D–160, 2D–265  
PCN 55 R/C/X/T  
HIRL CL  

RWY 04:  
ALSF2. TDLZ.  
RVR–TR Trees. 0.3% up.  

RWY 22:  
MALSR. PAPI(P4L)—GA 3.0º TCH 67´.  
RVR–TR Tree. Rgt tfc.  
0.5% down.  

RWY 10–28:  
H6402X150  
(ASPH–GRVD)  
S–126, D–160, 2D–265  
PCN 47 R/C/X/T  
HIRL  

RWY 10:  
REIL. PAPI(P4L)—GA 3.0º TCH 53´.  

RWY 28:  
MALSR. PAPI(P4L)—GA 3.0º TCH 57´.  

RWY 07–25:  
H4000X100  
(ASPH)  
S–32, D–42  
PCN 95 F/C/X/T  
MIRL  

RWY 10:  
REIL. Pole. Rgt tfc.  

RWY 25:  
REIL. PAPI(P4R)—GA 3.0º TCH 40´.  
Tree.  

RUNWAY DECLARED DISTANCE INFORMATION  

RWY 04:  
TORA–8001  
TODA–8001  
ASDA–8001  
LDA–8001  

RWY 07:  
TORA–4000  
TODA–4000  
ASDA–4000  
LDA–4000  

RWY 10:  
TORA–6402  
TODA–6402  
ASDA–5802  
LDA–5502  

RWY 22:  
TORA–8001  
TODA–8001  
ASDA–8001  
LDA–8001  

RWY 25:  
TORA–4000  
TODA–4000  
ASDA–4000  
LDA–4000  

RWY 28:  
TORA–6402  
TODA–6402  
ASDA–6402  
LDA–5802  

ARRESTING GEAR/SYSTEM  

RWY 28:  
EMAS  
SERVICE:  
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 REMARKS:  
Attended continuously. J8 avbl for DoD acft. Birds, deer and coyote on and inv of arpt. Be alert during ldg/tkf  
Rwy 25 and Rwy 28 thlds in close proximity to each other. No practice apchs or maintenance engine run–ups between  
0400–1100Z‡. +80´ obstruction lgtd twr 1250´ west of Rwy 04–22 centerline 1000´ south of extd centerline Rwy  
10–28. Multiple unshielded lgt in final apch area Rwy 28. Terminal ramp is uncontrolled. Do not call for push/power  
back. Advise ground control when ready to taxi for departure. Twy F from Twy F1 to Rwy 07 clsd to acft with wingspan  
greater than 100´. Rwy 07–25 clsd to sked acr ops more than 9 pax seats and non sked acr ops more than 30 pax seats.  

AIRPORT MANAGER: 585-753-7056  

WEATHER DATA SOURCES:  
ASOS 124.825 (585) 235–7322. WSR  
COMMUNICATIONS:  
ATS 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°07.15´ W77°40.31´ at fld. 545/12W.  

ILS 110.7 I–MCU Rwy 04.  
ILS 110.7 I–MWD Rwy 22.  
ILS 110.7 I–ROC Chan 32 Rwy 28.  
CLASS III.  

© NE, 17 JUN 2021 to 12 AUG 2021
NEW YORK 239

ROCKDALE  N42°27.98’ W75°14.35’  NOTAM FILE BUF
(L) VOR/DME 112.6  RKA  Chan 73  077°8.5 NM to Albert S Nader Rgnl. 2032/11W.

ROME

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(NSTD)
RWY 06: Trees.
RWY 24: Road.
SERVICE: LGT Rwy edge lights activate upon request.
AIRPORT REMARKS: Attended Mon–Fri daignt hrs. Large birds (turkeys) and
deroon 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/W/T  HIRL
RWY 15: PAPI(P4L)—GA 3.0º TCH 55’. 0.3% down..
RWY 33: MALS. PAPI(P4L)—GA 3.0º TCH 56’. Rgt tfc.
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: FUEL 100LL, JET A LGT When twr clsd ACTIVATE MALS
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.
TRS
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
UTICA (L) VORTAC 111.2  UCA  Chan 49 N43°01.59’ W75°09.87’  331°16.4 NM to fld. 1420/12W.
ILS/DME 110.1 I–RME  Chan 38 Rwy 33  Class I. 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´
178 NOTAM FILE BTV
RWY 14–32: 1927X76 (TURF)  1.0% up SE
RWY 14: Trees.
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.

WATERWAY 14W–32W: 4000X600 (WATER)

ROYALTON  (See GASPORT on page 203)

SANDS POINT SPB  (See PORT WASHINGTON on page 236)

SARANAC LAKE

ADIRONDACK RGNL  (SLK/KSLK)  4 NW  UTC–5(–4DT)  N44°23.12´ W74°12.37´
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
SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE HIRL Rwy 05–23, MIRL Rwy 09–27, MALSR Rwy 23, PAPI Rwy 05 and twy lghts—CTAF.
AIRPORT REMARKS: Attended May–Oct 1100–0200Z‡. For arpt attendant after hrs call 518–637–7329. Class IV, ARFF Index A. PPR 48 hr for unscheduled acft ops with more than 30 passenger seats call arpt manager 518–891–4600 ext 106. Index B coverage is avbl. Twy B unavbl to acft with wingspan 79´ and abv. Abv ground twy edge lghts adjacent to Twy B tie down apron area. Rwy 09 NSTD markings, thld markings 400´ from rwy end. Cold temperature airport. Altitude correction required at or below –28C. Ldg fee.
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
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) DME 109.2 SLK Chan 29 N44°23.07′ W74°12.27′ at fld. 1647/0W.
DME unusable:
  089°–104° byd 25 NM blo 10,000′
  105°–110° byd 25 NM
  111°–165° byd 25 NM blo 10,000′
  300°–350° byd 36 NM blo 10,000′

ILS 108.9 I–SLK Rwy 23. Class IA. Unmonitored.

CAMBRIDGE (L) VOR/DME 115.0 CAM Chan 97 N42°59.66′ W73°20.64′ 293° 23.0 NM to fld. 1490/14W.
DME portion unusable:
  040°–130° blo 9,000′

SARANAC LAKE N44°23.07′ W74°12.27′ NOTAM FILE SLK.

SARANAC LAKE (L) DME 109.2 SLK Chan 29 N44°23.07′ W74°12.27′ at fld. 1647/0W.

SARATOGA CO (See SARATOGA SPRINGS on page 241)

SARATOGA SPRINGS

SARATOGA CO (5B2) 3 SW UTC–5(–4DT) N43°03.04′ W73°51.70′
434 B TPA—1201(767) LRA NOTAM FILE 5B2
PCN 46 F/A/X/T MIRL
R WY 05: REIL. Trees.
R WY 23: REIL. PAPI(P2L)—GA 3.0º TCH 43′. Trees.
R WY 14–32: H4000X100 (ASPH–CONC) S–83, D–126
PCN 30 F/A/X/T MIRL
R WY 14: Trees.
R WY 32: Trees.

SERVICE: S4 FUEL 100LL, JET A OX 4 LGT ACTVT REIL Rwy 05–23; MIRL Rwy 05–23–CTAF. Rwy 14–32 rwy lgts OTS.

AIRPORT REMARKS: Attended 1230Z–dusk. Albany ANG 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 ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.

NEW YORK 241
CONTINUED FROM PRECEDING PAGE

MONTREAL L–32G
SCHENECTADY CO  (SCH)(KSCH)  P (ANG)  3 N UTC–5(–4DT)  N42º51.15’ W73º55.74’

378 B LRA NOTAM FILE SCH

RWAY 04–22: H7001X150 (ASPH–GRVD) S–95, D–175, 2D–348, 2D/2D–850 HIRL 0.9% up NE
RWAY 04: MALSR. PAPI(P4L)—GA 3.0º TCH 56’. Trees.
RWAY 10: PAPI(P2L)—GA 4.0º TCH 50’. Thld displcd 200’. Road.
RWAY 28: REIL. PAPI(P2L)—GA 3.0º TCH 50’. Trees.

SERVICE: S6 FUEL 100LL, JET A OX LGT When ATCT clsd, ACTVT MALSR Rwy 04; PAPI Rwy 04 and 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) O–148–156(Mil).

NOISE: Noise abatement procedure in effect for large acft remaining in pattern ctc airfield manager for details.

AIRPORT REMARKS: Attended 1230–0330Z‡. Birds on and invol arpt. No ultra–light opr in Class D airspace without apvl from ATCT. Military C130 pattern opr conducted daily. 60° dropoff 150’ from Rwy 28 end. No fld or braking action reports avbl between 0330Z‡ and 1230Z‡ daily. Ldg fee for itinerant multi–engine acft requesting twr svc 0330–1200Z‡. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER: (518) 399–0111

WEATHER DATA SOURCES: AWOS–3 119.275 (518) 399–6586.

COMMUNICATIONS: CTAF 121.3 UNICOM 122.95

ALBANY APP/DEP CON 118.05

TOWER 121.3 (1230–0330Z‡) GND CON 121.9

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–209º byd 13 NM blo 6,000’
O60º–080º
100º–135º byd 8 NM blo 10,000’
120º–135º byd 37 NM blo 14,500’
136º–143º 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 blo 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

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.
NEW YORK

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.  
AIRCRAFT REMARKS: Attended dalgt hrs. Debris from adjacent land fill is occasionally blown onto and across rwy. 25 ft dropoff 30 ft from pavement. Recommend Idg Rwy 16, take Rwy 34.  
AIRCRAFT MANAGER: 518-532-7737  
COMMUNICATIONS: CTAF  
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.  
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.  
BURLINGTON (L) VOR/W/DMF 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 (B84)  1 S  UTC–5(–4DT)  N43º04.06´ W73º35.03´  
100  NOTAM FILE BTV  
RWY 02–20: 2500X90 (TURF)  
RWY 02: Road.  
RWY 20: Road.  
AIRCRAFT REMARKS: Attended May–Sep dalgt hours. Arpt open dalgt hours only. Numerous buildings in apch to Rwy 20. Tiedowns located immediately north of driveway adjacent to Rwy 20 end.  
AIRCRAFT MANAGER: 518-695-3346  
COMMUNICATIONS: CTAF  
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.  
WATERWAY 02W–20W: 9999X750 (WATER)  
SENECA FALLS  
FINGER LAKES RGNL (8G7)  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.  
AIRCRAFT MANAGER: 315-568-0110  
WEATHER DATA SOURCES: AWOS–3 120.0 (315) 568–5362.  
COMMUNICATIONS: CTAF/UNICOM  
ELMIRA APP CON 124.3 (SW–SE) (1100–0500Z‡)  
NEW YORK CENTER APP CON 133.35 (SW–SE) (0500–1100Z‡)  
ROCHESTER APP 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) DME 111.8 ITH Chan 55  N42º29.70´ W76º27.58´  329º 27.3 NM to fld. 1112/0W.  
DME unusable:  
360º–160º byd 20 NM blo 6,500´.
SHARON (K31) 2 SE UTC–5(–4DT) N42°46.70´ W74°34.66´
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 dspclcd ngt ops only. Rwy shortened by 200´ on the west end due to turf/crevasses.
AIRPORT MANAGER: 518-284-2081
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Syracuse Apch at 315-455-6218.

SHERMAN
PRATT’S EASTERN DIVIDE (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
BROOKHAVEN (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, 2S–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: MALS.R. VASI(V4L)—GA 3.0º TCH 47´. Trees.
  RWY 24: REIL. Trees.
SERVICE: S4 FUEL 100LL, JET A LGT All twy lghts opr. ACTVT MALS.R 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 dlgt hrs. Pilots be aware when conducting practice ILS apchs, extensive lght acft training on and invof arpt all hrs. Gliders use rgt tcf pat for Rwy 24 and Rwy 33, gliders use lft tcf pat for Rwy 06 and Rwy 15. No touch and gos 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–HWV 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.
NEW YORK

SIDNEY MUNI (N23) 1 W UTC–5(–4DT) N42°18.16’ W75°24.96’
1027 B NOTAM FILE BUF
RWY 07–25: H24X175 (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 Rwys 07 and 25—CTAF.
AIRPORT REMARKS: Attended 1300–2200Z‡. For attendant 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
® BOSTON APP/DEP CON 133.25
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
DELANCEY (L) VOR/W/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: H3134X58 (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’ from thld. Rwy 04–22 avbl 15 May to 15 Oct. Rwy 10–28 NSTD MIRL, lghts are 38’ from pavement edge. Rwy 28 has 4 lghts out and 2 lghts very dim. One thld lght 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 N43°09.63’ W76°12.27’ 226º 18.1 NM to fld. 453/11W.
TACAN AZIMUTH & DME unusable:
Byd 35 NM bio 4,000’
VOR unusable:
010°–025º
067°–077º byd 30 NM
134º–144º byd 19 NM

SKY ACRES
(See MILLBROOK on page 218)

SOUTH ALBANY
(See SOUTH BETHLEHEM on page 246)
SOUTH BETHLEHEM

SOUTH ALBANY (4B0)  2 N  UTC–5(−4DT)  N42°33.64′ W73°50.04′  

196     NOTAM FILE BTV  

RWY 01–19: H2853X60 (ASPH)  LIRL  0.4% up N  

RWY 01: RVR–T Thld displcd 150 ′. Fence.  

RWY 19: RVR–R Thld displcd 124 ′. Road.  

SERVICE:  S4  FUEL  100LL, JET A  

NOISE: Helicopter noise abatement procedures in effect. VFR dep maintain rwy hdg until reaching 500 ′ AGL. Avoid arr and dep to/from the west.  


AIRPORT MANAGER: (518) 281-5430  

COMMUNICATIONS: CTAF  

NOTAM FILE BTV.  

SOUTHAMPTON HELIPORT (87N)  5 SE  N40°50.78′ W72°27.98′  

5     NOTAM FILE ISP  

HELIPAD H1: H44X44 (ASPH)  

NOISE: Noise sensitive area due to houses nearby. No idling or waiting on helipad permitted.  

HELIPORT REMARKS: Attended continuously. 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.  

COMMUNICATIONS: CTAF  

NEW YORK APP/DEP CON  

CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.  

RADIO AIDS TO NAVIGATION: NOTAM FILE HTO.  

HAMPTON (H) VORTAC 113.6  HTO Chan 83  N40°55.14′ W72°19.00′  

DME unusable:  

280º–325º byd 35 NM b/o 1,700′  

326º–355º byd 30 NM b/o 2,000′  

TACAN AZIMUTH unusable:  

280º–325º byd 35 NM b/o 1,700′  

326º–355º byd 30 NM b/o 2,000′  

VOR unusable:  

010º–240º  

270º–332º  

SPADARO (See EAST MORICHES on page 196)  

SPENCERPORT AIRPARK (D91)  2 S  UTC–5(−4DT)  N43°10.17′ W77°49.10′  

614     NOTAM FILE BUF  

RWY E–W: 2450X90 (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  

CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.
STAATSBOURG
AIRHAVEN (Ø9N) 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 inof 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 220)
SYRACUSE HANCOCK INTL  (SYR/KSYR)  P (ANG AR)  4 NE  UTC–5(–4DT)  N43º06.67´

421  B  LRA  Class I, ARFF Index C  NOTAM FILE SYR

PCN 121F/B/W/T  HIRL  CL
RWY 10:  MALSR. VASI(V4L)—GA 3.0º TCH 55´. RVR–TMR Trees.
RWY 28:  ALSF2. TDZL. PAPI(P4R)—GA 3.0º TCH 60´. RVR–TMR Trees. 0.3% up.

PCN 143F/B/W/T  HIRL  CL
RWY 15:  MALSR. VASI(V4L)—GA 3.0º TCH 53´. RVR–R Trees.
RWY 33:  PAPI(P4L)—GA 3.0º TCH 53´. RVR–T Tree.

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)

NOISE:  Noise abatement procedures in effect.

AIRPORT REMARKS:  Attended continuously. Deer, coyote, birds on and inof
art. 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. Rw 28 touchdown RVR sensor shared by Rw 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. 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 WSP.
COMMUNICATIONS:  ATIS 124.225 315–455–3444  UNICOM 122.95
RCO 122.4 (BUFFALO RADIO)

APP/DEP CON 126.125  134.275
TOWER 120.3  GND CON 121.7  CLNC DEL 125.05

AIRSPACE:  CLASS C  svc ctc APP CON.

RADIO AIDS TO NAVIGATION:  NOTAM FILE SYR.

(H) VORTACW 117.0  SYR Chan 117  N43º09.63´ W76º12.27´  135º 5.2 NM to fld. 453/11W.
TACAN AZIMUTH & DME unusable:
Byd 35 NM blo 4,000´
VOR unusable:
010º–025º 067º–077º byd 30 NM
134º–144º byd 19 NM
ILS/DME 109.9  I–MRZ  Chan 36  Rw 10.  Class IB.  Monitored by ATCT.
ILS/DME 109.9  I–SYR  Chan 36  Rw 28.  Class IIE.

COMM/NAV/WEATHER REMARKS:  Fld condition reports recording avbl call 315–455–3444.
TICONDEROGA MUNI  (46E)  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  and Rwy 20


AIRPORT MANAGER: 518-585-6265

COMMUNICATIONS: CTAF/UNICOM 122.8

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

TRI–CITIES  (See ENDICOTT on page 198)

TROY

RENSSELAER CO  (5B7)  6 SE  UTC–5(–4DT)  N42°41.50´ 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)  N43°00.97´ W75°10.17´

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 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Syracuse Apch at 315-455-6218.

UTICA

N43°01.59´ W75°09.87´  NOTAM FILE BUF.

(L) VORTAC  111.2  UCA  Chan 49  331º 16.4 NM to Griffiss Intl. 1420/12W.

RCD  122.2 (BUFFALO RADIO)

VRNAH

N42°25.80´ W76°22.08´  NOTAM FILE ITH.

NDB (LOMW)  266  IT  324º 5.5 NM to Ithaca Tompkins Intl. 1497/12W.
WALLKILL
KOBELT (N45)  2 NE  UTC–5(–4DT)  N41°37.45´ W74°08.50´

420 B NOTAM FILE ISP
RWY 03–21: H2864X50 (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’. Rw 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. Rw 03–21 slight depression in grass areas opposite south end of rwy. Rw 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 ACTIVATE LIRL Rwy 03R–21L—CTAF.


AIRPORT MANAGER: 845-258-0183
COMMUNICATIONS: CTAF/UNICOM 123.0
WATERTOWN INTL  (ART)(KART)  5 W UTC–5(–4DT)  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: MALSR. 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: S4  FUEL  100LL, JET A  LGT ACTIVATE HIRL Rwy 07–25, MIRL Rwy 10–28, MALSR Rwy 07, PAPI Rwys 10 and Rwy 28, REIL Rwy 28 and twy lgts—CTAF.


AIRPORT MANAGER: 315–786–6002
WEATHER DATA SOURCES: ASOS 132.325 (315) 639–4002.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.1R 109.8T (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: NOTAM FILE ART.

(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–150º
151º–175º byd 20 NM
ILS 111.1  I–ART  Rwy 07.  Class I D.
WEEDSPORT

WHITFORDS (B16)  2 NE UTC–5(–4DT)  N43°04.84′ W76°32.29′

400  B  TPA—1200(800)  NOTAM FILE BUF

RWY 10–28: H3630X60 (ASPH)  MIRL

RWY 10: Thld dsplcd 430′. Trees.
RWY 28: Thld dsplcd 350′. Trees.
RWY E–W: 2800 X100 (TURF)

RWY E: Hill.
RWY W: Trees.

SERVICE: FUEL  100LL, MOGAS  LGT


AIRPORT MANAGER: 315-834-9950

COMMUNICATIONS: CTAF/UNICOM 122.8

SYRACUSE (H) VORTACW 117.0  SYR Chan 117  N43°09.63′ W76°12.27′  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/TARANTINE FLD (ELZ)(KELZ)  2 SW UTC–5(–4DT)  N42°06.57′

2124  B  NOTAM FILE ELZ

RWY 10–28: H5301X100 (ASPH–GRVD)  S–25, D–45  HIRL

0.4% up W

RWY 10: REIL. PAPI(P2L)—GA 3.0º TCH 32′. Thld dsplcd 400′. Trees.

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:  S4  FUEL  100LL, JET A  LGT

ACTVT MALS Rwy 28; REIL Rwy 10; PAPI Rwy 10 and 28; HIRL Rwy 10–28—CTAF. PAPI ususbl byd 9 degs right and left of ctrln. Bcn on dusk–dawn daily.

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 svcs 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:

(L) DME 111.4  ELZ  Chan 51  N42°05.38′ W77°59.97′  020º 1.3 NM to fld. 2297/0W.

WEST 30TH ST HELIPORT (See NEW YORK on page 228)

WESTCHESTER CO (See WHITE PLAINS on page 255)
NEW YORK 253

WESTHAMPTON BEACH

FRANCIS S GABRESKI (FOK)/(KFOK) P (ANG) 3 N UTC–5 (–4DT) N40º50.62´ W72º37.91´

B LRA NOTAM FILE FOK

RWY 06–24: H5002X150 (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 24: MALSR. PAPI(P4L)—GA 3.0º TCH 77´. Trees. Rgt tfc.

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 19: 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 33: MALSR. PAPI(P4L)—GA 3.0º TCH 77´. Trees. Rgt tfc.

SERVICE: S4 FUEL 100LL, JET A OX 3, 4 LGT When ATCT clsd ACTVT MALSR Rwy 24; REIL Rwy 06, 15, and 33; PAPI Rwy 06, 15 and 24; VASI Rwy 33; HIRL Rwy 06–24; MIRL Rwy 15–33; CTAF. MILITARY— JASU Avbl dur ANG opr hr. (A/M32A–86) 2(MA–1A) FUEL Avbl dur ANG opr hr. A++(Mil) avbl (NC–100LL, A) FLUID SP De–Ice LOX OIL 0–148–156(Mil) SOAP

AIRPORT REMARKS:

Attended 1200–0400Z‡. Parachute Jumping. Birds and deer on and invol arpt. Extv glider activity. No 180º turns permitted on asph section of Rwy 06–24. Mil parachute drops on fld and offshore from Shinnecock Inlet, 8 miles ESE of fld, 2000’ AGL and blo. Rwy 15–33 mil max effort ldg strip markings (3500X60) included with basic rwy markings. Rwy 06–24 6000´ asph overlay in ctr of rwy. Rwy 01–19 south end rwy 900´ and north end rwy 1000´ are safety areas. Rwy 06–24 and Rwy 15–33 1000´ safety area each end. Rwy 06 VGSI and RNAV glidepath not coincident. Rwy 24 VGSI and ILS glidepath not coincident.

MILITARY REMARKS:

See FLIP AP/1 Supplementary Arpt Remarks. CAUTION Birds and deer haz. PJE vcnty of arpt. ANG Radio ctrl acft opr 0.5 NM north of AER 15 SR–SS, ctc twr for advsy. PPR DRN 456–7362/4, C631–723–7362/4. PPR offl bus. For use of ANG ramp. Offl bus only PPR all acft, 48 hr PN, ctc 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. Ltd 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 rstd dur Bird Watch cond MODERATE (tkof or ldg proh wo OG/CC apvl), ctc Afld 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) hdv 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:


AIRPORT REMARKS:

No NOTAM MP: 1600–2000Z‡ Mon


AIRPORT REMARKS:

Attended 1200–0400Z‡. Parachute Jumping. Birds and deer on and invol arpt. Extv glider activity. No 180º turns permitted on asph section of Rwy 06–24. Mil parachute drops on fld and offshore from Shinnecock Inlet, 8 miles ESE of fld, 2000’ AGL and blo. Rwy 15–33 mil max effort ldg strip markings (3500X60) included with basic rwy markings. Rwy 06–24 6000´ asph overlay in ctr of rwy. Rwy 01–19 south end rwy 900´ and north end rwy 1000´ are safety areas. Rwy 06–24 and Rwy 15–33 1000´ safety area each end. Rwy 06 VGSI and RNAV glidepath not coincident. Rwy 24 VGSI and ILS glidepath not coincident.

MILITARY REMARKS:

See FLIP AP/1 Supplementary Arpt Remarks. CAUTION Birds and deer haz. PJE vcnty of arpt. ANG Radio ctrl acft opr 0.5 NM north of AER 15 SR–SS, ctc twr for advsy. PPR DRN 456–7362/4, C631–723–7362/4. PPR offl bus. For use of ANG ramp. Offl bus only PPR all acft, 48 hr PN, ctc 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. Ltd 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 rstd dur Bird Watch cond MODERATE (tkof or ldg proh wo OG/CC apvl), ctc Afld 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) hdv 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:


AIRPORT REMARKS:

No NOTAM MP: 1600–2000Z‡ Mon

WHEELER–SACK AAF (GTB)(KGTB) A 1 NE UTC–5 (–4DT) N44º03.34´ W75º43.19´

690 B TPA—See Remarks NOTAM FILE GTB Not insp.
RWY 03–21: H10000X150 (CONC) PCN 59 R/B/W/T HIRL
  W5’ 20˚ 20° 3 165° 152° 175° 220° 240° 260° 280° 300° 320° 340° 360°
  PCN 59 R/B/W/T HIRL
RWY 03: ALSF1. PAPI(P4L)—GA 3.0˚ TCH 64˚. Thld dsplcd 1363˚.
RWY 21: ALSF1. PAPI(P4L)—GA 3.0˚ TCH 72˚.
RWY 15–33: H5002X150 (CONC) PCN 43 R/C/W/T HIRL
RWY 15: MLSR.
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.
NOISE: Noise abatement Quiet hrs 0300–1100Z‡.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Information. RSTD 72 hr PPR for gnd services, opr 1200–0400Z‡
  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.

  H24. Drg augmentation/back-up wx observation point is 033˚–162˚. ATC will assist in cooperative watch by notifying wx
  of unreported cond. Narrow Twy A, Twy B arc 40˚ wide. Tight turns req from Twy A to B and B to A, advs GND if acft cannot
  make these turns. Acft inbd for fld maint act (AFMA) must arr no later than 1900Z‡, ctc C315–772–7536, DSN
  772–7536.

COMMUNICATIONS: ATIS 119.525
  ® APP/DEP CON 124.875 257.6
  TOWER 118.75 290.25 GND CON 121.9 229.8 GLNC DEL 121.9 PMSV SACK METRO 304.3
  BASE OPS 126.2 280.8 FORT DRUM FLTLW 141.025 397.75

AIRSPACE: CLASS D.

RADIO AIDS TO NAVIGATION: NOTAM FILE ART.

WATERTOWN (L) VORTAC 109.8 ART Chan 35 N43º57.13 ´ W76º03.88˚ 079˚ 16.2 NM to fld. 374/12W.

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima. 128.875 and 257.8 in all apch plates/mins.
NEW YORK 255

WHITE PLAINS

WESTCHESTER CO (HPN)(KHPN) 3 NE UTC–5(–4DT) N41°04.02’ W73°42.45’

NEW YORK

439 B LRA Class I, ARFF Index B NOTAM FILE HPN

4 NE UTC–5(–4DT) N41°04.02’ W73°42.45’

PCN 34 F/B/X/U HIRL CL 0.9% up NW

RWY 16: MALSR. 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 dsplcd 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: S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LGT When ATCT clsd

ACTVT MALSR 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 inof arpt. Rwy 11–29 clsd to sked acr ops with more than 9 pax seats and non sked acr ops with more than 30 pax seats exc for tax. Rwy 29 clsd to ldg acr more than 12,500 lbs. Snow removal equipment operating on all acft movement areas Nov thru Apr. Mowing within safety areas of all rwys 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. Acft opr must have prior permission, to be granted by arpt mgr or designee 914–995–4856. All approved acft must ctc acr ops (open 24/7) on unicom freq 122.95 with actual tkof and ldg weights. ATC cnclrcd for pushback onto movement areas. Hangar D3 ramp adj to active PAX loading area at main terminal ramp, acft requested use minimum thrust and avoid excess power and jet blast. Rwy 11 aiming point markings. Ldg fee. Flight Notification Service (ADCUS) available.


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)

PDC

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.

RADAR 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 IIT. 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 252)

WILLIAMSON–SODUS (See WILLIAMSON/SODUS on page 256)
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 inv 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 09–27: 1101X110 (TURF) 0.7% up W
Rwy 09: Trees.
Rwy 27: Trees.

SERVICE: FUEL 100LL


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° 28.9 NM to fld. 582/12W.
VOR portion unusable:
045°–050° byd 35 NM bl 4,300′
070°–140° byd 30 NM bl 3,400′
ALLENTOWN

ALLENTOWN QUEEN CITY MUNI (XLL)(KXLL) 2 SW UTC–5(–4DT) N40º34.22′ W75º29.30′

399 B NOTAM FILE IPT

RWY 07–25: H3950X75 (ASPH–GRVD) S–12 MIRL
RWY 07: REIL. PAPI(P4L)—GA 3.0º TCH 41º. Tree.
RWY 25: REIL. PAPI(P4L)—GA 3.5º TCH 40º. Pole.
RWY 15–33: H3160X75 (ASPH) S–12 MIRL 0.4% up SE
RWY 15: Tree.

SERVICE: S2 FUEL 100LL, JET A LGT ACTVT MIRL Rwy 07–25, Rwy 15–33, REIL Rwy 07–25—CTAF. Rwy 25 VGSI unusable byd 3º left of course.

NOISE: Noise abatement procedures in effect, for details ctc arpt manager.


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 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′ 103º 9.0 NM to fld. 741/9W.

CONTINUED ON NEXT PAGE
**AIRPORT MANAGER:** 610-266-6001  
**WEATHER DATA SOURCES:** ASOS 126.975 (610) 264–1765.  
**COMMUNICATIONS:** ATIS 126.975 UNICOM 122.95  
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 N40°43.60´ W75°27.28´ 182º 4.5 NM to fld. 681/10W.  
TACAN AZIMUTH & DME unusable:  
061º–299º byd 30 NM blo 4,000’  
300º–360º 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’  
**ILS** 110.7 I–ABE Rwy 06. Class IIE.  
**ILS** 111.9 I–BXY Rwy 13. Class IB.  
**ILS/DME** 108.55 I–GUW Chan 22(Y) Rwy 24. Class ‘IE’.  

<table>
<thead>
<tr>
<th><strong>ALLENTOWN</strong></th>
<th><strong>NEW YORK</strong></th>
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</thead>
<tbody>
<tr>
<td>N40°43.60´ W75°27.28´ NOTAM FILE ABE.</td>
<td>H–10I, L–30K, 33A, 34G</td>
</tr>
<tr>
<td>(L) VORTACW 117.5 FJC Chan 122 182º 4.5 NM to Lehigh Valley Intl. 681/10W.</td>
<td>NE, 17 JUN 2021 to 12 AUG 2021</td>
</tr>
<tr>
<td>TACAN AZIMUTH &amp; DME unusable:</td>
<td></td>
</tr>
<tr>
<td>061º–299º byd 30 NM blo 4,000’</td>
<td></td>
</tr>
<tr>
<td>300º–360º byd 26 NM blo 4,500’</td>
<td></td>
</tr>
<tr>
<td>VOR unusable:</td>
<td></td>
</tr>
<tr>
<td>021º–189º byd 10 NM</td>
<td></td>
</tr>
<tr>
<td>190º–260º blo 9,000’</td>
<td></td>
</tr>
<tr>
<td>190º–260º byd 24 NM</td>
<td></td>
</tr>
<tr>
<td>261º–306º byd 9 NM blo 4,000’</td>
<td></td>
</tr>
<tr>
<td>307º–349º</td>
<td></td>
</tr>
<tr>
<td>350º–020º blo 3,500’</td>
<td></td>
</tr>
<tr>
<td>350º–020º byd 33 NM blo 4,000’</td>
<td></td>
</tr>
</tbody>
</table>
ALTOONA–BLAIR CO

1503  B  Class II, ARFF Index A  NOTAM FILE AOO
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: MALS. 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–5465
RWY 30: TORA–3668  TODA–3668  ASDA–3668  LDA–3668

SERVICE: S4  FUEL  100LL, JET A
OX 1, 3  LGT
Rwy 03–21, thld lgts and edge lgts OTS exc with PCL, avbl fm 0100–1300Z‡ daily. Rwy 12–30, thld lgts and edge lgts OTS exc with PCL avbl fm 0100–1300Z‡ daily. HIRL Rwy 03–21 and MIRL Rwy 12–30 preset low intst, incr intst and ACTVT PAPI Rwy 12, 30, 03 and 21, MALS Rwy 21 and REIL Rwy 03, 12 and 30—CTAF.

NOISE: Preferred rwy is Rwy 21; for noise abatement when departing Rwy 03, maintain rwy heading until 2 NM north of arpt.

AIRPORT REMARKS: Attended Mon–Fri 0930–0330Z‡, Sat 1230–0030Z‡, Sun 1330–0130Z‡. Rwy/twy conds unmonitored outside of normal attendance hrs. Specialized acft (ultralgt, homebuilt, etc) ctc AMGR 814–793–2027 or UNICOM 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

WEATHER DATA SOURCES: ASOS 127.125 (814) 793–9655.
COMMUNICATIONS: CTAF 122.2 (ALTOONA RADIO)
RJOHNSTOWN APP/DEP CON 121.2 (1200–0400Z‡)
RCLEVELAND 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.

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.

NEW YORK

AMBLER
N40º07.56´  W75º17.11´  NOTAM FILE IPT.
NDA (MHW) 275  ING  O65º 1.2 NM to WingsFld. 12W.
OTS indef

ARNOLD PALMER RGNL (See LATROBE on page 287)

BALLY
BUTTER VALLEY GOLF PORT  (7N8)  1 E  UTC–5(–4DT)  N40º23.85´  W75º33.79´

500  NOTAM FILE IPT
RWY 16–34: H2420X85 (ASPH–TURF)
RWY 16: Thld dsplcd 205’. Road.
RWY 34: Thld dsplcd 250’. Road.

AIRPORT REMARKS: Attended daylight hours. Rwy 16–34 located in middle of golf course. Trees and substantial terrain elevation changes within 125’ of each rwy edge. Rwy 16–34 1535 ft X 24 ft asphalt insert at S end; remainder turf. Rwy 16 marked with yellow wood panels; turf rwy edges marked with tires painted yellow. Rwy 34 dsplcd thld marked with 3 white lines. Rwy 16 dsplcd thld marked by 3 yellow tires. Rwy 34; 113’ tree line 1463’ from rwy end 231’ right; 15:1 slope to dsplcd thld.

AIRPORT MANAGER: 610-845-2491
COMMUNICATIONS: CTA 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.

BAUDBLITZ COMMERCIAL (See BROGUE on page 263)
BEAVER FALLS
BEAVER CO  (BVI)(KBVI)  3 NW  UTC–5(–4DT)  N40°46.35 ´ W80°23.49 ´
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 3.0º TCH 42 ´. Trees.
RWY 28:  REIL: PAPI(P4L)—GA 3.0º TCH 43 ´. Trees.
SERVICE:  S4  FUEL  100LL, JET A +  LGT
When ATCT clsd MIRL Rwy 10–28 and twy lgts oper low intst. Increase intst and ACTVT REIL Rwy 10 and 28—CTAF .
PAPI Rwy 10 and Rwy 28 oper continuously.  Rwy 28 REIL OTS indef.  Rwy 10 visual glideslope indicator and glidepath not coincident.  Rwy 28 visual glideslope indicator and glidepath not coincident.
NOISE:  Noise abatement procedures in effect for deps only, ctc arpt manager 1300–2100Z‡ at details at 724–847–4662.
AIRPORT REMARKS:  Attended Mon–Fri 1200–0200Z‡, Sat–Sun 1400–2100Z‡. Unattended all federal holidays.
AIRPORT MANAGER:  724-847-4662
WEATHER DATA SOURCES:  AWOS–3PT 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 (1230–0030Z‡ Mon–Fri; 1300–2100Z‡ Sat; clsd Sun)  
GND CON 121.8 CLNC DEL 124.85 (when twr clsd)
AIRSPACE:  CLASS D svc 1230–0030Z‡ Mon–Fri; 1300–2100Z‡ Sat; clsd Sun; other times CLASS G.
RADIO AIDS TO NAVIGATION:  NOTAM FILE AOO.
ST THOMAS  (L) VORTACW 115.0 EWC Chan 97 N39º55.99´ W77º57.06´ 297º 27.5 NM to fld. 2338/7W.
COMM/NV/WEATHER REMARKS:  Emerg frequency 121.5 not available at twr.

BEDFORD CO  (HMZ)(KHMZ)  4 N  UTC–5(–4DT)  N40°05.17 ´ W78°30.81 ´
1162  B  NOTAM FILE AOO
RWY 14–32:  H5005X75 (ASPH)  S–38, D–60, 2D–100  MIRL
RWY 32:  REIL: PAPI(P2L)—GA 4.0º TCH 54 ´. Trees.
SERVICE:  S4  FUEL  100LL, JET A
OX 1
LGT ACTIVATE MIRL Rwy 14–32 and REIL Rwy 14 and Rwy 32—CTAF. REIL ACTIVATE only with 5 or 7 clicks. Rwy 14 PAPI and Rwy 32 opr continuously. Ldg fee for all acft except light single engine with fuel purchase.
AIRPORT MANAGER:  814-623-0704
COMMUNICATIONS:  CTAF/UNICOM 122.7
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 440–774–0234.
RADIO AIDS TO NAVIGATION:  NOTAM FILE AOO.
ST THOMAS  (L) VORTACW 115.0 THS Chan 97 N39°55.99 ´ W77°57.06 ´ 297º 27.5 NM to fld. 2338/7W.
BELLEFONTE  (N96)  3 SW  UTC–5(–4DT)  N40º53.13´ W77º48.97´
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:  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 rqrd to use fixed wing tfc pat. Heavy glider activity during dalgt 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  N40º26.14´ W76º33.18´ NOTAM FILE IPT.
NDB (MHW) 328  BZJ at Muir AAF (Fort Indiantown Gap). 480/10W.

BELTZVILLE  (See LEHIGHTON on page 288)

BENDIGO  (See TOWER CITY on page 314)

BENSalem  TOTAL RF HELIPOrt (Ø0A)  1 E  UTC–5(–4DT)  N40º04.25´ W74º56.02´
11  NOTAM FILE IPT
HELIPAD H1: H80X80 (ASPH)  PERIMETER LGTS
AIRPORT MANAGER: 215-990-5300
COMMUNICATIONS: CTAF 122.9

BERMUDIAN VALLEY AIRPARK  (See KRALLTOWN on page 286)

BETHel  GRIMES  (ØN1)  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  
SERVICE: S4 FUEL 100LL LGT ACTIVATE MIRL Rwy 09–27—CTAF.  
AIRPORT MANAGER: (570) 317-2481  
COMMUNICATIONS: CTAF/UNICOM 122.8  
CLEARANCE DELIVERY PHONE: For CD ctc Wilkes-Barre Apch at 570-655-2084.  
AIRSPACE: CLASS E svc 1100–0330Z Mon–Fri, 1100–2330Z Sat, 1300–0330Z Sun; other times CLASS G.  
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.  
BLUE KNOB VALLEY  
(See NEWRY on page 294)  
**BRADEN AIRPARK**  
(See EASTON on page 273)  
**BRADFORD CO**  
(See TOWANDA on page 314)  
**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: MALS R. Pole.  
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´.  
AIRPORT MANAGER: 814-368-5928  
COMMUNICATIONS: CTAF/UNICOM 122.75  
CLEVERLAND CENTER APP/DEP CON 124.325  
**NEW YORK**  
L–30J  
**NEW YORK**  
L–30J  
**NEW YORK**  
L–30J
BREEZEWOOD

GREATER BREEZEWOOD RGNL  (P17)   7 S   UTC–5(–4DT)   N39º52.46´ W78º17.86´

1345   NOTAM FILE A00

RWY 03–21: 3073X100 (TURF)

RWY 03: Rgt tfc.

RWY 21: Tree.


AIRPORT MANAGER: 814-784-0093

COMMUNICATIONS: CTAF 122.9 (Opr Hrs 1100–0100Z‡).

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)   N39º51.14´ W76º29.18´

750  B   NOTAM FILE IPT

RWY 10–28: 2493X100 (TURF)

RWY 10: Thld dspclcd 476´. Pole.

RWY 28: Thld dspclcd 200´. Road.

SERVICE: S2  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 302)

BUTLER

BUTLER FARM SHOW  (3G9)   3 W   UTC–5(–4DT)   N40º51.15´ W79º58.49´

1333  B   NOTAM FILE A00

RWY 18–36: H2580X38 (ASPH)  S–9  LIRL(NSTD)

RWY 18: Thld dspclcd 180´. Pole.

RWY 36: Thld dspclcd 197´. Trees.

SERVICE: FUEL  100LL  LGT  ACTIVLATE LIRL—CTAF. Arpt bcn ops dusk–1000Z‡. Rwy 18–36 NSTD LIRL 50´ from rwy. Lghtd 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
PITTSBURGH/BUTLER RGNL (BTP)(KBTP) 5 SW UTC–5(–4DT) N40º46.60´ W79º57.07´

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 ACTVT MALSF Rwy 08; PAPI Rwy 08 and 26; HIRL Rwy 08–26—CTAF.
NOISE: Noise abatement 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 N40º49.50´ 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 259)

CAMOR N39º52.97´ W79º44.68´ 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) N41º12.90´ W75º14.81´

1430 NOTAM FILE IPT
RWY 02–20: 2405X100 (TURF) 4.5% UP N
RWY 20: Trees.
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 281)

NE, 17 JUN 2021 to 12 AUG 2021
CARLISLE  (N94)  2 SE  UTC–5(–4DT)  N40°11.27´  W77°10.46´
510  B  NOTAM FILE IPT
RWY 10–28:  H4008X60 (ASPH)  S–12.5, D–12.5  LIRL
RWY 10:  Tree.
RWY 28:  Thld dsplcd 126´. Tree.
SERVICE:  S2  FUEL  100LL, JET A+  LGT ACTVT LIRL Rwy
10–28—CTAF.
AIRPORT REMARKS:  Attended Mon–Fri 1400–2200Z‡. Nov 15–Mar 1
Sat–Sun unattended. Mar 2–Nov 14 Sat–Sun 1400–2100Z‡. During
ngt ops trailer park lgts located south of rwy could be mistaken for rwy
lgts. Deer and birds on and invof arpt. Lrg bird act increased .5 NM W
apch end Rwy 10.
AIRPORT MANAGER:  717-448-7730
COMMUNICATIONS:  CTAF/UNICOM
122.8
HARRISBURG  (L) VORTAC  W
112.5  HAR  Chan 72  N40º18.13´  W77º04.17´  225º  8.4 NM to fld. 1301/10W.
VOR unusable:
097º–107º byd 10 NM
146º–168º byd 20 NM blo 7,000´
CASTLE  (N74)  4 NE  UTC–5(–4DT)  N41º01.38´  W80º24.95´
1245  NOTAM FILE AOO.
CENTRE HALL  (See CENTRE HALL on page 265)
CENTRE AIRPARK
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 REMARKS:  Attended irregularly. For svc after hrs call 570–419–7509. Ultralight activity on and invof arpt. RC airplane
ops on invof arpt. Rwy 06–24 not maintained winter months. Rwy 06–24 marked with red painted barrels. Rwy 06 thld
unmarked. Rwy dsplc thld marked at 700´. Rwy 24 thld unmarked. Rwy 24 dsplcd thld marked at 650´.
AIRPORT MANAGER:  (814) 364-9188
COMMUNICATIONS:  CTAF/UNICOM  122.7

PENNS CAVE  (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 REMARKS:  Attended irregularly. For svc call (814) 364–1479. Deer on and invof arpt at ngt. 750´ AGL mountains 1/2
mile south and 700´ AGL mountain 1/2 mile north, both unlgtd and unmarked. Rwy 07–25 first 864´ of Rwy 07 has a
3.3% upslope. No ngt ops.
AIRPORT MANAGER:  814-364-1479
COMMUNICATIONS:  CTAF/UNICOM  122.8
CHAMBERSBURG

FRANKLIN CO RGNL  (N68)  3 N UTC–5(–4DT)  N39°58.38′ W77°38.60′

688 B  NOTAM FILE IPT
RWY 06–24: H3300X75 (ASPH)  S–12.5  MIRL
RWY 06: PAPI(P2R)—GA 3.0º TCH 40′.
RWY 24: PAPI(P2L)—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  N39°55.99′ W77°57.06′
087º 14.4 NM to fld. 2338/7W.

CHERRY RIDGE  (See HONESDALE on page 283)

CHESTER CO G O CARLSON  (See COATESVILLE on page 267)

CLARION CO  (AXQ)/(KAXQ)  3 NW UTC–5(–4DT)  N41°13.50′ W79°26.53′

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) DME 112.9  CIP Chan 76  N41°08.78′ W79°27.48′ 009º 4.8 NM to fld. 1520/0W.

CLARION  N41°08.78′ W79°27.48′ NOTAM FILE AOO.
(L) DME 112.9  CIP Chan 76  009º 4.8 NM to Clarion Co. 1520/0W.

WASHINGTON
L–290, A
IAP

NE, 17 JUN 2021 to 12 AUG 2021
CLEARFIELD–LAWRENCE  (FIG)  2 NE  UTC–5(–4DT)  N41°02.95´ W78°24.91´

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 VGSI and descent angles not coincident.  Rwy 30 VGSI and RNAV glidepath not coincident.

CLOSED Christmas.

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.

PHILADELPHIA  (H) VORTAC 115.5  PSB Chan 102  N40°54.98´ W77°59.56´
303°  20.8 NM to fld.  2443/10W.

COATESVILLE  (MQS)(KMQS)  2 W  UTC–5(–4DT)  N39°58.74´ W75°51.93´

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  OK 1, 2, 3, 4  LGT
Dusk–Dawn.
ACTVT REIL Rwy 11–29; VASI Rwy 11; HIRL Rwy 11–29—CTAF.


AIRPORT REMARKS:  Attended 1100–0300Z‡.  Migratory birds and deer on
to land and tld from rwy only.  Hover taxi on by or hover from rwy to ramp
side parking spot by crossing perpendicular to Alpha.  Helicopter hover
landing, tlds and tds prohibited from Twy A.  +164° water twr 1343´ from Rwy 11 thld
1842´ right marked with strobe lgt dalgt hrs, standard obstruction lgt
ngt hrs.

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) VORTAC 113.2  MXE  Chan 79  N39°55.08´ W75°40.25´
301º  9.7 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

ILS 108.5  I–MQS  Rwy 29.  Class IA.
COLLEGEVILLE

PERKIOMEN VALLEY (N18)  2 NE UTC–5(–4DT)  N40°12.24’ W75°25.82’

277  NOTAM FILE IPT

RWY 09–27: H2880X40 (ASPH)  S–12.5  1.0% up E

RWY 09: Thld dsplcd 420’. Trees.


NOISE: Noise abatement procedures in effect, ctc arpt manager at 610–551–0216.

AIRPORT REMARKS: Unattended. Deer, fox and geese on and inv of rwy. Night ops prohibited. Rwy 09–27 clsd to touch and go ldgs. Unsealed cracks and joints in asph. Rwy 09 and Rwy 27 markings, arrows small and misaligned, double thld bar and small numbers, faded. Rwy 09 dsplcd thld lgts 150’ down rwy from thld markings. Rwy 27 dsplcd thld marked with 2 parallel white lines, lgtd with 4 red and green lgts each side of rwy.

AIRPORT MANAGER: (610) 999-3560

COMMUNICATIONS: CTAF/UNICOM 122.8

PHILADELPHIA APP/DEP CON 126.85

CLNC DEL 118.55


RADIO AIDS TO NAVIGATION: NOTAM FILE PTW.

POTTSTOWN (L) VORTACW 116.5 PTW Chan 112  N40°13.33’ W75°33.62’  109º 6.1 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’
241º–286º byd 5,500’

TACAN AZIMUTH OTS indef

CONNELLSVILLE

JOSEPH A HARDY CONNELLSVILLE (VVS)(KVVS)  5 SW UTC–5(–4DT)  N39°57.54’ W79°39.45’

1264  B  NOTAM FILE AOO

RWY 05–23: H3833X100 (ASPH)  S–12.5  MIRL  1.2% up NE

RWY 05: REIL. PAPI(P2L)—GA 3.0º TCH 41’.

RWY 23: PAPI(P2R)—GA 3.0º TCH 20’. Trees.

RWY 14–32: H2404X100 (ASPH)  S–12.5  MIRL  0.4% up SE

RWY 14: PAPI(P2L)—GA 3.0º TCH 27’. Trees.

RWY 32: Trees.

SERVICE: S4

FUEL: 100LL, JET A


AIRPORT REMARKS: Attended 1300–2200Z‡. Deer and birds on and inv of arpt. Rwy 23 has a 265’ relocated thld for taxi only. Rwy 14 has a 315’ relocated thld for taxi only, Rwy 32 has a 260’ relocated thld for taxi only. Twy B clsd to acft wingspan more than 40’. Ldg fee for all acft over 6,000 lbs gross weight waived for fuel purchase. Rwy 14 and Rwy 32 markings faded.

AIRPORT MANAGER: 724-628-2276

WEATHER DATA SOURCES: AWOS–3P

COMMUNICATIONS: CTAF/UNICOM 122.8

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 304-842-6676, when Apch clsd ctc Cleveland ARTCC at 440-774-0226.

CONTINUED ON NEXT PAGE

NE, 17 JUN 2021 to 12 AUG 2021
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

INDIAN HEAD (L) VORTAC (108.2) IHD Chan 19 N39°58.45’ W79°21.50’ 272° 13.8 NM to fld. 2820/6W.
VOR & TACAN AZIMUTH OTS indef
VOR voice OTS indef
CAMOR NDB (MHW/LOM) (299) VV N39°52.97’ W79°44.68’ 049° 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) N41°54.45’ W79°38.46’
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: LGT ACTIVATE MIRL Rwy 14–32 and REIL Rwys 14 and 32—CTAF.
AIRPORT REMARKS: Unattended. Birds on and inof arpt.
COMMUNICATIONS: CTAF/AUNICOM 122.8
BUFFALO APP/DEP CON 121.0 (1100–0500Z)
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 N41°42.78’ W79°25.04’ 319° 15.4 NM to fld. 1710/0W.
DME unusable:
041º–051º byd 30 NM bld 4,000’
305º–340º byd 24 NM bld 3,500’
340º–005º byd 24 NM bld 5,000’

COVE VALLEY (See WILLIAMSBURG on page 318)

CRESCO

ROCKY HILL (48P) 1 SE UTC–5(–4DT) N41°08.91’ W75°16.52’
1240 NOTAM FILE IPT
RWY 09–27: 1000X100 (TURF)
RWY 09: Thld dspcld 130’. Trees.
RWY 27: Thld dspcld 80’. 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) N40º56.90´ W76º38.64´
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 disp 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 acft 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 N41º01.40´
W76º39.92´ 177° 4.6 NM to fld. 1000/9W.

DECK (See MYERSTOWN on page 293)

DONEGAL SPRINGS AIRPARK (See MOUNT JOY/MARIETTA on page 291)

DOVER
LAZY B RANCH (ØP8) 3 E UTC–5(–4DT) N40º01.47´ W76º48.92´
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) N40º19.98´ W75º07.34´

394 B NOTAM FILE DYL
RWY 05–23: H3002X60 (ASPH) S–12 MIRL
RWY 05: SAVASIS(S2L)—GA 5.0º. Trees.
RWY 23: REIL. PAPI(P2L)—GA 3.0º TCH 20´. Tree.

SERVICE: S4 FUEL 100LL, JET A LGT ACTVT 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


RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

YARDELEY (L) VOR/DME 108.2 ARD Chan 19 N40º15.20´ W74º54.46´ 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) N41º10.70´ W78º53.92´

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/C/X U HIRL

RWY 07: REIL, VASI(V2L)—GA 3.0º TCH 28´. Trees.

RWY 25: MALSR. PAPI(P4L)—GA 3.0º TCH 58´. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07: TORA–5503 TODA–5503 ASDA–5503 LDA–5503


SERVICE: FUEL 100LL, JET A

LGT ACTIVATE HIRL Rwy 07–25, REIL and VASI Rwy 07, MALSR Rwy 25, twy lgts—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1000–0300Z‡, Sat 1230–0130Z‡, Sun 1230–0100Z‡. Flocks of birds on and inv of arpt.

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) DME 112.9 CIP Chan 76 N41º08.78´ W79º27.48´

ILS 109.9 L–DUJ Rwy 25. Class IE.

EAST STROUDSBURG

STROUDSBURG–POCONO (N53) 3 N UTC–5(–4DT) N41º02.15´ W75º09.64´

480 B NOTAM FILE IPT

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

ALLENTOWN APP/DEP CON 119.65 (3000´ and blo) 124.45 (abv 3000´)

CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

STILLWATER (L) VORW/DME 109.6 STW Chan 33 N40º59.75´ W74º52.14´ 291º 13.5 NM to fld. 920/11W.

DME unusable:

089º–099º within 12 NM blo 10,000´

210º–320º byd 30 NM blo 4,000´

EAST TEXAS

N40º34.86´ W75º41.04´ NOTAM FILE IPT.

(L) VOR/DME 110.2 ETX Chan 39 103º 9.0 NM to Allentown Queen City Muni. 741/9W.

RCO 122.4 (WILLIAMSPORT RADIO)
EASTON

BRADEN AIRPARK (N43) 3 N UTC–5(–4DT) N40º44.53’ W75º14.58’
397 NOTAM FILE IPT
RWY 18–36: H1956X165 (ASPH–TURF) LIRL(NSTD) 0.5% up N
RWY 18: Thld dsplcd 192’. Tree.
RWY 36: Trees.
SERVICE: 52 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
ALLENTOWN APP/DEP CON 119.65 (3000’ and blo) 124.45 (abv 3000’)
CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.
RADIO AIDS TO NAVIGATION: NOTAM FILE ABE.
ALLENTOWN (L) VORTACW 117.5 FJC Chan 122 N40º43.60’ W75º27.28’ 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 byd 3,500’ 350º–020º blo 33 NM blo 4,000’

EBENSBURG (9G8) 3 SW UTC–5(–4DT) N40º27.67’ W78º46.51’
2099 B 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 lgts—CTAF.
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 Apc 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’ 203º 5.3 NM to fld. 2340/9W.
VOR unusable: 070º–085º
EIGHTY FOUR
BANDEL (22D)  3 SE   UTC–5(–4DT)   N40°07.84´ W80º05.77´
1210   NOTAM FILE A00
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 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  N40º49.50´ W80º12.69´ 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  N40º14.78´ W76º54.04´ NOTAM FILE MDT.
NDB (LOMW) 204  MD  128º 7.1 NM to Harrisburg Intl. 461/11W.

ERIE
ERIE INTL/TOM RIDGE FLD  (ERI)(KERI)  5 SW   UTC–5(–4DT)   N42º04.99´ W80º10.44´
732  B LRA  ARFF Index—See Remarks NOTAM FILE ERI
RWY 06: MALSR. PAPI(P4L)—GA 3.0º TCH 54´. RVR–TR Thld dsplcd 919´. Railroad.
RWY 24: MALSR. PAPI(P4L)—GA 3.0º TCH 55´. RVR–TR Trees.
RWY 02–20: H3508X150 (ASPH)  S–50, D–60, 2D–150  MIRL
RWY 02: Thld dsplcd 817´. Railroad.
RWY 20: VASI(V4L)—GA 4.0º TCH 69´. Thld dsplcd 306´. Road.
LAND AND HOLD–SHORT OPERATIONS
LDG Rwy 02–20 6550
AVBL LDG DIST
RWY 24
02–20
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: TORA–3508  TODA–3508  ASDA–3208  LDA–2902
SERVICE:  S2 FUEL 100LL, JET A 01, 3, 4 LGT When trwr clsd
ACTIVE MALSR Rwy 06 and Rwy 24, PAPI Rwy 06 and Rwy 24, HIRL Rwy 06–24, VASI Rwy 20, MIRL Rwy 02–20 and twy
lghts—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 invof arpt. Class I, ARFF Index B.
Index C avail upon request. Rwy 02–20 clsd to sked acr ops more than 9 pxs seats and non sked acr ops more than 30
pxs seats exc taxi. Extsw 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 aprt for fee sked. Flight
Notification Service (ADCUUS) 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)
CLEVELAND CENTER APP/DEP CON 127.075 (0500–1100Z) or ctc Cleveland ARTCC at 440–774–0227.
TOWER 118.1 (1100–0500Z) END 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.

CONTINUED ON NEXT PAGE
AIRSPACE: CLASS D svc 1100–0500Z‡; other times CLASS E.

TRSA svc ctc BUFFALO APP CON within 20 NM

RADIO AIDS TO NAVIGATION: NOTAM FILE ERI.

(L) VORTACW 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 (Ø3G) 3 W UTC–5(–4DT) N42º01.24´ W80º04.24´

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. Rwy 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) N40º29.06´ W75º05.98´

390 TPA—See Remarks NOTAM FILE IPT

RWY 07–25: 3058X120 (TURF)

RWY 07: Thld dspclcd 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) N39º51.54´ W75º17.98´

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

FACTORYVILLE

SEAMANS FLD  (9N3)  2 N  UTC–5(–4DT)  N41º35.36´ W75º45.36´
1209  B  NOTAM FILE IPT
RWY 04–22: H2500X50 (ASPH)  LIRL
RWY 22: Tree.
SERVICE: FUEL  100LL
AIRPORT REMARKS: Attended 1400–2200Z‡. For svc after hrs ctc
570–419–6879. Cold temperature rstd arpt. Altitude correction
required at or below –22C.
AIRPORT MANAGER: 570-945-5125
COMMUNICATIONS: CTAF/UNICOM 122.7
CLEARANCE DELIVERY PHONE: For CD ctc Wilkes-Barre Apch at
570-655-2084.
RADIO AIDS TO NAVIGATION: NOTAM FILE AVP.
  WILKES–BARR (L) VORTACW 111.6  LVZ Chan 53  N41º16.37´
  W75º41.37´ 001º 19.2 NM to fld. 2118/10W.
VOR unusable:
  290º–305º byd 15 NM blo 6,000´

FAIRFIELD

MID ATLANTIC SOARING CENTER  (W73)  2 SE  UTC–5(–4DT)  N39º45.42´ W77º21.08´
573  NOTAM FILE IPT
RWY 15–33: H2700X50 (ASPH)  S–12.5, D–12.5
RWY 15: Tree.
AIRPORT REMARKS: Attended Sat–Sun dalgt hrs. Unattended Mon–Fri. Arpt ops rstd, in accordance with Temporary Flight
Restriction rules, when P–40 expanded to 10 NM radius. Rwy 15 CLOSED for ldgs. Extensive glider opns. Gliders
occasionally land on turf area adjacent to Rwy 15–33. Rwy 15 not marked with thld or magnetic heading.
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 278)
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.1R 109.6T (ALTOONA RADIO)

® YOUNGSTOWN APP CON 126.25 (1100–0500Z‡) or ctc 330–856–4806.
® YOUNGSTOWN DEP CON 133.95 (1100–0500Z‡) CLNC DEL 126.25
® 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) DME 112.9 CIP Chan 76 N41º08.78´ W79º27.48´ 307º 22.9 NM to fld. 1520/0W.
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 0100Z‡–Sun 1200Z‡.

FRANKLIN CO RGNL (See CHAMBERSBURG on page 266)

FREDERICKSBURG

FARMERS PRIDE (9N7) 0 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

MCVILLE (6P7) 7 NE UTC–5(–4DT) N40º44.07´ W79º35.74´ 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 MANAGER: 724-335-0390
COMMUNICATIONS: CTAF/UNICOM 123.0
® JOHNSTOWN APP/DEP CON 121.2 (1200–0400Z‡, other times ctc)
® 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 JST.
JOHNSTOWN (L) VOR/DME 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) N40º44.25´ W75º42.33´

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 lgts 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) N39º50.48´ W77º16.48´

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: S2 FUEL 100LL 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
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-709-4993.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
WESTMINSTER (H) VORTAC 117.9 EMI Chan 126 N39º29.70´ W76º58.71´ 335º 24.9 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´
295º–334º blo 5,500´
TACAN AZIMUTH unusable:
281º–055º byd 35 NM blo 3,000´
DME unusable:
281º–055º byd 35 NM blo 3,000´

GREATER BREEZEWOOD RGNL (See BREEZEWOOD on page 263)

GREENE CO (See WAYNESBURG on page 316)

GREENSBURG JEANNETTE RGNL (See JEANNETTE on page 284)
PENNSYLVANIA

GREENVILLE MUNI (4G1)  3 N  UTC–5(–4DT)  N41º26.81´ W80º23.47´
1206  B  NOTAM FILE AOO
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 dspcld 984´—Trees.
   Rwy 23: Trees.

Service: F4  FUEL  100LL  LGT
   Activate MIRL Rwy 15–33; REIL Rwy 15 and Rwy 33 and PAPI Rwy 15 and Rwy 33—CTAF.

Airport Remarks: Attended Mon–Sat 1400Z‡–dusk. Unattended
   Thanksgiving, Christmas, New Years Day and Sundays. Self–svc fuel avbl.
   Deer and birds on and invof arpt. PAEW on and invof arpt. Rwy 15–33 uneven pavement 100´ down rwy 15 and 200´ down Rwy 33.
   Rwy 05–23 marked with yellow cones. Rwy 05 dspcld thld marked with yellow cones.

Airport Manager: 724-588-1665

Communications: CTAF/UNICOM 122.8
   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) VOR/DME 109.0  YNG  Chan 27  N41º19.86´ W80º40.48´  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 261)

GROVE CITY (29D)  3 W  UTC–5(–4DT)  N41º08.76´ W80º10.07´
1370  B  NOTAM FILE AOO
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
   ACTVT PAPI Rwy 10 and 28; MIRL Rwy 10–28—CTAF. Rwy 10 PAPI unusable byd 5° left of rwy centerline.
   Twy lgts stub to apron.

Airport Remarks: Attended Mon–Fri 1300–2100Z‡. Unattended
   Thanksgiving, Christmas and New Years Day. 24 hr fuel avbl with credit card.
   Jet-A anti–ice inhibitor avbl on req. Parachute Jumping. Avoid overflying fld during dalgt VFR because of parachute jumping activity
   northwest corner of fld. Deer and geese on and invof arpt. Drainage ravine 15´ deep located in safety area north of Rwy 10. Portable ground
   power unit avbl.

Airport Manager: 724-748-5530

Communications: CTAF/UNICOM 122.725
   Youngstown RCO 122.1R 115.8T (ALTOONA RADIO)
   Youngstown APP/DEP CON 133.95 (1100–0500Z‡)
   Cleveland Center APP/DEP CON 126.725 (0500–1100Z‡)

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 AOO.
   Ellwood City (H) VOR/DME 115.8  EWC  Chan 105  N40º49.50´ W80º12.69´  014º 19.4 NM to fld. 1227/8W.
   VOR unusable:
   285º–335º
HARRISBURG
CAPITAL CITY (CXY)(KCXY) 3 SE UTC–5(–4DT) N40°13.03’ W76°51.08’
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(PAR)—GA 3.0º TCH 55’. RVR–T Pole.
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 LGT 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 1100–0400Z†. PPR for hazardous cargo. Bird
flocks on and invof arpt. All rwys for loads over 100,000 lbs prior
permission rqr. Arpt CLOSED to FAR PART 121 acft. Active twy prior to
Rwy 12 relocated thld, no tlfl 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 (1200–0200Z†) 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 1200–0200Z†; 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 N40°07.20’ W76°17.48’ 292º 26.4 NM to fld. 399/9W.
VOR unusable:
195º–273º byd 21 NM bly 9,000’
DME unusable:
180º–190º
320º–030º byd 31 NM bly 8,000’
LATLE NDB (LOMW) 219 CX N40°10.69’ W77°00.34’ 083º 7.5 NM to fld. 505/11W. NOTAM FILE CXY.
ILS 109.1 I–CXY Rwy 08. Class IB.

NEW YORK
H–10H, 12I, L–29E, 34G, A
HARRISBURG INTL (MDT)(KMDT) P (ANG) 8 SE UTC–5(–4DT) N40°11.59´ W76°45.76´

310 B TPA—See Remarks LRA Class I, ARFF Index B NOTAM FILE MDT

RWY 13–31: H10001X200 (ASPH–GRVD) S–155, D–330, S2–175,
2D–550 PCN 90 F/C/T HIRL CL


RUNWAY DECLARED DISTANCE INFORMATION

RWY 13:
TORA–10001 TODA–10001 ASDA–9063 LDA–8070

RWY 31:
TORA–10001 TODA–10001 ASDA–9122 LDA–8129

SERVICE: S4 FUEL 100LL, JET A OX 1, 2, 4 MILITARY— FUEL A, A+ (C717–944–4666) NC–100LL FLUID LOX OIL O–128(Mil)


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 D.

TRSA svc ctc Apch Ctl 20 NM out

VOR TEST FACILITY (VOT) 110.0

RADAR AIDS TO NAVIGATION: NOTAM FILE LNS.

LANCASTER (T) VOR/DME 117.3 LRP Chan 120 N40°07.20´ W76°17.48´ 291º 22.1 NM to fld. 399/9W.

VOR unusable:
195º–273º byd 21 NM bio 9,000´
DME unusable:
180º–190º
320º–030º byd 31 NM bio 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  N40°18.13´ W77°04.17´ NOTAM FILE CXY.

(V) 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 bio 7,000´

RCO 122.2 (WILLIAMSPORT RADIO)

NE, 17 JUN 2021 to 12 AUG 2021
PENNSYLVANIA

HAZLETON RGNL (HZL)(KHZL)  2 NW  UTC–5(–4DT)  N40º59.21´ W75º59.68´  1603 B  NOTAM FILE IPT


RUNWAY DECLARED DISTANCE INFORMATION
RWY 10: TORA–5001 TODA–5001 ASDA–5001 LDA–4801

SERVICE:
FUEL 100LL, JET A

AIRPORT REMARKS:
Attended 1230–2100Z‡. Fuel svc aft hrs by prior req 570–468–2479 or 570–817–9698. Parachute Jumping. Rwy 28 VFR departure procedure right turn heading 300º at end of rwy. Type 1 deicing avbl. Ldg fee, Jet, Turboprop and Corporate acft only.

AIRPORT MANAGER: (484) 661-8994

WEATHER DATA SOURCES: AWOS–3 119.975 (570) 459–4901.

COMMUNICATIONS: CTAF/UNICOM 123.0

WILKES–BARRE APP/DEP CON 126.3
CLNC DEL 121.7

RADIO AIDS TO NAVIGATION:
NOTAM FILE AVP.

WILKES–BARRE (L) VORTACW 111.6  LVZ Chan 53 N41º16.37´ W75º41.37´ 229º 20.0 NM to fld. 2118/10W.

VOR unusable:
290º–305º byd 15 NM abv 6,000´
LOC/DME 110.5  1–HZL Chan 42 Rwy 28. LOC unusable abv 5,000´.


HERITAGE FLD (See POTTSTOWN on page 303)

HONESDALE
(N3Ø)  3 S  UTC–5(–4DT)  N41º30.94´ W75º15.09´  1537 B  NOTAM FILE IPT

RWY 18–36: H2986X50 (ASPH)  S–10  RWY LGTS(NSTD)  0.6% up N
RWY 18: Thld dsplcd 519´. Tree.

SERVICE:
FUEL 100LL

AIRPORT REMARKS:
Attended 1400–2200Z‡.

AIRPORT MANAGER: 570-253-5833

COMMUNICATIONS: CTAF/UNICOM 122.8

R 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 N41º16.37´ W75º41.37´ 063º 24.6 NM to fld. 2118/10W.

VOR unusable:
290º–305º byd 15 NM abv 6,000´

HORSHAM VALLEY AIRWAYS INC HELIPORT (N48)  2 NW  UTC–5(–4DT)  N40º12.12´ W75º10.69´  250 B  NOTAM FILE IPT

HELIPAD H1: H60X60 (ASPH)

SERVICE:
LGt Helipad H1 lgtd by flood lgts from building.

HELIPORT REMARKS:

AIRPORT MANAGER: 215-674-2100

COMMUNICATIONS: CTAF/UNICOM 123.075


INDIAN HEAD
(N39º58.45´ W79º21.50´ NOTAM FILE AOO.
 LWGC (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
INDIANA CO/JIMMY STEWART FLD  (IDI)(KIDI)  2 E   UTM–5(–4DT)   N40º37.86´   W79º06.09´
1419  B   NOTAM FILE IDI
Rwy 11–29: H5502X100 (ASPH)  HIRL  0.9% up E
Rwy 11: REIL. PAP(P4L)—GA 3.0º TCH 42’. Trees.
Rwy 29: PAP(P4L)—GA 3.0º TCH 46’. 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/W/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 284)

IRWIN  (31D)  4 W   UTM–5(–4DT)   N40º20.00´   W79º46.75´
1250  NOTAM FILE AOO
Rwy E–W: 1800X120 (TURF)
Rwy E: Trees.
Rwy W: Trees.
Airport Manager: 412-751-9099
Communications: CTAF 122.9
Clearance Delivery Phone: For CD ctc Pittsburgh Apch at 412-472-5591

JAKE ARNER MEML  (See LEIGHTON on page 288)

JEANNETTE  (5G8)  3 N   UTM–5(–4DT)   N40º22.58´   W79º36.53´
1188  B  NOTAM FILE AOO
Rwy 02–20: H2605X50 (ASPH)  MIRL  0.6% up S
Rwy 02: Hill. Rgt tjc.
Rwy 28: Trees.
Service: LGT Arpt bcn opr dusk to 0600Z‡. ACTIVATE MIRL Rwy 02–20—CTAF. Rwy 02–20 no tyc lgts. NSTD rwy lgts spacing. NSTD thld lgts spacing.
Airport Remarks: Attended Mon–Fri 1400–2200Z‡. Parachute Jumping. Deer and birds on and inv of 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.
RevLoc  (L) VOR/W/DME 111.0  AGC Chan 37  N40º16.72´  W80º02.45´  082º 20.7 NM to fld. 1285/9W.
VOR portion unusable: 036º–059º byd 10 NM bjo 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°19.00’  W78°50.05’

2284  B  Class I, ARFF Index A  NOTAM FILE JST

RWY 15–33: H7004X150 (CONC–GRVD) S–93, D–183, 2D–357, 2D/2D2–845 PCN 61 R/B/W/U  HIRL

RWY 15: VASI(V4L)—GA 3.0º TCH 52’. Trees.

RWY 33: MALSR. PAPI(P4R)—GA 3.0º TCH 53’. Trees.


RWY 05: REIL. PAPI(P4L)—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+ (1100–000Z‡), CB14–361–3500; OT 3 hr PN, CB14–254–2425. $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 CB14–532–5960. Fixed wing park first 5 pads facing hangar. Ltd maintenance fixed wing. Ramp PCL twy and park 143.3.

AIRPORT MANAGER:  814-536-0002

WEATHER DATA SOURCES:  ASOS  (814) 535–3511

COMMUNICATIONS:  CTAF 125.75  ATIS 118.325  UNICOM 122.95

JOHNSTOWN APP/DEP CON 121.6  241.35  36.5 KEYSTONE OPS ARNG 139.15  241.35  36.5

CLEARANCE DELIVERY PHONE:  For CD ct apch at 814-532-5960, when Apch clsd ct 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’  W78°50.05’  at fld. 2279/6W.

VOR unusable:

035º–047º byd 25 NM b/o 11,000’

110º–130º

131º–135º b/o 17,000’

255º–324º b/o 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 svc's only.

JOSEPH A HARDY CONNELLSVILLE

KAMPEL
### KRALLTOWN

**BERMUDIAN VALLEY AIRPARK (07N)**  
**2 W** UTC-5(-4DT)  
**NOTAM FILE IPT**

- **RWY 16–34:** 2200X100 (TURF)  
- **RWY 16:** Thld dsplcd 370`. Trees.  
- **RWY 34:** Thld dsplcd 100`. Trees.

**SERVICE:** S4

**AIRPORT REMARKS:** Attended irregularly. Ultralight activity on and invof arpt. Fld soft after prolonged rain. Rwy 16–34 rwy ends and edges mkd with w cones. Rwy 16 and Rwy 34 dpclcd thlds marked with 3 white cones each side of rwy and 2 white tires east side of rwy.

**AIRPORT MANAGER:** (717) 858-5063

**COMMUNICATIONS:** CTA F 122.9

**CLEARANCE DELIVERY PHONE:** For CD ctc Harrisburg Apch at 800-932-0712.

### LAKEHILL

(See MARS on page 289)

### LANCASTER (LNS)(KLNS)  
**4 N** UTC-5(-4DT)  
**NOTAM FILE LNS**

- **RWY 08–26:** H6933X150 (ASPH–GRVD) S–65, D–92, 2S–117, 2D–146  
- **RWY 08:** MALS R. PAPI(P4R)—GA 3.0º TCH 40`. Thld dsplcd 357`. Road.  
- **RWY 26:** PAP(P4L)—GA 3.0º TCH 47`. Thld dsplcd 59`. Tree.  
- **RWY 13–31:** H4102X100 (ASPH) S–65, D–92, 2S–117, 2D–146  
- **MIRL**  
- **RWY 13:** PAPI(P2R)—GA 3.0º TCH 40`. Tree.  
- **RWY 31:** REIL.

**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>26</td>
<td>13–31</td>
<td>5190</td>
</tr>
</tbody>
</table>

**RUNWAY DECLARED DISTANCE INFORMATION**

- **RWY 08:** TORA–6934 TODA–6934 ASDA–6475 LDA–6118  
- **RWY 13:** TORA–4102 TODA–4102 ASDA–4102 LDA–4102  
- **RWY 26:** TORA–6934 TODA–6934 ASDA–6177 LDA–6118  
- **RWY 31:** TORA–4102 TODA–4102 ASDA–4102 LDA–4102

**SERVICE:** S4  
**FUEL** 100LL, JET A  
**OX**

**AIRPORT REMARKS:** Attended Mon—Fri 1100–0200Z‡, Sat 1100–2300Z‡, Sun 1300–0200Z‡. PPR 24 hrs for air carrier ops with more than 30 passenger seats, call arpt manager 717–569–1221. Rwy/Twy conditions not monitored outside of attendance hours.

**AIRPORT MANAGER:** 717-569-1221

**WEATHER DATA SOURCES:** ASOS 125.675 (717) 569–8860.

**COMMUNICATIONS:** CTA F 122.9  
**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 cld, 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’ W76°17.48’ at 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`  
  **ILS** 108.7 I–LNS Rwy 08. Class IE. Unmonitored when ATCT cld.

### LATLE

(See MARS on page 289)

- **NDB (LOMW) 219 CX 083º 7.5 NM to Capital City. 505/11W.**

**NE, 17 JUN 2021 to 12 AUG 2021**
LATROBE

ARNOLD PALMER RGNL (LBE)(KLBE) 2 SW UTC–5(–4DT) N40º16.39´ W79º24.62´
1199 B Class I, ARFF Index B NOTAM FILE LBE
RWY 06–24: H8222X150 (ASPH–GRVD) S–120, D–198, 2S–114,
2D–321 PCN 56 F/B/X/T HIRL
RWY 06: REIL, PAPI(P4L)—GA 3.0º TCH 48´. Pole. 1.4% down.
RWY 24: MALSR, PAPI(P4L)—GA 3.0º TCH 56´. Thld dsplcd 850´.
Trees. Rgt tfc.

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 ATCT clsd, ACTVT
MALSR Rwy 24; REIL Rwy 06; HIRL Rwy 06–24; Twy A, B, C and
D—CTAF. Rwy 06 PAPI unusbl byd 8 degs right of cntrln. Rwy 24 PAPI
unusbl byd 7 degs right of cntrln.

AIRPORT REMARKS: Attended continuously. Deer and birds on and invof arpt.
Ldg fee. PPR 24 for unscheduled acct ops with more than 9 px call

AIRPORT MANAGER: 724-539-8100
WEATHER DATA SOURCES: AWOS–3 118.375 (724) 539–0671. Wx data
sources: AWOS–3 (724) 539–0671, 118.375.

COMMUNICATIONS: CTAF 125.0 ATIS 118.375 (724–539–0671)
® 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.
PALMER TOWER 125.0 (1115–0300Z‡) GND CON 121.8

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 1115–0300Z‡; other times PPR; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
INDIAN HEAD (L) VORTACW 108.2 HDH Chan 19 N39º58.45´ W79º21.50´ 358º 18.1 NM to fld. 2820/6W.
VOR & TACAN AZIMUTHOTS indef
VOR voice OTS indef
ILS 110.9 I–LBE Rwy 24. Class IE. Unmonitored when ATCT closed.

LEBANON

KELLER BROTHERS (ØBN) 5 SE UTC–5(–4DT) N40º17.49´ W76º19.72´
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 lgt
and LIRL Rwy 07–25—CTAF. Rwy 07–25 NSTD LIRL; rwy ends
identified by 2 strobe lghts and NSTD thld lght fixtures. Rwy 07–25 thlds
and dsplcd thlds marked with lghts.

AIRPORT REMARKS: Unattended. 100LL self serve.

AIRPORT MANAGER: (717) 222-1234
COMMUNICATIONS: CTAF 122.9
® HARRISBURG APP/DEP CON 126.45 (080º–179º)

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´ 360º 10.4 NM to fld. 399/9W.
VOR unusable:
195º–273º byd 21 NM bldo 9,000´
DME unusable:
180º–190º 320º–030º byd 31 NM bldo 8,000´

LEHIGH VALLEY INTL (See ALLENTOWN on page 257)
LEHIGHTON

BELTZVILLE (14N)  3 E  UTC–5(–4DT)  N40º50.66´ W75º38.12´

899  NOTAM FILE IPT

RWY 08–26: 2018X100 (TURF)  S–5

RWY 08: Thld dspcld 360´. Road.

RWY 26: Thld dspcld 230´. Fence.

SERVICE: S2


AIRPORT MANAGER: 610-377-1996

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.

JAKE ARNER MEML (22N)  3 SW  UTC–5(–4DT)  N40º48.57´ W75º45.69´

534  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  LGT 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. 741/9W.

LOCK HAVEN

WILLIAM T PIPER MEML (LHV)(KLHV)  2 E  UTC–5(–4DT)  N41º08.15´ W77º25.34´

556  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  LGT 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


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 (P09) 1 NW UTC–5(–4DT) N40º42.48´ W80º01.71´

1070 NOTAM FILE A00
RWY 05–23: 2850X75 (TURF)
RWY 05: Thld dspld 660´. Road.
RWY 23: Trees.
AIRPORT MANAGER: 412-414-3380
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc Pittsburgh Apch at 412-472-5591

HELPAD H1: 30X30 (TURF–GRVL)
HELPOR REMARKS: Heli is for pvt–use only.

MCVILLE (See FREEPORT on page 278)

MEADVILLE

PORT MEADVILLE (GKJ)(KGKJ) 3 W UTC–5(–4DT) N41º37.59´ W80º12.88´

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) VORTACW 109.0 YNG Chan 27 N41º19.86´ W80º40.48´ 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.

MID ATLANTIC SOARING CENTER (See FAIRFIELD on page 276)

MID–STATE (See PHILIPSBURG on page 299)

MIFFLIN CO (See REEDSVILLE on page 307)
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 dspclcd 232´. Trees.

RWY 26: Trees.

SERVICE: LGT ACTIVATE rotating bcn, LIRL Rwy 08–26 and wind indicator lghts—CTAF.

AIRPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF/UNICOM 122.8

NEW YORK CENTER APP/DEP CON 134.8


RADIO AIDS TO NAVIGATION: NOTAM FILE SEG.

VOR unusable:
098º–150º byd 20 NM blo 5,000´
105º–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.

MONONGAHELA

ROSTRAVER  (FWQ)(KWQ)  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/W/DME 110.0  AGC  Chan 37  N40º16.72´  W80º02.45´  122º 10.5 NM to fld. 1285/9W.

VOR portion unusable:
036º–059º byd 10 NM blo 7,000´
071º–175º
226º–261º byd 28 NM
278º–290º blo 10,000´
290º–326º

MONTOUR  N40º29.28´ W80º11.63´ NOTAM FILE PIT.

(L) DME 112.0  MMJ  Chan 57  285º 1.8 NM to Pittsburgh Intl. 1193/8W.
MORGANTOWN (Q03) 1 E UTC–5(–4DT) N40°09.42′ W75°52.23′

600 NOTAM FILE IPT
RWY 10–28: 2500X100 (TURF) LIRL
RWY 10: Thld dsplcd 435′. Road.

SERVICE: FUEL 100LL LGT


AIRPORT MANAGER: 610-286-9055

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc rdg ATCT 610-478-9562; when clsd ctc mdt Apch 800-932-0712.

MOUNT JOY/MARIETTA

DONEGAL SPRINGS AIRPARK (N71) 3 SW UTC–5(–4DT) N40°05.53′ W76°34.46′

458 B NOTAM FILE IPT
RWY 10–28: H3250X50 (ASPH) S–12.5 MIRL
RWY 10: Thld dsplcd 300′. Pole.

SERVICE: S5 FUEL 100LL LGT

AIRPORT REMARKS: Attended Mon–Fri 1300Z–2130Z‡, 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

HARRISBURG APP/DEP CON 126.45
CLNC DEL 127.05

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′ 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) N40°06.46′ W79°32.59′

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 inof rwys. Extensive helicopter activity at adjacent heliport. Ultralight activity on and inof arpt. Ultralight acfct use 500′ AGL rgt tfc pad for all rwys. Rwy not monitored during winter months. Rwys unusable during spring thaw and wet periods. Both rwy sfcs are rolling. 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 rwys.

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 HELIHORT (P99) 3 S UTC–5(–4DT) N40°06.49′ W79°32.88′

1090 NOTAM FILE AOO
HELIPAD H1: H74X74 (ASPH–CONC)

SERVICE: S4 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.
CONTINUED ON NEXT PAGE
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

BELLGROVE NDB (MHW) 328 BZJ N40º26.14´ W76º33.18´ at fld. 480/10W.

HELIPAD H1: H100X100 (CONC)
HELIPAD H2: H100X100 (CONC)
HELIPAD H3: H100X100 (CONC)

MYERSTOWN

DECK (9D4) 1 SW UTC–5(–4DT) N40º21.13´ W76º19.78´ 523 B NOTAM FILE IPT

RWY 01–19: H3786X50 (ASPH) S–12 MIRL 0.3% up N
RWY 01: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Bldg.
RWY 19: REIL. PAPI(P2L)—GA 4.0º TCH 42´. Thld displaced 177´.

SERVICE: S4 FUEL 100LL, JET A

LG ACTIVET REIL Rwy 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. Actf hangar 570´ behind Rwy 01 thld and 212´ left. Acft 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–2 118.45 (717) 866–2906.

COMMUNICATIONS: CTAF/UNICOM 122.8

HARRISBURG APP/DEP CON 118.25

CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apc at 800-932-0712.

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

RAVINE (L) VORTAC W 114.6 RAV Chan 93 N40º33.20´ W76º35.96´ 145º 17.3 NM to fld. 1750/11W.

NEW CASTLE MUNI (UCP)(KUCP) 4 NW UTC–5(–4DT) N41º01.52´ W80º24.80´

1072 B NOTAM FILE AOO

RWY 05–23: H3995X75 (ASPH) S–12.5 MIRL 0.4% up SW
RWY 05: REIL. PAPI(P4L)—GA 3.0º TCH 45´. Trees.
RWY 23: REIL. PAPI(P4L)—GA 3.0º TCH 40´. Trees.
RWY 13–31: H2855X100 (ASPH) S–12.5 2.0% up SE

SERVICE: S4 FUEL 100LL LG 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 invof arpt.

AIRPORT MANAGER: (724) 651-2100

WEATHER DATA SOURCES: AWOS–3PT 124.175 (724) 652–4184.

COMMUNICATIONS: CTAF/UNICOM 123.0

YOUNGSTOWN APP/DEP CON 133.95 (1100–0500Z‡)

CLEVELAND CENTER APP/DEP CON 126.725 (0500–1100Z‡)

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 YNG.

YOUNGSTOWN (L) VORTAC W 109.0 YNG Chan 27 N41º19.86´ W80º40.48´ 152º 21.8 NM to fld. 1159/5W.

VOR unusable: 015º–179º blo 5,000´ 180º–014º byd 25 NM blo 5,000´

CASTLE NDB (MHW) 272 UC P N41º01.38´ W80º24.95´ at fld. 1023/9W. NOTAM FILE AOO.

NEW GARDEN (See TOUGHKENAMON on page 313)
NEWRY

BLUE KNOB VALLEY (7G4) 1 W UTC–5(–4DT) N40º23.79´ W78º27.22´

1270 NOTAM FILE AOO
RWY 11–29: 3415X89 (GRVL)
RWY 11: Thld dspcld 300´. Road.
SERVICE: FUEL 100LL

AIRPORT REMARKS: Unattended. Call for 100LL fuel svc 814–502–8867. Rwys may not be maintained during winter; call prior to use. Rwys are marked with yellow L’s each side. Rwys marked with yellow barrels. Arpt surrounded by mountains. Loose stones on rwy. Loose stones and tall grass on tfr and ramp.

AIRPORT MANAGER: 814-329-5750
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 N40º04.92´ W75º00.64´ RCO 122.2 (WILLIAMSPORT RADIO)

NORTHEAST PHILADELPHIA (See PHILADELPHIA on page 295)

NORTHUMBERLAND CO (See SHAMOKIN on page 309)

PALMYRA

REIGLE FLD (5BN) 2 S UTC–5(–4DT) N40º17.21´ W76º34.62´

489 B NOTAM FILE IPT
RWY 13–31: H1955X40 (ASPH) S–12.5 LIRL(NSTD) 0.4% up SE
RWY 31: Thld dspcld 300´. Brush.

SERVICE: S4 FUEL 100LL LGT ACTIVATE LIRL Rwys 13–31 and rotating bcn—CTAF. NSTD LIRLs, lghts located 125´ left and right of centerline. Rwys 13; first 110´ unlgtd. Rwys 31; first 60´ unlgtd. 1780´ of rwy lgtd. Rw ys 31 dspcld thld identified at ngt by one green lght 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 N40º07.20´ W76º17.48´ 316º 16.5 NM to fld. 399/9W.

VOR unusable:
195º–273º byd 21 NM bto 9,000´
DME unusable:
180º–190º
320º–300º byd 31 NM bto 8,000´

PENN VALLEY (See SELINSGROVE on page 308)

PENN’S LANDING HELIPORT (See PHILADELPHIA on page 296)

PENN RIDGE (See PERKASIE on page 295)

PENN’S CAV (See CENTRE HALL on page 265)

PENUE N40º54.61´ W77º44.50´ NOTAM FILE UNV.

NDB (LOMW) 388 UN 244º 6.0 NM to University Park. 942/11W.

DETROIT
PERKASIE

PENNSYLVANIA 295

PENNGRIDGE (CKZ)(KCKZ) 1 N UTC–5(–4DT) N40º23.35´ W75º17.43´
568 B TPA—See Remarks NOTAM FILE IPT
RWY 08–26: H4211X100 (ASPH–PFC) D–26 MIRL 1.1% up E
RWY 08: PAPI(P2L)—GA 3.78º TCH 20´. Thd dsplcd 266´. Trees.
SERVICE: S4 FUEL 100LL, JET A LGT ACTVT PAPI Rwy 08 and Rwy 26, MRL Rwy 08–26—CTAF.
AIRPORT MANAGER: 215-592-2704
COMMUNICATIONS: CTAF/UNICOM 123.0
® PHILADELPHIA APP/DEP CON 123.8
CLNC DEL 118.55
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
EAST TEXAS  (L) VOR/DME 110.2 ETX Chan 39 N40º34.86´ W75º41.04´ 131º 21.4 NM to fld. 741/9W.

PERKIOMEN VALLEY  (See COLLEGEVILLE on page 268)

PHILADELPHIA

NORTHEAST PHILADELPHIA  (PNE)(KPNE) 10 NE UTC–5(–4DT) N40º04.92´ W75º00.64´
120 B TPA—See Remarks LRA NOTAM FILE PNE
RWY 06–24: H7000X100 (ASPH–GRVD) S–60, D–90, 2S–114 HIRL
RWY 06: REIL. PAPI(P4L)—GA 3.0º TCH 57´. Trees.
RWY 24: MALSR. 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 33 06–24 3600
SERVICE: S4 FUEL 100LL, JET A OK1, 3, 4 LGT When ATCT clsd HIRL
RWY 06–24 preset med intst; ACTVT MALSR Rwy 24—CTAF.
NOISE: Rwy 15 is noise sensitive. Rwy 15 arrivals are requested to fly at or above glide path.
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 invof arpt. Be alert, 3 large brightly lit jumbotron signs aprx 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 wkds. Rwy 15–33 safety areas work in progress mowing wkds. Twa all safety areas work in progress mowing wkds. 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 Rwy 06–24 unless strong winds dictate otherwise. 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 121.5 121.1 17 JUN 2021 to 12 AUG 2021
COMMUNICATIONS: CAF 126.9 ATIS 121.5 UNICOM 122.95
® PHILADELPHIA 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 phl Apch at (800) 354-9884.

CONTINUED ON NEXT PAGE
CONTINUED FROM PRECEDING PAGE

AIRSPACE: CLASS D svc 1100–0400Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

YARDELY (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.

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PENN’S LANDING HELIPORT (P72) 0 N UTC–5(–4DT) N39º56.24´ W75º08.48´

HELI PAD H1: H68X68 (ASPH)

SERVICE: FUEL JET A LGT

ACTIVATE NSTD perimeter lgts—123.025. Helipad H1 green lgts on east and south sides only.


AIRPORT MANAGER: 215-271-2510

COMMUNICATIONS: CTAF 122.9


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WASHINGTON NE, 17 JUN 2021 to 12 AUG 2021
PHILADELPHIA INTL (PHL)(KPHL) 5 SW UTC–5(–4DT) N39º52.33’ W75º14.44’
36 B LRA Class I, ARFF Index E NOTAM FILE PHL Not insp.

PCN 60 F/A/X/T HIRL CL
RWY 09R: ALSF2. TDZL. PAPI(P4R)—GA 3.0º TCH 72’. RVR–TMR Tree.


RWY 09L–27R: H9500X150 (ASPH–GRVD) S–100, D–210, 2D–350
PCN 60 F/A/X/T HIRL CL
RWY 09L: MALSR. REIL. RVR–TMR Treess.

RWY 27R: MALSR. PAPI(P4L)—GA 3.0º TCH 81’. RVR–TMR Boat.

RWY 17–35: H6500X150 (ASPH–GRVD) S–100, D–170, 2S–175, 2D–300 PCN 27 F/A/X/T HIRL

RWY 08–26: H5001X150 (ASPH–GRVD) D–145 PCN 27 F/A/X/T

RUNWAY DECLARED DISTANCE INFORMATION
RWY 08: TORA–5001 TODA–5001 ASDA–5001 LDA–5001
RWY 09L: TORA–9500 TODA–9500 ASDA–9500 LDA–9500
RWY 09R: TORA–12000 TODA–12000 ASDA–12000 LDA–12000
RWY 17: TORA–6500 TODA–6500 ASDA–6500 LDA–6500
RWY 26: TORA–5001 TODA–5001 ASDA–5001 LDA–5001
RWY 27L: TORA–12000 TODA–12000 ASDA–11825 LDA–9912
RWY 27R: TORA–9500 TODA–9500 ASDA–9500 LDA–8864
RWY 35: TORA–6500 TODA–6500 ASDA–6500 LDA–6500

SERVICE: 54 FUEL 100LL, JET A DX 1, 2, 3, 4 LGT Rwy 26 PAPI unusable byd 8º right of cntrln.

NOISE: Arpt is lctd in a noise sensitive area. Arpt noise abatement takeoff procedures are to be used.

AIRPORT REMARKS: Attended continuously. Birds on and inovf arpt. Unigld 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 27R LDA 9500’ avbl O/R to ATC. Possible unmarked ship obt transiting westbound along the Delaware River reaching heights of 189’, be alert when apch PHL Rwy 35 and whenever circling or visually apch all other rws. 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 (ADCUS) 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 122.95

® 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’) 135.1 (090º–269º 8000’–6000’)

® DEP CON 119.75 (090º–269º) 124.35 (270º–089º)

TOWER 118.5 (Rws 09L–27R, 17–35, 08–26) 135.1 (Rwy 09R–27L) GND CON 121.9 121.65

CLNC DEL 118.85

CPDLC (LOGON KUSA)
PDC

AIRSPACE: CLASS B See VFR Terminal Area Chart.

VOR TEST FACILITY (VOT) 109.8

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

DUPONT (L) VORTAC 114.0 DQO Chan 87 N39º40.69´ W75º36.43´ 065º 20.6 NM to 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

ILS/DME 108.95 I–VII Chan 26(Y) Rwy 09L. Class IE. DME also serves Rwy 27R. DME unusable byd 12.3 NM blo 3,000´.

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 I. LOC unusable byd 15º 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 IIIE. DME installed on Rwy 09L serves Rwy 09L/27R.

WINGS FLD (LOM/KLOM) 3 NW UTC–5(–4DT) N40º08.25´ W75º15.91´

RWY 06–24: H3700X75 (ASPH) S–12.5 MIRL 6.0% up SW
- Rwy 06: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Thld dsplcd 177´. Pole.
- Rwy 24: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Trees.

SERVICE: S4 FUEL 100LL, JET A &K 1, 2 LGT Dusk–Dawn. ACTVT MIRL R wys 06–24, PAPI and REIL. Rwy 06 and 24—CTAF.

NOISE: Noise abatement Rwy 06 and 24, no turns after tkof before 1000´ AGL. Avoid overflight of schools east and west of arpt. Rwy 06–24 no touch and go landings.

AIRPORT REMARKS: Attended 1100–0300Z‡. Deer and large flocks of geese on and involv arpt. For svc after hrs ctc 215–646–0400. PPR all act not exceeding 12,500 lbs max tkf gross weight or abv, call 215–646–0400.

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) VORTAC 113.2 MXE Chan 79 N39º55.08´ W75º40.25´ 064º 22.9 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

AMBLER NDB (MHW) 275 ING N40º07.56´ W75º17.11´ 065º 1.2 NM to fld. 12W.
OTS indef

PHILADELPHIA SPB (See ESSINGTON on page 275)
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: LGT ACTIVATE MIRL Rwy 06–24 and Rwy 16–34
CTAF—122.9.
AIRPORT REMARKS: Unattended. Arpt aces ltd; ctc mgr to coord
814–342–1080. Deer on and inv of arpt. Heavy glider activity during dalgt hrs, all alts, on and inv of arpt and within 15 NM east and south of arpt. Rwy 16–34 asph crumbling in middle of rwy causing slight pothole and FOD. Rwy 06, Rwy 16 and Rwy 24 markings extremely faded.
AIRPORT MANAGER: 814-342-1080
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’ 256º 4.7 NM to fld. 2443/10W.
COMM/NAV/WEATHER REMARKS: Ctc NG Ops 30.5, 122.85, 242.4.
PITTSBURGH CO (AGC/KAGC)  4 SE UTC–5 (–4DT) N40º21.27´ W79º55.74´

1252  B  LRA  NOTAM FILE AGC


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–175º byd 10 NM


HELIPAD H1: H47X45 (CONC)

HELIPORT REMARKS: Heliport H1 located on general aviation apron E of Twy C.
PENNSYLVANIA

PITTSBURGH INTL
(PIT)(KPIT)

AFRC ANG

12 NW UTC

40º29.49´ W80º13.96´

1203 B LRA Class I, ARFF Index D

NOTAM FILE PIT

1030 B LRA Class I, ARFF Index D

NOTAM FILE PIT

RWY 10R–28L: H11500X200 (CONC–GRVD) S–100, D–225,

2D–350 PCN 80 R/B/X T
HIRL	CL

RWY 10R: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 71´. RVR–TMR

Trees.

RWY 28L: MALSR. TDZL. PAPI(P4L)—GA 3.0º TCH 70´. RVR–TMR

Trees. 0.3% up.

RWY 10C–28C: H10775X150 (ASPH–CONC–GRVD) S–100, D–149,

2D–260 PCN 68 R/B/X T
HIRL	CL

RWY 10C: REIL. PAPI(P4L)—GA 3.0º TCH 50´. RVR–TMR Thld
dspld 465´.

RWY 28C: TDZL. PAPI(P4L)—GA 3.0º TCH 43´. RVR–TMR Thld
dspld 602´.

RWY 10L–28R: H10502X150 (ASPH–CONC–GRVD) S–100, D–225,

2D–400 PCN 65 R/B/X T
HIRL	CL

RWY 10L: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 83´. RVR–TMR

Trees. 0.5% down.

RWY 28R: MALSR. TDZL. PAPI(P4L)—GA 3.0º TCH 71´. RVR–TMR

Antenna.

RWY 14–32: H8101X150 (CONC–GRVD) S–100, D–225, 2D–410

PCN 71 R/B/X T
HIRL	CL

RWY 14: PAPI(P4L)—GA 3.0º TCH 67´. RVR–TMR Pole.

0.5% down.

RWY 32: MALSR. 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 10L: TORA–10502 TODA–10502 ASDA–10502 LDA–10502

RWY 10R: TORA–11500 TODA–11500 ASDA–11492 LDA–11492

RWY 14: TORA–8101 TODA–8101 ASDA–7366 LDA–7366

RWY 28C: TORA–11500 TODA–11500 ASDA–11500 LDA–11500

RWY 28L: TORA–10775 TODA–10775 ASDA–10310 LDA–9708


RWY 32: TORA–8101 TODA–8101 ASDA–7801 LDA–7466

SERVICE: S2 FUEL 100LL, JET A

LGT Rwy 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)

FLUID LPOX LHNIT OIL O–156

TRAN ALERT No priority basis.

AIRPORT REMARKS: Attended continuously. Deer and birds on and inof 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.

Twy G int at Rwy 10L–28R rgt turn not allowed. Twy A no turn–off onto Twy A for acft wingspan 171´ or greater exc

PPR 412–472–5630. ASSC in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Pushback cncl required fr gates A100 and A101 at Cargo A. Ctc GC. Pushback fn these gates enters Twy N. Trml apn uncontrolled. Pushback pilot descretion. Do not exit trml apn at Twy C1, C4, V3, V4, D1, W. Ctc GC when hldg at Twy C2, C3, V1, V2, V5, V6, D2, D3. Ldg fee.

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 opns 293.7 before crossing Rwy 28L to obtain cncl to enter. AFRC–PPR/offl bus min 48 hr ctc

afld mgt 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 1300–2100Z‡ 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 mgt 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 Mgt 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/SR. Tran aircrew should req bird watch cond fr AFRC (Pitt ops) on 252.1 or ANG ops (steel ctt) 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.

CONTINUED ON NEXT PAGE
PITTSBURGH NORTHEAST (9G1)  12 NNE UTC–5(–4DT) N40º36.21´ W79º49.57´  DETROIT L–29C
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 Buffalo Apch at 716-626-6920, when Apch clsd ctc Cleveland ARTCC at 440-774-0232.

PITTSGRIELD (P15)  1E UTC–5(–4DT) N41º49.98´ W79º21.64´  DETROIT
1230 B NOTAM FILE A00
RWY 09–27: 3650X100 (TURF) LIRL  0.3% up W
RWY 08: Thld dsplcd 510´. Pole.
SERVICE: S2 FUEL 100LL LGT ACTIVATE LIRL Rwy 09–27—122.8. For rotating bcn call 814–563–3166 or 4949.
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.

POCONO MOUNTAINS MUNI (See MOUNT POCONO on page 292)

PORT MEADVILLE (See MEADVILLE on page 289)
POTTS TOWN

HERITAGE FLD (PTW) (KPTW) E UTC–5 (–4 DT) N40º14.37´ W75º33.40´

303 B NOTAM FILE PTW

308 B RWY 10–28: H3371X75 (ASPH) MIRL

RWY 10: REIL. PAPI(P2L)—GA 3.0º TCH 45´. Trees.

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 inv of 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) VORTAC W 116.5 PTW Chan 112 N40º13.33´ W75º33.62´ 018º 1.1 NM to fld. 285/9W.

VOR unusable:

<table>
<thead>
<tr>
<th>Bearing</th>
<th>Altitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>071º–104º</td>
<td>blo 6,900´</td>
</tr>
<tr>
<td>071º–104º</td>
<td>byd 30 NM</td>
</tr>
<tr>
<td>105º–120º</td>
<td>byd 14 NM blo 3,000´</td>
</tr>
<tr>
<td>141º–159º</td>
<td>byd 15 NM blo 6,000´</td>
</tr>
<tr>
<td>160º–179º</td>
<td></td>
</tr>
<tr>
<td>180º–205º</td>
<td>byd 10 NM blo 5,500´</td>
</tr>
<tr>
<td>206º–220º</td>
<td>byd 10 NM blo 4,500´</td>
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<tr>
<td>241º–269º</td>
<td>byd 23 NM blo 5,500´</td>
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<tr>
<td>241º–285º</td>
<td>byd 15 NM blo 4,500´</td>
</tr>
<tr>
<td>270º–285º</td>
<td>byd 18 NM</td>
</tr>
<tr>
<td>270º–285º</td>
<td>byd 6 NM blo 3,500´</td>
</tr>
<tr>
<td>286º–287º</td>
<td>byd 28 NM blo 3,000´</td>
</tr>
<tr>
<td>288º–319º</td>
<td>byd 10 NM</td>
</tr>
<tr>
<td>320º–339º</td>
<td>byd 17 NM</td>
</tr>
<tr>
<td>340º–070º</td>
<td>byd 14 NM blo 6,000´</td>
</tr>
<tr>
<td>340º–070º</td>
<td>byd 36 NM</td>
</tr>
</tbody>
</table>

TACAN AZIMUTH & DME unusable:

241º–286º byd 30 NM blo 5,500´
TACAN AZIMUTH OTS indef

LOC 108.3 I–PTW Rwy 28.

NEW YORK L–34G, A

IAP NE, 17 JUN 2021 to 12 AUG 2021
POTTSTOWN MUNI  (N47)  2 NW  UTC–5(–4DT)  N40º15.63’ W75º40.25’
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 REMARKS:  Attended 1400–2200Z‡. For svc after hrs ctc arpt

AIRPORT MANAGER:  (610) 495-6366

COMUNICATIONS:  CTAF/UNICOM  122.8

PHILADELPHIA APP/DEP CON  126.85

CLNC DEL  118.55

CLEARANCE DELIVERY PHONE:  For CD ctc Philadelphia Apch at
  800-354-9884.

RADIO AIDS TO NAVIGATION:  NOTAM FILE PTW.
  (L) VORTACW  116.5  PTW  Chan 112  N40º13.33’
  W75º33.62’  303º  5.6 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

POTTSTOWN  N40º13.33’ W75º33.62’  NOTAM FILE PTW.
  (L) VORTACW  116.5  PTW  Chan 112  018º  1.1 NM to Heritage 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

NEW YORK  L–30K, 34G, A  IAP

NEW YORK  H–10I, L–34G

NE, 17 JUN 2021 to 12 AUG 2021
POTTSVILLE

SCHUYLKILL CO/JOE ZERBEY (ZER)(KZER) 8 W UTC–5(–4DT) N40º42.41´ W76º22.43´

1730 B NOTAM FILE IPT
RWY 11–29: H5101X75 (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 45´. Trees.
RWY 04–22: 2523X140 (TURF) 0.4% up NE
RWY 04: Trees.
SERVICE: FUEL 100LL, JET A LGT ACTIVATE REIL Rwy 11 and 29; MIRL Rwy 11–29—CTAF. PAPI Rwy 11 and 29 on continuously.
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 dsplcd 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: NOTAM FILE IPT.

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 LGT ACTVT REIL Rwy 01 and 19, Rwy 06 and 24; PAPI Rwy 06 and 24; MIRL Rwy 01–19 and Rwy 06–24—CTAF. Rwy 24 REIL is on a day sensor, oper durg hrs of darkness only.
AIRPORT MANAGER: (814) 590-1137
COMMUNICATIONS: CTAF/UNICOM 123.0
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0234.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
CLARION (L) DME 112.9 CIP Chan 76 N41º08.78´ W79º27.48´ 114º 26.3 NM to fld. 1520/0W.
QUAKERTOWN (UKT)(KUKT) 2 W UTC–5(–4DT) N40º26.11´ W75º22.92´

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 44º. Tree.

RWY 29: REIL. PAPI(P2L)—GA 4.0º TCH 48º. Thld dsplcd 190º. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 11: TORA–3210 TODA–3210

RWY 29: TORA–3210 TODA–3210

SERVICE: S4 FUEL 100LL LGT ACTIVIATE MIRL Rwy 11–29 and REIL Rwy 11 and Rwy 29—CTAF.


AIRPORT MANAGER: 215-538-3055


COMMUNICATIONS: CTAF/UNICOM 122.725


RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

RAVINE (L) VORTACW 114.6 RAV Chan 93 059º 13.8 NM to Schuylkill Co/Joe Zerbey. 1750/11W.

LAND AND HOLD–SHORT OPERATIONS

LDG Rwy HOLD–SHORT POINT AVBL LDG DIST

RWY 13 18–36 5200

RWY 18 13–31 3050

RUNWAY DECLARED DISTANCE INFORMATION


RWY 18: TORA–5151 TODA–5151 ASDA–5151 LDA–5151

RWY 31: TORA–6350 TODA–6350 ASDA–6350 LDA–6350

RWY 36: TORA–5151 TODA–5151 ASDA–5151 LDA–5151

ARRESTING GEAR/SYSTEM

RWY 13: EMAS

SERVICE: S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LGT When ATCT clsd actvt MALSF Rwy 36; REIL Rwy 13, 31; PAPI Rwy 13 and 18; HIRL Rwy 13–31 and 18–36; twy lghts—CTAF. Rwy 13 PAPI unusbl byd 3 degs left of cntrln.


AIRPORT MANAGER: 610-372-4666


CONTINUED ON NEXT PAGE
COMMUNICATIONS: CTAF 119.9 ATIS 127.1 UNICOM 122.95
⑳ READING APP/DEP CON 125.15 (1100–0500Z‡)
⑳ 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/DME 110.2 ETX Chan 39 N40º34.86’ W75º41.04’ 236º 17.7 NM to fld. 741/9W.
ILS/DME 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 MIROL
RWY 06: REIL. PAPI(P2L)—GA 4.0º TCH 48’. Trees.
RWY 24: REIL. PAPI(P4L)—GA 3.0º TCH 42’.
SERVICE: S4 FUEL 100LL, JET A LGT ACTVT REIL Rwy 06 and Rwy 24; PAPI Rwy 06 and Rwy 24; MIROL Rwy 06–24—CTAF.
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) VOR/LOC 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 (See PALMYRA on page 294)

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 (See UNIONVILLE on page 315)

ROCK SPRINGS FLF N40º47.40’ W77º51.60’/1230 ASOS (814) 237–5778

ROCKY HILL (See CRESCO on page 269)

ROSTRAVER (See MONONGAHELA on page 290)

NE, 17 JUN 2021 to 12 AUG 2021
ST MARYS MUNI (OYM)(KOYM) 3 SE UTC–5(–4DT) N41°24.75’ W78°30.16’
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.
SERVICE: S4 FUEL 100LL, JET A LGT ACTVT MALs Rwy 28; PAPI
Rwys 10 and 28; MIRL Rwy 10–28—CTAF. PAPI Rwy 10 unusbl byd
5º right of cntrln. Rwy 28 PAPI unusbl byd 8º right of cntrln.
AIRPORT REMARKS: Attended Mon–Fri 1400–2100Z‡. Cold temperature
airport. Altitude correction required at or below –36C.
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:
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.

SAYRE N41º56.25’ W76º37.87’
RCO 122.3 (BUFFALO RADIO)

SAYRE N41º56.25’ W76º37.87’
RCO 122.3 (BUFFALO RADIO)

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 dispclcd 388’. Tree.
  RWY 35: REIL. PAPI(P4L)—GA 3.5º TCH 45’. Thld dispclcd 250’. Trees.
SERVICE: S2 FUEL 100LL, JET A LGT ACTVT REIL Rwy 17 and Rwy 35;
PAPI Rwy 35; MIRL Rwy 17–35—CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡, Sat–Sun
1300–2100Z‡. Rising terrain both sides of apch to Rwy 17. Deer and
birds on and in vicinity of arpt. Landing fee for twin engine and larger
acft unless fuel purchased. Cold temperature airport. Altitude correction
required at or below –15C.
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’

DETROIT L–30I
IAP

WASHINGTON H–10H, L–290 A

NEW YORK L–30J
Pennsylvania 309

Selinsgrove  N40°47.45’ W76°53.04’ NOTAM FILE SEG.
(L) VOR/DME 110.4 SEG Channel 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’ 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: 54 FUEL 100LL, JET A LTG 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
WEATHER DATA SOURCES: AWOS–3 119.175 (570) 672–0389.
COMMUNICATIONS: CTAF/UNICOM 122.8

Shoestring Aviation Airfield (See Stewartstown on page 312)

Skyhaven (See Tunkhannock on page 314)

Slate Run  N41°30.77’ W77°58.21’ NOTAM FILE AOO.
(H) VORTAC 113.9 SLT Channel 86 264° 24.8 NM to St Marys Muni. 2310/8W.

Slatington  (69N) 1 N UTC–5(–4DT) N40°45.82’ W75°36.29’
RYW 01–19: H2455X50 (ASPH) LIRL(NSTD)
RYW 01: Thld dsplcd 352’. Trees.
RYW 19: Trees.
SERVICE: 54 FUEL 100LL LTG ACTIVATE LIRL Rwy 01–19 and rotating bcn—CTAF. Rwy 01–19 NSTD 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.
<table>
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<th>Location</th>
<th>Status</th>
<th>UTC</th>
<th>N</th>
<th>E</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>SMOKETOWN</td>
<td>B NOTAM FILE IPT</td>
<td>N40º02.50´ W76º12.11´</td>
<td>0 N UTC–5(–4DT)</td>
<td>RWY 10–28: H2750X50 (ASPH) S–12.5, D–12.5 LIRL 1.3% up W</td>
<td>RWY 10: Thld dsplcd 517´. Pole.</td>
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<td>RWY 28: Thld dsplcd 110´.</td>
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<td>SERVICE: S4 FUEL 100LL</td>
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<td>Rwy 10 dsplcd thld at 517´ from rwy end.</td>
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<td>AIRPORT MANAGER: 717-394-6476</td>
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<td>COMMUNICATIONS: CTAF/UNICOM 123.05</td>
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<td>CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.</td>
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<th>Location</th>
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<tr>
<td>SOMERSET CO</td>
<td>B NOTAM FILE AOO</td>
<td>N40º02.31´ W79º00.92´</td>
<td>3 NE UTC–5(–4DT)</td>
<td>RWY 07–25: H5002X75 (ASPH) S–18 MIRL 1.5% up W</td>
<td>RWY 07: REIL. PAPI(P2L)—GA 3.0º TCH 56´.</td>
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<td>RWY 25: REIL. PVASI(PSIL)—GA 3.0º TCH 29´. Pole.</td>
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<td>RWY 14–32: 2729X150 (TURF) 1.0% up SE</td>
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<td>RWY 14: Thld dsplcd 335´. Road.</td>
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<td>RWY 32: Trees.</td>
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<td>AIRPORT MANAGER: 814-445-1599</td>
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<td>WEATHER DATA SOURCES: ANOS–3P 133.8 (814) 443–2114.</td>
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<td>CLEARANCE DELIVERY PHONE: For CD ctc Johnstown Apch at 814-532-5960, when Apch clsd ctc Cleveland ARTCC at 440-774-0234.</td>
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<tr>
<td></td>
<td>pp JOHNSTOWN APP/DEP CON 121.2 (1200–0400Z‡ or ctc 814–532–5960), other times ctc</td>
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<td>RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.</td>
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<tr>
<td></td>
<td>pp CLEVELAND CENTER APP/DEP CON 124.4 (0400–1200Z‡) or ctc Cleveland ARTCC at 440–774–0234.</td>
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<td>INDIAN HEAD (L) VORTACW 108.2 IHD Chan 19 N39º58.45´ W79º21.50´ 082º 16.3 NM to fld. 2820/6W. VOR &amp; TACAN AZIMUTH OTS indef</td>
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<td>VOR &amp; TACAN AZIMUTH OTS indef</td>
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<td>LOC 108.7 I–SOZ Rwy 25. LOC unusable byd 18º left and right of course.</td>
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</table>

**SPRING HILL** (See STERLING on page 311)
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, PAPI(P4L)—GA 3.0º TCH 45’. Rgt tfc.
   RWY 24: MALSR, PAPI(P4R)—GA 3.0º TCH 55’. Trees.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–6701  TODA–6701  ASDA–6701  LDA–6701

SERVICE:  S3  FUEL  100LL, JET A
   LGT
   When twr clsd ACTIVATE MALSR Rwy 24, REIL Rwy 06, HIRL Rwy 06–24 and twy lgts—CTAF.

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, spcly along ridge 2 NM west and north of arpt. Act 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 unsked ACR ops with more than 9 pax seats bfn 0400–0900Z† call AMGR. TPA 2192(961) single engine actf, 2692(1461) multi engine actf. Deicing avbl on apron adjacent to Twy B between Twys C and B1. Twy J NW of Twy A rstd to acft less than 12,500 pounds. Ldg fee for single engine, multi engine actf and helicopters. 35’ AGL lgt poles on the north edge of de-ice apron.

AIRPORT MANAGER:  814-865-5511

WEATHER DATA SOURCES:  AWOS–3 127.65 (814) 865–8799.  SAWRS.

COMMUNICATIONS:  CTAF 128.475  D–ATIS 127.65  UNICOM 122.95
   NEW YORK CENTER APP/DEP CON 134.8 (when twr clsd)

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

RADIO AIDS TO NAVIGATION:  NOTAM FILE AOO.
   PHILIPSBURG  (H) VORTAC 115.5  PSB  Chan 102  N40º54.98´ W77º59.56´  131º 7.7 NM to fld. 2443/10W.
   PENUE NDB (LOM) 388  UN  N40º54.62´ W77º44.50´  244º 6.0 NM to fld.
   ILS 111.7  I–UNV  Rwy 24.  Class IA.  LOM PENUE NDB.

STERLING

SPRING HILL  (70N)  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  (L) VORTACW 111.6  LVZ  Chan 53  N41º16.37´ W75º41.37´  080º 13.2 NM to fld. 2118/10W.
   VOR unusable:
   290º–305º byd 15 NM blo 6,000’
STEWARTSTOWN

SHOESTRING AVIATION AIRFIELD (ØP2)  3 NW  UTC–5(–4DT)  N39º47.78´W76º38.78´  WASHINGTON
1000  NOTAM FILE IPT
RWY 06U–24U: 1000X100 (TURF)
RWY 06U: Tree.
RWY 24U: Rgt tcf.
RWY 15–33: 1000X100 (TURF)
RWY 15: Rgt tcf.
RWY 33: Thld dsplcd 500´. Tree.
SERVICE: S4
AIRPORT REMARKS: Attended irregularly. Extensive ultralgt activity on and invof arpt. Rwy 15–33 and Rwy 06–24 used for ultralight ops. Major airframe and powerplant repair for light sport acft 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

N41º41.72´W77º25.19´ NOTAM FILE IPT.
(L) VOR/DME
STOYSTOWN

N40º05.14´W78º54.99´ 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 272)

SUNBURY

(71N)  2 NE  UTC–5(–4DT)  N40º53.51´W76º46.73´  NEW YORK
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)  N40º54.79´W76º43.98´  NEW YORK
430  NOTAM FILE IPT
WATERWAY 07W–25W: 5000X250 (WATER)
WATERWAY 25W: Rgt tcf.
SERVICE: S2
SEAPLANE REMARKS: Attended Jun–Aug irregularly daigt 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 275)

TIJDOUTE

N41º42.78´W79º25.04´ 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´
TITUSVILLE (6G1) 3 W UTC–5(–DT) N41º36.53´ W79º44.48´
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 MANAGER: 814-827-5300
COMMUNICATIONS: CTAF
® 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 N41º42.78´ W79º25.04´ 247º 15.9 NM to fld. 1710/0W.
DME unusable:
041º–051º byd 30 NM b/o 4,000´
300º–340º byd 24 NM b/o 5,000´
340º–005º byd 24 NM b/o 5,000´
FRANKLIN (L) VOR 109.6 FKL N41º26.31´ W79º51.40´ 033º 11.5 NM to fld. 1528/6W. NOTAM FILE FKL.
VOR unusable:
140º–207º byd 20 NM b/o 9,000´
248º–291º b/o 4,000´
355º–005º b/o 4,000´

TOTAL RF HELIPORT (See BENSALEM on page 261)

TOUGHKENAMON NEW GARDEN (N57) 1 W UTC–5(–DT) N39º49.83´ W75º46.19´
435 B NOTAM FILE IPT
RWY 06–24: H3693X60 (ASPH) MIRL
RWY 06: Tree.
RWY 24: Tree.
SERVICE: S4 FUEL 100LL LGT ACTVT MIRL Rwy 06–24—CTAF.
NOISE: Rwy 06 noise abatement climb to 1200 ft MSL before turning crosswind.
AIRPORT MANAGER: 610-268-2619
COMMUNICATIONS: CTAF/UNICOM 123.05
® PHILADELPHIA APP/DEP CON 123.35
CLNC DEL 125.6
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
MODENA (L) VORTACW 113.2 MXE Chan 79 N39º55.08´ W75º40.25´ 230º 7.0 NM to fld. 473/9W.
VOR unusable:
036º–046º
047º–057º byd 10 NM
058º–085º
170º–248º byd 27 NM b/o 7,500´
170º–248º byd 30 NM b/o 9,500´
170º–248º byd 8 NM b/o 6,000´
268º–278º b/o 28 NM
278º–290º b/o 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: S4 FUEL 100LL, JET A
LG 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.

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: NOTAM FILE BUF.
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: LG TWR 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: NOTAM FILE IPT.
RAVINE (L) VORTAC 114.6 RAY 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

SERVICE: S4 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.
PENNSYLVANIA 315

UNIONVILLE

RIDGE SOARING (79N) 2 SW UTC–5(–4DT) N40º53.04´ W77º54.43´
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 311)

VANSANT (See ERWINNA on page 275)

VENANGO RGNL (See FRANKLIN on page 277)

W P H S HELIPORT (See MOUNT PLEASANT on page 291)

WASHINGTON CO (AFJ(KAFJ) 3 SW UTC–5(–4DT) N40º08.19´ W80º17.41´
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: F4 FUEL 100LL, JET A, A+ OK 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 acft 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. 208 ft hill and trees 2937 ft fm thld Rwy end 09. 226 ft hill and trees 2941 ft fm thld Rwy end 09. 286 ft hill and trees 7238 ft fm thld Rwy end 27. 268 ft hill and trees 8091 ft fm thld Rwy end 27. 158 ft obstr lit pole approx 3389 ft fm thld Rwy end 09. 159 ft obstr lit pole approx 3055 ft fm thld Rwy end 09.

AIRPORT MANAGER: 724-228-5151

WEATHER DATA SOURCES: AWOS–3PT 119.175 (724) 228–3529.

COMMUNICATIONS: CTAF/UNICOM 122.975

(P) 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 N40º16.72´ W80º02.45´ 242º 14.3 NM to fld. 1285/9W.

VOR portion unusable:
036º–059º byd 10 NM bly 7,000´
071º–175º
226º–261º byd 10 NM

WHEELING (L) VOR/DME 112.2 HLG Chan 59 N40º15.59´ W80º34.12´ 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 bly 11,000´
123º–133º bly 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, 17 JUN 2021 to 12 AUG 2021
WELLSBORO JOHNSTON  (N38)  4 SW UTC–5(–4DT)  N41º43.68´ W77º23.73´

1892  B  NOTAM FILE IPT
RWY 10–28:  H359º7X60 (ASPH)  MIRL
RWY 28:  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–Sun unattended. Turf Rwy 11–29 1600´ X 100´ day VFR only; non simultaneous ops; clsd annually Dec–Apr.
AIRPORT MANAGER:  (570) 724-3746
WEATHER DATA SOURCES:  AWOS–3PT  120.925 (570) 723–0385.
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 303º. Stack.
SERVICE:  S3  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)(KQZN) 3 NE UTC–5(–4DT) N39º59.41´ W75º34.91´

465  B  NOTAM FILE IPT
RWY 09–27: H347X50 (ASPH) S–10  LIQL

SERVICE: 56  FUEL 100LL, JET A  LGT Rwy 09 PAPI ops continuous. Rwy 27 PAPI ops continuous.


AIRPORT MANAGER: 610-692-6100

WASHINGTON

WASHINGTON

NEW YORK

NE, 17 JUN 2021 to 12 AUG 2021
WILKES–BARRE/SCRANTON INTL (AVP)(KAVP)  5 SW  UTC–5(–4DT)  N41°20.31´  

**RUNWAY DECLARED DISTANCE INFORMATION**

- **RWY 04:** TORA–7501  TODA–7501  ASDA–7501  LDA–7501
- **RWY 10:** TORA–4300  TODA–4300  ASDA–4300  LDA–4300
- **RWY 22:** TORA–7501  TODA–7501  ASDA–7501  LDA–7501
- **RWY 28:** TORA–4300  TODA–4300  ASDA–4300  LDA–4300

**AIRPORT REMARKS:**

- Attended continuously. Deer and birds on and in or near the airport.
- Rwy 04–22 precipitous drop–off each rwy end. Class I, ARFF

**COMMUNICATIONS:**

- CTAF 122.9
- UNICOM 122.95
- ATIS 111.6
- RCO 122.2 (WILLIAMSPORT RADIO)
- TOWER 120.1
- GND CON 121.9

**AIRSPACE:**

- CLASS D

**ARRESTING GEAR/SYSTEM**

- RWY 04: EMAS
- RWY 22: EMAS

**SERVICE:**

- S3 FUEL 100LL, JET A

**WEATHER DATA SOURCES:**

- ASOS
- (L) VORTAC 111.6 LVZ Chan 53  N41°16.37´ W75º41.37´ 349º 4.2 NM to fld. 2118/10W.

**RADIO AIDS TO NAVIGATION:**

- ILS/DME 109.9 I–AVP Chan 36  Rwy 04.  Localizer offset angle 001º 46 min. LOC usable byd 20º right of course.  DME usable byd 20º right of course.  DME also serves izk ILS.
- ILS/DME 109.9 I–IZK Chan 36  Rwy 22.  Class IT.  DME usable byd 20º right of course.  LOC usable byd 28º left of course.

**WILLIAM T PIPER MEML (See LOCK HAVEN on page 288)**

**WILLIAMSBURG**

**COVE VALLEY** (6G6)  2 W  UTC–5(–4DT)  N40°27.27´ W78º14.28´  

**AIRPORT REMARKS:**

- Attended Mon–Fri 1300–2200Z‡, Sat–Sun irregularly. Arpt safety briefing rqrd before ldg 814–832–2694.  Deer and occasional geese on and in or near the airport.  Turf soft during spring and after rains, no ops when rwy is soft or snow covered. Rwy 04–22 marked with white boundary markers. Rwy 04 thld dsplcd marked with white barrels.  Rwy 22 thld dsplcd marked with white barrels.

**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)  N41°14.50′ W76°55.31′

528  B  ARFF Index—See Remarks  NOTAM FILE IPT


RWY 09:  REIL, PAPI(P4L)—GA 3.0° 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 3.75° TCH 45°. Trees.

RWY 30:  PAPI(P2L)—GA 4.0° 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

PAPI RWYS 09, 12 and 30 OPER CONSLY. MIRL RWY 12–30, click three times for medium INTST. RWY 09 PAPI baffled UNSUSBLY BYD 2 DEGS R of CRS. RWY 30 PAPI baffled UNSUSBLY 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. Unlgtd crane 90′ 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 airport. Altitude correction required at or below –14C. 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.

(L) VOR/DME 114.4  FQM  Chan 91  N41°20.31′ W76°46.49′  238° 8.8 NM to fld. 2098/9W.

ILS/DME 110.1  I–IPT  Chan 38  Rwy 27.  Class IE.  LOC unusable byd 028° left of course. DME unusable byd 028° left of course.

COMM/NAV/WEATHER REMARKS:  When twr clsd New York Center provides Clnc Del on 124.9.

WINGS FLD  (See PHILADELPHIA on page 298)
NOTAM FILE THV

RWY 17–35:
H5188X100 (ASPH–GRVD) S–20, D–20, 2D–20  MIRL
4.3 % 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 act w/ 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 rgt apch slip 20:1 to dthr. Rwy 35 trees 2695 ft out 426 ft rght apch slip 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

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
BLOCK ISLAND STATE  (BID)(KBID)  1 W  UTC–5(–4DT)  N41º10.09´ W71º34.67´

108 B  NOTAM FILE BID

RWY 10–28: H2502X100 (ASPH)  S–30  MIRL  0.3% up W

RWY 10: REIL. PAPI(P4R)—GA 3.0º TCH 40´. Trees.

RWY 28: REIL. PAPI(P4L)—GA 3.0º TCH 35´.

SERVICE:  LGT ACTIVATE REIL Rwy 10 and 28; PAPI Rwy 10 and 28; MIRL Rwy 10–28—CTAF.

AIRPORT REMARKS: UNATNDND Tue–Fri 2030–1200Z‡, Sat–Sun. Deer and birds on and inof arpt. Obstructions–lighted towers 1 NM north east of airport 1/2 NM apart. 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) 691-2265

WEATHER DATA SOURCES: AWOS–3PT
COMMUNICATIONS: CTAF/UNICOM 123.0

PROVIDENCE APP/DEP CON 125.75 (Sun–Fri 1030–0530Z‡, Sat 1030–0500Z‡) other times ctc
BOSTON CENTER APP/DEP CON 124.85
CLNC DEL 120.1

SANDY POINT (L) VOR/DME 117.8  SEY Chan 125 N41º10.05´ W71º34.57´ at fld. 100/15W. DME unusable:
160º–164º byd 15 NM b/o 2,000´
240º–270º byd 25 NM b/o 3,000´

NEWPORT STATE  (UUU)(KUUU)  2 NE  UTC–5(–4DT)  N41º31.95´ W71º16.89´

172 B  NOTAM FILE UUU

RWY 04–22: H2999X75 (ASPH)  S–30  MIRL  0.8% up NE

RWY 04: MALSF. VASI(V4L)—GA 4.0º TCH 51´. Trees.

RWY 22: REIL. PAPI(P4L)—GA 4.0º TCH 30´. Trees.

RWY 16–34: H2623X75 (ASPH)  S–30  MIRL  0.6% up S

RWY 16: VASI(V4L)—GA 3.75º TCH 40´. Trees.

RWY 34: Thld dsplcd 250´. Trees.

SERVICE:  S4  FUEL 100LL, JET A  LGT ACTVT REIL Rwy 22; MIRL Rwys 04–22 and Rwy 16–34; Twys A, B, C and ramp area—CTAF.


AIRPORT MANAGER: (401) 691-2000

WEATHER DATA SOURCES: ASOS 132.075 (401) 846–5910.

PROVIDENCE APP/DEP CON 128.7 (Sun–Fri 1030–0530Z‡, Sat 1030–0500Z‡) other times ctc
BOSTON CENTER APP/DEP CON 124.85
CLNC DEL 127.25

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

PROVIDENCE (H) VOR/DME 115.6 PVD Chan 103 N41°43.46' W71°25.78' 164° 13.3 NM to fld. 49/14W.

RADIO AIDS TO NAVIGATION:

NOTAM FILE PVD.

PROVIDENCE (H) VORW/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 323)

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: H7504X150 (ASPH–GRVD) D–175, 2S–175 HIRL
Rwy 16: MALSR. PAPI(P4L)—GA 3.0º TCH 58’. Trees.
Rwy 34: PAPI(P4L)—GA 3.0º TCH 50’. Thld dsplcd 403’.

Rwy 05–23: H4000X75 (ASPH) S–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 ACTVT Rwy 16; REIL Rwy 05 and 23; MIRL Rwy 05–23, HIRL Rwy 16–34; twy lgts—CTAF.

MILITARY— FUEL J8(Mil), A+ (FBO opr 1100–0200Z‡. PPR mandatory dur non–duty hr. Ctc C401–295–5020) (NC–100LL, A)


MILITARY REMARKS: RSTD 180º turns for acft over 12,500 lbs GWT prof on Rwy 16–34. MISC Rwy 16 8000’ avbl for mil acft only.

TFC PAT TPA—Rotary/Wing 700’, Fixed/Wing 1000’ AGL. ANG PPR for svcg and use of ANG prkg ramp only. AMOPS ops 1200–2230Z‡ Tue–Fri, excp holidays, DSN 476–3404/3405, Tsnf acft inbd to ANG prkg ramp ctc Quahog, comd post, 15 min prior to ldg. BASH program in eff. 1 Apr–31 May and 1 Aug–31 Oct are dsgnd Phase II periods for migratory bird act. Incrd haz fm Canadian geese flying east to west over rwy. Inbd acft ctc Quahog/Rhody Ops for latest bird watch conds. Tmpy storage of classified mtrls up to secret at secret comd post. Actf req cust/ag ctc AMOPS 7 days prior to arr. ARNG Opr 1200–2230Z‡ Tue–Fri, exc hol. PPR for tsnf Mil acft ldg, prkg ARNG Ramp and fuel ctc DSN 247–4539, 340–275–4539. Ltd prkg, fuel and maint avbl, prkg pad 3 clsd UFN. Call Hope Ops 233.15 (PRI), 36.80 (ALTN). PPR to use lcl trg area. Tran Mil acft ctc ARNG onps 138.95 252.4 if ldg ARNG ramp.

CONTINUED ON NEXT PAGE
Continued from preceding page

**Rhode Island**

Airport Manager: (401) 691-2000

Weather Data Sources: ASOS 118.6. Usaf an/fmq–19.

Communications: CTA 126.350 ATS 118.6 (Tue–Fri 1300–0400Z‡, Sat 1400–2200Z‡, Sun 1500–2300Z‡, clsd Mon and hols) UNICOM 122.950

RCO 255.4 (Bridgeport Radio)

Provided 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.

Provided (H) VOR/DME 115.6 PVD Chan 103 N41°43.46’ W71º25.78’ 188º 7.7 NM to fld. 49/14W.

VOR portion unusable:
- 085º–105º byd 12 NM bly 5,500’
- 085º–105º byd 8 NM bly 3,000’
- 106º–294º byd 30 bly 3,000’
- 295º–330º byd 30 bly 6,000’
- 331º–084º byd 30 bly 3,000’

DME portion unusable:
- 085º–105º byd 12 NM bly 5,500’
- 085º–105º byd 8 NM bly 3,000’
- 106º–152º byd 11 NM bly 2,000’
- 106º–152º byd 20 NM bly 4,000’
- 153º–294º byd 30 NM bly 3,000’
- 295º–330º byd 30 bly 6,000’
- 331º–084º byd 30 bly 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) N41°55.25’ W71º29.49’

441 B LRA Notam File SFZ Not insp.

RWY 05–23: H5000X100 (ASPH) S–30, D–60 HIRL

RWY 05: MA unlsd VASI(V4R)—GA 3.0º TCH 52’. 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 Actvt MALS Rwy 05; Reil Rwy 15, 23 and 33; Papi Rwy 15 and 23; HIRL Rwy 05–23; MIRL Rwy 15–33; twy lghts.—CTAF.

Noise: Noise abatement procedures in effect, contact airport manager.


Airport Manager: (401) 691-2000

Weather Data Sources: AWOS–3Pt 120.775 (401) 334–0324.

Communications: CTA/UNICOM 123.075

Provided 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.

Continued on next page
RADIO AIDS TO NAVIGATION: NOTAM FILE PVD.

PROVIDENCE (H) VOR/DME 115.6 PVD Chan 103 N41º43.46´ W71º25.78´ 001º 12.1 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´

PUTNAM (H) VOR/DME 117.4 PUT Chan 121 N41º57.33´ W71º50.65´ 111º 15.9 NM to fld.

DME unusable:
265º–301º byd 36 NM blo 3,000´

LOC/DME 111.9 I–SFZ Chan 56 Rwy 05. LOC unmonitored.

PROVIDENCE THEODORE FRANCIS GREEN STATE (PVD) (KPVD) 6 S UTC–5 (–4DT) N41º43.43´ W71º25.66´ S4 B LRA Class I, ARFF Index C NOTAM FILE PVD


RWY 23: MALSR. VASI(V4L)—GA 3.0º TCH 41´. RVR–TMR Trees.

RWY 16–34: H6081X150 (ASPH–GRVD) S–120, D–250, 2S–175, 2D–423, 2D/2D–1093 PCN 75 F/A/W/T HIRL 0.3% up N.


RWY 34: MALSR. PAPI(P4L)—GA 3.0º TCH 60´. RVR–T Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA–8700 TODA–8700 ASDA–8700 LDA–8700

RWY 16: TORA–6081 TODA–6081 ASDA–6081 LDA–5516


RWY 34: TORA–6081 TODA–6081 ASDA–6081 LDA–6081

ARRESTING GEAR/SYSTEM

RWY 05: EMAS

RWY 16: EMAS

RWY 34: EMAS

SERVICE: S4 FUEL 100LL, JET A LGT When ATCT clsd, ALSF–2 bcms SSALS preset med intst only. When ATCT clsd, ACTVT MALSR Rwy 23 and 34; REIL Rwy 16; PAPI Rwy 05, 16 and 34; VASI Rwy 23; TDZ Rwy 05; cntln Rwy 05–23; HIRL Rwy 05–23 and 16–34–CTAF.

NOISE: Noise abatement procedures in effect, ctc noise mgr 401–691–2419. Helicopters avoid residential areas when blw 1000´.

AIRPORT REMARKS: Attended continuously. Deer and birds on and invof arpt. 110´ unmarked lgt poles 2700´ from thld Rwy 34; 900´ left of ctrnr. ASDE–X in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Terminal ramp prohibited for use to general aviation. Parked actf on the northeast ramp west of Twy A, be alert. Freq flt school, tran jet actf, and vertical activity. Northwest ramp actf with wingspan greater than 110´ req gnd crew assistance for thru taxi and parking. Northeast ramp actf with wingspan greater than 150´ req ground crew assistance for thru taxi and parking. Run up pad for Twy F clsd to actf with wingspan over 118´. Twy V clsd daily 0100–1300Z, bbn Rwy 16–34 and Twy C. Gnd vehicles monitor CTAF when twr clsd. Ldg fee. Flight Notification Service (ADCS) available.

AIRPORT MANAGER: 401-691-2000

WEATHER DATA SOURCES: ASOS 124.2 (401) 734–2818. LLWAS.
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)

POC

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)

PROVIDENCE (H) VORW/DME 115.6 PVD Chan 103 N41°43.46’ W71°25.78’ at fld. 49/14W.

VOR portion unusable:
085º–105º byd 12 NM b1o 5,500’
085º–105º byd 8 NM b1o 3,000’
106º–294º byd 30 b1o 3,000’
295º–330º byd 30 b1o 6,000’
331º–084º byd 30 b1o 3,000’

DME portion unusable:
085º–105º byd 12 NM b1o 5,500’
085º–105º byd 8 NM b1o 3,000’
106º–152º byd 11 NM b1o 2,000’
106º–152º byd 20 NM b1o 4,000’
153º–294º byd 30 NM b1o 3,000’
295º–330º byd 30 b1o 6,000’
331º–084º byd 30 b1o 3,000’

ILS/DME 109.3 I–PVD Chan 30 Rwy 05. Class IIIE. Cat ii and cat iii unavbl when ATCT closed.

ILS/DME 109.3 I–ARJ Chan 30 Rwy 23. Class IE. DME unusable byd 10 NM b1w 1,900’.

ILS/DME 111.5 I–UNQ Chan 52 Rwy 34. Class IE. Glideslope unusable byd 4º right of course. Glideslope autopilot cpd apch na b1w 300’.

NEW YORK

PROVIDENCE N41°43.46’ W71°25.78’ NOTAM FILE PVD.

(NEW YORK)

SANDY POINT N41°10.05’ W71°34.57’ NOTAM FILE BID.

THEODORE FRANCIS GREEN STATE (See PROVIDENCE on page 324)

NE, 17 JUN 2021 to 12 AUG 2021
WEST KINGSTON  

RICHMOND (08R)  3 W GMT–5(–4DT)  N41°29.37´ W71°37.24´  

130 NOTAM FILE BDR  

RWY 11–29: H2129X30 (ASPH) LIRL(NSTD)  

RWY 11: Trees.  

RWY 29: TRCV(TRIL)—GA 5.5º TCH 21´. Thld dsplcd 130´. Tree.  


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.
VERMONT 327

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: MALSR, REIL. PAPI(P4L)—GA 3.0º TCH 50´. Trees.

RWY 35: REIL. Thld dsplcd 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 MALSR Rwy 17—CTAF.

AIRPORT REMARKS: Attended 1300–2200Z‡. 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: CTAF/UNICOM 122.8

MONTPELIER RCO 122.6 (BURLINGTON RADIO)

MONTPELIER 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) VOR/DME 110.8 MPV Chan 45 N44º05.13´ W72º26.96´ 342º 8.6 NM to fld. 2080/16W.

ILS/DME 108.7 I–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 333)

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 LGT ACTVT REIL Rwy 13 and 31; PAPI Rwy 13 and 13; MIRL Rwy 13–31—CTAF.


AIRPORT REMARKS: Attended Mon–Fri 1300–2100Z‡. Sat–Sun on call.

Geese on and inov of arpt. Rwy 13 thld hazardous bird activity. For arpt attendance call 1–802–442–5503 or 1–802–595–5830 for on–call svcs only. Rwy conditions may not be monitored or reported when the arpt is unattended. 100LL self–svc avbl 24 hrs. Mountains all quadrants. Tfc pat ops prohibited south of Rwy 13 and Rwy 31. Cold temperature airport. Altitude correction required at or below –14C.

AIRPORT MANAGER: 802-442-5503

WEATHER DATA SOURCES: ASOS 135.925 (802) 442–6059.

COMMUNICATIONS: CTAF/UNICOM 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´

NE, 17 JUN 2021 to 12 AUG 2021
BURBON INTL (BTV)(KBTV) P (ANG ARNG) 3 E UTC–5 (–4DT) N44º28.32´ W73º09.20´

RWY 15–33: H8319X150 (ASPH–CONC–GRVD) S–100, D–175, 25–175, 2D–355 PCN 39 F/A/X/T HIRL

RWY 15: MALSF, PAPI(P4R)—GA 3.0° TCH 51’. RVR–TR Trees. 0.6% up.


RWY 01–19: H4112X75 ASPH–CONC–GRVD S–100, D–175, 2S–175, 2D–355 PCN 39 F/A/X/T HIRL

RWY 01: PAPI(P4R)—GA 3.5° TCH 40’. Thld dsplcd 225’. Tree.

RWY 19: PAPI(P4R)—GA 3.5° TCH 47’. Thld dsplcd 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

OX 1, 3

LGT Dusk–Dawn. ACTVT MALS Rwy 15; MALS Rwy 33; PAPI Rwy 01 and 15; MIRL Rwy 01–19; HIRL Rwy 15–33; all twys—CTAF. PAPI Rwy 19 and 33 opr consly. NSTD twy lghts on Twy E. Twy G edge lght chgd 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.

9(M32A–60) FUEL 1BL(Mil) 100LL, A FLUID SP LOX OIL Q (0–133–148(Mil) SOAP.

AIRPORT REMARKS:

Attended continuously. Birds and deer on and invof arpt. Fixed based opr clsd exc 1 hr PPR 802–863–3626 daily 0700–1400Z‡. Fighter actf 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. CAUTION: Phase II wildlife activy durg migration, Mar–May and Aug15–Nov15. Air carrier ramp not avbl for pdv/charter actf. Twy A b/tv 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 A and Twy C clsd to acft design group II or smlr. 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‡) END CON 126.3 CLNC DEL 119.15 ANG OPS 134.1 41.2

CLEARANCE 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

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RADIO AIDS TO NAVIGATION:  NOTAM FILE BTV.

(L) VOR/DME 117.5  BTV  Chan 122 N44°23.83’ W73°10.96’  031° 4.7 NM to fld. 417/15W.

VOR unusable:
- 075°–132° byd 30 NM blo 9,000’
- 133°–165° byd 30 NM blo 8,000’

DME unusable:
- 075°–132° byd 30 NM blo 9,000’
- 133°–165° byd 30 NM blo 8,000’

(L) TACAN  Chan 71  BJA (112.4) N44°28.62’ W73°09.41’ at fld. 308/15W.

TACAN AZIMUTH unusable:
- 010°–139°
- 140°–165° byd 29 NM
- 205°–208°

DME unusable:
- 010°–139°
- 140°–165° byd 29 NM
- 161°–227°
- 350°–009°

HERRO NDB (LOMW) 382  BT N44°31.94’ W73°14.97’  146° 5.5 NM to fld. 130/15W.

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 330)

DEERFIELD VALLEY RGNL  (See WEST DOVER on page 334)

EDWARD F KNAPP STATE  (See BARRE/MONTPELIER on page 327)

FRANKLIN CO STATE  (See HIGHGATE on page 329)

HARTNESS STATE (SPRINGFIELD)  (See SPRINGFIELD on page 333)

HERRO  N44°31.94’ W73°14.97’  NOTAM FILE BTV.

NDB (LOMW) 382  BT 146º 5.5 NM to Burlington Intl. 130/15W.

MONTREAL

HIGHGATE  FRANKLIN CO STATE  (FSO/KFSO)  3 W UTC–5(–4DT) N44°56.42’ W73°05.85’

228  B  LRA  NOTAM FILE BTV

RWT 01–19: H3001X60 (ASPH) 5–12.5 MIRL

RWT 01: REIL. PAPI(P2L)—GA 4.0º TCH 35’. Trees.

RWT 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) VOR/DME 115.8 YJN  Chan 105 N45°15.35’ W73°19.28’  169° 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)  N44°47.40´ W71°49.59´

1934  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 330)

LYNDONVILLE

CALEDONIA CO  (CDA)(KCDA)  3 N  UTC–5(–4DT)  N44°34.15´ W72°01.08´

1188  B  TPA—2200(1012)  NOTAM FILE BTV
RWY 02–20: H3302X60 (ASPH) S–12.5  MIRL  0.3% up N
RWY 02: REIL. Trees.
RWY 20: Trees.

SERVICE: FUEL 100LL  LGT-ACTIVATE MIRL Rwy 02–20—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 inof arpt. Bald eagles roosting inof compost op 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) VOR/W/DME 110.8  MPV Chan 45  N44°05.13´ W72°26.96´  048° 34.5 NM to fld. 2080/16W.

MIDDLEBURY STATE  (6B0)  3 SE  UTC–5(–4DT)  N43°59.19´ W73°05.73´

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  ASDA–3211  LDA–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 inof arpt.

AIRPORT MANAGER: 802-388-1800


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  N44°23.83´ W73°10.96´  186° 24.9 NM to fld. 417/15W.

VOR unusable:
075°–132° byd 30 NM bly 9,000’
133°–165° byd 30 NM bly 8,000’

DME unusable:
075°–132° byd 30 NM bly 9,000’
133°–165° byd 30 NM bly 8,000’

NE, 17 JUN 2021 to 12 AUG 2021
MONTPELIER  N44°05.13´ W72°26.96´  NOTAM FILE MPV.
(L) VORW/DME 110.8  MPV  Chan 45  342º 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´
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 svcs 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) VORW/DME 117.5  BTV  Chan 122  N44°23.83´ W73°10.96´  086º 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  NE, 17 JUN 2021 to 12 AUG 2021
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: H5301X100 (ASPH)  S–30, D–44 PCN 33 F/D/X/T  MIRL
RWY 18: REIL. PAPI(P4L)—GA 3.0º TCH 43º. Thld dsplcd 299º.
RWY 36: REIL. PAPI(P4L)—GA 3.0º TCH 44º. Pole.
RWY 05–23: H3996X100 (ASPH)  S–30, D–44
RWY 05: Trees.
RWY 23: Pole.
SERVICE: S4  FUEL  100LL, JET A+  LGT ACTVT PAPI Rwy 18 and 36;
MIRL Rwy 18–36—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. Gulls on and in vicinity of arpt.
Cold temperature restricted airport. Altitude correction required at or
below –32C.
AIRPORT MANAGER: 802-334-5001
WEATHER DATA SOURCES: AWOS–3P 118.275 (802) 334–4427.
COMMUNICATIONS: CTAF/UNICOM 122.8
BOSTON CENTER APP/DEP CON 135.7
NEWPORT RCO 122.5 (BURLINGTON RADIO)
BOSTON CENTER 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 331)
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

RUTLAND – SOUTHERN VERMONT RGNL  (RUT)(KRUT)  5 S UTC–5(–4DT)  N43°31.78´

W72°56.98´

787   B   Class IV, ARFF Index A   NOTAM FILE RUT
PCN 30 F/D/X/U  MIRL
  RWY 01: PVASI(PSIR)—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
  MOGAS
AIRPORT REMARKS: Attended 1200–0100Z‡. Birds on and inv of arpt. For after hrs svc call 802–773–3348. Rwy conditions may not be monitored or reported when the arpt is unattended. Rwy 13–31 not avbl for sked acr ops (ldgs and tkof) more than 9 pax seats or unsked acr ops at least 31 pax seats. Avbl for acr ops taxi only. Cld temp rstrd arpt. Alt cor rqrd at or blw –8C. Ldg/parking fees may apply for non–based acft.
AIRPORT MANAGER: 802-786-8881

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
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.
VERMONT 333

SMUTO N43°42.37’ W72°57.40’ NOTAM FILE RUT.

NDB (MHV) 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) N43°20.62’ W72°31.04’

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: 54 FUEL 100LL, JET A, A+ LGT ACTVT REIL Rwy 05; MIRL Rwy 05–23 and 11–29—CTAF.

NOISE: Noise sensitive area west of arpt.

AIRPORT REMARKS: Attended Jan–Dec Sun–Sat 1200–2300Z‡. Geese on and in/of arpt. Gliders on and in/of arpt. Rwy conditions may not be monitored or reported when the arpt is unattended. 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 airport. Altitude correction required at or below –25°C.

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)

NE, 17 JUN 2021 to 12 AUG 2021
WARREN–SUGARBUSH (0B7)  2 E  UTC–5(–4DT)  N44º07.04´ W72º49.62´

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, tfks and ldgs without first checking UNICOM or managment 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  (4V8)  1 SW  UTC–5(–4DT)  N42º55.63´ W72º51.94´

1953  NOTAM FILE BTV
RWY 01–19:  H2650X75 (ASPH)  MIRL(STD)
RWY 01:  Trees.
RWY 19:  Trees.
SERVICE:  LGT  Rwy 01–19 MIRL, STD almnt.
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  N42º47.66´ W72º17.51´  302º 26.5 NM to fld. 1380/14W.
VOR portion unusable:
017º–027º byd 20 NM
037º–047º byd 20 NM
070º–085º byd 25 NM blo 9,000´
100º–110º
165º–185º byd 10 NM blo 6,000´
180º–225º byd 15 NM
TAC portion unusable:
070º–085º byd 25 NM blo 9,000´

WILLIAM H MORSE STATE  (See BENNINGTON on page 327)

220 TPA—See Remarks NOTAM FILE DCA Not insp.

RWY 05–23: 2202X100 (TURF)

RWY 23: Rgt ttc.


MILITARY REMARKS: Attended Mon–Fri 1300–2100Z‡, excluding holidays, other times on request. 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 (MHY) 237 EZF N38°15.98´ W77°27.03´ 162º 13.4 NM to fld. 83/10W. NDB unmonitored when arpt unatndd.

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´ CINCINNATI L–26H IAP

2087 B TPA—3077(990) NOTAM FILE VJI

RWY 06–24: H4471X75 (ASPH) S–30 MIRL 0.6% up NE

RWY 24: ODALS. REIL. PAP(P2L)—GA 4.0º TCH 32’. Tree.

SERVICE: F4 FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 06–24, PAPI Rwy 24, ODALS Rwy 24 and REIL Rwy 24—CTAF.

AIRPORT REMARKS: Attended 1200–0000Z‡. Unattended New Years Day.

July 4th, Thanksgiving, Christmas Day. For fuel after hrs, arrange before 0000Z‡ at 276–628–6030 or 276–274–4040. Wildlife inv of arpt. There is a fee ctc FBO. Anti–icing fuel additive avbl. Ultralights on and inv of arpt. High terrain in close proximity to end point of ILS–1 ARC 150 HZ side.

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 N36º26.22´ W82º07.78´ 021º 15.7 NM to fld. 4321/4W.

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 lef of course.
ALLEN C PERKINSON BLACKSTONE AAF
(BKT)(KBKT) MIL/CIV A 2 E UTC-5(-4DT) N37º04.49’ W77º57.40’
437 B NOTAM FILE DCA
RWY 04–22: H533X150 (CONC) PCN 64 R/C/W/T MIRL
0.7% up NE
RWY 04: Tree.
RWY 22: Thld dsplcd 700’. Tree.


AIRPORT MANAGER: 434-292-2193
COMMUNICATIONS: CTAF 126.2
WASHINGTON CENTER APP/DEP CON 118.75 377.1
BLACKSTONE TOWER 292.7 (Mon–Fri 1300–2300Z‡, 1300–2100Z‡ first full weekend of each month exc fed hols; other times by NOTAM).
RANGE OPS 34.1 36.1 121.5 243.0
CLEARANCE DELIVERY PHONE: When ATCT clsd, for CD ctc Washington ARTCC at 703-771-3587.
AIRSPACE: CLASS D svc Mon–Fri 1300–2300Z‡ 1300–2100Z‡ first full weekend of each month exc fed hols; other times by NOTAM; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

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:
B1w 3,000’
VOR OTS indef
DME unusable:
B1w 3,000’
BLACKSTONE NDB (MHW) 326 BKT N37º07.65´ W78º02.67´ 136º 5.3 NM to fld. 418/9W.

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 EXEC (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) MIRL


RWY 31: REIL. PAPI(P2L)—GA 3.0º TCH 50´. Brush.

SERVICE: FUEL 100LL, JET A+ LGT MIRL Rwy 13–31 preset low inst; ACTVT REIL Rwy 13 and 31, PAPI Rwy 31, MIRL Rwy 13–31—CTAF.

NOISE: Noise sensitive area north of arpt. VFR departures maintain rwy heading until reaching 1000 ft AGL.


AIRPORT MANAGER: 540-231-4444

WEATHER DATA SOURCES: AWOS–3 133.325 (540) 231–4837.

COMMUNICATIONS: CTAF/UNICOM 123.05

CLNC DEL 124.85

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 N37°05.26´ W80º42.77´ 069º 16.2 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

TECH NDB (HWW) 368 TEC N37°12.52´ W80°24.21´ at fld. 2126/8W. NOTAM FILE BCB.


BLUE RIDGE

(See MARTINSVILLE on page 360)

BOJAR N37°15.75´ W79º14.59´ NOTAM FILE LYH.

NDB (MHW/LOM) 385 LY 036º 4.3 NM to Lynchburg Rgnl/Preston Glenn Fld. 804/8W. NDB unmonitored when ATCT closed.
BRIDGEPARK AIR PARK (VBW)(KVBW)  1 SE UTC-5/(-4DT) N38°22.00' W78°57.62'
1165  B  NOTAM FILE DCA
RWY 15–33: H2745X60 (ASPH) S–22 MIRL 0.3% up SE
RWY 15: Tree.
RWY 33: Thld dsplcd 368’, Pole.
SERVICE: FUEL  JET A+  LGT ACTIVATE MIRL Rwy 15–33—CTAF.
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:
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  N38°20.18’ W77º21.17’ NOTAM FILE DCA.
(L) VORTAC 114.5 BRV Chan 92  316º 6.1 NM to Stafford Rgnl. 145/9W.
DME unusable:
01º–02º 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
07º–08º
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:
01º–02º 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)

NE, 17 JUN 2021 to 12 AUG 2021
**BROOKNEAL/CAMPBELL CO (0V4)** 6 NW UTC–5(–4DT) N37º08.50´ W79º00.98´

<table>
<thead>
<tr>
<th>RWY 06–24:</th>
<th>H3798X60 (ASPH) S–12.5 MIRL</th>
</tr>
</thead>
<tbody>
<tr>
<td>RWY 06:</td>
<td>REIL, PAPI(P2R)—GA 3.0º TCH 43´. Tree.</td>
</tr>
<tr>
<td>RWY 24:</td>
<td>REIL, PAPI(P2L)—GA 3.0º TCH 46´. Tree.</td>
</tr>
</tbody>
</table>

**SERVICE:** FUEL 100LL LGT MIRL Rwy 06–24 preset low, to incr intst and ACTVT REIL Rwy 06 and 24—CTAF.

**AIRPORT REMARKS:** Unattended. Deer on and inv of arpt. Ultralight activity on and inv of arpt. 24 hr 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

**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.**

**COMM/NAV/WEATHER REMARKS:** ROA twr svcs avbl at 540–563–1307.

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**BRUNSWICK CO (See LAWRENCEVILLE on page 356)**

**BUCK’S ELBOW MOUNTAIN**

| RC0 122.65 (LEESBURG RADIO) |

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**BUMPASS**

| LAKE ANNA (7W4) 0 NW UTC–5(–4DT) N37º57.95´ W77º44.75´ |
|-------------------|-----------------|
| 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 inv of arpt.

**AIRPORT MANAGER:** 804-550-5794

**WEATHER DATA SOURCES:** AWOS–3 120.775 (540) 872–0303.

**COMMUNICATIONS:** CTAF 122.9

**CLEARANCE DELIVERY PHONE:** For CD ctc Potomac Apch at 866-640-4124.
### CAMP PEARY LNDG STRIP (W94) A 3 NE UTC–5(–4DT) N37°18.77′ W76°38.29′

- **Rwy 05–23:** H5018X151 (ASPH) LI RL
- **Rwy 05:** PAPI (P4L)
- **Rwy 23:** PAPI (P4L)

**Military Remarks:** 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.

**Airport Manager:** 804-229-2121

**Clearance Delivery Phone:** For CD ctc Norfolk Apch at 757-464-0757.

**Radio Aids to Navigation:**

- **Harcum (L) VORTACW**
  - 108.8 HCM Chan 25 N37°26.92′ W76°42.68′ 164° 8.9 NM to fld. 8/7W.
  - VOR unusable:
    - 056°–095° blo 2,000′
    - 174
    - 275°–300° blo 2,000′

**Campbell Fld** (See Weirwood on page 383)

### Cape Charles N37°20.85′ W75°59.86′ NOTAM FILE DCA.

- **VORTACW**
  - 112.2 CCV Chan 59 042° 21.2 NM to Accomack Co. 10/10W.
  - TACAN AZIMUTH unusable:
    - 005°–015° byd 20 NM blo 4,000′
  - VOR unusable:
    - 137°–322° byd 17 NM blo 2,000′
    - 137°–322° byd 22 NM blo 3,000′
  - DME unusable:
    - 005°–015° byd 20 NM blo 4,000′

### Casanova N38°38.47′ W77°51.93′ NOTAM FILE DCA.

- **VORTACW**
  - 116.3 CSN Chan 110 184° 6.9 NM to Culpeper Rgnl. 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′

### Caverns N38°41.96′ W78°28.34′ NOTAM FILE DCA.

- **NDB (MHW)**
  - 245 LUA 223° 2.4 NM to Luray Caverns. 834/9W. NDB unmonitored when arpt unatndd.
  - NDB unusable:
    - 050°–208° byd 10 NM
    - 209°–049° byd 15 NM

**Washington H–10I, 12H, L–34E, 36H**


**Washington L–29G**

**Chambers Fld** (See Norfolk NS (Chambers Fld) on page 366)
CHARLOTTESVILLE–ALBEMARLE (CHO)(KCHO)  7 N  UTC–5(–4DT)  N38º08.38´

640  B  Class I, ARFF Index B  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. PAPI(P4L)—GA 3.0º TCH 53´.
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 VGSI unusbl byd 6.5 deg L of RCL. When ATCT clsd HIRL Rwy 03–21, and twy lights preset low intst. To ACTVT and increase intst MALSR Rwy 03; REIL Rwy 21; HIRL Rwy 03–21 and twy lights—CTAF.

AIRPORT REMARKS: Attended 0930–0530Z‡. Deer and birds on and invof 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

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 B 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 CLEARANCE DELIVERY PHONE: For CD ctc Washington ARTCC at 703-771-3587.
RADIO AID TO NAVIGATION: NOTAM FILE DCA.
SOUTH BOSTON (L) VORTAC 110.4 SBV Chan 41 N36°40.50' W79°00.87' 080° 25.7 NM to fld. 520/5W.

CHESAPEAKE RGNL (See NORFOLK on page 364)

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 Apc 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 dsplcd 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 CLEARANCE DELIVERY PHONE: For CD ctc Washington ARTCC at 703-771-3587.
RADIO AID TO NAVIGATION: NOTAM FILE DCA.
SOUTH BOSTON (L) VORTAC 110.4 SBV Chan 41 N36°40.50' W79°00.87' 107° 22.4 NM to fld. 520/5W.
CREWE MUNI  (W81)  1 E  UTC–5(–4DT)  N37º10.86´ W78º05.91´
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 lgts 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.

LAWRENCEVILLE  (L) VORTACW  112.9  LVL Chan 76  N36º49.08´ W77º54.18´ 345º 23.7 NM to fld. 350/8W.
VOR unusable:
090 blo 7,000´
090 byd 20 NM
091–105º
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:
Btw 3,000´
VOR OTS indef
DME unusable:
Btw 3,000´

CULPEPER RGNL  (CJR)(KCJR)  7 NE  UTC–5(–4DT)  N38º31.53´ W77º51.58´
316  B  NOTAM FILE CJR
RWY 04–22: H5000X100 (ASPH–GRVD)  S–40  MIRL
RWY 04: REIL; PAPI(P4L)—GA 3.0º TCH 40´. Trees.
RWY 22: REIL; PAPI(P4L)—GA 3.0º TCH 40´. Bldg.
SERVICE: S4  FUEL  100LL, JET A+  LGT  ACTVT MIRL Rwy 04–22, REIL Rwy 04, PAPI Rwy 04, REIL Rwy 22, PAPI Rwy 22 and twy lgts—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  N38º38.47´ W77º51.93´ 184º 6.9 NM to fld. 442/6W.
VOR unusable:
310º–350º byd 10 NM blo 11,000´
TACAN AZIMUTH unusable:
310º–350º byd 10 NM blo 11,000´
DME unusable:
310º–350º byd 10 NM blo 11,000´
LOC 109.95  I–DZH  Rwy 04.
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´.

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: S4 FUEL: 100LL, JET A+ LGT: ACTIVATE HIRL Rwy 02–20,
MALSR Rwy 13–31, REIL Rwy 13, 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) VORW 113.1 I–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
DAVISON AAF  (DAA)(KDAAR)  A (ARNG)  3 NW  UTC–(-5)(-4DT)  N38º42.90´ W77º10.85´  WASHINGTON

74  B  TPA—See Remarks  NOTAM FILE DCA  Not insp.  ARNG

RWY 14–32:  H5421X75 (ASPH)  PCN F/A/W/T  HIRL  PAPI(P2L)—GA 3.0º TCH 60´. RVR–R Thld dsplcd 501´.

RWY 14:  MALSF. PAPI(P4R)—GA 3.0º TCH 34´. RVR–T Thld dsplcd 902´.

SERVICE:  MILITARY—LGT Avbl 0230–1100Z‡ Mon–Fri and 24 hrs on weekends and hol. When twr clsd HIRL Rwy 14–32 preset to PCL. To increase ints ACTIVATE CTAF. FUEL J8. Avbl 1200–0300Z‡ Mon–Fri; 1330–2130Z‡ Sat–Sun, OT/hol

NOISE:  Noise Abatement twr will advise of restriction to engine run up, tfk and ldg bbn Mon–Sat 0300–1300Z‡, Sun and hol 2200–1700Z‡. Multiple practice instrument apch or tfc pat work are only authorized Mon–Sat 1300–0300Z‡, Sun and hol 1700–0300Z‡.


COMMUNICATIONS: CTAF 126.3 ATIS 128.175 (1100–0230Z‡ Mon–Fri, excl hols)

PTD 139.4 (VIP arr ctc Base OPS 15 min prior to ldg)

TOWER 126.3 229.4 241.0 (1100–0230Z‡ Mon–Fri excl hol)  GND CON 121.9 351.8 CLNC DEL 351.8

CLN DEL:  For CD when ATCT is clsd ctc Potomac Apch at 866-599-3874.

AIRSPACE:  CLASS D svc 1100–0230Z‡ Mon–Fri excl hol; other times CLASS G.

ARMLEL (L) VOR/DME 113.5  AML Chan 82  N38º56.08´ W77º28.00´  142º 18.8 NM to fld. 296/8W.

DIVEE NDB (HW) 223  DAA  N38º39.70´ W77º06.61´  323º 4.6 NM to fld. 53/9W. NOTAM FILE DCA.

NDB unusable:

Byd 15 NM

ASR/PAR (Weekdays 1200–0000Z‡ excluding holidays, 2 hr PPR other times.)

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

HELIPAD H1: H50X50 (CONC)

DINWIDDIE CO  (See PETERSBURG on page 369)
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: MALS. PAPI(P4L)—GA 3.0º TCH 58´. Ground.

RWY 24: REIL. PAPI(P4L)—GA 3.0º TCH 44´. Trees.

SERVICE: FUEL 100LL, JET A+ LGT ACTVT MALS. Rwy 06, REIL


AIRPORT MANAGER: 540-674-4141

WEATHER DATA SOURCES: AWOS–3 127.375 (540) 674–2731.

COMMUNICATIONS: PULASKI RCO 122.3 (LEESBURG RADIO)

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`
- 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

ILS 110.9 I–PSK Rwy 06. Class IA. Unmonitored when FBO cld.


EAGLE’S NEST (See WAYNESBORO on page 382)

EMPIRIA–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´. Tree.

SERVICE: FUEL 100LL, JET A LGT ACTVT REIL Rwy 16 and Rwy 34; PAPI Rwy 16 and Rwy 34; MIRL Rwy 16 and 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 inv of arpt.

TPA—1127(1000) light acft, 1627(1500) heavy acft.

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


RADIO AIDS TO NAVIGATION: NOTAM FILE FKIN.

FRANKLIN (L) VORTACW 110.6 FKN Chan 43 N36º42.85´ W77º00.74´ 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.
FARMVILLE RGNL (FVX)(KFVX) 4 NW UTC–5(–4DT) N37º21.45´ W78º26.27´

416 B NOTAM FILE FVX
Rwy 03–21: H4400X75 (ASPH–GRVD) S–12.5 MIRL
Rwy 03: REIL. PAPI(P2L)—GA 3.0º TCH 44´. Hill.
Rwy 21: REIL. PAPI(P2L)—GA 3.0º TCH 44´. Tree.
SERVICE: S2 FUEL 100LL, JET A LGT REIL Rwy 03 and Rwy 21; MIRL Rwy 03–21; preset low intst, to incr intst ACTVT–CTAF.
AIRPORT MANAGER: 434-392-5686
COMMUNICATIONS: CTAF/UNICOM 122.8
ROANOKE APP/DEP CON 135.0
CLEARANCE DELIVERY PHONE: For CD ctc Roanoke Apc at 540-563-1307.

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


FELKER AAF (FAF)(KFAF) A UTC–5(–4DT) N37º07.96´ W76º36.54´
12 B TPA—See Remarks NOTAM FILE DCA. Not insp.
Rwy 14–32: H3025X75 (ASPH) PCN 13 F/B/Y/T MIRL
Rwy 14: ODALS. PAPI(P2L)—GA 3.0º TCH 48´. Rgt tfc.
Rwy 32: PAPI(P2L)—GA 3.0º TCH 48´.
SERVICE: MILITARY—LGT ACTVT PAPI Rwy 14, 32; MIRL Rwy 14–32, ODALS Rwy 14–CTAF. Rwy 32 VGSI unusbl byd 9 degrees right and 7 degrees left of ctrln. JASU 2(TAGPU) FUEL J8 TRAN ALERT Svc avbl 1230–2130Z+ Mon–Fri exc hol.
AIRPORT MANAGER: 757-878-2865
COMMUNICATIONS: CTAF 126.3
© NORFOLK APP/DEP CON 125.7 335.625
TOWER 126.3 269.25 (1200–0400Z+ Mon–Fri exc Federal 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 Apc at c757-363-5864.
AIRSPACE: CLASS D svc 1200–0400Z+ Mon–Fri exc fed hol; other times CLASS G.

CONTINUED ON NEXT PAGE
RADIO AIDS TO NAVIGATION: NOTAM FILE FKN.
FRANKLIN (L) VORTACW 110.6 FKN Chan 43 N36º42.85´ W77º00.74´ 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
DME unusable:
090º–139º

FLAT ROCK N37º31.71´ W77º49.69´ NOTAM FILE DCA.
(H) VORTACW 113.3 FAK Chan 80 123º16.2 NM to Richmond Exec–Chesterfield Co. 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

FOREST
NEW LONDON (W90) 6 SW UTC–5(–4DT) N37º16.30´ W79º20.15´ 842 NOTAM FILE DCA
RWY 18–36: H3164X40 (ASPH) 2.3% up N
RWY 36: Trees.
AIRPORT REMARKS: Unattended. Rwys 18–36 CLOSED daily SS–SR. Stand, fence and twr in prim and/or transitional scfs with guardrail both sides of Rw 36. Ultralgt acft on and inovf arpt. Rw used as drag strip on certain Sundays summer months. NOTAM when arpt closed.
AIRPORT MANAGER: 434-582-3028
COMMUNICATIONS: CTAF/UNICOM 122.8

FORT LEE AHP 3(QRTMST CEN) HELIPORT (VA39) A 0 S UTC–5(–4DT) N37º15.28´ W77º19.63´ 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 ashp compound 1 NM WNW. MISC 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 Apch at 866-640-4124.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
HOPEWELL (L) VORTACW 112.0 HPW Chan 57 N37º19.73´ W77º06.96´ 252º 11.0 NM to fld. 70/6W.
FRANKLIN RGNL (FKN) (FKFN) 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 unusable byd 1 NM from thld.

AIRPORT REMARKS: Attended 1300–2200Z‡. Possible tfc from the Southampton Memorial Helipad 2 NM west of arpt. Deer on and inv of arpt. TPA—B40(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 Apch at 757-464-0757.

RADIO AIDS TO NAVIGATION: NOTAM FILE FKN.

(L) VORTAC W 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 W 110.6 FKN Chan 43 108º 5.4 NM to Franklin Rgnl. 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

WASHINGTON

L–35C, 36H IAP

NE, 17 JUN 2021 to 12 AUG 2021
SHANNON (EZF)(KEZF) 2 S UTC–5(–4DT) N38°15.97´ W77°26.96´

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 ACTVT MIRL Rwy 06–24—CTAF. Rwy 06 PVASI OTS indefly.

AIRPORT REMARKS: Attended 1300–2200Z‡. Unattended New Year’s, 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 clsd 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 sufly high to cross Rt. 2 (Rwy 24) for the railroad tracks (Rwy 06) at or abv 135´ MSL (50´ AGL). Tran acft park on ramp NE side of trml. Req R/W acft not taxi next to trml.

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 otr times - 4 clicks. If una, for CD ctc Quantico CD during op hours at 703-784-5990, Potomach Apch all otr times 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´ 236º 6.2 NM tofld. 145/9W.

DME unusable:
017º–027º byd 20 NM
141º–308º byd 10 NM bilo 3,000´
141º–308º byd 24 NM bilo 6,000´

Byd 35 NM bilo 3,500´

VOR unusable:
007º–027º
077º–083º
084 byd 16 NM bilo 9,000´
085º–089º byd 16 NM
090º–140º byd 10 NM bilo 3,000´
141º–308º byd 10 NM bilo 3,000´
141º–308º byd 24 NM bilo 6,000´
341º–006º bilo 2,500´
341º–006º byd 10 NM bilo 5,500´
341º–006º byd 30 NM bilo 8,500´
341º–006º bilo 36 NM

TACAN AZIMUTH unusable:
017º–027º byd 20 NM
141º–308º byd 10 NM bilo 3,000´
141º–308º byd 24 NM bilo 6,000´

NDB (MHW) 237 EZF N38°15.98´ W77°27.03´ at fld. 83/10W. NOTAM FILE EZF. NDB unmonitored when arpt unatndd.

NDB unusable:
Byd 15 NM

HELIPAD H1: H30X30 (CONC)
FRONT ROYAL–WARREN CO  (FRR/KFRR)  3 W UTC–5(–4DT)  N38°55.05´ W78°15.20´
704  B  NOTAM FILE DCA
RWY 10–28: H3008X75 (ASPH) S–12.5 MIRL 0.4% up E
RWY 10: APAP(PNIR)—GA 3.0º TCH 16’. Road.
RWY 28: APAP(PNIL)—GA 3.0º TCH 16’. Pole.
SERVICE: S2  FUEL  100LL  LGT ACTVT MIRL Rwy 10–28—CTAF.
NOISE: Noise abatement procedures in effect, ctc arpt mgr for details at 540–635–3570.
AIRPORT REMARKS: Attended 1400–2200Z; Deer and geese on and inv of arpt. Glider ops on and inv of arpt. Rwy 10 and Rwy 28 rgt tfc for gyrocopters, ultralights and gliders.
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–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

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 045º 19.7 NM to Tazewell Co. 4200/2W.  
VOR unusable: 010º–095º  
115º–120º byd 20 NM blo 10,000´  
351º–004º 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: H2300X40 (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  
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´ 002º 8.6 NM to fld. 383/6W.  
TACAN AZIMUTH unusable: 250º–260º byd 25 NM blo 7,000´  

GORDONSVILLE  N38°00.82´ W78°09.18´ NOTAM FILE DCA.  
(H) VORTAC 115.6 GVE Chan 103 002º 8.6 NM to Gordonsville Muni. 383/6W.  
TACAN AZIMUTH unusable: 250º–260º byd 25 NM blo 7,000´  
RCO 122.1R 115.6T (LEESBURG RADIO)  

HAMPTON ROADS EXEC (See NORFOLK on page 364)  

HANOVER CO MUNI (See RICHMOND/ASHLAND on page 374)  

HARCUM  N37°26.92´ W76°42.68´ NOTAM FILE DCA.  
(L) VORTACW 108.8 HCM Chan 25 338º 5.0 NM to Middle Peninsula Rgnl. 8/7W.  
VOR unusable: 056º–095º blo 2,000´  
174  
275º–300º blo 2,000´  

HOPEWELL  N37°19.73´ W77°06.96´ NOTAM FILE DCA.  
(L) VORTACW 112.0 HPW Chan 57 003º 10.5 NM to New Kent Co. 70/6W.  

NE, 17 JUN 2021 to 12 AUG 2021
VIRGINIA

HOT SPRINGS

INGALLS FLD (HSP;KHSP) 3 S UTC–5–(–4DT) N37°57.09′ W79°50.03′
3793 B NOTAM FILE HSP
HIRL 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 MANAGER: 540-839-5326
WEATHER DATA SOURCES: AWOS–3 (540) 839–5974.
COMMUNICATIONS: CTAF/UNICOM 123.0
WASHINGTON CENTER APP/DEP CON 134.4
AIRSPACE: CLASS E svc 1500–2300Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION:
NOTAM FILE DCA.
MONTEBELLO (L) VOR/DME 115.3 MOL Chan 100 N37°54.03′ W79°06.41′ 280º 34.6 NM to fld. 3455/5W.
DME portion unusable:
158º–168º byd 30 NM blo 6,000′
ILS 108.7 I–HSP Rwy 25. Class IT. Unmonitored when FBO clsd.

HUMMEL FLD (See SALUDA on page 375)

INGALLS FLD (See HOT SPRINGS on page 353)

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.
RWY 25: REIL. PAPI(P2L)—GA 3.25º TCH 44′. 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
COMMUNICATIONS: CTAF 122.9
ATLANTA CENTER APP/DEP CON 127.55
CLEARANCE DELIVERY PHONE: For CD ctc Atlanta ARTCC at 770-210-7692.
RADIO AIDS TO NAVIGATION:
NOTAM FILE LOU.
HAZARD (L) DME 111.2 A2Q Chan 49 N37°23.48′ W83°15.78′ 177º 44.2 NM to fld. 1243/0W.
DME portion unusable:
Byd 25 NM blo 4,500′
KENBROIDGE

LUNEBURG CO  (W31)  3 W UTC–5(–4DT)  N36º57.62’ W78º11.11’

526  B  NOTAM FILE DCA

RWY 02–20:  H3000×50 (ASPH–AFSC)  S–12.5  LIRL  0.4% up N

RWY 20:  APAP(PNIL)—GA 5.0º TCH 26’. Tree.

SERVICE:  FUEL  100LL


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


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 339)

LAKE COUNTRY RGNL  (See CLARKSVILLE on page 342)
LANGLEY AFB

**MILITARY REMARKS:**

**COMMUNICATIONS:** SFA ATIS 270.1

**RADIO AIDS TO NAVIGATION:**

**AIRPORT MANAGER:**

**NOISE:**

**SERVICE:**

**ARRESTING GEAR/SYSTEM**

**RWY 08**

B – NOTAM FILE LFI Not insp.


**RWY 26**

B – NOTAM FILE LFI Not insp.


**ARRESTING GEAR/SYSTEM**

**RWY 08**

BAK–15(NI) (60 FT OVRN) HOOK BAK–12(B) (1100 FT).

**RWY 26**


**SERVICE:**

**MILITARY REMARKS:**

**COMMUNICATIONS:** SFA ATIS 270.1

**RADIO AIDS TO NAVIGATION:**

**AIRPORT MANAGER:**

**NOISE:**

**SERVICE:**

**ARRESTING GEAR/SYSTEM**
LAWRENCEVILLE

BRUNSWICK CO (LVL)(KLVL)  3 E UTC–5(–4DT)  N36°46.37’ W77°47.66’

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) VORTACW 112.9 LVL  Chan 76

N36°49.08’ W77°54.18’  125° 5.9 NM to fld. 350/8W.

VOR unusable:
090 blo 7,000’
090 byd 20 NM
091°–105°
106 blo 7,500’
106 byd 27 NM
107°–170°
171°–280° blo 6,000’
201°–325° byd 17 NM blo 9,000’
326°–089°

TACAN AZIMUTH unusable:
Blw 3,000’
VOR OTS indef
DME unusable:
Blw 3,000’

LEE CO (See JONESVILLE on page 353)
LEESBURG EXEC (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, 0X 4  LGT  When ATCT clsd ACTVT
ODALS Rwy 17; REIL Rwy 17 and 35; PAPI Rwy 17 and 35; PAPI
Rwy 17 and 35; HIRL Rwy 17–35—CTAF. Rwy 17 NSTD ODALS, 3
lgt configuration. Durg ATCT hrs of opn, sgl lgt gun lctd at trml.
AIRPORT REMARKS:  Attended 1000–0100Z‡. For svc aft hrs call
703–889–8558. For fuel and otr svcs ctc arpt opns on freq 128.95.
Birds and deer on and invof arpt. Hel act on and invof arpt. Calm wind
use Rwy 17. Ramp fence southwest side ramps lead–in lines on west
ramp not avbl. PAEW on and invof arpt. Psbl thermal plumes fm pwr
plant 1.3 NM SSE.
AIRPORT MANAGER: 703-737-7125
WEATHER DATA SOURCES: AWOS–3 125.225 (703) 777–3781.
COMMUNICATIONS: CTA 127.5  UNICOM 122.975
® POTOMAC APP/DEP CON 125.05
LEESBURG TOWER 127.5 (1300–2300Z‡)  GND CON 120.5
CLNC DEL 120.5 118.55
CLEARANCE DELIVERY PHONE: For CD when ATCT clsd, ctc Potomac Apch
118.55 or 866-709-4993.
RADIO AIDS TO NAVIGATION: NOTAM FILE IAD.
ARMEL (L) VOR/DME 113.5  AML Chan 82  N38º56.08´ W77º28.00´  342º 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:
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
LONESOME PINE (See WISE on page 385)
LOUISA CO/FREEMAN FLD  (LKU)(KLKU)  2 SE UTC–5(–4DT)  N38º00.59´ W77º58.21´ WASHINGTON
494  B  NOTAM FILE LKU L–34E, 36H
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 1300–2200Z‡. Sun and holidays 1500–2200Z‡. Deer and birds on invof arpt.
AIRPORT MANAGER:  540-967-0050
COMMUNICATIONS:  CTAF/UNICOM 122.975
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´ 097º 8.7 NM to fld. 383/6W.
   LOC/DME 108.55  I–LKU  Chan 22(Y)  Rwy 27.

LUNENBURG CO  (See KENBRIDGE on page 354)

LURAY Caverns  (LUA)(KLUA)  2 W UTC–5(–4DT)  N38º40.00´ W78º30.05´ WASHINGTON
902  B  NOTAM FILE DCA L–29D IAP
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
WASHINGTON CENTER APP/DEP CON 133.2
RADIO AIDS TO NAVIGATION:  NOTAM FILE DCA.
   LINDEN (L) VORTACW 114.3  LDN  Chan 90  N38º51.26´ W78º12.33´ 237º 17.8 NM to fld. 2435/6W.
   DME portion unusable:  115º–125º byd 20 NM
   155º–165º byd 20 NM
   175º–200º byd 20 NM
   TACAN AZIMUTH unusable:  115º–125º 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

NE, 17 JUN 2021 to 12 AUG 2021
LYNCHBURG

FALWELL (W24) 3 SE UTC–5(–4DT) N37°22.68′ W79°07.33′
939 TPA—1739(800) NOTAM FILE DCA
RWY 10–28, H2932X50 (ASPH) MIRL 4.7% up W
RWY 10: Tree.
SERVICE: 54 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 Apch at 540-563-1307.
RADIO AIDS TO NAVIGATION: NOTAM FILE LYH.
LYNCHBURG (L) VORW/DME 109.2 LYH Chan 29 N37°15.27′ W79°14.18′ 041° 9.2 NM to fld. 871/5W.

LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)(KLYH) 5 SW UTC–5(–4DT) N37°19.52′ W79°12.07′
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′.
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 35: TORA–3386 TODA–3386 ASDA–3386 LDA–3386
SERVICE: 54 FUEL 100LL, JET A OX
AIRPORT REMARKS: Attended 1000–0459Z‡. Birds and other wildlife on and invof arpt. Rwy 17–35 CLOSED to air carrier acft. All sfcs work in progress mowing/maintenance. Extensive flight training on and invof arpt. Class I, ARFF Index A. PPR 12 hrs for unscheduled air carrier ops with more than 30 passenger seats. Call ARFF 434–582–1157. Index “B” coverage provided. Twy G uncontrolled not visible from twr. Twy G clsd to air carrier and acft over 12,500 lbs. Rwy 17–35 PPR for acft over 12,500 lbs.
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 (LEESBURG 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 Apch at 540-563-1307.
AIRSPACE: CLASS D svc 1130–0330Z‡; other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE LYH.
BOJAR NDB (MMH/LOM) 385 LY N37°31.75′ W79°14.59′ 036° 4.3 NM to fld. 804/8W. NDB unmonitored when ATCT closed.
(L) VORW/DME 109.2 LYH Chan 29 N37°15.27′ W79°14.18′ 027° 4.6 NM to fld. 871/5W.
VOR unusable:
200°–210° 330°–360°
ILS 110.1 I–LYH Rwy 04. Class IE. LOM BOJAR NDB. ILS mon 24 hr at aocc.
MARION/WYTHEVILLE

MOUNTAIN EMPIRE (MKJ) (KMKJ) 9 NE UTC–5 (–4DT) N36°53.69′ W81°21.00′

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: 276-783-1805


COMMUNICATIONS: CTAF/UNICOM 122.7

CLEARANCE DELIVERY PHONE: For CD ctc Atlanta ARTCC at 770-210-7692.

RADIO AIDS TO NAVIGATION: NOTAM FILE PSK.

PULASKI (H) VORTACW 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 bly 10,000′
200º–225º byd 10 NM
284º–286º byd 10 NM bly 10,000′
287º–316º byd 25 NM bly 10,000′
315º–335º byd 10 NM bly 10,000′
334º–039º byd 25 NM bly 10,000′

DME unusable:

250º–350º byd 25 NM bly 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 unusable byd 15º left of course.

MARTINSVILLE

BLUE RIDGE (MTV) (KMTV) 8 SW UTC–5 (–4DT) N36°37.85′ W80°01.10′

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’. Tree.

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 31; MIRL Rwy 13–31; ODALS Rwy 31—CTAF. Rwy 13 VGSI 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 122.7

GREENSBORO APP/DEP CON 124.35

CLNC DEL 124.85


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. 908/3W.

TACAN AZIMUTH unusable:

250º–290º byd 10 NM byd 6,000′

BALES NDB (MMH/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–UVM Chan 50 Rwy 31. Class I/T. LOM BALES NDB. Unmonitored when ATCT clsd.

MC LAUGHLIN SPB (See CHESTER on page 342)

MECKLENBURG–BRUNSWICK RGNL (See SOUTH HILL on page 376)
MELFA

ACCOMACK CO (MFV)(KMFV) 1 W UTC–5(–4DT) N37º38.81´ W75º45.66´

48 B TPA—See Remarks NOTAM FILE MFV

RWY 03–21: H5000X100 (ASPH) S–26 MIRL

RWY 03: REIL. PAPI(P2L)—GA 3.0º TCH 40º. Tree.

RWY 21: REIL. PAPI(P2L)—GA 3.0º TCH 40º. 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 inv of arpt. TPA—898(850) light acft, 1548(1500) heavy acft.

AIRPORT MANAGER: 757-787-4600


COMMUNICATIONS: CTAF/UNICOM 122.8

® PATUXENT APP/DEP CON 127.9 (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) VORTAC W112.2 CCV Chan 59 N37º20.85´ W75º59.86´ 042º 21.2 NM to fld. 10/10W.

TACAN AZIMUTH unusable:

005º–015º byd 20 NM b/o 4,000´

137º–322º byd 17 NM b/o 2,000´

137º–322º byd 22 NM b/o 3,000´

DME unusable:

005º–015º byd 20 NM b/o 4,000´

LOC/DME 110.15 I–MFV Chan 38(Y) Rwy 03.

MIDDLE PENINSULA RGNL (See WEST POINT on page 383)

MONETA

SMITH MOUNTAIN LAKE (W91) 4 SE UTC–5(–4DT) N37º06.46´ W79º35.55´

892 B NOTAM FILE DCA

RWY 05–23: H3058X50 (ASPH) MIRL 1.2% up NE

RWY 05: Thld dsplcd 250´. Trees.

RWY 23: REIL. Tree.

SERVICE: 54 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 inv of 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 b/o 6,000´

RCO 122.1R 115.3T (LEESBURG RADIO)

MOUNTAIN EMPIRE (See MARION/WYTHEVILLE on page 360)

WASHINGTON

NE, 17 JUN 2021 to 12 AUG 2021
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 371)

NEW LONDON  (See FOREST on page 348)

NEW MARKET  (8W2)  2W  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 dlspcd 918’. Pole.
SERVICE:  S4  FUEL  100LL  LGT
AIRPORT REMARKS:  Attended Mon–Fri 1300–2130Z‡. Unattended
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) VORTAC 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 346)
VIRGINIA 363
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´. 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 TADA–6526 ASDA–6526 LDA–6526
RWY 07: TORA–8003 TADA–8003 ASDA–8003 LDA–8003
RWY 20: TORA–6526 TADA–6526 ASDA–6526 LDA–6526
SERVICE: S4 FUEL 100LL, JET A AX 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 lgts—CTAF. Rwy 07 MALSR unmonitored.
AIRPORT REMARKS: Attended continuously. Glider activity approximately 19 miles southwest of arpt, up to base of clouds. Birds
  inflow arpt. Use CTN low LVL HEL INVOF ARPT. RC park APRXLY 2 miles N of ARPT, up to 400 FT. PPR 45 minutes for
  unscheduled air carrier ops with more than 30 passenger seats call arpt ops at 757–234–0568. Rwy 02–20 CONC–GRVD from AER 20 to 5000´. Remainder ASPH–GRVD. Acft arriving/departing Newport News should announce
  intentions on CTA when twr clsd. Ldg fee for acft over 12,500 lbs. Flight Notification Service (ADCU) available.
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:
© 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 bly 4,000´
  325º–335º byd 20 NM
  Byd 30 NM bly 2,500´
© TACAN AZIMUTH unusable:
  Byd 30 NM bly 2,500´
© DME unusable:
  Byd 30 NM bly 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) N36º39.94´ W76º19.24´

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´. Tree.

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.

NOISE: 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–3 123.675 (757) 204–4290.

COMMUNICATIONS: CTAF/UNICOM 123.075

® 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 N36º53.51´ 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 EXEC (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: H5255X70 (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 inof arpt. Rwy 10–28 preferred use rwy. Rwy 10 and Rwy 20 rgt tfc for fixed wing act. 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 118.375 (757) 465–2175.

COMMUNICATIONS: CTAF/UNICOM 122.725

® 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 23: MALSR. PAPI(P4L)—GA 3.0º TCH 55´. RVR–R Pole.
Rwy 14–32: H4876X150 (ASPH–GRVD) S–75, D–100, 2S–127 PCN 27 F/A/W/T MIRL
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 32: TORA–4875 TODA–4875 ASDA–3900 LDA–3900

SERVICE:
FUEL 100LL, JET A OX 1, 2, 4

NOISE: Noise abatement procedures in effect.


AIRPORT MANAGER: 757-857-3344

WEATHER DATA SOURCES: AGOS (757) 460–9348 WSP.
COMMUNICATIONS: ATIS (757) 464–1390 RCO 122.1R 116.97 (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:
(H) VORTAC 116.9 ORF Chan 116 N36º53.51´ W76º12.02´ 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 N36º50.43´ W76º15.08´ 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)  N36º56.25´ W76º17.36´

15 B  NOTAM FILE NGU Not insp.

Rwy 10–28: H8370X200 (ASPH–GRVD) PCN 56 R/B/W/T HIRL CL

Rwy 10: ALSFL2. OLS. TDZL. REIL. PAPi(P4R)—GA 3.0º TCH 35´. Thld dispcl 299´.

RUNWAY DECLARED DISTANCE INFORMATION

Rwy 10: TORA–B370 LDA–8071
Rwy 28: TORA–B370 LDA–7375

ARRESTING GEAR/SYSTEM

Rwy 10 HOOK E28(B) (1500').
Rwy 28 HOOK E28 (B) (1062').

SERVICE:  Ox 1, 2

MILITARY—A–GEAR

Avoid centerline Igト Rwу 10–28 dur cable engagement to prevent tailhook skip. Dist Rwу 28 measured fr dispcl thld. E–28(B) in raised posn at dep end of rwy normally. Short–fld gear avbl with 20 min PN.

JASU (NC–10C) (NC–8A/A1) (NCPP–105 Ctc Air OPS Duty Officer to ensure avbl.)

FLUID

ADI SP PRESAIR LHOX LOX

OIL

Unavailable.

TRAN ALERT

Ltd tran maint avbl wkd only 1200–2000Z‡. Tran maint unavbl OT . 2 hr PN rqr for LOX. Lavatory svc unavbl for C–130 acft. Potable water unavbl. No tran work/msn planning/briefing spaces or COMSEC stor for dets.

NOISE:

Noise abatement: No practice apч Mon–Sat 0400–1200Z‡, Sun 0400–1800Z‡. Other times by NOTAM. No helicopter overflight Willoughby Spit exc via Point Xray (Chambers TACAN R–042/1.5 DME) or point Yankee (Chambers TACAN R–009/1.8 DME) at 500´.

MILITARY REMARKS:

CLSD 0400Z‡ fourth THU NOV–1200Z‡ fourth FRI NOV, CLSD 1900Z‡ 24 DEC–1200Z‡ 26 DEC, CLSD 1900Z‡ 31 DEC–1200Z‡ 2 JAN. See FLIP AP/1 Supplementary Arpt Information. RSTD PPR for non Chambers fld based acft. DSN 626–316–3149/3249. C757–673–4735/3922. Actf utilizing AMC terminal ctc ATAC/AMC terminal 15 min prior arr with load report. Actf overseas ctc ATAC/ATOC via phone patch 2 hr prior for RSTD. All other ctc, ctc Base Ops 15 min prior arr. Rwу 10–28 grvd. CAUTION Extv fish spotter acft activity (single engine general aviation acft) upwards from 1500´ over Chesapeake Bay and adjacent coastal waters. Do not mistake Norfolk Intl 5 NM SE for Chambers Field, while inbd on TACAN/RNAV Rwу 28 apchs. Chambers Field has a single rwy; Norfolk Intl has intersecting rwys. An/dep Tfc Collision Avoidance Sys equipped actf exp numerous Tfc Collision Avoidance Sys alerts from ships or transiting into/out of the Chesapeake and coastal waters. Extv VFR tcf oр west of Chambers Class D and Norfolk Class C Airspace. Bird haz. TFC PAT Basic fixed-wing VFR minimums 1000´ and 3 NM. Heliport Rwу 09–27. SCS Flight plans for NS Norfolk, Chambers Fld and NAS Oceana should be faxed to DSN 565–9680, C757–445–9680, or emailed to kngu.fltplng.fct@navy.mil. To CFM receipt of flight plans call NS Norfolk, Chambers Fld flight planning supervisor at DSN 262–3419/3429, C757–322–3419/3429.

COMMUNICATIONS: SFA ATIS

APP CON 118.9 273.475 342.0

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/NV/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‡.
VIRGINIA 367

OCEANA NAS / APOLLO SOUCEK FLD

W76°01.91’

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 80 R/C/W/T HIRL

RWY 14L: OLS.

RWY 32L: OLS.

RWY 05L–23R: H8001X150 (ASPH–CONC) PCN 79 R/C/W/T HIRL CL

RWY 05L: OLS.

RWY 23R: 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’).

HOOK E28(B) (1500’). RWY 23L

HOOK E28(B) (1502’). RWY 32R

HOOK E8(B) (1500’). RWY 23R

SERVICE:


FLUID SP LHFX 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 svcs. JOSAC/NALO have priority. No LAV svc or potable water avbl. No base transportation avbl.

NOISE: Noise abatement: Strict compliance rqr with program outlined in FLIP AP/1 Supplementary Arpt Remark.

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 rqr 48 hr prior non–Oceania based actd 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 fit abv 1000’ art/dep must file IFR fit plan. VFR/special VFR copter rte mandatory for all copter acts at or bio 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 trg Oceana NAS/Fentress NALF. Reduced rwy separation std in effect USN/USMC actd. Dur peak periods exp one apch to full stop ldg. MISC NS Norfolk, ChambersFld coordinates all flight planning svcs. Flight plans should be emailed to kngu.fltplng.fct@navy.mil or faxed to DSN 565–9680, C757–445–9680. To confirm receipt of flight plans call NS Norfolk, ChambersFld flight plan supervisor at DSN 262–3419/3429. Huffer air start svc unavbl to transient actd. Use caution, parasailing will take place along the coast from NTU R–350 to NTU R–160 from coastline to 3 NM, sfc—400’ dalgt and VMC only from 1 Apr til 30 Oct. All sfcs WIP grass cutting along rwys and twys. CSTMS/AG/IMG Avbl Oceana NAS based tactical actd only. Rqr 48 hr PN to Base Ops. Aircrew rqr to remain in actd until released by Customs.

WEATHER DATA SOURCES: ASOS

COMMUNICATIONS: SFA

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) N36°49.45’ W76°02.22’ 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) N38°14.83’ W78°02.74’

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 N38°00.82’

W78°09.18’ 026º 14.9 NM to fld. 383/6W.

TACAN AZIMUTH unusable:
- 250º–260º byd 25 NM blo 7,000’

**WASHINGTON** L–34E, 36H, A IAP

NE, 17 JUN 2021 to 12 AUG 2021
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 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:
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–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
RCO 122.3 (LEESBURG RADIO)
QUANTICO MCAF /TURNER FLD  (NYG)(KNYG) MC  1 S  UTC−5(−4DT)  N38º30.22´ W77º18.30´  WASHINGTON
11  B  NOTAM FILE DCA  Not insp.
RWY 02–20:  H4250×200 (PEM)  PCN 69 R/B/W/T  HIRL
  RWY 02:  REIL.  PAPI(P2L)—GA 3.0º TCH 35´.
  RWY 20:  REIL.
SERVICE:  FUEL  JET A1+, B+  MILITARY—LGT  Rwy 02 – Cntrln lgt first 1000.  FUEL  A++; limited supply. Exp no more than 10,000 over PPR. TRAN ALERT  No tran maint avbl. Rqr qualified crew member to assist in cold refueling.
NOISE:  Noise Abatement: The area in and around the Quantico Class D Airspace is noise sensitive. Copter transit Quantico Class D Airspace at or abv 1000’ AGL.
MILITARY REMARKS:  Opr Mon–Thur 1300–0200Z‡, Fri 1300–2200Z‡, CLOSED Sat, Sun and hol. RSTD  All tran acft 24 hr PPR, Base Ops DSN 278–2085/1459, or C703–784–2085/1459. After 2200Z‡ and on wknds call DSN 378–0929 or C703–675–3623 for PPR. Mil acft and light civil acft op at other than published hr SR–SS only. Clsd fld opr not authorized for tran acft. CAUTION  Bird haz 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 Twys A, B, and D. Rwy 02 ovrn 100’. Rwy 20 no ovrn. Twp D sfc consists of AM–2 aluminum matting with non–skid all wx coating; no edge lighting on Twp D. Ltd lighting on north edge of Twp B b/t rwy and int of parf twp. Twp C clsd. Marked and lighted 4´ deep x 4´ diameter hole 10’ from rwy edge west side, 280° south of Rwy 20 thld. CSTMS/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. Twp A limited to R/W dalgt VFR only. Category II crash/fire rescue svc. Rwy 02 grvd first 1300’; Rwy 20 grvd first 1550’. MCAF Quantico has no provisions for Space A pax. Space A pax cannot be on–loaded or off–loaded due to security issues. No 180 deg turns on rwy asphalt. 180º turns only on conc EOR. No staggered acft devs from RCL.
AIRPORT MANAGER:  703-784-2084
COMMUNICATIONS:  SFA  ATIS 263.15 (Mon and Fri 1300–2200Z‡, Tue 1600–0200Z‡, Wed–Thu 1300–0200Z‡)
  POTOMAC 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, Sun, hol by NOTAM only; other times CLASS G
RADIO AIDS TO NAVIGATION:  NOTAM FILE DCA.
  BROOKE (L) VORTAC 114.5  BRV  Chan 92  N38º20.17´ W77º21.17´  022º 10.3 NM to fld. 145/9W.
  DME unusable:
  017º–027º byd 20 NM
  141º–308º byd 10 NM b/o 3,000’
  141º–308º byd 24 NM b/o 6,000’
  Byd 35 NM b/o 3,500’
  VOR unusable:
  007º–027º
  077º–083º
  084 byd 16 NM b/o 9,000’
  085º–089º byd 16 NM
  090º–140º byd 10 NM b/o 3,000’
  141º–308º byd 10 NM b/o 3,000’
  141º–308º byd 24 NM b/o 6,000’
  341º–006º b/o 2,500’
  341º–006º byd 10 NM b/o 5,500’
  341º–006º byd 30 NM b/o 8,500’
  341º–006º byd 36 NM
  TACAN AZIMUTH unusable:
  017º–027º byd 20 NM
  141º–308º byd 10 NM b/o 3,000’
  141º–308º byd 24 NM b/o 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)  N37º30.21´ W77º07.59´
121 B  TPA—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 ACTVT REIL Rwy 11 and Rwy 29; MIRL
   Rwy 11–29—CTAF. Rotating bcn not visible when approaching from
   the north.
AIRPORT REMARKS:  Attended 1400–2200Z†. Fuel avbl 24 hrs, credit card
   rqr when unattended. Deer on and invof arpt. Ultralight activity on and
   invof arpt.
AIRPORT MANAGER:  804-932-3984
WEATHER DATA SOURCES:  AWOS–3  119.875 (804) 932–8863.
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 DCA.

RICHLANDS

TAZEWELL CO  (JFZ)(KJFZ)  2 S  UTC–5(–4DT)  N37º03.83´ W81º47.90´
2653 B  NOTAM FILE JFZ
RWY 07–25: H4299X75 (ASPH)  S–12.5, D–18  MIRL
   RWY 07: REIL. PAPI(P2L)—GA 3.5º TCH 47°. Trees.
   RWY 25: REIL. PAPI(P2L)—GA 3.5º TCH 47°. Tree.
SERVICE:  FUEL  100LL, JET A+  LGT MIRL Rwy 07–25 preset low inst;
   to increase inst and ACTVT REIL Rwy 07 and 25 and PAPI Rwy
   07–25—CTAF.
AIRPORT REMARKS:  Attended Mon–Sat 1300–2200Z†. Unattended New
   Year’s Day, Thanksgiving, and Christmas. For Sunday svc call arpt
   during regular business hrs to arrange. Rwy 07 markings covered by
   algae. Rwy 25 markings covered by algae.
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 135.075 (thru ZTL clnc 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  G2G  Chan 39  N36º49.51´
   W82º04.74´  045º 19.7 NM to fld. 4200/2W.
   VOR unusable:
      010º–095º
      115º–120º byd 20 NM blo 10,000´
      351º–004º byd 15 NM blo 8,000´
   LOC/DME 109.75  I–JFZ  Chan 34(Y) Rwy 25.
RICHMOND

RICHMOND EXEC–CHESTERFIELD CO (FCI/KFCI) 4 SW UTC–5(–4DT) N37°24.39′

W37°31.49′

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 inst; increase inst and ACTVT MALSR Rwy 33 and REIL Rwy 15—CTAF.


AIRPORT MANAGER: 804-768-7722

WEATHER DATA SOURCES: AWOS–3PT 128.625 (804) 271–8426.

COMMUNICATIONS: CTAF/UNICOM 123.05

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) VORTAC W 113.3 FAK Chan 80 N37°31.71′ W77°49.69′ 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: REIL. 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:
FUEL
100LL, JET A
OX 3, 4
LGT SS–SR.

MILITARY— FUEL
FLUID
PRESAIR LPOX LOX
OIL
O–148(Mil) SOAP

AIRPORT REMARKS:
Attended continuously. Twr 245´ AGL 2.5 NM northwest, unlgtd. 220´ MSL crane (marked and lgtd) 5.4 NM south of arpt. Bird activity involv all rwys and twys and involv 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 Twy L. No practice ldgs 0300–1200Z‡. Hold line Rwy 20 east side lctd across Rwy 34 150´ from dep end. Hold line Rwy 20 west side across Twy A and also serves as hold line for Rwy 16, signage indicates both rwys. Due to the close proximity to Rwy 02–20, Tuy U signag may be behind actf, once clear of Rwy 02–20. No taxiing btm pushed back actf and the terminal on the air carrier ramp. Twy J rstd from use by actf with wingspans greater than 118´ and wheel bases greater than 59´. Twy K rstd from use by actf with wingspan greater than 118´ and wheel bases greater than 59´. Twy T south of Twy J rstd from use by actf with wingspans greater than 118´ and wheel bases greater than 59´. Twy R btn Twy A and FSDO ramp rstd from use by actf with wingspans greater than 118´ and wheel bases greater than 59´ and Twy R west of FSDO ramp designated for actf with wingspans less than 79´. Twy J rstd from use by actf with wingspans greater than 118´. Twy B btn Twy C and Twy E rstd from use by actf with wingspans greater than 171´. Twy T (north of Twy F) rstd from use by actf with wingspans greater than 118´. Twy V btn Twy A and Twy R rstd from use by actf with wingspans greater than 99´. Int rqs judgemental oversteering. Air carrier apron clsd to unscheduled actf weighing under 35,000 lbs. No edge lgts on north/south section of Twy 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. ATC cncr rstd for pushbacks from hardstands C9, C10, and C12 onto Twy T. ATC cncr rstd for pushbacks from gates A6, A8, B5, B7, B9, B11, B13 onto Twy 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
RCHO 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) VORTAC 114.1 RIC Chan B8 N37º30.14´ W77º19.22´ at flt. 158/9W.
TAC AZM unusable:
060º–075º byd 10 NM blo 1,700´

ILS 110.9 I–EZD Rwy 02. Class IT.
ILS 110.7 I–RGJ Rwy 16. Class IA.
ILS 110.7 I–BNE Rwy 34. Class IIIE.
RICHMOND/ASHLAND

HANOVER CO MUNI (OFP)(KOFP)  B TPA—1007(800) NOTAM FILE OFP

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 ACTVT MIRL Rwy 16–34; REIL Rwys 16 and 34—CTAF.

NOISE: Noise sensitive area south of arpt.

AIRPORT REMARKS: Attended 1200–0000Z‡. Deer and birds on and invof arpt. For acft svcs call 804–798–6500. Rwy 34 preferred rwy with wind less than 5 kts.

AIRPORT MANAGER: 804-365-6208

WEATHER DATA SOURCES: ASOS 119.025 (804) 752–2902.

COMMUNICATIONS: CTAF/UNICOM 122.7

® POTOMAC APP/DEP CON 126.75 118.2

CLNC DEL 125.4

CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-640-4124.

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE RIC.

RICHMOND (H) VORTACW 114.1 RIC Chan 88 N37°30.14´ W77°19.22´ 345º 13.6 NM to fld. 158/9W.

TAC AZM unusable:

060º–075º byd 10 NM blo 1,700´

LOC/DME 109.7 I–OFP Chan 34 Rwy 16. LOC unmonitored when arpt unatndd.

RICHMOND N37°30.14´ W77°19.22´ NOTAM FILE RIC.

(R) VORTACW 114.1 RIC Chan 88 at Richmond Intl. 158/9W.

TAC AZM unusable:

060º–075º byd 10 NM blo 1,700´

RCO 122.4 (LEESBURG RADIO)

ROANOKE–BLACKSBURG RGNL/WOODRUM FLD (ROA)(KROA) 3 NW UTC–5(–4DT)

N37º19.53´ W79º58.53´

1175 B TPA—1975(800) Class I, ARFF Index B NOTAM FILE ROA

RWY 06–24: H6800X150 (ASPH–GRVD) S–150, D–200, 2S–175, 2D–310 PCN 76 F/B/X/T HIRL
RWY 06: MALSR. REIL. VASI(V4L)—GA 3.0º TCH 58 ´.
RWY 24: REIL. PAPI(P4L)—GA 3.0º TCH 58 ´. Thld dsplcd 790´.
RWY 16–34: H5810X150 (ASPH–GRVD) S–150, D–200, 2S–175, 2D–310 PCN 54 F/A/X/T HIRL 0.4% up NW
RWY 34: MALSR. PAPI(P4L)—GA 3.0º TCH 56 ´. Tower.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA–6800 TODA–6800 ASDA–6800 LDA–6800
RWY 16: TORA–5810 TODA–5810 ASDA–5810 LDA–5810
RWY 24: TORA–6800 TODA–6800 ASDA–6800 LDA–6010
RWY 34: TORA–5810 TODA–5810 ASDA–5810 LDA–5810

ARRESTING GEAR/SYSTEM

RWY 34: EMAS

SERVICE: S4 FUEL 100LL, JET A OX 1, 2 LGT Rwy 24 PAPI unusbl byd 5 degs R of cntrln due to trrn.

AIRPORT REMARKS: Attended continuously. Birds invof arpt. For opr concerns—ATCT 540–563–1307. Tkf and ldg per assessment; rwy cond assessment matrix not mntd 2300 to 0600 daily. Dep Rwy 34 and arr Rwy 16 NA at night or during IFR cond due to trrn. Twy T clsd to acft with wingspan greater than 118 ft. Cold temperature restricted airport. Altitude correction required at or below –13C. Tsnt pilots ctc FBO UNICOM freq 122.95 for prkg and escort.

AIRPORT MANAGER: 540-362-1999

WEATHER DATA SOURCES: ASOS (540) 265–0680 LLWAS.

COMMUNICATIONS: ATIS 132.375 UNICOM 122.95

® ROANOKE RCO 122.6 (LEESBURG RADIO)

® APP/DEP CON 118.15 Rwy 16/34 (360º–150º) Rwy 06 (235º–074º) 126.9 Rwy 16/34 (151º–359º) Rwy 06 (075º–234º)

TOWER 118.3 GND CON 121.9 CLNC DEL 119.7

CONTINUED ON NEXT PAGE
CONTINUED FROM PRECEDING PAGE

**AIRSPACE: CLASS C** svc ctc APP CON svc continuous.

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

**VIRGINIA 375**

**(L) VOR/DME** 109.4 ROA Chan 31 N37º20.61´ W80º04.22´ 107º 4.7 NM to fld. 3072/4W.

VOR usable:
- 045º–063º byd 25 NM blo 7,000´

**(WOODRUM (T) VOR**) 114.9 ODR N37º19.45´ W79º58.74´ at fld. 1164/0W.

VOR usable:
- 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 N37º12.24´ 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. ILS unusable blw 1,475´.

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

**HUMMEL FLD** (W75) 6 E UTC–5(–4DT) N37º36.14´ W76º26.80´

30 B NOTAM FILE DCA

**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:** 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 invof 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

**WEATHER DATA SOURCES:** AWOS–3 (804) 758–8592.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

**B NORFOLK APP/DEP CON 126.05**

**CLEARANCE DELIVERY PHONE:** For CD ctc Norfolk Apch at 757-464-0757.

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

**HARCUM (L) VORTAC** 108.8 HCM Chan 25 N37º26.92´ W76º42.68´ 061º 15.6 NM to fld. 8/7W.

VOR usable:
- 056º–095º blo 2,000´
- 174
- 275º–300º blo 2,000´

**SHANNON** (See FREDERICKSBURG on page 350)

**SHENANDOAH VALLEY RGNL** (See STAUNTON/WAYNESBORO/HARRISONBURG on page 378)

**SMITH MOUNTAIN LAKE** (See MONETA on page 361)
SOUTH BOSTON (W78)  3 E  UTC–5(–4DT)  N36º42.56´ W78º50.90´
WILLIAM M TUCK  (W78)
420 B  TPA—1220(800)  NOTAM FILE DCA
RWY 01–19: H400X375 (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.
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 HILL
MECKLENBURG–BRUNSWICK RGNL  (AVC)(KAVC)  4 SE  UTC–5(–4DT)  N36º41.30´
WASHINGTON
L–26J, 36G
441 B  TPA—1841(1400)  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: 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 avbl by credit card. Deer and birds on and involv arpt. Bcn dusk–dawn. Corporate hangar taxilane 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 bly 2,000´
  119º–128º byd 10 NM
  129º–134º bly 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.
STAFFORD RGNL (RMN/KRMN) 3 SW UTC–5(–4DT) N38º23.89´ W77º27.33´

N38º23.89´ W77º27.33´ (RMN/KRMN) 3 SW UTC–5(–4DT)

NOTAM FILE RMN

RWY 15–33: H5000X100 (ASPH–GRVD) S–30, D–70, 2S–89

HRL

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.

NOISE: "Fly Friendly" program in effect, request that touch and go activity be

ltd to two every half hr.

AIRPORT REMARKS: Attended 1200–0000Z‡. Unattended Thanksgiving,

Christmas and New Years days. Deer and flocks of birds on and invof

arpt. Government contract fuel. Fuel avbl until 0000Z‡, after hrs call

540–288–3838 within 12 hrs notice.

AIRPORT MANAGER: 540-658-1212

WEATHER DATA SOURCES: AWOS–3

126.325 (540) 657–8283.

COMMUNICATIONS: CTAF/UNICOM 122.725

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

CLEARANCE DELIVERY PHONE: GCO available on freq 135.075 serviced by

Quantico and Potomac approach controls. If una, for CD ctc Potomac

Aph at 866-709-4993.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

BROOKE (L) VORTAC 114.5 BRV Chan 92 N38º20.18´ W77º21.17´ 316º 6.1 NM to fld. 145/9W.

DME usable:

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´

SHANNON NDB (MHW) 237 EZF N38º15.98´ W77º27.03´ 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, ARFF Index B NOTAM FILE SHD
RWY 05–23: H6002X150 (ASPH–GRVD) S–75, D–150, 2S–175,
2D–215 PCN 44 F/B/XU HIRL 0.4% up NE
RWY 05: MALS. 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
RWY 23:
TORA–6002 TODA–6002 ASDA–6002 LDA–6002

SERVICE:
S4 FUEL 100LL, JET A OX 3, 4 LGT ACTIVATE REIL Rwy 23, MALS 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

COMUNICATIONS: CTAF/UNICOM 123.0
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.

STAUNTON N38°12.11′ W78°57.44′ NOTAM FILE SHD.
NDB (LOMW) 375 SH 047º 4.7 NM to Shenandoah Valley Rgnl. 1240/9W.
SUFFOLK EXEC (SFQ)(KSFQ) 3 SW UTC–5(–4DT) N36º40.97´ W76º35.98´

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 ACTVT 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.

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–RH Chan 36(Y) Rwy 04.

TANGIER ISLAND (TGI)(KTGI) 1 W UTC–5(–4DT) N37º49.55´ W75º59.86´

5 B TPA—See Remarks NOTAM FILE DCA

RWY 02–20: H2426X75 (ASPH) S–12.5

RWY 02: Tree. Rgt tcf.

RWY 20: Thld dsplcd 183´. Road.

SERVICE: LGT Arpt bcn 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) VORTAC 112.2 CCV Chan 59 N37º20.85´ W75º59.86´ 010º 28.7 NM to fld. 10/10W.
VIRGINIA

TAHAPANNOCK–ESSEX CO (XSA)(KXSA) 5 S UTC–5(–4DT) N37º51.58´ W76º53.65´ 135 B NOTAM FILE XSA
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
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 29.5 NM to fld. 158/9W.
TAC AZM unusable:
090º–119º byd 18 NM blo 2,000´
119º–128º byd 10 NM
128º–134º byd 33 NM
135º–148º
TACAN AZIMUTH unusable:
090º–139º
DME unusable:
090º–139º
NDB (MHW) 368 TEC at Virginia Tech/Montgomery Exec. 2126/8W.
AIRPORT REMARKS: Attended irregularly. 24 hr self svc fuel.
AIRPORT MANAGER: 757-899-0096
WEATHER DATA SOURCES: ASOS 128.325 (757) 899–2300.
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Norfolk Apch at 757-464-0757.
RADIO AIDS TO NAVIGATION: NOTAM FILE FKN.
FRANKLIN (L) VORTACW 110.6 FKN Chan 43 N36º42.85´ W77º00.74´ 011º 16.4 NM to fld. 84/9W.
NDB (MHW) unmonitored.
NDB unusable:
Byd 10 NM

TAZEWELL CO (See RICHLANDS on page 371)

TECH N37º12.52´ W80º24.21´ NOTAM FILE BCB.
NDB (MHW) 368 TEC at Virginia Tech/Montgomery Exec. 2126/8W.

TWIN CO (See GALAX HILLSVILLE on page 351)

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

VIRGINIA TECH/MONTGOMERY EXEC (See BLACKSBURG on page 337)

WAKEFIELD MUNI (AKQ)(KAKQ) 2 NW UTC–5(–4DT) N36º59.23´ W77º00.07´
111 B NOTAM FILE AKQ
RWY 02–20: H4337X75 (ASPH) S–12.5 MIRL
RWY 02: Thld dsplcd 298´. Trees.
RWY 20: Thld dsplcd 471´. Trees.
SERVICE: FUEL 100LL
AIRPORT REMARKS: Attended irregularly. 24 hr self svc fuel.
AIRPORT MANAGER: 757-899-0096
WEATHER DATA SOURCES: ASOS 128.325 (757) 899–2300.
COMMUNICATIONS: CTAF/UNICOM 122.8
NORFOLK APP/DEP CON 127.9
CLEARANCE DELIVERY PHONE: For CD ctc Norfolk Apch at 757-464-0757.
RADIO AIDS TO NAVIGATION: NOTAM FILE FKN.
FRANKLIN (L) VORTACW 110.6 FKN Chan 43 N36º42.85´ W77º00.74´ 011º 16.4 NM to fld. 84/9W.
VOR unusable:
090º–119º byd 18 NM blo 2,000´
119º–128º byd 10 NM
128º–134º byd 33 NM
135º–148º
TACAN AZIMUTH unusable:
090º–139º
DME unusable:
090º–139º
NDB (MHW) 274 AKQ N36º58.97´ W77º00.06´ 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) N37º56.41´ W75º27.98´

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

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 CTA only. Expect no resp or advisory svc. 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 119.175 (757) 824–0820.

COMMUNICATIONS: CTAF 126.5 ATIS 119.175 (757) 824–0820

© PATUXENT APP/DEP CON 127.95 (1200–0400Z‡ Mon–Sun. Other times by NOTAM) other times ctc

© POTOMAC APP/DEP CON 127.2

TOWER 126.5 (1200–0400Z‡ Mon–Sun. Other times by NOTAM.) GND CON 127.875 CLNC DEL 121.7 INFO SVC 126.5 (2230–1200Z‡)

CLEARANCE DELIVERY PHONE: For CD when NHK ATCT/Apch are clsd ctc Potomac Apch at 866-640-4124.

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) VORTACW 112.4 SWL Chan 71 N38º03.40´ W75º27.83´ 189º 7.0 NM to fld. 34/8W.

VOR unusable:

005º–020º byd 25 NM b10 1,500’
020º–040º byd 20 NM b10 1,700’
040º–045º byd 10 NM b10 2,000’
210º–225º byd 13 NM b10 4,000’
210º–225º byd 18 NM b10 6,000’
210º–225º byd 37 NM
225º–265º byd 10 NM b10 2,500’
225º–265º byd 30 NM b10 9,000’
265º–005º byd 20 NM b10 1,500’

TACAN AZIMUTH OTS

COMM/NAV/WEATHER REMARKS: Communication on CTAF required.
WARRENTON—FAUQUIER  (HWY/KHWY)  12 SE UTC–5(–4DT)  N38°35.18’  
W77°42.64’
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 ACTVT HIRL Rwy 15–33—CTAF.
NOISE: Noise abatement procedures in effect over town of Midland; ctc arpt manager 540–422–8283.
AIRPORT MANAGER: 540-422-8283
WEATHER DATA SOURCES: AWOS–3
COMMUNICATIONS: CTAF/UNICOM
RADIO AIDS TO NAVIGATION:
CASANOVA  (H) VORTACW 116.3  CSN Chan 110  N38º38.47’  W77º51.93’  120º 8.0 NM to fld. 442/6W.
VOR unusable: 310º–350º byd 10 NM blo 11,000’
TACAN AZIMUTH unusable: 310º–350º byd 10 NM blo 11,000’
DME unusable: 310º–350º byd 10 NM blo 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 MANAGER: 540-943-4447
WEATHER DATA SOURCES: AWOS–3PT
COMMUNICATIONS: CTAF/UNICOM
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-640-4124.

NE, 17 JUN 2021 to 12 AUG 2021
WEIRWOOD

CAMPBELL FLD  (9VG)  1 W  UTC–5(–4DT)  N37°27.51´ W75°52.73´

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

CLEARANCE DELIVERY PHONE: For CD ctc Norfolk Apch at 757-464-0757.

WEST POINT

MIDDLE PENINSULA RGNL  (FYJ/KFYJ)  2 SE  UTC–5(–4DT)  N37°31.28´ W76°45.77´

20  B  TPA—See Remarks; NOTAM FILE FYJ
RWY 10–28: H5000X75 (ASPH)  S–30, D–50, 2D–85  MIRL
RWY 10:  REIL. PAPI(P2L)—GA 3.5º TCH 53´. Tree.
RWY 28:  REIL. PAPI(P2L)—GA 3.5º TCH 53´. Trees.


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
WEATHER DATA SOURCES: AWOS–3

COMMUNICATIONS: CTAF/UNICOM

CLEARANCE DELIVERY PHONE: For CD ctc Norfolk Apch at 757-464-0757.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

HARCUM (L) VORTACW 108.8  HCM  Chan 25  N37°26.92´ W76°42.68´ 338º 5.0 NM to fld. 8/7W.

LOC/DME 109.55 I–FYJ Chan 32(Y) Rwy 10. Class I/B.

WILLIAM M TUCK (See SOUTH BOSTON on page 376)
WILLIAMSBURG–JAMESTOWN (JGG)(KJGG)  3 SW  UTC–5(–4DT)  N37°14.35´ W76°42.97´

RWY 13–31: H3204X60 (ASPH) S–12.5  MIRL  0.8% up NW


RWY 31: REIL. Tree.

SERVICE: S4 FUEL 100LL, JET A+ LGT ACTVT REIL Rwy 13 and 31;
MIRL Rwy 13–31; perimeter lgts Rwy H1—CTAF.

NOISE: Noise abatement procedures in effect, ctc arpt manager
757–229–9256. Rwy 31 dep turn left heading 270° to avoid school
3500 ft off rwy end.

AIRPORT REMARKS: Attended Nov–Feb 1300–0000Z‡, Mar–Oct
1300–0000Z‡. Arpt unattended Christmas Day–attended by req. Deer
and birds on and invof arpt. PAEW adjacent to Rwy 13–31. . Ldg fee
for commercial and charter acft.

AIRPORT MANAGER: 757-229-9256

WEATHER DATA SOURCES: AWOS–3 120.625 (757) 220–8810.

COMMUNICATIONS: CTAF/UNICOM 122.8

NORFOLK APP/DEP CON 119.45

CLEARANCE DELIVERY PHONE: GCO avbl on freq 135.075 thru Norfolk CD, 4
clicks Norfolk, 5 leesburg radio (click slowly). If un, for CD ctc Norfolk
Apch at 757-464-0757.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

HARCUM (L) VORTACW 108.8 HCM Chan 25 N37°26.92´ W76°42.68´ 188° 12.6 NM to fld. 8/7W.

VOR unusable:
056º–095º blo 2,000´ 174
275º–300º blo 2,000´

HELIPAD H1: H60X60 (CONC)

HELIPORT REMARKS: Helipad CLOSED ctc 122.8 for ldg instructions. Helipad H1 perimeter lgts.
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’. Trees.

RWY 32: MALSR. PAPI(P4L)—GA 3.0º TCH 45’. Trees.

SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE HIRL Rwy 14–32, REIL Rwy 14 and MALSR Rwy 32—CTAF.


AIRPORT MANAGER: 540-662-5786


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´


AIRPORT MANAGER: 276-328-5300

WEATHER DATA SOURCES: AWOS–3 118.6 (276) 328–3727.

COMMUNICATIONS: CTAF/UNICOM 123.0

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 DCA.

GLADE SPRING (L) VOR/DME 110.2 GZG Chan 39 N36º49.51´ W82º04.74´ 296º 23.8 NM to fld. 4200/2W.

VOR unusable:

010º–095º

115º–120º byd 20 NM blo 10,000´

351º–004º byd 15 NM blo 8,000´

035º–110º byd 15 NM blo 6,500´

290º–360º byd 15 NM

WOODRUM N37º19.45´ W79º58.74´ NOTAM FILE ROA.

(T) VORW 114.9 ODR at Roanoke-Blacksburg Rgnl/Woodrum 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

WISE NOTAM FILE LNP

LONESOME PINE (LNPLNLP) 3 NE UTC–5(–4DT) N36º59.25´ W82º31.80´

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 lgf configuration.


AIRPORT MANAGER: 276-328-5300

WEATHER DATA SOURCES: AWOS–3 118.6 (276) 328–3727.

COMMUNICATIONS: CTAF/UNICOM 123.0

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 DCA.

GLADE SPRING (L) VOR/DME 110.2 GZG Chan 39 N36º49.51´ W82º04.74´ 296º 23.8 NM to fld. 4200/2W.

VOR unusable:

010º–095º

115º–120º byd 20 NM blo 10,000´

351º–004º byd 15 NM blo 8,000´

035º–110º byd 15 NM blo 6,500´

290º–360º byd 15 NM

WASHINGTON H–10H, 12I, L–29D, A IAP

CINCINNATI H–9B, 12H, L–26H IAP

WOODRUM N37º19.45´ W79º58.74´ NOTAM FILE ROA.

(T) VORW 114.9 ODR at Roanoke-Blacksburg Rgnl/Woodrum 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

NE, 17 JUN 2021 to 12 AUG 2021
APPALACHIAN RGNL (See WILLIAMSON on page 404)

ARTHURDALE

TITUS FLD (70D)  2 W  UTC–5(–4DT)  N39º29.93´ W79º51.19´

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 MEML (BKW)(KBKW)  3 E  UTC–5(–4DT)  N37º47.24´ W81º07.45´

2504  B  Class I, ARFF Index A  NOTAM FILE BKW

RWY 01–19: H6750X150 (ASPH–GRVD) S–75, D–150, ZS–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 ACTVT MALSR Rwy 19; REIL Rwy 01, 10, and 28; VASI Rwy 10–28; MIRL Rwy 10–28; HIIRL Rwy 01–19; twy lgts—CTAF. PAPI Rwy 01–19 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 invol 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  N37º46.82´ W81º07.41´ at fld. 2517/6W.

DME unusable: 083º–200º byd 21 NM

VOR unusable: 070º–200º

ILS 111.7 1–MQU Rwy 19.  Class IB.
BERKELEY SPRINGS

POTOMAC AIRPARK (W35) 4 N UTC–5(–4DT) N39º41.56´ W78º09.97´

RWY 11–29: H4979X70 (ASPH) MIRL
RWY 11: Trees.


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:

ST THOMAS (L) VORTAC
115.0 THS Chan 97 N39º55.99´ W77º57.06´ 222º 17.5 NM to fld. 2338/7W.

HAGERSTOWN (L) VOR
109.8 HGR N39º41.86´ W77º51.34´ 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) N37º17.76´ W81º12.45´

RWY 05–23: H4743X100 (ASPH–GRVD) S–30, D–48 HIRL
RWY 05: REIL. PAPI(P4L)—GA 3.0º TCH 40´. Bldg.
RWY 23: REIL. PAPI(P4L)—GA 3.0º TCH 65´. Trees.

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 lgts—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:
090°–120° byd 20 NM
120°–220° byd 20 NM blo 10,000’

VOR unusable:
040°–050° byd 10 NM
070°–100° byd 30 NM
140°–150° byd 35 NM blo 10,000’

ILS 109.5° I–BLF Rwy 23. Class IA. Autopilot coupled apchs na blw 3,600’ MSL.

BOGGS FLD (See SPENCER on page 402)

BRAXTON CO (See SUTTON on page 403)

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: REIL. PAPI(P2L)—GA 3.0” TCH 27”. Trees.

SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 11–29, REIL Rwy 29, PAPI Rwy 29 and twy lgts—CTAF.

Visual glideslope indicator and glidepath not coincident.


AIRPORT MANAGER: 304-472-9437

WEATHER DATA SOURCES: AWOS–3 119.975 (304) 472–9428.

COMMUNICATIONS: CTAF/UNICOM 122.8

© CLARKSBURG APP/DEP CON 121.15 (1200–0400Z‡)

© WASHINGTON CENTER APP/DEP CON 128.6 (0400–1200Z‡)

CLEARANCE DELIVERY PHONE: For CD ctc Clarksburg Apch at 304-842-2011, when Apch clsd ctc Washington center at 703-771-3479.

RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.

ELKINS (LI) VORTACW 114.2 EKN Chan 89 N38°54.87’ W80°05.96’ 309° 9.7 NM to fld. 2160/7W.

TACAN AZIMUTH & DME unusable:
081°–189° byd 32 NM blo 9,000’
273°–039° byd 12 NM blo 6,000’

BUSHI N37°46.94’ W80°28.11’ NOTAM FILE LWB.

NDB (MHW/LOM) 346 LW 044° 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, 25–175, 2D–260 PCN 39 F/B/X/U HIRL CL 0.8% up SW

RWY 05: REL. PAPI(P4L)—GA 3.0º TCH 56´. RVR–TR Pole.


RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA–6715 TODA–6715 ASDA–6215 LDA–6215


ARRESTING GEAR/SYSTEM

RWY 23: EMAS

SERVICE: S4 FUEL 100LL, JET A MILITARY—A-GEAR Rwy 23 EMAS 328´x 170´. JASU 6(MD–3) 1(MA–1A) FUEL A++ (Mili), A+ (C304–343–8818) (NC–100LL) FLUID OIL O–156(Mili)


AIRPORT MANAGER: 304-344-8033

WEATHER DATA SOURCES: ASOS (304) 346–4797 LLWAS.

COMMUNICATIONS: ATIS 127.6 UNICOM 122.95
RCO 122.1R 117.4T (ELKINS RADIO)
CHARLESTON RCO 122.2 (ELKINS RADIO)

AIRPORT REMARKS:


AIRPORT MANAGER: 304-634-0291

RADIO AIDS TO NAVIGATION:

NOTAM FILE LOU.

YORK (L) VORTAC 112.8 YRK Chan 75 N38º38.65´ W82º58.70´ 125º 26.5 NM to lfd. 1040/5W.

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) MIRL 0.3% up E

RWY 08: Thld dsplcd 172´. Brush.

SERVICE: S4 FUEL 100LL OX 2 LGT ACTIVATE MIRL Rwy 08–26—CTAF.


AIRPORT MANAGER: 304-634-0291

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 lfd. 1040/5W.
CLARKSBURG

NORTH CENTRAL WEST VIRGINIA (CKB/KCKB) P (ARNG) 1 NE UTC–5(–4DT) N39°17.86’

W80°13.65’
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


RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA–7800 TODA–7800 ASDA–7800 LDA–7130

SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE MALS Rwy 21, REIL Rwy 03, PAPI Rwy 03 and HiRL Rwy 03–21 —CTAF. MILITARY— FUEL, 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 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 121.15 (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: NOTAM FILE CKB.

CLARKSBURG (L) VOR/DME 112.6 CKB Chan 73 N39°15.19’ W80°16.07’ 039º 3.3 NM to fld. 1427/4W.

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

N38°52.35’ W79°55.63’
RCD 122.2 (ELKINS RADIO)

EASTERN WV RGNL/SHEPHERD FLD (See MARTINSBURG on page 395)

CINCINNATI

H–10H, L–29C
ELKINS–RANDOLPH CO–JENNINGS RANDOLPH FLD  (EKN)(KEKN)  2 S  UTC–5(–4DT)  N38°53.37’  CINCINNATI
W79°51.43’
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
ACTVT MIRL Rwy 05–23 and REIL
Rwy 23—122.9.  REIL Rwy 23 nstd omni–directional.  PAPI Rwy 23
non–std 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. Tower 100 ft AGL 500 ft
SW Rwy 32. Depressed drainage inlets on Rwy 05–23 and Rwy 14–32
10 ft inboard from edges 2–12 inches deep. Rwy 32 end, 157 ft trees,
0–213 from rwy end, 220 L of Rwy CL. Uncontrolled vehicular tfc
crosses thr Rwy 32. Cold temperature airport. Altitude correction
required at or below –20C. 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:  NOTAM FILE EKN.
(L) VORTACW 114.2  EKN Chan 89  N38°54.87’ W80°05.96’  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  N38°53.64’ W79°51.56’  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  N38°54.87’ W80°05.96’  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 dspclcd 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 399)

GREENBRIER VALLEY
(See Lewisburg on page 394)

HENDERSON N38º45.25´ W82º01.57´ NOTAM FILE EKN.
(H) DME 115.9 HNN Chan 106 310º 8.0 NM to Gallia–Meigs Rgnl. 880/3W.

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.
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
RWY 12: MALSR. PAPI(P4L)—GA 3.0º TCH 56´. RVR–T Trees.
RWY 30: REIL. PAPI(P4L)—GA 3.0º TCH 49´. RVR–R Thld dsplcd 501´.

RUNWAY DECLARED DISTANCE INFORMATION

SERVICE: S4 FUEL 100LL, JET A OK 3, 4 LGT PAPI Rwy 30 unusable byd 7º left of centerline.

AIRPORT REMARKS: Attended continuously. Birds and deer on and inv of arpt.
Pilots report possibility of mistaking fuel burning stack located approximately 2 miles west Rwy 12 for apch lgts sequenced flashing lgts. Rwy 12 obstruction twr located 5100´ west and 600´ north end rwy. Ldg fee: fee for acft unless fuel purchased. Flight Notification Service (ADCUS) available.

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: NOTAM FILE LOU.
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.

IVY KNOB N37º47.17´ W81º31.12´
RCO 122.4 (ELKINS RADIO)

JACKSON CO (See RAVENSWOOD on page 401)

KEE FLD (See PINEVILLE on page 400)

KESSEL N39º13.53´ W78º59.37´ NOTAM FILE EKN.
(L) VOR/DME 110.8 ESL Chan 45 214º 15.6 NM to Grant Co. 2590/6W.
VOR unusable: 035º–045º blo 18,000´

LAWRENCE CO AIRPARK (See CHESAPEAKE/HUNTINGTON WVA on page 389)
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 (ASP–GRVD)  S–90, D–120, 25–152,
20–160 PCN 52 F/D/X/U  HI RL

RWY 04:  MALS R.
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

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

COMMUNICATIONS:  CTAF 118.9

AIRSPACE:  CLASS D

RADIO AIDS TO NAVIGATION:

(H) DME 116.05 LWB Chan 107(Y) N37º51.83´ W80º23.51´ at fld. 2338/0W.

DME unusable:
095º–150º
151º–185º byd 20 NM b2d 7000´
186º–196º byd 20 NM b2d 7000´
197º–094º byd 20 NM b2d 10,000´

BUSHI NDB (LOM) 346 LW N37º46.94´ W80º28.11´ 044º 5.6 NM to fld.

ILS 110.35 I–LWB Rwy 04. LOM BUSHI NDB. Localizer offset angle 002º 04 min 34 sec. Glideslope unusable for
coupled apchs b2d 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)  N37º51.34´ W81º54.95´

1666  NOTAM FILE EKN

RWY 06–24: H3605X75 (ASP) 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

ACTIVATE MIRL Rwy 06–24, REIL Rwy 06 and Rwy 24, PAPI Rwys 06 and Rwy

AIRPORT REMARKS:  Attended irregularly. 24 hr self–serv with credit card. Deer and wildlife on and inv of arpt.
Airframe repairs:
For svc call 304–752–0094 days, 304–946–4415 nights. Rwy 06, 30 ft hill 800 ft from thld left. No vehicular access
to fld without prior arrangement. Rwy 24 blasting 1–2 nautical miles from end of rwy. Irregularly sched. Airport access
code—CTAF. Helipad clsd permanently. 4300 ft X 150 ft military practice rwy across Rwy 24 apch 1.2 miles NE oriented

AIRPORT MANAGER:  304-752-0975

WEATHER DATA SOURCES:  AWOS–3

COMMUNICATIONS:  CTAF

RADIO AIDS TO NAVIGATION:

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 b2d 8000´
207º–250º byd 10 NM b2d 6000´

DME unusable:
207º–250º byd 10 NM b2d 6000´
207º–250º byd 36 NM

MARSHALL CO (See MOUNDSVILLE on page 397)
MARTINSBURG

EASTERN WV RGNL/SHEPHERD FLD (MRB)(KMRB) P (ANG) 4 S UTC–5(–4DT) N39°24.14’ W77°58.98’

566 B TPA—See Remarks ARFF Index—See Remarks NOTAM FILE MRB


RWY 26: MALSR. VASI(V4L)—GA 3.0º TCH 53’. Thld dspcld 1000’. Tree.

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: 54 FUEL 100LL, JET A, A++ OX 3 LGT When ATCT clsd, ACTVT MALSR Rwy 26; HIRL Rwy 8–26—CTAF. MILITARY— FUEL A++ (Mil–100LL, A – OT fone C304–262–2507.) FLUID PRESAIR–Avbl 2200–0200Z‡ or 30 min PN and prior arng on hol. OIL 0–156 and 0–148 (Mil).


AIRPORT MANAGER: 304-263-2106

WEATHER DATA SOURCES: ASOS 119.925 (304) 264–0906. unmonitored when twr clsd.

COMMUNICATIONS: CTAF 124.3 UNICOM 122.95

RCO 122.2 (LEESBURG RADIO)

© POTOMAC APP/DEP CON 126.825

CLNC DEL 132.075

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd, ctc Potomac Apch on 132.075 or if una 866-709-4773.

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) VORTACW 112.1 MRB ‘Chan 58 N39°23.13’ W77°50.90’ 286° 6.3 NM to fld. 600/7W.

VOR unusable:
020°–030° byd 15 NM blo 6,900’
127°–146° byd 15 NM
290°–310° byd 35 NM blo 5,400’

ILS 108.3 I–EXW Rwy 26. Class IE.

MASON CO (See POINT PLEASANT on page 400)

MERCER CO (See BLUEFIELD on page 387)

MID–OHIO VALLEY RGNL (See PARKERSBURG on page 398)
MILTON

ONA AIRPARK (12V) 4 W UTC–5(–4DT) N38°26.45’ W82°12.05’
572 NOTAM FILE EKN
RWY 07–25: H3154X40 (ASPH) LIRL(NSTD)
RWY 07: Trees.
SERVICE: S4 FUEL 100LL LGT Rwy 07–25 Nstd LIRL lights, Nstd spacing and colors.
NOISE: Noise abatement procedures in effect; departures Rwy 25 fly 240º and departures Rwy 07 fly 090º to 1600´ alt.
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:
CHARLESTON (H) VOR/DME 117.4 HVQ Chan 121 N38°20.98´ W81°46.19´ 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) 3 E 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 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)
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.
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. Autopilot coupled approach na blw 1,760´ MSL.
MOUNDSVILLE

MARSHALL CO  (MPG) (KMPG)  3 S UTC–5(–4DT)  N39º52.85´ W80º44.15´

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 VGSIs unusbl byd 7º 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 OB. 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) VOR/DME 117.1  AIR Chan 118  N40º01.02´ W80º49.03´  162º 9.0 NM to fld. 1307/7W.

NEW CUMBERLAND

HERRON  (7G1)  3 NE UTC–5(–4DT)  N40º31.99´ W80º32.47´

1226  TPA—2001(775)  NOTAM FILE EKN

RWY 04–22: H2030X20 (ASPH)  RWY LGTS(NSTD)  1.0% up SW
RWY 04: Trees.
RWY 22: Trees.

AIRPORT REMARKS: Attended irregularly. Repairs by prior arrangement. Attendant not on duty. Deer on and invof 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 390)

ONA AIRPARK  (See MILTON on page 396)
PARKERSBURG

MID–OHIO VALLEY RGNL (PKB)(KPKB) P (ARNG) 6 NE UTC–5(–4DT) N39º20.70´ W81º26.36´

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(P4L)—GA 3.0° TCH 48´. RVR–TR
Rwy 21: REIL. PAPI(P4R)—GA 3.0° TCH 56´. RVR–TR Thld dispclcd 460´.

PCN 30 R/C/X/T  HIRL
Rwy 10: REIL. PAPI(P2L)—GA 3.0° TCH 46´.
Rwy 28: REIL. PAPI(P2L)—GA 3.0° 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 unusbl when twr clsd. Rwy 21 VGSI unusbl byd 5° left and 9° rgt of cntrln. Rwy 28 VGSI unusbl byd 8° left and 8° 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 invof 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.

RADIO AIDS TO NAVIGATION: NOTAM FILE PKB.

PARKERSBURG (L) VOR/DME 108.6 JPU Chan 23 N39º26.47´ W81º24.49´ 211º 6.5 NM to fld. 1016/3W.
VERS NDB (LOMW) 388 PK N39º15.24´ W81º29.10´ 028º 5.9 NM to fld. 812/7W.
NDB unusbl:
000º–094º byd 10 NM bio 3,000´
095º–149º
150º–210º byd 10 NM

ILS 110.7 I–PKB Rwy 03. Class IB. LOM VERSI NDB. LOM unusbl 000º–094º byd 10 NM bio 3,000´; 95º–149º 150º–210º 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)

CINCINNATI H–106, 121, L–298
NE, 17 JUN 2021 to 12 AUG 2021
PETERSBURG

GRANT CO (W99) 1 SW UTC–5(–4DT) N38°59.70´ W79°08.75´

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 OX 4 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 tfc for glider and ultra–light only. All other powered acft std left tfc pat. Bird activity on and inv of arpt. Cold temperature airport. Altitude correction required at or below –9C.

AIRPORT MANAGER: 304-257-4435


COMMUNICATIONS: CTAF/UNICOM 122.8

PHILIPPI

PHILIPPI/BARBOUR CO RGNL (79D) 2 NW UTC–5(–4DT) N39°09.97´ W80°03.74´

1755 B NOTAM FILE EKN

RWY 08–26: H3275X60 (ASPH) MIRL

RWY 08: REIL. PAPI(P2L)—GA 3.0º TCH 20´. Thld displaced 140´. Tree.


SERVICE: FUEL 100LL 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


RADIO AIDS TO NAVIGATION: NOTAM FILE CKB.

CLARKSBURG (L) VORW/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 std rlg.

AIRPORT MANAGER: 304-457-2323

COMMUNICATIONS: CTAF

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 dpdclc 590′. Trees.
SERVICE: FUEL  100LL  LGT
ACTIVATE MIRL Rwy 08–26 REIL Rwy 08 and Rwy 26—CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1300–2100Z‡. Unattended major
holidays, for arpt attendant after hrs call 304–732–7372 (manager
residence). Wildlife on and inof arpt. Landfill midpoint of rwy, south
side. Birds on and inof arpt. Rising terrain surrounds arpt.
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.
RADIO AIDS TO NAVIGATION: NOTAM FILE BKW.
BECKLEY (H) VOR/W/DME 117.7  BKW  Chan 124  N37°46.82′
W81°07.41′  239º 23.4 NM to fld. 2517/6W.
DME unusable:
083º–200º byd 21 NM
VOR unusable:
070º–200º

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 54′. 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.
RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.
HENDERSON (H) DME 115.9  HNN  Chan 106  N38°45.25′
W82°01.57′  341º 10.2 NM to fld. 880/0W.

POTOMAC AIRPARK  (See BERKELEY SPRINGS on page 387)

RAINELLE  N37°58.52′ W80°48.39′  NOTAM FILE EKN.
(L) VOR 116.6  RNL  353º 15.7 NM to Summersville. 3350/4W.

RALEIGH CO MEML  (See BECKLEY on page 386)

RANDOLPH CO  N38°53.64′ W79°51.56′  NOTAM FILE EKN,
NDB (HW) 284  ROY  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)  N38º55.79´ 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 lgts—CTAF.
Visual glideslope indicator and descent angles not coincident.

AIRPORT REMARKS: Attended 1300–2100Z‡. Parachute Jumping. Deer on and in the vicinity of the airport. +482´ stack 1/2 mile NW of the airport. 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

CLEARANCE DELIVERY PHONE: For CD ctc Indianapolis ARTCC at 317-247-2411.

RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.

HENDERSON  (H)  DME  115.9  HNN  Chan 106  N38º45.25´
W82º01.57´ 043º 14.3 NM to fld. 880/0W.

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


AIRPORT MANAGER: 304-846-2744

COMMUNICATIONS: CTAF


RADIO AIDS TO NAVIGATION: NOTAM FILE BKW.

BECKLEY  (H)  VOR/DME  117.7  BKW  Chan 124  N37º46.82´
W81º07.41´ 044º36.4 NM to fld. 2517/6W.

DME unusable: 083º–200º byd 21 NM

VOR unusable: 070º–200º

ROBERT NEWLON FLD  (See HUNTINGTON on page 392)

SHINNSTON

WADE F MALEY FLD  (6WØ)  1 NE  UTC–5(–4DT)  N39º24.37´ W80º16.61´

997  NOTAM FILE EKN

RWY 05–23: 2265X45 (TURF)  0.9% up NE
RWY 05: Trees.

SERVICE:  S2

AIRPORT REMARKS: Unattended. Deer on and in the vicinity of the airport. 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 OB. 15´ drop–off 45´ from centerline full length both sides of rwy. Acp 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

CLEARANCE DELIVERY PHONE: For CD ctc Clarksburg Apch at 304-842-2011, when Apch clsd ctc Cleveland ARTCC at 440-774-0226.
SPENCER
BOOGS 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 16:  Trees.
  RWY 28:  Ground.
SERVICE:  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 act, 2428(1500) turbine/large act. 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) DME 115.9  HNN  Chan 106  N38°45.25′
W82°01.57′  082° 32.0 NM to fld. 880/0W.

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)  N38°13.90′ W80°52.25′
1820  B  NOTAM FILE EKN
RWY 04–22:  H3015X50 (ASPH)  MIRL  0.4% up NE
  RWY 04:  REIL. Trees.
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  Chan 124  N37°46.82′
W81°07.41′  030° 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)  N38°41.23’ W80°39.13’
1276  B  NOTAM FILE EKN
RWY 02–20: H3995X60 (ASPH–AFSC)  S–12  MIRL  0.6% up N
RWY 02: REIL. Thld dispcl 801’. Trees.
RWY 20: REIL. PAPI(P2L)—GA 4.0º TCH 40’. Trees.

SERVICE: FUEL  100LL, JET A  LGT  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

WEATHER DATA SOURCES: AWOS–3P
118.225 (304) 765–7805.

COMMUNICATIONS: CTAF

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.

AIRPORT REMARKS: Unattended. Arpt closed indef, except for rotary wing acft. Not suitable for fixed wing acft. Arpt gates locked,
no public access. No line of sight between rwy ends. Rwy 09–27 pavement condition failed. Sfc rough and cracking. Extst
vegetation and trees growing through pavement. Loose stones, rocks and debris on rwy. Tree limbs overhang rwy edges. First
300’ Rwy 27–3 degree bend. Taxi transition to apron Rwy 09–27 unmarked.

AIRPORT MANAGER: 304-436-2214

COMMUNICATIONS: CTAF

CLEARANCE DELIVERY PHONE: For CD ctc Indianapolis ARTCC at 317-247-2411.
WHEELING OHIO CO  (HLG)(KHLG)  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, two 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 byd 8° 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 Chan 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’ 123º–133º blo 4,000’ 150º–170º byd 15 NM R–027 byd 20 NM
ILS 109.7 I–HLG  Rwy 03.  Class IA.  ILS unusable when ATCT clsd. Glideslope unusable for cpd apchs blw 1,401’.

WILLIAMSON
APPALACHIAN RGNL  (EBD)(KEBD)  B  NOTAM FILE EKN
RWY 08–26:  H5001X75 (ASPH(0,0),(998,998)
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 A 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/OW.

YEAGER  (See CHARLESTON on page 389)
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>

NE, 17 JUN 2021 to 12 AUG 2021
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 RESQY SKPPR</td>
<td>ELVAE COL DIXIE Y481 OHRYN Y489 RESQY SKPPR</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>

EASTBOUND
TRANSITION TO NEW YORK OCEANIC CTA/FIR

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 YAALE Y495 CAMRN</td>
<td>SAUCR VIRST Y494 YAALE Y497 SUBBS CYN GXU RBV V249 METRO</td>
</tr>
<tr>
<td>L454 and L457</td>
<td>OKONU YAALE Y495 CAMRN</td>
<td>OKONU MOUGH Y497 SUBBS CYN GXU RBV V249 METRO</td>
</tr>
<tr>
<td>L455 and L459</td>
<td>SAVIK YAALE Y495 CAMRN</td>
<td>SAVIK MOUGH Y497 SUBBS CYN GXU RBV V249 METRO</td>
</tr>
<tr>
<td>L456 and L461</td>
<td>MARIG YAALE Y495 CAMRN</td>
<td>MARIG MOUGH Y497 SUBBS CYN GXU 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 360º 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 N42º47´32"/W071º14´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: 39º21´31"N/74º26´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
Darrien Lake Theme Park, Darien Center, New York
Laser light demonstrations are being conducted at the Darrien 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 110° 25 DME to 400′ AGL
   Mine Blasting HVQ VORTAC 189° 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.

NE, 17 JUN 2021 to 12 AUG 2021
BOSTON, MASSACHUSETTS

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.

Army Installations, prior permission is required from the Commanding Officer of the installation.

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.
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
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
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 a 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.
NIAGARA FALLS FLIGHT RESTRICTION AREA
Part 93—Special Air Traffic Rules; Subpart E—Flight Restrictions in the Vicinity of Niagara Falls, New York

§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 43º06’33”N., longitude 78º03´30”W. (the Whirlpool Rapids Bridge) to latitude 43º04´47”N., longitude 79º02´44”W. (the Niagara River Inlet) to latitude 43º04´29”N., longitude 79º03´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.

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 SIDs 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.
SPECIAL NOTICES

NE, 17 JUN 2021 to 12 AUG 2021

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 ATCT FREQUENCIES
ATIS 127.5
CLEARANCE 119.375
GROUND 121.7
TOWER 118.3

CAPE APPROACH
VFR ADVISORY FREQUENCY
126.1
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 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>
</tr>
</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>
</tbody>
</table>

### AIR ROUTE TRAFFIC CONTROL CENTERS (ARTCCs)

<table>
<thead>
<tr>
<th>ARTCC</th>
<th>*24 HR RGNL DUTY OFFICE TELEPHONE #</th>
<th>BUSINESS HOURS</th>
<th>BUSINESS TELEPHONE #</th>
<th>**CLEARANCE DELIVERY TELEPHONE #</th>
</tr>
</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>
<td></td>
</tr>
<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>
</tr>
<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>
</tr>
<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>
</tr>
<tr>
<td>Honolulu</td>
<td>310–725–3000</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>808–840–6100</td>
<td>808–840–6201</td>
</tr>
<tr>
<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>
</tr>
<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>
</tr>
<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>
</tr>
<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>
</tr>
<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>7:30 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></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>
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<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>972–615–2900</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>
</table>

*Facilities can be contacted through the Rgnl Duty Officer during non–business hours.

NE, 17 JUN 2021 to 12 AUG 2021
### FAA Telephone Numbers and NWS

#### Key Air Traffic Facilities

### Daily NAS Reportable Airports

<table>
<thead>
<tr>
<th>Airport Name</th>
<th>*24 hr Rgnl Duty Office Telephone #</th>
<th>Business Hours</th>
<th>Business Telephone #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albuquerque Intl Sunport, NM</td>
<td>817–222–5006</td>
<td>8:00 a.m.–5:00 p.m.</td>
<td>505–842–4366</td>
</tr>
<tr>
<td>Andrews AFB, MD</td>
<td>718–995–5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>301–735–2380</td>
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<tr>
<td>Baltimore/Washington Intl Thurgood Marshall, MD</td>
<td>718–995–5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>410–962–3555</td>
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<tr>
<td>Boston Logan Intl, MA</td>
<td>404–305–5156</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>617–455–3100</td>
</tr>
<tr>
<td>Bradley Intl, CT</td>
<td>404–305–5156</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>203–627–3428</td>
</tr>
<tr>
<td>Burbank/Bob Hope, CA</td>
<td>310–725–3300</td>
<td>7:00 a.m.–5:30 p.m.</td>
<td>818–567–4806</td>
</tr>
<tr>
<td>Charlotte Douglas Intl, NC</td>
<td>404–305–5180</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>704–344–6487</td>
</tr>
<tr>
<td>Chicago Midway, IL</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>773–884–3670</td>
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<tr>
<td>Chicago O'Hare Intl, IL</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>773–601–7600</td>
</tr>
<tr>
<td>Cleveland Hopkins Intl, OH</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>216–352–2000</td>
</tr>
<tr>
<td>Covington/Cincinnati, OH</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>859–372–6440</td>
</tr>
<tr>
<td>Dallas–Fort Worth Intl, TX</td>
<td>817–222–5006</td>
<td>8:30 a.m.–5:00 p.m.</td>
<td>972–615–2531</td>
</tr>
<tr>
<td>Dayton Cox Intl, OH</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>937–415–6800</td>
</tr>
<tr>
<td>Denver Intl, CO</td>
<td>425–227–1389</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>303–342–1600</td>
</tr>
<tr>
<td>Detroit Metro, MI</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>734–955–5000</td>
</tr>
<tr>
<td>Fairbanks Intl, AK</td>
<td>907–271–5936</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>907–474–0050</td>
</tr>
<tr>
<td>Fort Lauderdale Intl, FL</td>
<td>907–271–5936</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>907–474–0050</td>
</tr>
<tr>
<td>Fort Lauderdale Intl, FL</td>
<td>907–271–5936</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>907–474–0050</td>
</tr>
</tbody>
</table>

*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.*
# FAA Telephone Numbers and NWS

## KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

<table>
<thead>
<tr>
<th>TAF</th>
<th>KPIT 091730Z 091818 15005KT 5SM HZ FEW020 WS010/31022KT</th>
<th><strong>METAR</strong> KPIT 091955Z COR 22015G25KT 3/4SM R28L/2600FT TSRA OVC010CB 18/16 A2992 RMK SLP045 T01820159</th>
</tr>
</thead>
<tbody>
<tr>
<td>TAF</td>
<td><strong>FM1930 30015G25KT 3SM SHRA OVC015 TEMPO 2022 1/2SM +TSRA OVC008CB</strong></td>
<td><strong>FM1015 18005KT 6SM -SHRA OVC020 BECMG 1315 P6SM NSW SKC</strong></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Forecast</th>
<th>Explanation</th>
<th>Report</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TAF</strong></td>
<td>Message type: TAF-routine or TAF AMD-amended forecast, METAR-hourly, SPECI-special or TESTM-non-commissioned ASOS report</td>
<td><strong>METAR</strong></td>
</tr>
<tr>
<td><strong>KPIT</strong></td>
<td>ICAO location indicator</td>
<td><strong>KPIT</strong></td>
</tr>
<tr>
<td><strong>091730Z</strong></td>
<td>Issuance time: ALL times in UTC &quot;Z&quot;, 2-digit date, 4-digit time</td>
<td><strong>091955Z</strong></td>
</tr>
<tr>
<td><strong>091818</strong></td>
<td>Valid period: 2-digit date, 2-digit beginning, 2-digit ending times</td>
<td><strong>COR</strong></td>
</tr>
<tr>
<td><strong>15005KT</strong></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; 00000KT for calm; for METAR, if direction varies 60 degrees or more, Variability appended, e.g. 180V260</td>
<td><strong>22015G25KT</strong></td>
</tr>
<tr>
<td><strong>5SM</strong></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><strong>3/4SM</strong></td>
</tr>
<tr>
<td><strong>HZ</strong></td>
<td>Runway Visual Range: R; 2-digit runway designator Left, Center, or Right as needed; &quot;&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><strong>R28L/2600FT</strong></td>
</tr>
<tr>
<td><strong>FEW020</strong></td>
<td>Significant present, forecast and recent weather: see table (on back)</td>
<td><strong>TSRA</strong></td>
</tr>
<tr>
<td><strong>OVC010CB</strong></td>
<td>Cloud amount, height and type: Sky Clear 0/8, FEW &gt;0/8-2/8, SCATiered 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><strong>OVC010CB</strong></td>
</tr>
<tr>
<td><strong>18/16</strong></td>
<td>Temperature: degrees Celsius; first 2 digits, temperature &quot;&quot; last 2 digits, dew-point temperature; Minus for below zero, e.g., M06</td>
<td><strong>18/16</strong></td>
</tr>
<tr>
<td><strong>A2992</strong></td>
<td>Altimeter setting: indicator and 4 digits; in U.S., A-inches and hundredths; (Q- hectoPascals, e.g., Q1013)</td>
<td><strong>A2992</strong></td>
</tr>
</tbody>
</table>

NE, 17 JUN 2021 to 12 AUG 2021
### 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 TO1820159</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>TEMPOrary: 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
- BC Patches
- PR Partial
- TS Thunderstorm
- BL Blowing
- SH Showers
- DR Drifting
- FZ Freezing

### WEATHER PHENOMENA

#### Precipitation
- DZ Drizzle
- RA Rain
- SN Snow
- SG Snow grains
- IC Ice crystals
- PL Ice pellets
- GR Hail
- GS Small hail/snow pellets
- UP Unknown precipitation in automated observations

#### Obscuration
- BR Mist (≥5/8SM)
- FG Fog (<5/8SM)
- FU Smoke
- VA Volcanic ash
- SA Sand
- HZ Haze
- PY Spray
- DU Widespread dust
- SO Squall
- SS Sandstorm
- DS Duststorm
- PO Well developed
- FC Funnel cloud
- +FC tornado/waterspout
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

**NE, 17 JUN 2021 to 12 JUL 2021**
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 Center 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.

**ATLANTA CENTER**

<table>
<thead>
<tr>
<th>City</th>
<th>Frequencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albemarle</td>
<td>133.15 251.1</td>
</tr>
<tr>
<td>Anderson</td>
<td>121.5 121.5 243.0 243.0</td>
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<tr>
<td>Anniston</td>
<td>134.95 323.175 243.0 243.0</td>
</tr>
<tr>
<td>Athens</td>
<td>134.2 127.5 127.5 120.425 327.15 316.05 316.05 254.35</td>
</tr>
<tr>
<td>Atlanta/A</td>
<td>135.0 135.0 369.9 317.7 317.7</td>
</tr>
<tr>
<td>Augusta</td>
<td>128.1 322.325</td>
</tr>
<tr>
<td>Birmingham</td>
<td>128.725 127.3 350.325 251.05</td>
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<tr>
<td>Chattanooga</td>
<td>133.175 132.05 126.675 124.875 363.1 354.025 299.2 257.675</td>
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<td>Columbus</td>
<td>125.575 120.45 353.95 298.85</td>
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<tr>
<td>Crossville</td>
<td>121.5 121.5 243.0 243.0</td>
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<tr>
<td>Foothills</td>
<td>134.8 124.375 379.95 353.925</td>
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<tr>
<td>Gadsden</td>
<td>124.5 270.325</td>
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<tr>
<td>Glade Springs</td>
<td>127.85 269.3</td>
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<tr>
<td>Greensboro</td>
<td>128.8 124.425 360.825 323.025</td>
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<td>Greer</td>
<td>121.5 121.5 243.0 243.0</td>
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<tr>
<td>Hampton</td>
<td>127.125 121.5 121.5 119.375 371.95 363.25 306.975 268.7 243.0 243.0</td>
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<tr>
<td>Hickory</td>
<td>134.55 125.15 124.25 121.5 121.5 369.9 290.2 263.0 243.0 243.0</td>
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<tr>
<td>Hinch Mountain</td>
<td>133.6 125.925 269.175 254.3</td>
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<td>Macon</td>
<td>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>
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<tr>
<td>Millen</td>
<td>127.95 343.75</td>
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<tr>
<td>Monroeville</td>
<td>118.55 267.9</td>
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<td>Montgomery</td>
<td>128.025 120.55 307.15 280.1 280.1 270.25</td>
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<tr>
<td>Mount Ogletorpe</td>
<td>134.8 133.1 127.05 127.05 121.35 379.95 377.05 370.9 342.425 342.425 290.8</td>
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<tr>
<td>Newport</td>
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<td>Pine Level</td>
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<tr>
<td>Sugarloaf Mountain</td>
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<tr>
<td>Tri City</td>
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<tr>
<td>Uniontown</td>
<td>132.25 352.8 343.725 327.05 307.15 263.025 252.9</td>
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<tr>
<td>Location</td>
<td>Frequency</td>
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<tr>
<td>---------------</td>
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<tr>
<td>Augusta</td>
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<td>Barnstable</td>
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<td>Berlin</td>
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<td>Bucks Harbor</td>
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<td>Concord</td>
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<td>Hyannis</td>
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<td>Kingston</td>
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<td>Lake George</td>
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<td>Lebanon</td>
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<td>Massena</td>
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<td>Melrose</td>
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<td>Montpelier</td>
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<td>Rockdale</td>
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<td>Saint Albans</td>
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<td>Shelton</td>
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<td>South Acton</td>
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<td>Turin</td>
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<td>Utica</td>
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<td>Waterboro</td>
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<td>Whitefield</td>
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<td>Woodstock</td>
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**Cleveland Center CPDLC (Logon KUSA)**

<table>
<thead>
<tr>
<th>Location</th>
<th>Frequency</th>
<th>Mode Name</th>
<th>Remarks</th>
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<tr>
<td>Algonac</td>
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**Center Remarks:**
- CPDLC (LOGON KUSA)

### New York Center CPDLC (LOGON KUSA) DCL (LOGON KUSA)

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**Center Remarks:**
- CPDLC (LOGON KUSA)

**Note:** The data covers the period from 17 June 2021 to 12 August 2021.

Atlantic City – 133.125 281.45
Bucks Elbow – 135.4 133.2 133.2 121.675 371.9 296.7 284.7 282.2 282.2 263.1 (KZDC)
Buena Vista – 134.625 134.4 133.025 127.925 377.2 353.9 319.0 269.375
Cape Charles – 128.525 275.7
Cedar Lake – 124.775 124.775 362.3 362.3
Danville – 121.5 121.5 243.0 243.0
Elkins – 128.6 387.1
Falls Church – 135.525 133.975 132.775 126.875 381.5 357.6 351.8
Grantsville – 133.65 285.6
Green Bay – 133.725 132.025 127.75 118.75 380.3 377.1 351.9 290.425 269.4
Hagerstown – 134.15 134.15 227.125 227.125
Johnsonville – 135.2 118.925 348.65 322.45
Linden – 133.55 322.55
Manteo – 124.725 350.35
Millville – 125.45 125.45 363.0 363.0
Modena – 132.525 287.9
New Bern – 135.5 121.5 121.5 281.425 256.7 243.0 243.0
Patuxent River – 133.9 281.4
Roanoke – 134.625 377.2
Rocky Mount – 132.225 123.85 354.1 279.65
Sampson – 135.3 285.5
Sea Isle – 127.7 285.4
Ship Bottom – 127.025 254.3
Smyrna – 132.05 277.4
Snow Hill – 132.55 256.8
South Boston – 124.05 307.0
Whaleyville – 133.825 123.85 327.8 323.0 296.7 258.1
White Sulphur Springs – 120.85 (FREQ USED FOR CLEARANCE DELIVERY FOR GREENBRIER VALLEY ARPT AT LEWISBURG WV. NOT FOR ENROUTE USE)
Wilmington – 135.75 124.025 269.15

NE, 17 JUN 2021 to 12 AUG 2021
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
- Buck's 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
- Geneva 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
### 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
- 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
- Pulkaski 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
- Washington RCO 122.2 255.4
- 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

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*NE, 17 JUN 2021 to 12 AUG 2021*
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  17946 NORTH ATLANTIC FAMILY E  18164 LONG DISTANCE OPS CTL FAC  2887 CARIBBEAN FAMILY A  3016 NORTH ATLANTIC FAMILY A  3494 CARIBBEAN FAMILY B  5520 CARIBBEAN FAMILY A  5550 CARIBBEAN FAMILY B  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  8846 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

NE, 17 JUN 2021 to 12 AUG 2021
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.

**IOWA**

### VOR TEST FACILITIES (VOT)

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<th>Freq.</th>
<th>Type VOT Facility</th>
<th>Remarks</th>
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**CONNECTICUT**

### VOR TEST FACILITIES (VOT)

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**DELAWARE**

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<th>Pt.</th>
<th>Check</th>
<th>Gnd.</th>
<th>AB/ALT</th>
<th>Azimuth from Fac.</th>
<th>Mag</th>
<th>Dist. from Fac.</th>
<th>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></td>
<td></td>
<td></td>
<td></td>
<td>153</td>
<td></td>
<td>3.8</td>
<td></td>
<td>On runup area Rwy 33.</td>
</tr>
</tbody>
</table>

#### VOR Test Facilities (VOT)

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq.</th>
<th>Type</th>
<th>VOT</th>
<th>Facility</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Portland Intl Jetport</td>
<td>111.0</td>
<td>G</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Maryland

#### VOR Receiver Checkpoints

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type</th>
<th>Pt.</th>
<th>Check</th>
<th>Gnd.</th>
<th>AB/ALT</th>
<th>Azimuth from Fac.</th>
<th>Mag</th>
<th>Dist. from Fac.</th>
<th>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></td>
<td></td>
<td></td>
<td></td>
<td>035</td>
<td></td>
<td>0.6</td>
<td></td>
<td>On runup pad apch end Rwy 23.</td>
</tr>
<tr>
<td></td>
<td>109.0/FDK</td>
<td>G</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>359</td>
<td></td>
<td>0.6</td>
<td></td>
<td>Intersection Twy B and Twy C.</td>
</tr>
<tr>
<td>Patuxent River NAS (Trapnell fld)</td>
<td>117.6/PXT</td>
<td>G</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>250</td>
<td></td>
<td>0.5</td>
<td></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></td>
<td></td>
<td></td>
<td></td>
<td>291</td>
<td></td>
<td>0.5</td>
<td></td>
<td>Intersection Twy B and Twy E.</td>
</tr>
<tr>
<td>Salisbury (Salisbury–Ocean City Wicomico Rgnl)</td>
<td>111.2/SBY</td>
<td>G</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>221</td>
<td></td>
<td>0.7</td>
<td></td>
<td>Runup pad Rwy 05.</td>
</tr>
</tbody>
</table>
### Massachusetts
#### VOR Receiver Checkpoints

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type</th>
<th>Azimuth from Fac.</th>
<th>Dist. from Fac.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marthas Vineyard (Marthas 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>
</tbody>
</table>

#### VOT 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>Laurence G. Hanscom</td>
<td>110.0</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td>Gen. Ed. Lawrence Logan Intl.</td>
<td>111.0</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td>Worcester Rgnl</td>
<td>108.2</td>
<td>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</th>
<th>Azimuth from Fac.</th>
<th>Dist. from Fac.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<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></td>
<td>116.5/PSM</td>
<td>G</td>
<td>157</td>
<td>1.5</td>
<td>On South runup pad.</td>
</tr>
</tbody>
</table>

### New Jersey
#### VOR Receiver Checkpoints

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type</th>
<th>Azimuth from Fac.</th>
<th>Dist. from Fac.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<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>
</tbody>
</table>

NE, 17 JUN 2021 to 12 AUG 2021
## NEW YORK

### VOR RECEIVER CHECKPOINTS

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq/Ident</th>
<th>Type Check Pt. Gnd. AB/ALT</th>
<th>Azimuth from Fac. Mag</th>
<th>Dist. from Fac. N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kingston (Sky Acres)</td>
<td>117.6/IGN</td>
<td>A/2500 070</td>
<td>5.0</td>
<td>Over intersection of twy and Rwy 17–35.</td>
<td></td>
</tr>
<tr>
<td>Rochester (Frederick Douglass–Greater Rochester Intl)</td>
<td>110.0/ROC</td>
<td>G 098</td>
<td>On Twy T between ramp and Twy F.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Watertown (Watertown Intl)</td>
<td>109.8/ART</td>
<td>G 046 3.0</td>
<td>On ramp in front of administration building.</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 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 (Airport Name)</th>
<th>Freq/Ident</th>
<th>Type Check Pt. Gnd. AB/ALT</th>
<th>Azimuth from Fac. Mag</th>
<th>Dist. from Fac. N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lancaster (Lancaster)</td>
<td>117.3/LRP</td>
<td>G 306 0.5</td>
<td>North of Twy M on non–movement twy.</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 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 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>Providence (Theodore Francis Green State)</td>
<td>108.2</td>
<td>G</td>
<td></td>
</tr>
</tbody>
</table>
### Vermont

**VOR Receiver Checkpoints (VOT)**

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Frequency</th>
<th>Type</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Burlington Intl</td>
<td>109.0 G</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Virginia

**VOR Receiver Checkpoints**

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Frequency</th>
<th>Type</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Danville (Danville Rgnl)</td>
<td>113.1/DAN G</td>
<td>354</td>
<td>On Twy A in front GA ramp.</td>
</tr>
<tr>
<td>Flat Rock (Farmville Rgnl)</td>
<td>113.3/FAK A/1600</td>
<td>257</td>
<td>Over intersection of twy and rwy.</td>
</tr>
<tr>
<td>Lynchburg (Lynchburg Rgnl–Preston Glenn Field)</td>
<td>109.2/LYH G</td>
<td>027</td>
<td>West runup area adjacent to Rwy 22.</td>
</tr>
<tr>
<td>Norfolk (Norfolk Intl)</td>
<td>116.9/ORF G</td>
<td>031</td>
<td>At center of Twy E 250˚ NW of centerline of Rwy 23.</td>
</tr>
<tr>
<td>Richmond (Richmond Intl)</td>
<td>114.1/RIC G</td>
<td>344</td>
<td>On twy in front of hangar.</td>
</tr>
</tbody>
</table>

### West Virginia

**VOR Receiver Checkpoints**

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Frequency</th>
<th>Type</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Morgantown (Morgantown Muni–Walter L. Bill Hart Fld)</td>
<td>111.6/MGW G</td>
<td>337</td>
<td>Intersection of Twys A and C. VOR ground receiver checkpoint OTS indef.</td>
</tr>
<tr>
<td>Parkersburg (Mid–Ohio Valley Rgnl)</td>
<td>108.6/JPU G</td>
<td>211</td>
<td>Intersection of Twy A and Twy D.</td>
</tr>
<tr>
<td>Wheeling (Wheeling Ohio Co)</td>
<td>112.2/HLG G</td>
<td>223</td>
<td>On Twy D next to ramp.</td>
</tr>
</tbody>
</table>

### VOR Test Facilities (VOT)

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Frequency</th>
<th>Type</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charleston (Yeager)</td>
<td>108.8 G</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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>
<td></td>
<td></td>
</tr>
<tr>
<td>(c) Danielson Arpt ..........</td>
<td>8 NM; 211° 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; 025° 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; 300° Hartford ...............</td>
<td>7,200</td>
<td>0700–SS weekends.</td>
</tr>
<tr>
<td><strong>DELAWARE</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(c) Laurel (Pvt) Arpt ..........</td>
<td>12 NM; 356° Salisbury ...............</td>
<td>12,000</td>
<td>5 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td><strong>MAINE</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(c) Lebanon .......................</td>
<td>13 NM; 275° Kennebunk ..............</td>
<td>14,000</td>
<td>Daily 0800–SS.</td>
</tr>
<tr>
<td>Millinocket Muni Arpt ...........</td>
<td>9.5 NM; 319° Millinocket ............</td>
<td>14,000 AGL</td>
<td>5 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td><strong>MARYLAND</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(c) Churchville, Harford Co Arpt ...</td>
<td>39° 24.01N 76°12.15W</td>
<td>13,000</td>
<td>2 NM radius. Daily SR–SS. Potomac TRACON 125.525.</td>
</tr>
<tr>
<td>Edgewood ..........................</td>
<td>29 NM; 056° Baltimore ................</td>
<td>10,000</td>
<td>Weekends, evenings, occasional weekdays.</td>
</tr>
<tr>
<td>Gambrills, Dairy Farm Drop Zone</td>
<td>7 NM; 198° 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; 038° 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; 108° 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; 243° 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; 303° Patuxent ..................</td>
<td>Unrestricted</td>
<td>0.25 NM radius.</td>
</tr>
<tr>
<td>Sumang Drop Zone ...................</td>
<td>20.3 NM; 286° Baltimore ...............</td>
<td>3,000 AGL</td>
<td>0.4 NM radius. Weekends.</td>
</tr>
<tr>
<td>Tewey Drop Zone ...................</td>
<td>24 NM; 023° Baltimore ...............</td>
<td>10,000 AGL</td>
<td>1 NM radius. Weekends.</td>
</tr>
<tr>
<td>Unity Drop Zone ...................</td>
<td>20 NM; 292° Baltimore ..................</td>
<td>3,000 AGL</td>
<td>0.4 NM radius. Weekends.</td>
</tr>
</tbody>
</table>
### Parachute Jumping Areas

<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>MASSACHUSETTS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(c) Chatham Muni Arpt</td>
<td>24.4 NM; 019° 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; 115° Gardner</td>
<td>4,000 AGL</td>
<td>0.5 NM radius. Daily SR–SS (occasionally nights) (occasionally to 20,000').</td>
</tr>
<tr>
<td>(c) Hanson, Cranland Arpt</td>
<td>21 NM; 177° 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; 045° 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; 237° 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; 295° 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; 292° Gardner</td>
<td>14,000</td>
<td>1 NM radius. Thu–Sun and holidays. SR–one hr after SS.</td>
</tr>
<tr>
<td>(c) Pepperell, Sports Center (Pvt) Arpt</td>
<td>13 NM; 233° 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; 078° 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><strong>NEW JERSEY</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(c) Chatsworth, Coyle Fld</td>
<td>1 NM; 130° 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; 353° 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; 280° Lakehurst</td>
<td>12,500</td>
<td>0.3 NM radius. Daily SR–SS. Cargo drops nghts 2000’ and below.</td>
</tr>
<tr>
<td>Pittstown, Alexandria Arpt</td>
<td>12.7 NM; 281° 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; 350° 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; 055° 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>
</tbody>
</table>

**LOCATION**

**DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC OR GEOGRAPHIC COORDINATES**

**MAXIMUM ALTITUDE**

**REMARKS**

**NE, 17 JUN 2021 to 12 AUG 2021**
<table>
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<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>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>
</tr>
<tr>
<td>Calverton</td>
<td>1.5 NM; 150° Calverton</td>
<td>13,500</td>
<td>2 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>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>34.6 NM; 134° Syracuse</td>
<td>10,000 AGL</td>
<td>5 NM radius. Weekends.</td>
</tr>
<tr>
<td>Java</td>
<td>21 NM; 157° Buffalo</td>
<td>13,000</td>
<td>5 NM radius. Daily SR–SS, occasionally till 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>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>Newfane, Hollands Intl 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>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>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>Rhinebeck, Old Rhinebeck Arpt</td>
<td>7.3 NM; 218° Calverton</td>
<td>10,500</td>
<td>2 NM radius. SR–SS Sat–Sun Jun 15–Oct 15.</td>
</tr>
<tr>
<td>Stormville Arpt</td>
<td>13 NM; 215° Pawling</td>
<td>13,000</td>
<td>Daily SR–SS.</td>
</tr>
<tr>
<td>Verona, Curtis Arpt</td>
<td>29.1 NM; 103° Syracuse</td>
<td>10,000</td>
<td>5 NM radius. Daily SR–SS Apr 1–Nov 30.</td>
</tr>
<tr>
<td>Wallkill</td>
<td>25 NM; 062° Huguenot</td>
<td>14,500 AGL</td>
<td>1 NM radius. Daily 1200–0200.</td>
</tr>
<tr>
<td>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>1NM radius. Mon–Sun 0800–2300.</td>
</tr>
<tr>
<td>West Point</td>
<td>22 NM; 112° Huguenot</td>
<td>10,000</td>
<td>5 NM radius. Weekdays 1200–SS, weekends occasionally.</td>
</tr>
<tr>
<td>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>
</tbody>
</table>
# Parachute Jumping Areas

## Pennsylvania

<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>Bethel, Grimes Arpt</td>
<td>16 NM; 112° Ravine</td>
<td>11,000 AGL</td>
<td>5 NM radius. Daily SR–SS.</td>
</tr>
<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>
</tr>
<tr>
<td>Culverville Arpt</td>
<td>22 NM; 125° Ellwood City</td>
<td>11,500 AGL</td>
<td>Daily SR–SS.</td>
</tr>
<tr>
<td>Doylestown</td>
<td>8 NM; 303° Yardley</td>
<td>12,500 AGL</td>
<td>Sat and Sun SR–SS.</td>
</tr>
<tr>
<td>(c) East Stroudsburg, Stroudsburg–Pocono Arpt</td>
<td>13.4 NM; 291° Stillwater</td>
<td>14,500 AGL</td>
<td>5 NM radius. Daily 0600–2200.</td>
</tr>
<tr>
<td>(c) Freedom, Kindelberger Landing Strip</td>
<td>8.5 NM; 175° Ellwood City</td>
<td>14,500 AGL</td>
<td>3 NM radius. Weekends and holidays SR–SS, Wed 1600–SS, and occasional nights.</td>
</tr>
<tr>
<td>Jersey Shore, Hinaman Acres Arpt</td>
<td>23 NM; 240° Williamsport</td>
<td>13,000 AGL</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 AGL</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 AGL</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 AGL</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 AGL</td>
<td>Daily SR–SS.</td>
</tr>
<tr>
<td>Shunam Drop Zone</td>
<td>13.9 NM; 060° Pottstown</td>
<td>14,500 AGL</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>
</tr>
</tbody>
</table>

## Rhode Island

<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>Greene, Riconn Arpt</td>
<td>15 NM; 060° Norwich</td>
<td>12,500 AGL</td>
<td>Daily SR–SS.</td>
</tr>
<tr>
<td>(c) Newport State</td>
<td>13.3 NM; 164° Providence</td>
<td>10,000 AGL</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 AGL</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 AGL</td>
<td>2 NM radius. Daily SR–SS Apr 1 - Nov 30. Theodore Francis Green State Twr 119.45.</td>
</tr>
</tbody>
</table>

## Vermont

<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>(c) Addison, Ass–Pirin Acres Arpt</td>
<td>21 NM; 219° Burlington</td>
<td>12,000 AGL</td>
<td>5 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>Shelburne Arpt</td>
<td>3 NM; 240° Burlington</td>
<td>15,000 AGL</td>
<td>3 NM radius. Daily SR–SS.</td>
</tr>
</tbody>
</table>
**PARACHUTE JUMPING AREAS**

<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>VIRGINIA</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(c) Blackstone, Allen C.Perkinson/BAAF</td>
<td>16 NM; 355° Lawrenceville</td>
<td>12,500 AGL</td>
<td>1 NM radius. Daily. Sat 1300-2100Z++, Sun 1700-2100Z++.</td>
</tr>
<tr>
<td>Fentress, Fentress NALF</td>
<td>10 NM; 227° Oceana</td>
<td>10,000</td>
<td></td>
</tr>
<tr>
<td>(c) Fort A. P. Hill Bowling Green Drop Zone</td>
<td>12 NM; 192° Brooke</td>
<td>12,000 AGL</td>
<td>1 NM radius. Continuously.</td>
</tr>
<tr>
<td>(c) Fort Lee</td>
<td>12 NM; 262° 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; 009° Lawrenceville</td>
<td>12,500 AGL</td>
<td>Drop Zone 1500 yards by 1000 yards. Daily.</td>
</tr>
<tr>
<td>(c) Midland, Warrenton-Fauquier Airport, DC Skydiving Center</td>
<td>7.99 NM; 120° Casanova</td>
<td>10,000</td>
<td>5 NM radius. 5NM radius around the Warrenton-Fauquier Airport. Daily operations SFC-10000 ft. 3 NM radius. SR–SS Fri, Sat, Sun, and holidays. 0800 until dark.</td>
</tr>
<tr>
<td>Moneta, Smith Mountain Lake Arpt</td>
<td>19.2 NM; 246° Lynchburg</td>
<td>13,500</td>
<td></td>
</tr>
<tr>
<td>(c) New Market Arpt, New Market/Blue Ridge Sport</td>
<td>26 NM; 249° Linden</td>
<td>17,500</td>
<td></td>
</tr>
<tr>
<td>(c) Norfolk Intl Arpt</td>
<td>8.5 NM; 085° Norfolk</td>
<td>13,000</td>
<td>2 NM radius. Mon–Fri during daylight hrs.</td>
</tr>
<tr>
<td>Oceana NAS</td>
<td>1 NM; 228° 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; 026° 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; 251° 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; 349° Brooke</td>
<td>10,000</td>
<td>1 NM radius. Unscheduled weekends.</td>
</tr>
<tr>
<td>(c) Suffolk Executive Arpt</td>
<td>20 NM; 104° 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; 132° Casanova</td>
<td>7,000</td>
<td>Sat-Sun, June 7–Oct 25, 1959.</td>
</tr>
<tr>
<td>(c) Warrenton, Warrenton Air Park</td>
<td>3.8 NM; 088° 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; 340° Harcum</td>
<td>14,000</td>
<td>4.4 NM radius. SR–SS weekends and holidays.</td>
</tr>
<tr>
<td><strong>WEST VIRGINIA</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buckhannon–Upshur Co</td>
<td>9 NM; 300° Elkins</td>
<td>15,000</td>
<td>1 NM radius. Weekdays and holidays.</td>
</tr>
<tr>
<td>Huntington, Debra Drop Zone</td>
<td>23.3 NM; 344° Charleston</td>
<td>10,000 AGL</td>
<td>0.5 NM radius. Weekends.</td>
</tr>
<tr>
<td>Huntington, Leann Drop Zone</td>
<td>27 NM; 304° Charleston</td>
<td>10,000 AGL</td>
<td>0.5 NM radius. Weekends.</td>
</tr>
<tr>
<td>(c) Huntington, Robert Newton Fld</td>
<td>26.4 NM; 287° Charleston</td>
<td>13,050</td>
<td>0 NM radius Daily SR– 1 hr after SS. Tri-State/Milton J Ferguson Fld Twr 119.75.</td>
</tr>
<tr>
<td>Morgantown, Bacon Drop Zone</td>
<td>5 NM; 150° Morgantown</td>
<td>10,000 AGL</td>
<td>0.5 NM radius. Weekends.</td>
</tr>
<tr>
<td>Morgantown, Cider Drop Zone</td>
<td>17 NM; 180° Morgantown</td>
<td>12,500 AGL</td>
<td>0.5 NM radius. Weekends.</td>
</tr>
<tr>
<td>Morgantown, Dawson AAF</td>
<td>12 NM; 126° Morgantown</td>
<td>10,000 AGL</td>
<td>0.5 NM radius. Weekends.</td>
</tr>
<tr>
<td>Morgantown, Doubt Drop Zone</td>
<td>12 NM; 140° Morgantown</td>
<td>12,500 AGL</td>
<td>1 NM radius. Weekends.</td>
</tr>
<tr>
<td>Morgantown, Float Drop Zone</td>
<td>13 NM; 110° Morgantown</td>
<td>12,500 AGL</td>
<td>0.5 NM radius. Weekends.</td>
</tr>
<tr>
<td>Morgantown, Guide Drop Zone</td>
<td>13 NM; 080° Morgantown</td>
<td>12,500 AGL</td>
<td>0.5 NM radius. Weekends.</td>
</tr>
<tr>
<td>Morgantown, Melon Drop Zone</td>
<td>13 NM; 097° Morgantown</td>
<td>12,500 AGL</td>
<td>0.5 NM radius. Weekends.</td>
</tr>
<tr>
<td>Morgantown, Piker Drop Zone</td>
<td>20 NM; 135° Morgantown</td>
<td>12,500 AGL</td>
<td>0.3 NM radius. Weekends.</td>
</tr>
<tr>
<td>Ravenswood, Jackson Co Arpt</td>
<td>41 NM; 215°Parkersburg</td>
<td>12,500 AGL</td>
<td>41 NM radius. 1000–SS Weekends.</td>
</tr>
<tr>
<td>Summersville Arpt</td>
<td>15 NM; 352° Rainelle</td>
<td>14,500</td>
<td>5 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>Westover, Blue Horizon Drive–In</td>
<td>13 NM; 320° Morgantown</td>
<td>12,500</td>
<td>Weekends and holidays SR–SS.</td>
</tr>
</tbody>
</table>
Supplemental Communication Reference

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.

### United States

<table>
<thead>
<tr>
<th>FACILITY NAME</th>
<th>CHART &amp; PANEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cabaniss Fld NOLF, TX (NGW)</td>
<td>L–20H, 21A</td>
</tr>
<tr>
<td>Corpus App/Dep Con 125.4 307.9</td>
<td></td>
</tr>
<tr>
<td>Navy Cabaniss Tower 119.65 299.6 (Mon–Thu 1400–0500Z‡, Fri 1400–0100Z‡)</td>
<td></td>
</tr>
<tr>
<td>Fenntress NALF, VA (NFE)</td>
<td>H–10I, 12I, L–35D</td>
</tr>
<tr>
<td>Oceana App/Dep Con 123.9 266.8</td>
<td></td>
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<tr>
<td>Fry, OH (ØOH8)</td>
<td>L–27E</td>
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<tr>
<td>Columbus App/Dep Con 118.425</td>
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<tr>
<td>Gila Bend AF AUX, AZ (GXF)</td>
<td>H–4J, L–5B</td>
</tr>
<tr>
<td>Luke App/Dep Con 125.45 263.125 (South) (Mon–Thu 1300–0530Z, Fri 1300–0130Z, clsd weekends and hol)</td>
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<tr>
<td>Glasgow Industrial, MT (Ø7MT)</td>
<td>H–1E, 2G, L–13D</td>
</tr>
<tr>
<td>Salt Lake Center App/Dep Con 126.85 305.2</td>
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<tr>
<td>Joe Williams NOLF, MS (NJW)</td>
<td>H–6J, L–18G</td>
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<tr>
<td>Meridian App/Dep Con 276.4</td>
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<tr>
<td>Bravo Tower 118.475 279.2 355.8 (Mon–Fri 1400–2330Z‡)</td>
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<tr>
<td>Oak Grove MCOLF, NC (13NC)</td>
<td>L–35B</td>
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<tr>
<td>Cherry Point App/Dep Con 119.35 377.175</td>
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<tr>
<td>Shell AHP, AL (SXS)</td>
<td>L–22I</td>
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<tr>
<td>Cairns App/Dep Con 133.45 239.275 (24 hrs Tue–Sat, 1200–0500Z‡ Sun–Mon) other times ctc</td>
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<tr>
<td>Jax Center App/Dep Con 134.3 322.55</td>
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<tr>
<td>Shell Tower 139.125 244.5 (1230–0600Z‡ Mon–Fri, exc hol)</td>
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<tr>
<td>USAF Academy Bullseye Aux Airfield, CO (CO9Ø)</td>
<td>L–10F</td>
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<tr>
<td>ASOS 125.0</td>
<td></td>
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<tr>
<td>Webster NOLF, MD (NUI)</td>
<td>H–10I, 12I, L–34E, 36I</td>
</tr>
<tr>
<td>Patuxent App/Dep Con 121.0 250.3</td>
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<tr>
<td>Navy Webster Tower 126.2 358.0 (Mon–Fri, exc hol, other times on request, 1400–2200Z‡ or SS, whichever occurs first)</td>
<td></td>
</tr>
<tr>
<td>For Cnc Del when NHK Apch is clsd ctc Potomac Apch at 866–640–4124</td>
<td></td>
</tr>
<tr>
<td>Whitehouse NOLF, FL (NEN)</td>
<td>H–8H, L–21D, 24G</td>
</tr>
<tr>
<td>Jax Center App Con 127.775 377.075</td>
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<tr>
<td>Jax Center Dep Con 127.775 379.9</td>
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<tr>
<td>Whitehouse Tower 125.15 307.325 340.2 (Manned during scheduled operations only)</td>
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<tr>
<td>William P Gwinn, FL (Ø6FA)</td>
<td>H–8I, L–23C</td>
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<tr>
<td>Palm Beach App/Dep Con 317.4</td>
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<tr>
<td>Gwinn Tower 120.4 279.25 (Mon–Fri 1300–2100Z‡)</td>
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<tr>
<td>Gnd Con 121.65 279.25</td>
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### Canada

<table>
<thead>
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<th>FACILITY NAME</th>
<th>CHART &amp; PANEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abbotsford, BC (CYXX)</td>
<td>H–1B, L–12F</td>
</tr>
<tr>
<td>ATIS 119.8 (1500–0700Z‡)</td>
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<tr>
<td>Victoria Trml App/Dep Con 132.7 (Avbl on ground)</td>
<td></td>
</tr>
<tr>
<td>Tower 119.4 (Inner) 121.0 (Outer) 295.0 (1500–0700Z‡) Gnd Con 121.8</td>
<td></td>
</tr>
<tr>
<td>MF 119.4 295.0 (0700–1500Z‡) (Shape irregular to 4500’)</td>
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</tr>
<tr>
<td>Amos/Magny, QC (CYEY)</td>
<td>H–11B</td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 125.9</td>
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<tr>
<td>Atikokan Muni, ON (CYIB)</td>
<td>L–14I</td>
</tr>
<tr>
<td>MF 122.3 (5 NM to 4500’ No ground station)</td>
<td></td>
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<tr>
<td>Barrie–Orillia (Lake Simcoe Rgnl), ON (CYLS)</td>
<td>H–11B, L–31D</td>
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<tr>
<td>Toronto Center App/Dep Con 124.025</td>
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<td>Bar River, ON (CPF2)</td>
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<td>Toronto Center App/Dep Con 132.65</td>
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</tr>
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<td>Bathurst, NB (CZBF)</td>
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<td>Moncton Center App/Dep Con 134.25 AWOS 127.925</td>
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</tr>
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<td>Boundary Bay, BC (CZBB)</td>
<td>H–1B, L–1E</td>
</tr>
<tr>
<td>ATIS 125.5 (1500–0700Z‡)</td>
<td></td>
</tr>
<tr>
<td>Vancouver App/Dep Con 132.3 363.8</td>
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<tr>
<td>Tower 118.1 (Inner) 127.6 (Outer) 1500–0700Z‡ Gnd Con 124.3</td>
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</tr>
<tr>
<td>MF 118.1 (0700–1500Z‡ to 2000’. Vancouver Trml 125.2 above 2000’. Shape irregular to 2500’)</td>
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<tr>
<td>Brampton, ON (CNC3)</td>
<td>L–31D</td>
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<tr>
<td>Toronto Trml App/Dep Con 119.3</td>
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</tr>
<tr>
<td>Brandon Muni, MB (CYBR)</td>
<td>H–2H</td>
</tr>
<tr>
<td>Winnipeg Center App/Dep Con 132.25</td>
<td></td>
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<tr>
<td>MF 122.1 (5 NM to 4000’)</td>
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</tbody>
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**NE, 17 Jun 2021 to 12 Aug 2021**
<table>
<thead>
<tr>
<th>FACILITY NAME</th>
<th>CHART &amp; PANEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brantford, ON (CYFD)</td>
<td>L-31D</td>
</tr>
<tr>
<td>Toronto Trml App/Dep Con 128.27</td>
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</tr>
<tr>
<td>Brockville Rgnl Tackaberry ON (CNL3)</td>
<td>L-32G</td>
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<td>Montreal Center App/Dep Con 134.675</td>
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<td>Bromont, QC (CZBM)</td>
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<td>Montreal Center App/Dep Con 132.35 MF 122.15 (5 NM to 3400′) AUTO 122.975 (English only)</td>
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<tr>
<td>Burlington Executive, ON (CZBA)</td>
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<td>Toronto Center App/Dep Con 119.3 AUTO 122.55</td>
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<td>Castlegar/West Kootenay Rgnl, BC (CYCG)</td>
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<td>Vancouver Center App/Dep Con 134.2 227.3 MF 122.1 (5 NM to 6500′)</td>
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<td>H-10G, 11B, L-31D</td>
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<td>Toronto Center App/Dep Con 135.30</td>
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<td>Charlottetown, PE (CYYG)</td>
<td>H-11E, L-32J</td>
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<td>Moncton Center App/Dep Con 135.65 384.8 MF 118.0 (5 NM to 3200′)</td>
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<td>Chatham–Kent, ON (CYCK)</td>
<td>H-10G, L-30G</td>
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<td>Cleveland Center App/Dep Con 132.25</td>
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<td>Collingwood, ON (CNY3)</td>
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<td>Toronto Center App/Dep Con 124.02</td>
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</tr>
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<td>Cornwall Rgnl, ON (CYCC)</td>
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<td>Boston Center App/Dep Con 135.25 377.1</td>
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<td>Cranbrook/Canadian Rockies Intl, BC (CYXG)</td>
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<td>Debert, NS (CCG3)</td>
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<td>Halifax Trml App/Dep Con 119.2</td>
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</tr>
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<td>Digby, NS (CYID)</td>
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</tr>
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<td>Moncton Center App/Dep Con 123.9</td>
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<td>Downsview, ON (CYZD)</td>
<td>H-11B, L-31E</td>
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<td>Toronto Center App/Dep Con 133.4 MF 126.2 (1300–2300Z, 3 NM to 1700′)</td>
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<td>Drummondville, QC (CSC3)</td>
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<td>Montreal Center App/Dep Con 132.35</td>
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<td>Earlton (Timiskaming Rgnl), ON (CYXR)</td>
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<td>MF 122.0 (5 NM to 3800′)</td>
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<td>Elliot Lake Muni, ON (CYEL)</td>
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<td>Toronto Center App/Dep Con 135.4</td>
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<td>Minneapolis Center App/Dep Con 120.9</td>
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<td>Fredericton Intl, NB (CYFC)</td>
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<td>ATIS 127.55 (1045–0345Z, OT AWOS)</td>
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<td>Moncton Center App/Dep Con 124.3 135.5 270.8</td>
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<tr>
<td>Tower 119.0 (1045–0345Z) Gnd Con 121.7 (1045–0345Z) MF 119.0 (0345–1045Z, 5 NM to 3500′)</td>
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<tr>
<td>Goderich, ON (CYGD)</td>
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</tr>
<tr>
<td>Toronto Center App/Dep Con 135.3 266.3</td>
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<tr>
<td>Greenwood, NS (CYZX)</td>
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<tr>
<td>ATIS 128.85 244.3 (1100–0000Z)</td>
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<td>App/Dep Con 120.6 335.9 Tower 119.5 236.6 324.3 Gnd Con 133.75 289.4 Cnc Del 128.025 283.9</td>
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<td>Grimbsy Air Park, ON (CNZ6)</td>
<td>L-31E</td>
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<tr>
<td>Halifax/Shearwater, NS (CYAW)</td>
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<td>ATIS 129.175 308.8 (Ltd hrs) App/Dep Con 119.2 MF Shearwater Advisory 119.0 126.2 340.2 360.2 (Ltd hrs) Gnd Con 121.7 250.1</td>
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<tr>
<td>Halifax/Stanfield Intl, NS (CYHZ)</td>
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<td>ATIS 121.0 Moncton Center App/Dep Con 135.3 Tower 118.4 236.6 Gnd Con 121.9 275.8 Cnc Del 123.95</td>
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<td>Hamilton, ON (CYHM)</td>
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<td>ATIS 128.1 Toronto Trml App/Dep Con 119.7 Tower 125.0 Gnd Con 121.6</td>
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<td>Kingston, ON (CYGK)</td>
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<td>ATIS 135.55 (1115–0400Z) Montreal Center App/Dep Con 135.05 (0400–1115Z) MF 122.5 (1115–0400Z, 5 NM to 3300′)</td>
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<td>Montreal Center App Con 124.65 268.3 Montreal Center Dep Con 132.85 268.3</td>
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<td>La Tuque, QC (CYLQ)</td>
<td>Montreal Center App/Dep Con 134.5</td>
</tr>
<tr>
<td>Langley, BC (CYNJ)</td>
<td>ATIS 124.5 (1630-0230Z, DT 1530-0330Z) Victoria Trm App/Dep Con 132.7 290.8 Tower 119.0 (1630-0230Z, DT 1530-0330Z) Gnd Con 121.9 MF 119.0 (0230-1630Z, DT 0330-1530Z 3 NM to 1900’)</td>
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<td>Lachute, QC (CSE4)</td>
<td>Montreal Center App Con 124.65 268.3 Montreal Center Dep Con 132.85 268.3</td>
</tr>
<tr>
<td>Lethbridge, AB (CYQL)</td>
<td>ATIS 124.4 (1245-0545Z) Edmonton Center App/Dep Con 132.75 265.2 MF 121.0 (5 NM to 6000’)</td>
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<tr>
<td>Lindsay, ON (CNF4)</td>
<td>Toronto Center App/Dep Con 134.25</td>
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<td>London, ON (CYXU)</td>
<td>ATIS 127.8 (1120-0345Z) Toronto Center App/Dep 133.5 135.625 Tower 119.4 125.65 (1120-0345Z) Gnd Con 121.9 MF 119.4 (0345-1120Z) 5 NM to 3000’</td>
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<td>Montreal Center App/Dep Con 126.57</td>
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<td>Mascouche, QC (CSK3)</td>
<td>MF 122.35 (5 NM to 2500’). No gnd station. Excluding the portion S of the N shore of Riviere des Milles–Iles and 1 NM around Lac Agile Mascouche arpt.</td>
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<td>ATIS 124.875 (1245-0345Z) MF 122.2 (1245-0345Z 5 NM to 5400’)</td>
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<td>Midland/Huronia, ON (CYEE)</td>
<td>Toronto Center App/Dep 124.025</td>
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<tr>
<td>Miramichi, NB (CYCH)</td>
<td>Moncton Center App/Dep Con 123.7</td>
</tr>
<tr>
<td>Moncton/Greater Moncton Intl, NB (CYQM)</td>
<td>ATIS 128.65 App/Dep 124.4 Tower 120.8 236.6 Gnd Con 121.8 275.8 Apron Advisory 122.075</td>
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<td>Montréal–Laurier, QC (CSD4)</td>
<td>Montreal Center App/Dep Con 126.57</td>
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<td>Montreal Intl (Mirabel), QC (CYMX)</td>
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<td>Montreal/Pierre Elliott Trudeau Intl, QC (CYUL)</td>
<td>ATIS 133.7 Montreal Trm App Con 118.9 126.9 132.85 268.3 Tower 119.3 119.9 124.3 (old port) 267.1 Gnd Con 121.0 121.9 275.8 Clnc Del 125.6 Apron 122.075 Montreal Trm Dep Con 120.42 (SE–S–SW) 124.65 (W–NW–NE) 268.3 VFR Advisory 134.15</td>
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<td>Montreal Center App/Dep Con 125.15 268.3</td>
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<td>5 NM shape irregular to 2000’ (VFR Advisory 134.15 MIL 135.9 322.1 (438 Sqn Ops)</td>
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</tr>
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<td>Timmins Radio App/Dep Con 122.3</td>
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<tr>
<td>MF 122.3 (5 NM to 3900’)</td>
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<td>Nanaimo, BC (CYCD)</td>
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<tr>
<td>Victoria Trml App/Dep 120.8 133.95 252.3 MF 122.1 291.8 1330–0530Z‡ (5 NM to 2500’)</td>
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<tr>
<td>North Bay, ON (CYYB)</td>
<td>L–31E</td>
</tr>
<tr>
<td>ATIS 124.9 (1130–0330Z‡)</td>
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<tr>
<td>Toronto Center App/Dep 127.25</td>
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<td>MF 118.3 (1130–0330Z‡ 7 NM to 5000’)</td>
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<td>Oshawa, ON (CYOO)</td>
<td>L–31E</td>
</tr>
<tr>
<td>ATIS 125.675 (1130–0330Z‡)</td>
<td></td>
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<tr>
<td>Toronto Trml App/Dep Con 133.4</td>
<td></td>
</tr>
<tr>
<td>Tower 120.1 (1130–0330Z‡) Gnd Con 118.4 MF 120.1 (0330–1130Z‡ 5 NM to 3000’)</td>
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<td>Ottawa/Carp, ON (CYRP)</td>
<td>L–31E, 32F</td>
</tr>
<tr>
<td>ATIS 121.15</td>
<td></td>
</tr>
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</tr>
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<td>Ottawa/Gatineau, QC (CYND)</td>
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</tr>
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<td>Ottawa Trml App/Dep Con 127.7 128.175</td>
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<td>MF 122.3 (5 NM shape irregular to 2500)</td>
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<tr>
<td>VFR Advisory Ottawa Trml 127.7</td>
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</tr>
<tr>
<td>Ottawa/Macdonald–Cartier Intl, ON (CYOW)</td>
<td>L–11C</td>
</tr>
<tr>
<td>ATIS 121.15</td>
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<tr>
<td>Ottawa App Con 135.15 Tower 118.8 (VFR South) 120.1 (VFR North) 118.8 341.3</td>
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<td>Gnd Con 121.9 Clncl Dei 119.4</td>
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<tr>
<td>Ottawa Dep Con 128.175</td>
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</tr>
<tr>
<td>Owen Sound/Billy Bishop Rgnl, ON (CYOS)</td>
<td>L–31D</td>
</tr>
<tr>
<td>Toronto Center App/Dep 132.575 290.6</td>
<td></td>
</tr>
<tr>
<td>Pelee Island, ON (CYPT)</td>
<td>L–30F</td>
</tr>
<tr>
<td>Cleveland Center App/Dep Con 126.35 360.0</td>
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</tr>
<tr>
<td>Pembroke, ON (CYTA)</td>
<td>H–11C, L–31E, 32F</td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 135.2</td>
<td></td>
</tr>
<tr>
<td>Petawawa Advisory 126.4 250.1 (Mon–Fri 1300–2130Z‡, OT PPR)</td>
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<tr>
<td>Pemberton, BC (CYPF)</td>
<td>H–1B</td>
</tr>
<tr>
<td>Vancouver Center App/Dep Con 133.5 351.3 MF 118.5 (5 NM to 1400)</td>
<td></td>
</tr>
<tr>
<td>Peterborough, ON (CYPQ)</td>
<td>H–11B, L–31E, 32F</td>
</tr>
<tr>
<td>Toronto Center App/Dep 134.25</td>
<td></td>
</tr>
<tr>
<td>MF 123.0 (5 NM to 3600’)</td>
<td></td>
</tr>
<tr>
<td>Pincher Creek, AB (CZPC)</td>
<td>H–1D</td>
</tr>
<tr>
<td>Edmonton Center App/Dep Con 132.75 265.2</td>
<td></td>
</tr>
<tr>
<td>Pitt Meadows, BC (CYPK)</td>
<td>H–1E</td>
</tr>
<tr>
<td>ATIS 125.0 (1500–0700Z‡)</td>
<td></td>
</tr>
<tr>
<td>Vancouver Center App Con 128.6 (Outer) 352.7</td>
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</tr>
<tr>
<td>Pitt Tower 126.3 (1500–0700Z‡) Gnd Con 123.8</td>
<td></td>
</tr>
<tr>
<td>Vancouver Center Dep Con 132.3 (South) 363.8</td>
<td></td>
</tr>
<tr>
<td>MF 126.3 (0700–1500Z‡) (3NM to 2500)</td>
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</tr>
<tr>
<td>Quebec/Jean Lesage Intl, QC (CYQB)</td>
<td>H–11D, L–32H</td>
</tr>
<tr>
<td>ATIS 134.6</td>
<td></td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 124.0 127.85 135.025 270.9 322.8</td>
<td></td>
</tr>
<tr>
<td>Tower 118.65 236.6</td>
<td></td>
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<tr>
<td>Gnd Con 121.9 250.0</td>
<td></td>
</tr>
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<td>H–11D</td>
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<tr>
<td>Montreal Center App/Dep Con 125.1 299.6</td>
<td></td>
</tr>
<tr>
<td>Rouyn Noranda, QC (CYUY)</td>
<td>H–11B</td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 125.9</td>
<td></td>
</tr>
<tr>
<td>MF 122.2 (5 NM to 4000’)</td>
<td></td>
</tr>
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<td>FACILITY NAME</td>
<td>CHART &amp; PANEL</td>
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<tr>
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<tr>
<td>Saint John, NB (CYSJ)</td>
<td>H–11E, L–32J</td>
</tr>
<tr>
<td>Moncton Center App/Dep Con 124.3 135.5 270.8 MF 118.5 (5 NM to 3400’)</td>
<td></td>
</tr>
<tr>
<td>Sarnia (Chris Hadfield), ON (CYZR)</td>
<td>H–10G, 11B, L–30F</td>
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<tr>
<td>Toronto Center App/Dep Con 134.375</td>
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<tr>
<td>Sault Ste Marie, ON (CYAM)</td>
<td>H–2K, L–31B</td>
</tr>
<tr>
<td>ATIS 133.05 (1130–0330Z‡)</td>
<td></td>
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<tr>
<td>Toronto Center App/Dep Con 132.65 344.5</td>
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<td>Tower 118.8 (1130–0330Z‡) Gnd Con 121.7 (1130–0330Z‡)</td>
<td></td>
</tr>
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<td>MF 118.8 (0330–1130Z‡ 5 NM irregular shape to 3000’)</td>
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<td>Sherbrooke, QC (CYSC)</td>
<td>H–11D, L–32H</td>
</tr>
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<td>Montreal Center App/Dep Con 132.55 MF 123.5 (Ldt hrs 5 NM to 3800’)</td>
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</tr>
<tr>
<td>South Renfrew Muni, ON (CNP3)</td>
<td>L–31E, 32F</td>
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<tr>
<td>Montreal Center App/Dep 124.275</td>
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</tr>
<tr>
<td>Southport, MB (CYPG)</td>
<td>H–2H</td>
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<tr>
<td>ATIS 120.85 (Mon–Fri 1400–2300Z‡ except holidays)</td>
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<tr>
<td>Gnd Con 121.7 275.8</td>
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</tr>
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<td>L–31D</td>
</tr>
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<td>St. Catherines/Niagara District, ON (CYSN)</td>
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<td>ATIS 128.525 (1215–0200Z‡)</td>
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<td>Toronto Trml App/Dep Con 133.4</td>
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<td>St. Frederic, QC (CSZ4)</td>
<td>L–32H</td>
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<td>Montreal Center App/Dep Con 135.025 270.9</td>
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<tr>
<td>St. Georges, QC (CYSG)</td>
<td>H–32H, L–11D</td>
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<td>Montreal Center App/Dep Con 132.35</td>
<td></td>
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<tr>
<td>MF 122.15 (5 NM 3900’ ASL)</td>
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<tr>
<td>St. Jean, QC (CYJN)</td>
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<tr>
<td>Montreal Center App/Dep Con 125.15 268.3</td>
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<td>Tower 118.2 (Apr–Oct 1230–0230Z‡ Nov–Mar 1300–0200Z‡)</td>
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<tr>
<td>Gnd Con 121.7</td>
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<td>Sudbury, ON (CYSB)</td>
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<td>ATIS 127.4</td>
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<td>Summerside, PE (CYSU)</td>
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<td>Thunder Bay, ON (CYQT)</td>
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<td>MF 124.8 (No gnd station. 5 NM shape irregular 2000 ASL)</td>
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<td>Toronto/Billy Bishop Toronto City Airport, ON (CYTZ)</td>
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<td>ATIS 120.825 133.1 App Con 132.8 124.475 125.4 Dep Con 127.575 128.8</td>
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<td>Tower 118.35 118.7 Gnd Con 121.9 121.65 119.1</td>
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<td>ATIS 135.45 257.7</td>
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<td>Trois–Rivieres, QC (CYRQ)</td>
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<td>Val–D’or, QC (CYYO)</td>
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<td>MF 118.5 (1030–0325Z‡ 5 NM to 4000’)</td>
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**SUPPLEMENTAL COMMUNICATION REFERENCE 449**

**CANADA**

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<td>Vancouver Intl, BC (CYVR)</td>
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**MEXICO**

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PREFERRED IFR ROUTES

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 air 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 navaid 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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<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
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<td>ALBANY(ALB)</td>
<td>BOSTON(BOS) ........................................</td>
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<tr>
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<td>NEW YORK(JFK) ..................................</td>
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<td>NEW YORK(LGA) ................................</td>
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<td>NE, 17 JUN 2021 to 12 AUG 2021</td>
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<td>NEWARK(EWR) ...........................................</td>
<td>1100–0300</td>
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<td>PHILADELPHIA(PHL) ..................................</td>
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<td>PHILADELPHIA(PNE) ..................................</td>
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NE, 17 JUN 2021 to 12 AUG 2021
# Preferred IFR Routes

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<th>Route</th>
<th>Effective Times (UTC)</th>
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<td>TRENTON (TTN)</td>
<td>(90–170; TURBOJETS ONLY, GPS OR DME/DME OR IRU EQUIPPED) ALB T608 CEDOR DNY LAAYK LVZ V29 ETX V30 TROXL ARD</td>
<td>1100–0300</td>
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<td></td>
<td>(90–170; TURBOPROPS ONLY, GPS OR DME/DME OR IRU EQUIPPED) ALB T608 CEDOR DNY LAAYK LVZ V613 FJC ARD</td>
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<tr>
<td>BALTIMORE (BWI)</td>
<td>ALBANY (ALB) V93 LRP V499 CFB V270 DNY</td>
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<td>BOSTON (BOS) V93 LRP V499 CFB</td>
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<td>(90–170 INCL. PROPS) PALEO–DP SIE V308 ORW V16 WOONS</td>
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<td>BRIDGEPORT (BDR) (90–170 INCL) PALEO–DP SIE V139 RICED KEYED</td>
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<td>CHARLOTTEVILLE (CHO) (BLO 110) MRB V143 CEROL</td>
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<td>GREENSBORO (GSO) (70–170 INCL., NON–JET) V44 MRB V143 LYH V222 HENBY.</td>
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<td>HARTFORD (HFD) (90–170 INCL) PALEO–DP V308 GON V58</td>
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<td>KNOXVILLE (TYS) V44 MRB V143 MOL ROA V16</td>
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<td>(90–170 INCL.) POLL A V312 PALEO V44 SIE V139 HTO V46</td>
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<td>NEW YORK (SWF) (GPS OR DME/DME OR IRU EQUIPPED) V93 LVZ LAAYK PRINCE FILPS</td>
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<td>NEWARK (EWR) (GPS OR DME/DME OR IRU EQUIPPED) V93 LVZ LAAYK PRINCE FILPS</td>
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<td>NORFOLK (ORF) (70–170; TURBOJETS) CONLE (RNAV)–DP COLIN V33 FAGED V286 STEIN</td>
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<td>(70–170; PROPS) BAL V93 PXT COLIN V33 FAGED V286 STEIN</td>
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<td>BEDFORD (BED) (110–160) REVSS BLZZR MOBBS T295 SAGES V489 COATE</td>
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<td>BOSTON (BOS)</td>
<td>CLEVELAND METRO (CLE, CGF, BKL, LLN, LPR) (110–170) HYLN MANCH T316 LAMMS T608 SYR V84 GEE THOME TRYBE (RNAV)–STAR</td>
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<td>ERIE (ERI) (080–100) RNAGNSS EQUIPPED ONLY GLYDE V270 ULW JHW</td>
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<td>NEW YORK (JFK) (110–170; TURBOJETS ONLY; DME/DME/IRU OR GPS REQUIRED) SSOXS BUZRD SEY PARCH (RNAV)–STAR</td>
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<td>(110–170; RNAV ONLY:TURBOJET/TURBOPROPS: 250K IAS OR GREATER)</td>
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<td>(80–170 INCL)SSOXS LUCOS SEY067 SEY V139 BRIGS ACY V184 OOD</td>
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<tr>
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<td>(110–170; GPS OR DME/DME OR IRU EQUIPPED)BLZZR BAF V292 MOBBS SAGES V489 COATE</td>
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<td>(110–170; NON–TURBOJET)(WATER ROUTE)BOS SSOXS LUCOS SEY067 SEY V139 BRIGS ACY V184 OOD</td>
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<td>(90–170; TURBOPROPS ONLY, GPS OR DME/DME OR IRU EQUIPPED)BLZZR BAF V292 MOBBS SAGES V489 COATE</td>
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<td>(60–100)(WATER ROUTE)BURYD V268 V139 MANTA V276 ARD</td>
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<td>(110–170; PROP AND TURBOPROP AIRCRAFT: LESS THAN 250K IAS)REVSS BAF</td>
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<td>WHITE PLAINS(HPN)</td>
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**NE, 17 JUN 2021 to 12 AUG 2021**
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<th>Terminals</th>
<th>Route</th>
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<td>WILMINGTON(ILG)</td>
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<td>or (110–170 INCL; PROPS ONLY)MAD V1 HFD T315 GDM T314 MANCH .........................</td>
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<td>CHICAGO(MDW) ................................................................................</td>
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<td>or (60–170)BOS V252 GEE PONCT JFUND (RNAV)–STAR ................................</td>
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<td>or (6000–17000 INCL; RNAV EQUIPPED ONLY)BIMRO T608 HOCKE FNT ELX V55 GIJ V156 NOMES V92 CGT PAPPI ........</td>
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<td>or (6000–17000 INCL; RNAV ONLY)BIMRO T608 HOCKE .........................</td>
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<td>or (6000–17000 INCL; DME/DME/IRU OR GPS REQUIRED)DTW NORTH FLOW)DONEO CUUGR (RNAV)–STAR ..................</td>
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<td>PITTSBURGH(PIT) ...........................................................................</td>
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<td>BURLINGTON(BTV)</td>
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<td>HARRISBURG(MDT) ............................................................................</td>
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<td>TETERBORO(TEB) ...............................................................................</td>
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<td>WHITE PLAINS(HPN) .......................................................................</td>
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**PREFERRED IFR ROUTES**

453

**NE, 17 JUN 2021 to 12 AUG 2021**
## PREFERRED IFR ROUTES

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<th>Terminal</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
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<tr>
<td>AUBURN(LEW)</td>
<td>(110–150 ONLY) BREZY V39 CMK V39 SOARS V487 CANAN...</td>
<td>1100–0300</td>
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<tr>
<td>AUGUSTA(AGS)</td>
<td>(110–170 INCL) BREZY V39 CMK V39 SOARS V487 CAM CON...</td>
<td>1100–0300</td>
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<tr>
<td>BANGOR(BGR)</td>
<td>(110–170 INCL) BREZY V39 CMK V39 SOARS V487 CAM CON AUG...</td>
<td>1100–0300</td>
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<td>BAR HARB(PBH)</td>
<td>(110–170 INCL) BREZY V39 CMK V39 SOARS V487 CAM CON AUG...</td>
<td>1100–0300</td>
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<tr>
<td>BEVERLY(BYJ)</td>
<td>(110–170 INCL) BREZY V39 CMK MERIT HDF DREEM (RNAV)–STAR...</td>
<td>1100–0300</td>
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<tr>
<td>BOSTON(BOS)</td>
<td>(110–170 INCL; JETS ONLY) BREZY V39 CMK MERIT ROBUC (RNAV)–STAR...</td>
<td>1100–0300</td>
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<tr>
<td>BURLINGTON(BTV)</td>
<td>(110–170 INCL) BREZY V39 CMK GREKI V39 SOARS V487 BTV...</td>
<td>1100–0300</td>
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<td>CONCORD(CON)</td>
<td>(110–150 INCL) BREZY V39 CMK MERIT HDF T315 GDM...</td>
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<td>GLENS FALLS(GFL)</td>
<td>(110–170 INCL) BREZY V39 CMK V39 SOARS V487 CAM...</td>
<td>1100–0300</td>
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<td>HYANNIS(HYA)</td>
<td>(110–170 INCL) BREZY V39 CMK BASYS SEALL V188 GON V374 MYV...</td>
<td>1100–0300</td>
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<td>KEENE(EEN)</td>
<td>(110–130 ONLY) BREZY V39 CMK MERIT HDF T315 GDM...</td>
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<td>LAPELIC(LKP)</td>
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<td>LAWRENCE(LWM)</td>
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<td>LEBANON(LEB)</td>
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<td>NANTUCKET(ACK)</td>
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<td>NASHUA(ASH)</td>
<td>(110–170 INCL) BREZY V39 CMK BASYS V188 GON V374 MINNK...</td>
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<td>NORWOOD(OWD)</td>
<td>(110–170 INCL) BREZY V39 CMK MERIT ORW WOONS–STAR...</td>
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<td>PITTSFIELD(PFS)</td>
<td>(110–170 INCL) BREZY V39 CMK V39 SOARS V487 CANAN...</td>
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<td>PORTLAND(PM)</td>
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<td>PORTSMOUTH(PSM)</td>
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<td>PROVIDENCE(PVD)</td>
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<td>PROVINCE(TOWN(PVC))</td>
<td>(110–130 INCL) BREZY V39 CMK BASYS V188 GON V374 MVY...</td>
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<td>ROCKLAND(RKD)</td>
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<td>RUTLAND(RUT)</td>
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<td>SARANAC LAKE(SLK)</td>
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<td>VINEYARD HAVEN(MVY)</td>
<td>(110–170 INCL) BREZY V39 CMK BASYS SEALL V188 GON V374 MYV...</td>
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<td>WATERVILLE(WVL)</td>
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<tr>
<td>CAPE COD/FAIRMOUTH(CFD)</td>
<td>(AOB 100 ALL; GPS OR DME/DM OR IRU EQUIPPED) PVD T146 BAF MOBBS SAGES LAAYK LVZ V93 LRP V457 EMI</td>
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<tr>
<td>or (AOB 100 ALL)</td>
<td>(AOB 100 ALL) SEY HTO V268 EMI...</td>
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<td>GAITHERSBURG(GAI)</td>
<td>(AOB 100 ALL; GNSS EQUIPPED ONLY ALL TYPES) PVD T255 NELIE T212 TRESA...</td>
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<td>NEW YORK(SWF)</td>
<td>(AOB 100 ALL; GPS OR DME/DM OR IRU EQUIPPED) PVD T255 NELIE T212 TRESA...</td>
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**NE, 17 JUN 2021 to 12 AUG 2021**
PREFERRED IFR ROUTES

NEWARK (EWR) ..................................

(110–170; ADVANCED RNAV TURBOJETS) BOSOXL NELIE FLOS (RNAV)–STAR

or

(110–170; RNAV TURBOJETS) BOSOXL NELIE IGN SHAFF–STAR

or

(110–170; NON–TURBOJET) BOS LUCOS SEY HTO V139 MANTA V276 ARD

or

(60–100; SINGLE ENGINE ONLY) V34 SEY V268 HTO V46 DPK V16 CYN V312 OOD

or

(90–170; TURBOPROPS ONLY, GPS OR DME/DME OR IRU EQUIPPED) PV D146 BAF MOBBS SAGES LAAYK LVZ V613 FJC ARD

or

(60–100; WATER ROUTE) SEY ARCAV V46 HTO V139 MANTA V276 ARD

or

(90–170; WATER ROUTE) SEY ARCAV V46 HTO V139 MANTA V276 ARD

or

(60–100; WATER ROUTE) SEY ARCAV V46 HTO V139 MANTA V276 ARD

or

(60–100; WATER ROUTE) SEY ARCAV V46 HTO V139 MANTA V276 ARD

or

(90–170; WATER ROUTE) SEY ARCAV V46 HTO V139 MANTA V276 ARD

or

(60–100)(WATER ROUTE) SEY ARCAV V46 HTO V139 MANTA V276 ARD

or

(90–170)(WATER ROUTE) SEY ARCAV V46 HTO V139 MANTA V276 ARD

or

(110–170; TURBOJETS) BOSOXL NELIE GNSS CHF–STAR

or

(110–170; TURBOJETS) BOSOXL NELIE IGN SHAFF–STAR

or

(110–170; TURBOJETS) BOSOXL NELIE GNSS CHF–STAR

or

(110–170; TURBOJETS) BOSOXL NELIE IGN SHAFF–STAR

or

(110–170; TURBOJETS) BOSOXL NELIE GNSS CHF–STAR

or

(110–170; TURBOJETS) BOSOXL NELIE IGN SHAFF–STAR

or

(110–170; TURBOJETS) BOSOXL NELIE GNSS CHF–STAR

or

(110–170; TURBOJETS) BOSOXL NELIE IGN SHAFF–STAR

or

(110–170; TURBOJETS) BOSOXL NELIE GNSS CHF–STAR

or

(110–170; TURBOJETS) BOSOXL NELIE IGN SHAFF–STAR
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<td>BEDFORD(BED)</td>
<td>(110–170 INCL) BREZY V39 CMK MERIT HFD DREEM (RNAV)–STAR</td>
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<td>1100–0300</td>
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<td>(110–170 INCL; JETS ONLY) BREZY V39 CMK MERIT ROBUC (RNAV)–STAR</td>
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<td>or</td>
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<td></td>
<td>(110–170 INCL; PROPS ONLY) BREZY V39 CMK MERIT ORW WOONS–STAR</td>
<td>1100–0300</td>
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<td>BURLINGTON(BTV)</td>
<td>(110–170 INCL) BREZY V39 CMK GREKI V39 SOARS V487 BTV</td>
<td>1100–0300</td>
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<td>GLENS FALLS(GFL)</td>
<td>(110–170 INCL) BREZY V39 CMK V39 SOARS V487 CAM</td>
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<td>HYANNIS(HYA)</td>
<td>(110–170 INCL) BREZY V39 CMK BAYYS SEALL V188</td>
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<td>GON V374 MVY</td>
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<td>LACONIA(LCI)</td>
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*NE, 17 JUN 2021 to 12 AUG 2021*
<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
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**NE, 17 JUN 2021 to 12 AUG 2021**
<table>
<thead>
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<th>Terminals</th>
<th>Route</th>
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<td>1100–0300</td>
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<td>ALBANY(ALB)</td>
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**NE, 17 Jun 2021 to 12 Aug 2021**
### PREFERRED IFR ROUTES

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<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
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<td>BANGOR(BGR)</td>
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NE, 17 JUN 2021 to 12 AUG 2021
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<td>1100–0300</td>
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<td>1100–0300</td>
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<td>(90–170 INCL)WHITE V1 CCV................................................</td>
<td>1100–0300</td>
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<td>1100–0300</td>
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<td>(110–130 ONLY)BAYYS SEALL V188 GON V374 MNNK..........................</td>
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<td>or (110–130 ONLY; PROPS ONLY)BAYYS SEALL V188 GON V374 MNNK...........</td>
<td>1100–0300</td>
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<tr>
<td>PROVINCETOWN(PVC)</td>
<td>(110–170 INCL)BAYYS SEALL V188 GON V374 MVY .............................</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>
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<td>ROCKLAND(RKD)</td>
<td>(110–170 INCL)BDR V487 CAM ..............................................</td>
<td>1100–0300</td>
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<tr>
<td>RUTLAND(RUT)</td>
<td>(110–170 INCL)BDR V487 CAM ..............................................</td>
<td>1100–0300</td>
</tr>
</tbody>
</table>
PREFERRED IFR ROUTES

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<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>(90–170 INCL, 250 KTS PLUS)GAYEL CFB</td>
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<td>or (90–170 INCL, LESS THAN 250 KTS)HAAYS HUO V252 CFB V29</td>
<td>1100–0300</td>
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<td>TORONTO(YYZ)</td>
<td>(90–170 INCL)COATE LAAYK ULW WOZEE VERKO (CANADIAN) (RNAV)–STAR</td>
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<td>VINEYARD HAVEN(MVY)</td>
<td>(110–170 INCL; PROPS)BREZY V39 CMK BAYS SEAL V188 GON V374 MLY</td>
<td>1100–0300</td>
</tr>
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<td>or (110–170 INCL)BAYSY V229 SEAL V188 GON V374 MLY</td>
<td>1100–0300</td>
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<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>(140–170 INCL PROPS)ELIOT V39 LRP V143 MULRR AML</td>
<td>1100–0300</td>
</tr>
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<td>or (90–130 INCL PROPS)LANNA V30 ETX V39 LRP V143 MULRR AML</td>
<td>1100–0300</td>
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<td>WATERTIVILLE(WVL)</td>
<td>(110–170 INCL)BDR V487 CAM CON</td>
<td>1100–0300</td>
</tr>
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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>
<td>1100–0300</td>
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<td>NEW YORK(LGA)</td>
<td>(TURBOPROPS)HPW V213 TAPPA SHLBK APPLE (RNAV)–STAR</td>
<td>1100–0400</td>
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<td>NEWARK(EWR)</td>
<td>(TURBOPROPS)HPW V213 TAPPA SHLBK BRAND (RNAV)–STAR</td>
<td>1100–0400</td>
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<td>TETERBORO METRO</td>
<td>(PROPS)SCHOL SBY V29 MXE V3 SBJ</td>
<td>1100–0400</td>
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<td>or (TURBOPROPS)HPW V213 TAPPA SHLBK MAIZE (RNAV)–STAR</td>
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<td>PHILADELPHIA(PHL)</td>
<td>(90–170 INCL)PTW PTW320 CHLSE V499 CFB</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BOSTON(BOS)</td>
<td>(90–170 INCL)DITCH V312 DRIFT V308 ORW V16 WOONS</td>
<td>1100–0300</td>
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<td>BUFFALO(BUF)</td>
<td>(90–170 INCL)PTW CHLSE DIANO V164 FQM V31 ULW V36 BUF</td>
<td>1100–0300</td>
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<td>ELMIRA/CORNING(ELM)</td>
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<td>(110–170; TURBOJETS ONLY)DITCH V312 WINKK V44 CAMRN</td>
<td>1100–0300</td>
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<td>TORONTO(YYZ)</td>
<td>(90–170 INCL)PTW CHLSE DIANO V164 FQM V31 ULW WOZEE LINING (CANADIAN) (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>WASHINGTON(DCA)</td>
<td>(TURBOJETS ONLY)MXE V378 BAL</td>
<td>1100–0300</td>
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<td>WASHINGTON(IAD)</td>
<td>(MAX ALTITUDE 16.000; TURBOJETS ONLY)MXE V474 V143 MULRR AML</td>
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<td>or (MAX ALTITUDE 16.000; RNAV EQUIPPED ONLY)MXE HYPER (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
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<td>WHITE PLAINS(HPN)</td>
<td>(90–170 INCL; 90–170 INCL PROPS)DITCH V312 DRIFT V139 RICED RICED–STAR</td>
<td>1100–0300</td>
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<tr>
<td>WINDSOR LOCKS(BDL)</td>
<td>(90–170 INCL)DITCH V312 DRIFT V139 MAD193 MAD MAD341 BRISS</td>
<td>1100–0300</td>
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<tr>
<td>PITTSBURGH(PIT)</td>
<td>(6000–1700’ INCL; RNAV TURBOJETS)BSV ROLLN ROLLN (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>CLEVELAND(CLE)</td>
<td>(60–170 INCL; DME/DME/IRU OR GPS REQUIRED)DTW SOUTH FLOW)BSV EEEZI BONZZ BONZZ (RNAV)–STAR</td>
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<tr>
<td>DETROIT(DTW)</td>
<td>(60–170 INCL; DME/DME/IRU OR GPS REQUIRED)DTW NORTH FLOW)BSV EEEZI BONZZ BONZZ (RNAV)–STAR</td>
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<td>PROVIDENCE(PVD)</td>
<td>(080–100; RNAV/GNSS EQUIPPED)CTR V270 ULW JHW</td>
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</table>

Effective Times (UTC) from NE, 17 JUN 2021 to 12 AUG 2021
<table>
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<th>Terminals</th>
<th>Route</th>
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<tbody>
<tr>
<td>NEW YORK(LGA)</td>
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<td>(110–170 INCL.; RNAV)PUT NELIE IGN HAARP–STAR</td>
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<td>(110–170; TURBOJETS – ADVANCED RNAV)PUT NELIE FLOS (RNAV)–STAR</td>
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<td>(110–170; NON–TURBOJET)PUT V146 BAF MOBBS SAGES V489 COATE</td>
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<td></td>
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<td>(110–170; TURBOJETS – RNAV)PUT NELIE SHAFF–STAR</td>
<td>1100–0300</td>
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<tr>
<td>ROCHESTER(ROC)</td>
<td>BALTMORE(BWI)</td>
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<td>(90–170 INCL.; PROPS)ROC V147 ULW V31 HAR BAL</td>
<td>1100–0300</td>
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<td>SYR T608 MARIA PONCT JFUND (RNAV)–STAR</td>
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<td>(70–170 INCL., NON–JET)V433 LOVES V44 DPK</td>
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<td>(70–170 INCL., ALL OTHER TYPES)SYR T391 HNK V167 WEARD V489 COATE</td>
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<td>(110–160; TURBOJETS ONLY)SYR V35 ULW V147 SPUDS SPUDS (RNAV)–STAR</td>
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<td>TETERBORO(TEB)</td>
<td>ALCANY(ALB)</td>
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<td>(110–150 ONLY)BREZY V39 SOARS V487 CANAN ..</td>
<td>1100–0300</td>
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<td>AUBURN/LEWISTON(LEW)</td>
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<td>BEVERLY(BVY)</td>
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<td>1100–0300</td>
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<td>BURLINGTON(BTV)</td>
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<td>1100–0300</td>
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<td>1100–0300</td>
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<tr>
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<td>HYANNS(HY)</td>
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<td>1100–0300</td>
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<tr>
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<td>1100–0300</td>
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<tr>
<td></td>
<td>LAKE PLACID(LKP)</td>
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<td>(110–170 INCL.)BREZY V39 SOARS V487 CAM</td>
<td>1100–0300</td>
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<td>LAWRENCE(LWM)</td>
<td></td>
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<tr>
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<td>1100–0300</td>
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<tr>
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<td>1100–0300</td>
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<td>MANCHESTER(MHT)</td>
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<td>(110–170 INCL.)BREZY V39 CMK BAYYS SEALL V188 GON DEEP (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>(110–170 INCL.)BREZY V39 CMK BAYYS SEALL V188 GON V374 MINK</td>
<td>1100–0300</td>
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</table>
### PREFERRED IFR ROUTES

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORWOOD (OWD)</td>
<td>(110–170 INCL) BREZY V39 CMK MERIT ORW WOONS–STAR.......................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PITTSFIELD (PSF)</td>
<td>(110–170 INCL) BREZY V39 CMK V39 SOARS V487 CANAN .......................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PORTSMOUTH (PSM)</td>
<td>(110–170 INCL) BREZY V39 CMK MERIT HFD T315 GDM T314 RAYMY.............</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PROVIDENCE (PVD)</td>
<td>(110–130 ONLY) BREZY V39 CMK BAYS SEALL V188 GON V374 MNNK...............</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PROVINCETOWN (PVC)</td>
<td>(110–170 INCL) BAYS SEALL V188 GON V374 MYY ............................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ROCKLAND (RKD)</td>
<td>(110–170 INCL) BREZY V39 CMK SOARS V487 CAM CON........................</td>
<td>1100–0300</td>
</tr>
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<td>RUTLAND (RUT)</td>
<td>(110–170 INCL) BREZY V39 SOARS V487 CAM .................................</td>
<td>1100–0300</td>
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<tr>
<td>SARANAC LAKE (SLK)</td>
<td>(110–170 INCL) BREZY V39 SOARS V487 CAM .................................</td>
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<td>1100–0300</td>
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<td>ERIE (ERI) (080–100; RNAV/GNSS EQUIPPED ONLY) PVD V146 CTR V270 ULW JHW</td>
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<td>ALBANY (ALB) KRANT V265 EMI V457 LRP V499 CFB V270 DNY ..................</td>
<td>1100–0300</td>
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<td>1100–0300</td>
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<td>(70) PALLA V312 GOLDA V268 LEEAH ...........................................</td>
<td>1100–0300</td>
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<td>or (90–170) PALEO V44 SIE ..................................................</td>
<td>1100–0300</td>
</tr>
<tr>
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<td>BEDFORD (BED) (TURBOJETS) PALEO V44 SIE V308 ORW GRAY–STAR ............</td>
<td>1100–0300</td>
</tr>
<tr>
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<td>or (70) NON–RNAV PALEO V312 GOLDA V268 ENO V16 JFK V229 HFD HDF053 DREAM</td>
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<td>1100–0300</td>
</tr>
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<td>or (TURBOJETS) DOCTR (RNAV)–DP AGARD V44 SIE V308 ORW DREAM (RNAV)–STAR</td>
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</tr>
<tr>
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<td>BOSTON (BOS) (90–170 INCL) PALEO V44 SIE V308 ORW V16 WOONS ............</td>
<td>1100–0300</td>
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<td>or (70) PALEO V312 GOLDA V268 ENO V16 JFK V229 HFD V3 WOONS ..........</td>
<td>1100–0300</td>
</tr>
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<td>or BREIDGEPORT (BDR) (90–170) PALEO V44 SIE V139 RICED KEYED ..........</td>
<td>1100–0300</td>
</tr>
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<td>BURLINGTON (BTV) (GPS OR DME/DME OR IRU EQUIPPED) KRANT V265 EMI V457 LRP V39 E TX FJC</td>
<td>1100–0300</td>
</tr>
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<td>1100–0300</td>
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<td>or (PROPS) CSN WITTO HVQ ...................................................</td>
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</tr>
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<td>or (90–170; –250 KTS) PALEO V44 DONIL V229 ACY V184 ZIGGI ..............</td>
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<td>Route</td>
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<td>(RNAV)–STAR</td>
<td>1100–0300</td>
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<td>(90–170; TURBOJETS, TURBOPROPS)PALEO V44 SIE V139 HTO JORDN (RNAV)–STAR</td>
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<td>(TURBOPROPS)PALEO V170 SWANN MAZIE (RNAV)–STAR</td>
<td>1100–0400</td>
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<td>Terminals</td>
<td>Route</td>
<td>Effective Times (UTC)</td>
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<tr>
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<td>-----------------------------------------------------------------------</td>
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<td>(90–170 INCL)WOOLY AGARD V44 SIE V139 RICED KEYED..........................</td>
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<td>NEW YORK(IAP)</td>
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<td>(90–170 INCL; TURBOPROPS)WOOLY V214 SWANN APFL (RNAV)–STAR.................</td>
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<td>PHILADELPHIA(PHL)</td>
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<td>(70)MRB V501 HGR V377 HAR V162 ETX FJC BWZ SAX V39 BREZY....................</td>
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<td>LEBANON(LEB)</td>
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<td>Route</td>
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<td>PITTSBURGH(PIT)</td>
<td>(90–170 INCL)COATE LAAYK T216 FQM V58 PSB HAYNZ (RNAV)–STAR...............</td>
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<td>(110–170 INCL.)CMK V39 SOARS V487 CAM CDOGG (RNAV)–STAR...................</td>
<td>1100–0300</td>
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<td>PROVINCETOWN(PVD)</td>
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<td>1100–0300</td>
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<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>
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NE, 17 Jun 2021 to 12 Aug 2021
### PREFERRED IFR ROUTES

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>PHILADELPHIA (PNE)</td>
<td>(090–170; TURBOJETS ONLY, GPS OR DME/DME OR IRU EQUIPPED)MOBBS SASEYS LAAYK LVZ LVZ V29 ETX V30 TROXL ARD</td>
<td>1100–0300</td>
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<td>(090–170; TURBOJETS ONLY, GPS OR DME/DME OR IRU EQUIPPED)MOBBS SASEYS 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>
</tr>
<tr>
<td></td>
<td>(110–170; NON–TURBOJET)HFD V58 THUMB HTO V139 BRIGS ACY V184 OOD</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WORCESTER (ORH)</td>
<td>(080–100; RNAV/GNSS EQUIPPED ONLY)CTR V270 ULW JHW</td>
<td>1100–0300</td>
</tr>
</tbody>
</table>

### SPECIAL LOW ALTITUDE DIRECTIONAL ROUTES

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
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<tbody>
<tr>
<td>BI–DIRECTIONAL ROUTES FOR TRAFFIC OVERFLYING NEW YORK METRO</td>
<td></td>
<td></td>
</tr>
<tr>
<td>EAST OF NY METRO</td>
<td>V139</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WEST OF NY METRO</td>
<td>V93</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BI–DIRECTIONAL ROUTES FOR TRAFFIC OVERFLYING WASHINGTON METRO</td>
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<td></td>
</tr>
<tr>
<td></td>
<td>HAR V377 MOL</td>
<td>1100–0300</td>
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<tr>
<td></td>
<td>HAR V377 V38 GVE</td>
<td>1100–0300</td>
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<tr>
<td></td>
<td>LRP V93 PXT</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SINGLE–DIRECTION ROUTE SOUTHBOUND</td>
<td>MXE V474 V377 HGR</td>
<td>1100–0300</td>
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### HIGH ALTITUDE

<table>
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<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALBANY (ALB)</td>
<td>ACOVE DBABE Q448 PTW J48 FLASK OZZZI (RNAV)–STAR</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 CHSLS RIANNAV–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 GONZ JOSY MAULL KODIE CTW TIGRR (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>COVINGTON (CVG)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)PAYGE Q822</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>GONZ JOSY MALL KODIE CTW TIGRR (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>DETROIT (DTW)</td>
<td>(DME/DME/IRU OR GPS REQUIRED)PAYGE Q822</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>GONZ JOSY MALL KODIE CTW TIGRR (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (DME/DME/IRU OR GPS REQUIRED)PAYGE Q822 GONZ DONED TPGUN (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
</tbody>
</table>

**NE, 17 Jun 2021 to 12 Aug 2021**
### Preferred IFR Routes

**Terminals** | **Route** | **Effective Times (UTC)**
---|---|---
**FORT LAUDERDALE (FLL)** | PWL BIZEX Q75 SLOJO Q83 JEVED Q97 KENLL OMN FISEL (RNAV)-STAR | 1100-0300
**FORT MYERS (RSW)** | PWL BIZEX Q75 SLOJO Q103 CYNTA SHFTY (RNAV)-STAR | 1100-0300
**MIAMI (MIA)** | PWL BIZEX Q75 SLOJO Q83 JEVED Q97 KENLL OMN HILEY (RNAV)-STAR | 1100-0300
**MINNEAPOLIS (MSP)** | ARNII Q816 KELTI Q812 ZOHAN CEWDA MUSCL (RNAV)-STAR | 1100-0400
**MYRTLE BEACH (MYR)** | PWL BIZEX Q75 GVE SBV RDU V136 CRE (RNAV)-STAR | 1100-0300
**ORLANDO (MCO)** | PWL BIZEX Q75 SLOJO Q83 ROYCO Q85 LPERD OMN CWRLD (RNAV)-STAR | 1100-0300
**ORLANDO (SFB)** | PWL BIZEX Q75 SLOJO Q83 ROYCO Q85 LPERD TTHOR (RNAV)-STAR | 1100-0300
**PUNTA GORDA (PGD)** | PWL BIZEX Q75 SLOJO Q103 CYNTA JORPO LAL... | 1100-0300
**RALEIGH/DURHAM (RDU)** | PWL BIZEX Q75 GVE MELTN ALDAN (RNAV)-STAR | 1100-0300
**SAVANNAH (SAV)** | PWL BIZEX Q75 GSO CTF CANTR PLZZZ (RNAV)-STAR | 1100-0300
**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 MKE CLIPR (RNAV)-STAR... | 1100-0300
**WASHINGTON (IAD)** | AOB 220; TURBOJETS)ALB T608 CEDOR HNK FQM LEGGO (RNAV)-STAR | 1100-0300
**ATLANTIC CITY (ACY)** | ACY V229 LEEAH V268 BAL YANNI CSN J48 FLASK OZZZI (RNAV)-STAR... | 1100-0300
**FORT LAUDERDALE (FLL)** | ACY V229 LEEAH V1 SBY J79 KATZN J193 WEAVR J121 CHS Caket Q97 KENLL OMN FISEL (RNAV)-STAR... or (WATER ROUTE) LEEAH V1 SBY KEMPRI LRM AR21 CRANS FISEL (RNAV)-STAR... | 1100-0300
**FORT MYERS (RSW)** | ACY V229 LEEAH V1 SBY J79 KATZN ISO... | 1100-0300
**ORLANDO (MCO)** | ACY V229 LEEAH V1 SBY J79 KATZN J193 WEAVR J121 CHS IGARY Q85 LPERD OMN CWRLD (RNAV)-STAR... or (WATER ROUTE) ACY V229 LEEAH V1 SBY KEMPRI LRM AR15 HICAB SHFTY (RNAV)-STAR... | 1100-0300
**TAMPA (TPA)** | LEEAH ENO V268 BAL YANNI GVE Q75 SLOJO Q103 CYNTA SHFTY (RNAV)-STAR... or (WATER ROUTE) ACY V229 LEEAH V1 SBY KEMPRI LRM AR15 HICAB CWRLD (RNAV)-STAR... | 1100-0300
**WEST PALM BEACH (PBI)** | ACY V229 LEEAH V1 SBY J79 KATZN J193 WEAVR J121 CHS Caket Q97 KENLL OMN FRWAY (RNAV)-STAR... or ACY V229 LEEAH V1 SBY KEMPRI DW AR19 AYBI DREN (RNAV)-STAR... | 1100-0300

**Baltimore (BWI)** | SWANN–DP OOD J42 RBV LGA TRUDE V487 CANAN (TURBOJETS)TERPZ (RNAV)-DP MAULS Q40 FEEDS SUG | 1100-0300
**ASHEVILLE (AVL)** | TERPZ (RNAV)-DP FLASK OZZZI (RNAV)-STAR... | 1100-0400
**ATLANTIC (ATL)** | SWANN–DP OOD J42 ROS... | 1100-0300
**BANGOR (BGR)** | SWANN–DP OOD J42 ROS... | 1100-0300
**BEDFORD (BED)** | SWANN–DP OOD J42 ROS... | 1100-0300
**BIRMINGHAM (BHM)** | SWANN–DP OOD J42 ROS... | 1100-0300

**Terminals Route** | **Effective Times (UTC)**
---|---
**NE, 17 JUN 2021 to 12 AUG 2021**
<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BOSTON(BOS)</td>
<td>(TURBOJETS: DME/DME/IRU OR GNSS REQUIRED)SWANN–DP OOD J42 RBV J222 JFK ROBUC (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BRIDGEPORT(BDR)</td>
<td>PALEO–DP SIE J121 BRGS Q439 SARDI V139 RICED KEYED</td>
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<tr>
<td>BURLINGTON(BTV)</td>
<td>SWANN–DP OOD J42 LGA ALB BTV</td>
<td></td>
</tr>
<tr>
<td>CHARLESTON(CHS)</td>
<td>CONLE (RNAV)–DP SCOBO ISO RAPZZ AMYLJU (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>CHARLOTTE(CLT)</td>
<td>TERPZ (RNAV)–DP GLANC LYH CHSLY (RNAV)–STAR (TURBOJETS)TERPZ (RNAV)–DP MAULS Q40 ALEAN VXV</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHICAGO(MDW)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP RAMAY Q72 HACKS J149 FWA PANGG (RNAV)–STAR</td>
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</tr>
<tr>
<td>CHICAGO(ORD)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP RAMAY Q72 HACKS J149 ROD WATSN (RNAV)–STAR</td>
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<tr>
<td>CLEVELAND(CLE)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP JERES J211 JST UPPRR TRYBE (RNAV)–STAR</td>
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<tr>
<td>COLUMBUS(CMH)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP RAMAY Q72 HACKS APE</td>
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<tr>
<td>COVINGTON(CVG)</td>
<td>(RNAV TURBOJETS)TERPZ (RNAV)–DP OTTTO COLNS GAVINN (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>DALLAS(DAL)</td>
<td>TERPZ (RNAV)–DP OTTTO Q80 FAREV BWG Q68 LITTR DIRRK HIBIL (RNAV)–STAR</td>
<td></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></td>
<td>or (DFW NORTH FLOW)TERPZ (RNAV)–DP OTTTO Q80 FAREV BWG Q68 LITTR FEWWW BROJE (RNAV)–STAR</td>
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</tr>
<tr>
<td>DAYTON(DAY)</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,CYQQ)</td>
<td>(TURBOJETS: DME/DME/IRU OR GPS REQUIRED)TERPZ (RNAV)–DP JERES J211 HAGUD WWSHR FOREY (RNAV)–STAR</td>
<td></td>
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<tr>
<td>DETROIT(DTW)</td>
<td>(DTW SOUTH FLOW)TERPZ (RNAV)–DP MCRAY J518 KOZAR BONZZ (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (DTW NORTH FLOW)TERPZ (RNAV)–DP MCRAY J518 KOZAR KLYNK (RNAV)–STAR</td>
<td>1000–0300</td>
</tr>
<tr>
<td>FARMINGDALE(FRG)</td>
<td>(180–230)PALEO–DP SIE J121 BRGS Q439 SARDI CCC DPK</td>
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<tr>
<td>FORT LAUDERDALE(FL)</td>
<td>CONLE (RNAV)–DP SCOBO KEMPR ILM AR21 CRANS FISEL (RNAV)–STAR</td>
<td></td>
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<tr>
<td></td>
<td>or CONLE (RNAV)–DP SCOBO ISO J121 CHS Caket Q97 KENL OMN FISEL (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>FORT MYERS(RSW)</td>
<td>TERPZ (RNAV)–DP RSRIN GSO Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>GREER(GSP)</td>
<td>TERPZ (RNAV)–DP GLANC FUBLL JUNNR</td>
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<tr>
<td>HOUSTON(HOU)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP MAULS Q40 AEX WAPPIL (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>
</tr>
<tr>
<td></td>
<td>or (TURBOJETS)IAH WEST FLOW)TERPZ (RNAV)–DP MAULS Q40 AEX DOOBI (RNAV)–STAR</td>
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</tr>
<tr>
<td>INDIANAPOLIS(IND)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP RAMAY Q72 HACKS PLASH SNKPT (RNAV)–STAR</td>
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</tr>
<tr>
<td>JACKSONVILLE(JAX)</td>
<td>CONLE (RNAV)–DP SCOBO ISO J121 CHS ESENT LUNNI (RNAV)–STAR</td>
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<tr>
<td>KANSAS CITY(MCI)</td>
<td>TERPZ (RNAV)–DP OTTTO Q176 STL MCM BRAYMER–STAR</td>
<td></td>
</tr>
<tr>
<td>KNOXVILLE(TYS)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP MAULS Q40 ALEX VXY</td>
<td>1100–0300</td>
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<tr>
<td>LOUISVILLE(SDF)</td>
<td>TERPZ (RNAV)–DP OTTTO Q69 YOCKY UNCKL MAUDD (RNAV)–STAR</td>
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<tr>
<td>MANCHESTER(MHT)</td>
<td>SWANN–DP OOD J42 RBV LGA CMK SMYTH ROFFE (RNAV)–STAR</td>
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<tr>
<td>MEMPHIS(MEM)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP OTTTO Q80 FAREV BWG BLUZZ (RNAV)–STAR</td>
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**NE, 17 JUN 2021 to 12 AUG 2021**
<table>
<thead>
<tr>
<th>Terminals</th>
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</tr>
</thead>
<tbody>
<tr>
<td>MIAMI (MIA)</td>
<td>CONLE (RNAV)–DP SCOOB KEMPR WETRO DIW AR22 JORAY HILEY (RNAV)–STAR</td>
<td></td>
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<tr>
<td></td>
<td>or CONLE SCOOB ISO J121 CHS CAKET Q97 KENLL OMNI HILEY (RNAV)–STAR</td>
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</tr>
<tr>
<td>MILWAUKEE (MKE)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP MCRAY J518 DBJ J34 CRL PEQQEE GETCH LYSTR SUDDS</td>
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<tr>
<td>MINNEAPOLIS (MSP)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP MCRAY J518 DBJ J34 VIO KAMMA KIILR (RNAV)–STAR</td>
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<tr>
<td>MONTREAL (CYUL)</td>
<td>SWANN–DP OOD J42 RBV LGA CMK CMK CAM PBERG CARTER (CANADIAN) (RNAV)–STAR</td>
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<tr>
<td>MYRTLE BEACH (MYR)</td>
<td>CONLE (RNAV)–DP SCOOB ISO J121 CHS CAKET Q97 KENLL OMNI HILEY (RNAV)–STAR</td>
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<tr>
<td>NANTUCKET (ACK)</td>
<td>SWANN–DP OOD J42 RBV Q430 RIFLE DEEP (RNAV)–STAR</td>
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<tr>
<td>NASHVILLE (BNA)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP OTTO Q80 DEWAK GROAT PASLY (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>NEW ORLEANS (MSY)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP MAULS Q40 NIOLA MEI RYTHM–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEW YORK (ISP)</td>
<td>PALEO–DP SIE J121 BRIGS Q439 SARDI CCC</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEWARK (EWR)</td>
<td>(GPS OR DME/DME/IRU EQUIPPED)SWANN–DP DQO PHILBO (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>ORLANDO (MCO)</td>
<td>CONLE (RNAV)–DP SCOOB KEMPR ILM AR15 HIBAC CWRDL (RNAV)–STAR</td>
<td></td>
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<tr>
<td></td>
<td>or CONLE (RNAV)–DP SCOOB ISO J121 CHS IGARY Q85 LPERD OMN CWRDL (RNAV)–STAR</td>
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<tr>
<td>OTTAWA (CYYZ)</td>
<td>TERPZ (RNAV)–DP JERES J227 ULW SYR ART DEANS (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>PITTSBURGH (PIT)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP MCRAY J518 IHD DEMME (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>PORTLAND (PWM)</td>
<td>SWANN–DP OOD J42 RBV LGA BDR SOCGS (RNAV)–STAR</td>
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<tr>
<td>PROVIDENCE (PVD)</td>
<td>SWANN–DP OOD J42 RBV Q430 CREELE HTO JORD (RNAV)–STAR</td>
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<tr>
<td>RALEIGH / DURHAM (RDU)</td>
<td>(AOB FL260)TERPZ (RNAV)–DP MELTN ALDAN (RNAV)–STAR</td>
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</tr>
<tr>
<td></td>
<td>or (AOB FL 220)CONLE (RNAV)–DP COLIN TATPA HOUKY TAQL (RNAV)–STAR</td>
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</tr>
<tr>
<td>ROCHESTER (ROC)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP JERES J220 VALLO J227 ULW W31 GIBBE</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SARASOTA / BRADENTON (SRQ)</td>
<td>TERPZ (RNAV)–DP RSSIN GSO Q75 SLOJO Q103 CYNTA JORPO TRAPR (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>SAVANNAH (SAV)</td>
<td>(TURBOJETS)CONLE (RNAV)–DP SCOOB OUPN TY J79 CHS LQHDR SQOPO</td>
<td></td>
</tr>
<tr>
<td>ST LOUIS (STL)</td>
<td>TERPZ (RNAV)–DP OTTO Q176 HNN PXV BOOSH (RNAV)–STAR</td>
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</tr>
<tr>
<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 RSSIN GSO Q75 TEUF GEEVE JAYA DADES (RNAV)–STAR</td>
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<tr>
<td>TETERBORO (TEB)</td>
<td>(TURBOJETS)SWANN–DP SWANN FUBRR SPNC JAIKE JAKE (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>TORONTO (CYZ)</td>
<td>TERPZ (RNAV)–DP JERES J220 SFK WOZEE LINING (CANADIAN) (RNAV)–STAR</td>
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</tr>
<tr>
<td>WEST PALM BEACH (PBI)</td>
<td>CONLE (RNAV)–DP SCOOB KEMPR WETRO DIW AR19 AYBID FRWAY (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or CONLE SCOOB ISO J121 CHS CAKET Q97 KENLL OMNI FRWAY (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>WHITE PLAINS (HPN)</td>
<td>(AT OR ABOVE FL180)SWANN–DP OOD J150 CYN BOUNO–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WINDSOR LOCKS (BDL)</td>
<td>SWANN–DP OOD J42 RBV J222 JFJ DEER PARK –STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td><strong>BANGOR (BGR)</strong></td>
<td><strong>CONLE (RNAV)–DP SCOOB KEMPR WETRO DIW AR19 AYBID FRWAY (RNAV)–STAR</strong></td>
<td></td>
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<tr>
<td><strong>CHARLOTTE (CLT)</strong></td>
<td><strong>KAYCC KYLOH NELIE Q75 GVE LHY CHSLY (RNAV)–STAR</strong></td>
<td>1100–0300</td>
</tr>
<tr>
<td><strong>CHARLOTTESVILLE (CHO)</strong></td>
<td><strong>KAYCC KYLOH NELIE BIZEX Q75 GVE</strong></td>
<td>1100–0300</td>
</tr>
<tr>
<td><strong>CHICAGO (ORD)</strong></td>
<td><strong>GONZZ Q822 FNT WYNDE (RNAV)–STAR</strong></td>
<td>1100–0400</td>
</tr>
<tr>
<td><strong>COVINGTON (CVG)</strong></td>
<td><strong>(DME/DME/IRU OR GNSS REQUIRED)GONZZ JOSY MAULL KODIE CTW TIGRR (RNAV)–STAR</strong></td>
<td>1100–0300</td>
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</tbody>
</table>

Effective Dates: NE, 17 Jun 2021 to 12 Aug 2021
<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
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</tr>
</thead>
<tbody>
<tr>
<td>DETROIT(DTW)</td>
<td>(DME/DME/IRU OR GPS REQUIRED)(DTW SOUTH FLOW)GONZZ DONEO TPGUN (RNAV)--STAR</td>
<td>1100–0300</td>
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<tr>
<td>NEW YORK(LGA)</td>
<td>(DME/DME/IRU OR GPS REQUIRED)(DTW NORTH FLOW)GONZZ DONEO CUUGR (RNAV)--STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEWARK(EWR)</td>
<td>(250KTS OR GREATER)ALB HAARP--STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ORLANDO(SFB)</td>
<td>HANAA FLOSI (RNAV)--STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PHILADELPHIA(PHL)</td>
<td>BEEKN Q439 BRIGS JJMS (RNAV)--STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ST PETERSBURG–CLEARWATER(PIE)</td>
<td>KAYCC KYOL SELIE Q75 TEUFL GEEYE JAYE DADIES (RNAV)--STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON(DCA)</td>
<td>ENE CCC GEDIC J174 ZIZI ATRA LAFLN DEALE (RNAV)--STAR</td>
<td>1100–0400</td>
</tr>
<tr>
<td>BEDFORD(BED)</td>
<td>REVSS SELIE Q75 MXE V378 NUGGY TRISH (RNAV)--STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BALTIMORE(BWI)</td>
<td>REVSS SELIE Q75 SLOJO Q103 CYNTA SHFTY (RNAV)--STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHARLOTTE(CLT)</td>
<td>REVSS SELIE Q75 SLOJO Q103 CYNTA SHFTY (RNAV)--STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PHILADELPHIA(PHL)</td>
<td>REVSS SELIE Q75 SLOJO Q103 CYNTA JORPO TRAPR (RNAV)--STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SARASOTA/BRADENTON(SRQ)</td>
<td>REVSS SELIE Q75 SLOJO Q103 CYNTA JORPO TRAPR (RNAV)--STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>TAMPA(TPA)</td>
<td>REVSS SELIE Q75 TEUFL GEEYE JAYE DADIES (RNAV)--STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON(DCA)</td>
<td>REVSS SELIE Q75 MXE CLIPL (RNAV)--STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BOSTON(BOS)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)BLZZR (RNAV)--DP BLZZR BAF Q448 PTW J48 FLASK OZZI (RNAV)--STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>AUSTIN(AUS)</td>
<td>BLZZR (RNAV)--DP BLZZR BAF Q406 BWZ J6 HVQ68 LITTR TKK WINO SEWZY (RNAV)--STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BALTIMORE(BWI)</td>
<td>PATSS (RNAV)--DP PATSS SELIE Q75 MXE V378 NUGGY TRISH (RNAV)--STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BOCA RATON(BCT)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)SSOXS (RNAV)--DP SSOXS BZURD SEY HTO J174 SWL CEBEE WETRO DIW AR19 AYBID CAYSL (RNAV)--STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CLEVELAND(ORD)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)HYLND (RNAV)--DP HYLND CAM Q822 GONZZ Q29 JHW DJB J60 ASHEN BAGEL PANGG (RNAV)--STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>COLUMBUS(CMH)</td>
<td>SSOXS (RNAV)--DP SSOXS BZURD SEY HTO J174 ORF J121 CHS CATEK Q97 KENLL OMN CAYSL (RNAV)--STAR</td>
<td>1100–0300</td>
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<tr>
<td>CHICAGO(ORD)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)HYLND (RNAV)--DP HYLND CAM Q822 GONZZ Q29 JHW DJB J60 ASHEN BAGEL PANGG (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 ASHEN BAGEL PANGG (RNAV)--STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BUFFALO(BUF)</td>
<td>HYLND (RNAV)--DP HYLND SYR ROC VS10 EHM AN</td>
<td>1100–0400</td>
</tr>
<tr>
<td>CHARLESTON(CHS)</td>
<td>SSOXS (RNAV)--DP SSOXS BZURD SEY HTO J174 ORF RAPZZ AMYLU (RNAV)--STAR</td>
<td>1100–0300</td>
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<tr>
<td>CHARLOTTE(CLT)</td>
<td>PATSS (RNAV)--DP PATSS SELIE Q75 GVE LYH CHSLY (RNAV)--STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHICAGO(ORD)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)HYLND (RNAV)--DP HYLND CAM Q822 GONZZ Q29 JHW DJB J60 ASHEN BAGEL PANGG (RNAV)--STAR</td>
<td>1100–0300</td>
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<tr>
<td>CLEVELAND(CLE)</td>
<td>(RNAV TURBOJETS)HYLND (RNAV)--DP HYLND CAM Q822 GONZZ HANKK HOME TRYBE (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>
</tr>
<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 TIGGR (RNAV)--STAR</td>
<td>1100–0300</td>
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<tr>
<td>DALLAS–FORT WORTH(DFW)</td>
<td>(DFW SOUTH FLOW)BLZZR (RNAV)--DP BLZZR BAF Q406 BWZ J6 HVQ68 LITTR FEWVW SEEVR (RNAV)--STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>or</td>
<td>(DFW NORTH FLOW)BLZZR (RNAV)--DP BLZZR BAF Q406 BWZ J6 HVQ68 LITTR FEWVW BRDJE (RNAV)--STAR</td>
<td>1100–0300</td>
</tr>
</tbody>
</table>

**Terminals Route Effective Times (UTC)**

**NE, 17 JUN 2021 to 12 AUG 2021**
<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>DAYTON(DAY)</td>
<td>(TURBOJETS ONLY: DME/DME/IUR OR GPS REQUIRED)BLZZR (RNAV)--DP BLZZR BAF Q480 AIR APE DANEI--STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>DENVER(DEN)</td>
<td>HYLND (RNAV)--DP HYLND HANAA Q816 HOcke Q935 MOONE IANNA ONL PORDR AALLE (RNAV)--STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>DETROIT SATS(DET, CYQG ONLY)</td>
<td>(TURBOJETS ONLY: DME/DME/IUR 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, PTK, ARB ONLY)</td>
<td>(TURBOJETS ONLY: DME/DME/IUR OR GNSS REQUIRED)HYLND (RNAV)--DP HYLND CAM Q822 GONZZ COLTS OKLND (RNAV)--STAR</td>
<td>1100–0300</td>
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<tr>
<td>DETROIT(DTW)</td>
<td>(DME/DME/IUR OR GPS REQUIRED)DTW SOUTH FLOW)HYLND (RNAV)--DP HYLND CAM Q822 GONZZ DONEO TPGUN (RNAV)--STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (DME/DME/IUR OR GPS REQUIRED)DTW NORTH FLOW)HYLND (RNAV)--DP HYLND CAM Q822 GONZZ DONEO CUUGR (RNAV)--STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>FORT LAUDERDALE(FLL)</td>
<td>(DEEP OCEAN)SSOXS (RNAV)--DP SSOXS BUZRD SEY HTO SPDEY Y488 STERN Y493 BAHAA DULEE CRANS FISEL (RNAV)--STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (TURBOJETS ONLY: DME/DME/IUR OR GPS REQUIRED)SSOXS (RNAV)--DP SSOXS BUZRD SEY HTO J174 SWL J121 CHS Caket Q97 KENLL OMN FISEL (RNAV)--STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (WATER)SSOXS (RNAV)--DP SSOXS BUZRD SEY HTO J174 SWL CEBEE WETRO ILM AR21 CRANS FISEL (RNAV)--STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>FORT MYERS(RSW)</td>
<td>PATSS (RNAV)--DP PATSS NELIE Q75 SLOJO Q103 CYNTA SHFTY (RNAV)--STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>GREENSBORO(GSO)</td>
<td>PATSS (RNAV)--DP PATSS NELIE Q75 GVE LYH HENBY--STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>HOUSTON(HOU)</td>
<td>(TURBOJETS)BLZZR (RNAV)--DP BLZZR BAF Q448 PTW J48 CSN FANPO Q40 AEX WAPPL (RNAV)--STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>HOUSTON(IAH)</td>
<td>(TURBOJETS)(IAH EAST FLOW)BLZZR (RNAV)--DP BLZZR BAF Q448 PTW J48 CSN FANPO Q40 AEX SKNRD (RNAV)--STAR</td>
<td>1100–0300</td>
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<tr>
<td></td>
<td>or (TURBOJETS)(IAH WEST FLOW)BLZZR (RNAV)--DP BLZZR BAF Q448 PTW J48 CSN FANPO Q40 AEX DooBI (RNAV)--STAR</td>
<td>1100–0300</td>
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<tr>
<td>INDIANAPOLIS(IND)</td>
<td>BLZZR (RNAV)--DP BLZZR BAF Q480 AIR RINTE SNKPT (RNAV)--STAR</td>
<td>1100–0300</td>
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<tr>
<td>JACKSONVILLE(JAX)</td>
<td>(TURBOJETS ONLY: DME/DME/IUR OR GPS REQUIRED)SSOXS (RNAV)--DP SSOXS BUZRD SEY HTO J174 ORF J121 CHS ESENT LUNN (RNAV)--STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>KANSAS CITY(MCI)</td>
<td>BLZZR (RNAV)--DP BLZZR BAF Q480 AIR SPI BRAYER--STAR</td>
<td>1100–0400</td>
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<tr>
<td>LAS VEGAS(LAS)</td>
<td>HYLND (RNAV)--DP HYLND CAM Q822 GONZZ Q29 KLYNE FYLLS J110 RSK J64 TBC SOIRE RKSTR (RNAV)--STAR</td>
<td>1100–0300</td>
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<tr>
<td>LOS ANGELES(LAX)</td>
<td>HYLND (RNAV)--DP HYLND HANAA Q816 HOCKE GRB ODl FSD J114 DVI J60 HVE PROMT Q86 HAKMN ANJLL (RNAV)--STAR</td>
<td>1100–0400</td>
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<tr>
<td>LOUISVILLE(SDF)</td>
<td>BLZZR (RNAV)--DP BLZZR BAF Q406 BWJ J6 HVQ Q68 YOCKY UNCKL MAUDD (RNAV)--STAR</td>
<td>1100–0300</td>
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<tr>
<td>MEMPHIS(MEM)</td>
<td>BLZZR (RNAV)--DP BLZZR BAF Q406 BWJ J6 HVQ Q68 BWG BLUZZ (RNAV)--STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>Terminals</td>
<td>Route</td>
<td>Effective Times (UTC)</td>
</tr>
<tr>
<td>-----------</td>
<td>-------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>MIAMI(MIA)</td>
<td>(DEEP OCEAN)–SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO SPDEY Y488 STERN Y493 JENKS HOAGG JORAY HILEY (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MILWAUKEE(MKE)</td>
<td>(RNAV EQUIPPED ONLY)–HYLND (RNAV)–DP HYLND HANAA Q816 HOCKE LSTY SUDDS</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MINNEAPOLIS(MSP)</td>
<td>(TURBOJETS)–HYLND (RNAV)–DP HYLND HANAA Q816 KELTI Q812 ZOHAN IDIOM MUSCL (RNAV)–STAR</td>
<td>1000–0300</td>
</tr>
<tr>
<td>MONTREAL(CYUL)</td>
<td>(RNAV)–DP HYLND LAITTS CARTER (CANADIAN) (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MONTREAL(YUL)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)–HYLND (RNAV)–DP HYLND PBERG CARTER (CANADIAN) (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MYRTLE BEACH(MYR)</td>
<td>SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO J174 ILM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NASHVILLE(BNA)</td>
<td>BLZZR (RNAV)–DP BLZZR BAF Q406 BWZ J6 HVQ Q68 YOCKY GROAT PASYL (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEW ORLEANS(MSY)</td>
<td>(TURBOJETS)–BLZZR (RNAV)–DP BLZZR BAF Q448 PTW J48 CSN FANPO Q40 NIOLA MEI RYTHM–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEW YORK(ISP)</td>
<td>(FL180 – FL220)–TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)–SSOXS (RNAV)–DP SSOXS BUZRD SEY V268 HTO V46 CCC</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEW YORK(JFK)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)–SSOXS (RNAV)–DP SSOXS BUZRD SEY PARCH (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<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>
<td>1100–0300</td>
</tr>
<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>
<td>1100–0300</td>
</tr>
<tr>
<td>ORLANDO(MCO)</td>
<td>(DEEP OCEAN)–SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO SPDEY Y488 STERN Y493 BAHAA HIBAC CWRLD (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ORLANDO(ORL)</td>
<td>(WATER)–SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO J174 SWL CEBEE WETRO ILM</td>
<td>1100–0400</td>
</tr>
<tr>
<td>OTTAWA(CYOW)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)–HYLND (RNAV)–DP HYLND BUGSY DEANS (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PHILADELPHIA(PHL)</td>
<td>SSOXS (RNAV)–DP SSOXS BUZRD SEY ORCHA RIFLE Q439 BRIGS JIIMS (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PHOENIX(PHX)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)–HYLND (RNAV)–DP HYLND CAM Q822 GONZ Q29 KLYNE ROD VHP J110 BUM J19 ZUN EAGUL (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PITTSBURGH(PIT)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)–REVSS (RNAV)–DP REVSS CTR HNK KONJE J190 SLT HAYNZ (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
</tbody>
</table>

Terminals Route

Effective Times (UTC)

NE, 17 JUN 2021 to 12 AUG 2021
PREFERRED IFR ROUTES

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>PORTLAND(PDX)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)HYLND (RNAV)–DP HYLND HANAA Q816 HOCKE GRB GEP DPR J16 PDT JNOX HHOOD (RNAV)–STAR</td>
</tr>
<tr>
<td>RALEIGH/DURHAM(RDU)</td>
<td>SSOXS (RNAV)–DP SSOXS BUZR SEY HTO J174 WARNN ZIAA TAQE (RNAV)–STAR</td>
</tr>
<tr>
<td>RICHMOND(RIC)</td>
<td>SSOXS (RNAV)–DP SSOXS BUZR SEY HTO J174 SWL ARICE JAMIE (RNAV)–STAR</td>
</tr>
<tr>
<td>ROCHESTER(ROC)</td>
<td>HYLND (RNAV)–DP HYLND CAM SYR (RNAV)–STAR</td>
</tr>
<tr>
<td>SALT LAKE CITY(SLC)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)HYLND (RNAV)–DP HYLND HANAA Q816 HOCKE BAE DBQ J94 OCS NORDK (RNAV)–STAR</td>
</tr>
<tr>
<td>SAN DIEGO(SAN)</td>
<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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<tr>
<td>SALT LAKE CITY(SLC)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)HYLND (RNAV)–DP HYLND HANAA Q816 HOCKE GRB GEP ABJ 324 LCC LEGGS BDEGA (RNAV)–STAR</td>
</tr>
<tr>
<td>SARASOTA/BRADENTON(SRQ)</td>
<td>PATSS (RNAV)–DP PATSS NELIE Q75 SLOJO Q103 CYNTA JORPO TRAPR (RNAV)–STAR</td>
</tr>
<tr>
<td>SAVANNAH(SAV)</td>
<td>SSOXS (RNAV)–DP SSOXS BUZR SEY HTO J174 ORF J121 CHS LQRHD SOOOP (RNAV)–STAR</td>
</tr>
<tr>
<td>SEATTLE(SEA)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)HYLND (RNAV)–DP HYLND HANAA Q816 HOCKE BAE DBQ J90 HLN J136 MLP GLASR–STAR (RNAV)–STAR</td>
</tr>
<tr>
<td>ST LOUIS(STL)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)BLZZR (RNAV)–DP BLZZR BAF Q480 AIR J110 VHP AARCH (RNAV)–STAR</td>
</tr>
<tr>
<td>TAMPA(TPA)</td>
<td>(DEEP OCEAN)SSOXS (RNAV)–DP SSOXS BUZR SEY HTO SPODEY Y488 STEAR Y493 BAHAA HIBAC DAD (RNAV)–STAR (RNAV)–STAR</td>
</tr>
<tr>
<td>WEST PALM BEACH(PBI)</td>
<td>PATSS (RNAV)–DP PATSS NELIE Q75 TEUFL GEEYE JAYA DAD (RNAV)–STAR</td>
</tr>
<tr>
<td>WHITE PLAINS(HPN)</td>
<td>(AQA FL240; TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)HYLND (RNAV)–DP HYLND CAM Q822 GONZ WOZEE LINING (RNAV)–STAR</td>
</tr>
<tr>
<td>BRIDGEPORT(BDR)</td>
<td>JUDDS RONGE PWL BIZEX Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
</tr>
<tr>
<td>BALTIMORE(BWI)</td>
<td>JUDDS RONGE PWL BIZEX Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
</tr>
<tr>
<td>WASHINGTON(DCA)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)BLZZR (RNAV)–DP BLZZR BAF Q480 AIR J110 VHP AARCH (RNAV)–STAR</td>
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<tr>
<td>WASHINGTON(IAD)</td>
<td>AOA FL240; TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)HYLND (RNAV)–DP HYLND HANAA Q816 HOCKE BAE DBQ J90 HLN J136 MLP GLASR–STAR (RNAV)–STAR</td>
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<tr>
<td>or</td>
<td>(AQA FL220; TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)HYLND (RNAV)–DP HYLND HANAA Q816 HOCKE BAE DBQ J90 HLN J136 MLP GLASR–STAR (RNAV)–STAR</td>
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<tr>
<td>WEST PALM BEACH(PBI)</td>
<td>SSOXS (RNAV)–DP SSOXS BUZR SEY HTO J174 ORM J121 CHS CAKER Q97 KELLN OMN FRWAY (RNAV)–STAR</td>
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<tr>
<td>or</td>
<td>(DEEP OCEAN)SSOXS (RNAV)–DP SSOXS BUZR SEY HTO SPODEY Y488 STEAR Y493 BAHAA HIBAC DAD (RNAV)–STAR</td>
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<tr>
<td>WHITE PLAINS(HPN)</td>
<td>JUDDS RONGE PWL BIZEX Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
</tr>
<tr>
<td>BRIDGEPORT(BDR)</td>
<td>JUDDS RONGE PWL BIZEX Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
</tr>
<tr>
<td>or</td>
<td>(RNAV EQUIPPED ONLY)JUDDS RONGE PWL GANDE HYPER (RNAV)–STAR</td>
</tr>
</tbody>
</table>

Terminals Route Effective Times (UTC)

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>NE, 17 JUN 2021 to 12 AUG 2021</td>
<td></td>
</tr>
</tbody>
</table>
### PREFERRED IFR ROUTES

**BUFFALO (BUF)**

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARLOTTE (CLT)</td>
<td>JHW FOXEE Q145 HVQ LNDIZ PARQR (RNAV)-STAR or JHW KODIE CTW TIGRR (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>COVINGTON (CVG)</td>
<td>(RNAV ONLY)BUF JHW KODIE CTW APE CINCE-STAR</td>
<td></td>
</tr>
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</table>

**DETROIT SATS (DTY/CYG ONLY)**

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>FORT LAUDERDALE (FLL)</td>
<td>JHW RICCS Q103 SLOJO Q83 JEVED Q97 KENLL OMN FISEL (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MIAMI (MIA)</td>
<td>JHW RICCS Q103 CYNTA SHFTY (RNAV)-STAR</td>
<td>1100–0300</td>
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</tbody>
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**NEW YORK (JFK)**

<table>
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<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
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<tbody>
<tr>
<td>NEW YORK (LGA)</td>
<td>GEE BEEKS IGN KINGTON-STAR</td>
<td>1100–0300</td>
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**BURLINGTON (BTV)**

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<tr>
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<tbody>
<tr>
<td>ATLANTA (ATL)</td>
<td>(TURBOJETS ONLY)ALB ACOVE DBABE Q448 PTW J48 MOL FLASK OZZZI (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BALTIMORE (BWI)</td>
<td>PONCT BIZEX Q75 MKE V378 NUGGY TRISH (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHARLOTTE (CLT)</td>
<td>PONCT BIZEX Q75 GVE LYH CHSLSY (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHICAGO (ORD)</td>
<td>(TURBOJETS: DME/DME/IRU OR GNSS REQUIRED)ALVID DEDI HOCKE FNT WYNE (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>COVINGTON (CVG)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GNSS REQUIRED)GONZZ JOSSY 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 GPS REQUIRED)DTW NORTH FLOW GONZZ DONEO CUUGR (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>FORT MYERS (RSW)</td>
<td>PONCT BIZEX Q75 SLOJO Q103 CYNTA SHFTY (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEW YORK (JFK)</td>
<td>(250KTS OR GREATER)ALB IGN KINGTON-STAR</td>
<td>1100–0300</td>
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<tr>
<td>NEW YORK (LGA)</td>
<td>ALB HAARP-STAR</td>
<td>1100–0300</td>
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<tr>
<td>NEWARK (EWR)</td>
<td>(RNAV ONLY)ALB FLOSI (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>PHILADELPHIA (PHL)</td>
<td>(TURBOJETS ONLY)ALB DNY SLATT-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PITTSBURGH (PIT)</td>
<td>ALB HNK KONJE SLT HAYNZ (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>RALEIGH/DURHAM (RDU)</td>
<td>PONCT BIZEX Q75 GVE MELTN ALDAN (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>TAMPA (TPA)</td>
<td>PONCT BIZEX Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON (DCA)</td>
<td>PONCT BIZEX Q75 MKE CLIPR (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON (IAD)</td>
<td>(AOB 220; TURBOPROPS)ALB HNK FQM LEGGO (RNAV)-STAR</td>
<td>1100–0300</td>
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**HARRISBURG (MDT)**

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<th>Route</th>
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<tbody>
<tr>
<td>HARRISBURG (HAR)</td>
<td>(ADVANCED RNAV)HAR V33 MCMAN Q62 WATSN WATSN (RNAV)-STAR</td>
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<tr>
<td>CHICAGO (ORD)</td>
<td>(RNAV ONLY)MRB J6 COLNS GAVNN (RNAV)-STAR</td>
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</tr>
<tr>
<td>COVINGTON (CVG)</td>
<td>(RNAV ONLY)MRB J6 COLNS GAVNN (RNAV)-STAR</td>
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**MINNEAPOLIS (MSP)**

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<th>Terminals</th>
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</tr>
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<tbody>
<tr>
<td>MINNEAPOLIS (MSP)</td>
<td>(RNAV ONLY)ALB ACOVE DBABE Q448 PTW J48 MOL FLASK OZZZI (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHARLOTTE (CLT)</td>
<td>LAKA HMP SARG DRUW LPGY (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CLEVELAND (CLE)</td>
<td>(RNAV ONLY)ALB FLOSI (RNAV)-STAR</td>
<td>1100–0300</td>
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**WASHINGTON (IAD)**

<table>
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<tr>
<th>Terminals</th>
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<th>Effective Times (UTC)</th>
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<tbody>
<tr>
<td>WASHINGTON (IAD)</td>
<td>(AOB 220; TURBOPROPS)ALB HNK FQM LEGGO (RNAV)-STAR</td>
<td>1100–0300</td>
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**CHARLOTTESVILLE (CHO)**

<table>
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<th>Route</th>
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<tbody>
<tr>
<td>ATLANTA (ATL)</td>
<td>(TURBOJETS ONLY)MOL J48 FLASK OZZZI (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHARLOTTE (CLT)</td>
<td>(AOB FL240)GVE LYH CHSLSY (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>CHICAGO (ORD)</td>
<td>GEEFS J149 ROD WATSN (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>NEW YORK (JFK)</td>
<td>GVE KORRY-STAR</td>
<td>1100–0300</td>
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<tr>
<td>NEW YORK (LGA)</td>
<td>GVE ROOKY SVILL TAPPA PXT PAATS (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHARLOTTESVILLE (CHO)</td>
<td>(AOB 220; TURBOPROPS)ALB HNK FQM LEGGO (RNAV)-STAR</td>
<td>1100–0300</td>
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**WASHINGTON (IAD)**

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<tr>
<td>CHARLOTTESVILLE (CHO)</td>
<td>(AOB 220; TURBOPROPS)ALB HNK FQM LEGGO (RNAV)-STAR</td>
<td>1100–0300</td>
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**WASHINGTON (IAD)**

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<tr>
<td>CHARLOTTESVILLE (CHO)</td>
<td>(AOB 220; TURBOPROPS)ALB HNK FQM LEGGO (RNAV)-STAR</td>
<td>1100–0300</td>
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NE, 17 JUN 2021 to 12 AUG 2021
<table>
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<th>Terminals HYANNIS(HYA)</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
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<tbody>
<tr>
<td>BALTIMORE(BWI)</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 Q101 CYNTA SHFTY (RNAV)–STAR</td>
<td>1100–0300</td>
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<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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<tr>
<td>TAMPA(TPA)</td>
<td>LFV CELTS NELIE Q75 TEUFL GEEYE JAYJA DADES (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON(DCA)</td>
<td>LFV CELTS NELIE Q75 MXE CLIPR (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ITHACA(ITH)</td>
<td>LFV CELTS NELIE Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>DETROIT SATS(DET,CYQG ONLY)</td>
<td>(DME/DME/IRU OR GPS REQUIRED)COLTS GIGGY (RNAV)–STAR</td>
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</tr>
<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>LFV CELTS NELIE Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHARLOTTE(CTT)</td>
<td>LFV CELTS NELIE Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>CHICAGO(MHT)</td>
<td>LFV CELTS NELIE Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>ATLANTA(ATL)</td>
<td>LFV CELTS NELIE Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>BALTIMORE(BWI)</td>
<td>LFV CELTS NELIE Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>CHARLOTTE(CTT)</td>
<td>LFV CELTS NELIE Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>CHICAGO(MHT)</td>
<td>LFV CELTS NELIE Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>CHICAGO(ORD)</td>
<td>LFV CELTS NELIE Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>COVINGTON(CVG)</td>
<td>LFV CELTS NELIE Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>DENVER(DEN)</td>
<td>LFV CELTS NELIE Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>DETROIT SATS(DET,CYQG 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>DETROIT(DTW)</td>
<td>LFV CELTS NELIE Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>ORLANDO(MCO)</td>
<td>LFV CELTS NELIE Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>PHILADELPHIA(PHL)</td>
<td>LFV CELTS NELIE Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>TAMPA(TPA)</td>
<td>LFV CELTS NELIE Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>WASHINGTON(DCA)</td>
<td>LFV CELTS NELIE Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>WASHINGTON(IAD)</td>
<td>LFV CELTS NELIE Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>NANTUCKET(ACK)</td>
<td>LFV CELTS NELIE Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
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<tr>
<td>BALTIMORE(BWI)</td>
<td>LFV CELTS NELIE Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>CHICAGO(ORD)</td>
<td>LFV CELTS NELIE Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>FARMINGDALE(FRG)</td>
<td>LFV CELTS NELIE Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>MORRISTOWN(MMU)</td>
<td>LFV CELTS NELIE Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>NEW YORK(JFK)</td>
<td>LFV CELTS NELIE Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>1100–0300</td>
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**Note:** The routes and times are effective from 17 June 2021 to 12 August 2021.
<table>
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<th>Effective Times (UTC)</th>
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<tr>
<td>PHILADELPHIA (PHL)</td>
<td>(TURBOJETS ONLY) MVY JAWZZ Q220 RIFLE Q439 BRIGS JIIMS (RNAV)-STAR</td>
<td>NE, 17 JUN 2021 to 12 AUG 2021</td>
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<tr>
<td>TETERBORO (TEB)</td>
<td>(AOB FL220) MVY V146 BAF MOBBS T295 SAGES V489 COATE</td>
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<tr>
<td>WASHINGTON (DCA)</td>
<td>(TURBOJETS ONLY) MVY SEY HTO J174 ZIZZI ATR LAFLN DEALE (RNAV)-STAR</td>
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<tr>
<td>WASHINGTON (IAD)</td>
<td>(TURBOJETS ONLY) LFV CELTS BAF HYPER (RNAV)-STAR</td>
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<tr>
<td>NEW HAVEN (HVN)</td>
<td>BOCA RATON (BCT)</td>
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<tr>
<td>NEW YORK (ISP)</td>
<td>BALTIMORE (BWI)</td>
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<tr>
<td>BINGHAMTON (BGM)</td>
<td>BEADS EMJAY J174 ZIZZI ATR V308 LAFLN MIDY (RNAV)-STAR</td>
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<tr>
<td>BOCA RATON (BCT)</td>
<td>(TURBOJETS) BEADS EMJAY J174 SWL CEBEE WETRO DIW AR19 AYBID CAYSL (RNAV)-STAR</td>
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<tr>
<td>BUFFALO (BUF)</td>
<td>(TURBOJETS) BEADS EMJAY J174 ORF ISO J121 CHS CACKET Q97 KENLL OMN CAYSL (RNAV)-STAR</td>
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<tr>
<td>CHICAGO (ORD)</td>
<td>BEADS V139 SARDI RBV Q430 SAAME J6 COLNS GAVNN (RNAV)-STAR</td>
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<tr>
<td>COVINGTON (CVG)</td>
<td>(DFW NORTH FLOW) RBV Q430 SAAME J6 HVQ Q68 LITTR FEWWW BRDJE (RNAV)-STAR</td>
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<tr>
<td>DALLAS–FORT WORTH (DFW)</td>
<td>(DFW SOUTH FLOW) RBV Q430 SAAME J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR</td>
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<tr>
<td>FORT LAUDERDALE (FLL)</td>
<td>BEADS EMJAY J174 ORF ISO J121 CHS CACKET Q97 KENLL OMN FISEL (RNAV)-STAR</td>
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<tr>
<td>FORT MYERS (RSW)</td>
<td>BEADS SARDI RBV Q430 COPES Q75 SLOJO Q103 CYNTA SHFTY (RNAV)-STAR</td>
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<tr>
<td>ITHACA (ITH)</td>
<td>(TURBOJETS) BEADS EMJAY J174 SWL CEBEE WETRO ILM AR15 HIBAC SHFTY (RNAV)-STAR</td>
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<tr>
<td>MANCHESTER (MHT)</td>
<td>(AT OR ABOVE FL190; DME/DME/IRU OR GNSS REQUIRED) GREKI JUDDS MARTIN QUINZ RORIZZ (RNAV)-STAR</td>
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<tr>
<td>MIAMI (MIA)</td>
<td>(TURBOJETS) BEADS EMJAY J174 SWL CEBEE WETRO DIW AR22 JORAY HILEY (RNAV)-STAR</td>
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<tr>
<td>MONTREAL (YUL)</td>
<td>(TURBOJETS) BEADS EMJAY J174 ORF ISO J121 CHS CACKET Q97 KENLL OMN HILEY (RNAV)-STAR</td>
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<tr>
<td>MYRTLE BEACH (MYR)</td>
<td>(DMES/DME/IRU OR GNSS REQUIRED) GREKI JUDDS CAM CIP HAYNZ (RNAV)-STAR</td>
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<tr>
<td>ORLANDO (MCO)</td>
<td>BEADS EMJAY J174 SWL CEBEE WETRO ILM AR15 HIBAC CWRLD (RNAV)-STAR</td>
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<tr>
<td>PITTSBURGH (PIT)</td>
<td>(TURBOJETS) BEADS EMJAY J174 SWL V139 ARICE JAMIE</td>
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<tr>
<td>RICHMOND (RIC)</td>
<td>(PROPS) GAYEL V374 MSLIN LAAYQ Q436 DGRAF ETG CIP HAYNZ (RNAV)-STAR</td>
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<tr>
<td>ROCHESTER(ROC)</td>
<td>(JETS)NEION J223 CORDS ULW V31 GIBBE JAYJA DADES (RNAV)-STAR.</td>
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<tr>
<td>SYRACUSE(Syr)</td>
<td>(JETS)NEION J223 CORDS CFB V29 BEADS SARDI RBV Q430 COPES Q75 TEUFL GEEYE</td>
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<tr>
<td>TAMPA(TPA)</td>
<td>(TURBOJETS)BEADS EMJAY J174 ZIZI ATR LAFLN DEALE (RNAV)-STAR.</td>
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<tr>
<td>Washington(DC)</td>
<td>(RNAV EQUIPPED ONLY)BEADS V139 SARDI RBV HYPER (RNAV)-STAR.</td>
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<tr>
<td>WEST PALM BEACH(PBI)</td>
<td>(TURBOJETS)BEADS EMJAY J174 SWL CEBEE WETRO DIW AR19 AYBID FRWAY (RNAV)-STAR</td>
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<tr>
<td></td>
<td>or BEADS EMJAY J174 ORF ISO J121 CHS Caket Q97 KENLL OMN FRWAY (RNAV)-STAR.</td>
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<tr>
<td>New York(JFK)</td>
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<tr>
<td></td>
<td>RBV Q430 BYRDD J48 ODF WHINZ-STAR.</td>
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<tr>
<td></td>
<td>or RBV Q430 BYRDD J48 FLASK QZZZI (RNAV)-STAR.</td>
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</tr>
<tr>
<td>Augusta(AUG)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM CON</td>
<td>1100-0300</td>
</tr>
<tr>
<td>Baltimore(BWI)</td>
<td>RBV Q430 COPES Q75 MJE V387 NUGGY TRISH (RNAV)-STAR.</td>
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<tr>
<td>Bangor(BGR)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM ENE.</td>
<td>1100-0300</td>
</tr>
<tr>
<td>Binghamton(BGM)</td>
<td>(JETS)NEION J223 CORDS CFB.</td>
<td></td>
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<tr>
<td>Boca Raton(BCT)</td>
<td>(GPS OR DME/DME–IRU EQUIPPED TURBOJETS)(WATER)WAVEY EMJAY J174 SWL CEBEE WETRO DIW AR19 AYBID CAVSL (RNAV)-STAR</td>
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</tr>
<tr>
<td></td>
<td>or (GPS OR DME/DME–IRU EQUIPPED TURBOJETS)WAVEY EMJAY J174 ORF ISO J121 CHS Caket Q97 KENLL OMN CAVSL (RNAV)-STAR</td>
<td></td>
</tr>
<tr>
<td>Boston(BOS)</td>
<td>(FL180–FL230; JETS ONLY)MERIT ROBUC (RNAV)-STAR.</td>
<td>1100-0300</td>
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<tr>
<td>Buffalo(BUF)</td>
<td>(TURBOPROPS)COATE LAAYK ULW BENEEN.</td>
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</tr>
<tr>
<td></td>
<td>or (FL190 AND ABOVE; JETS ONLYGREKI JUDDS CAM</td>
<td>1100-0300</td>
</tr>
<tr>
<td>Burlington(BTV)</td>
<td>(GPS OR DME/DME–IRU EQUIPPED TURBOJETS)(WATER)WAVEY EMJAY J174 ORF ISO J121 CHS Caket Q97 KENLL OMN CAVSL (RNAV)-STAR</td>
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<tr>
<td></td>
<td>or GREKI V419 JUDDS CAM.</td>
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<tr>
<td>Charleston(CHS)</td>
<td>WAVEY EMJAY J174 ORF RAPZZ AMYL (RNAV)-STAR.</td>
<td>1100-0300</td>
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<tr>
<td>Charlotte(CLT)</td>
<td>RBV Q430 COPES Q75 GVE LHYS LHSY (RNAV)-STAR.</td>
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<td>Charlotteville(CHO)</td>
<td>RBV Q430 COPES Q75 GVE.</td>
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<tr>
<td>Chicago(MDW)</td>
<td>(RNAV 1)DEEZZ (RNAV)-DP CANDR J60 DJB BAGEL PANG (RNAV)-STAR.</td>
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<td>Chicago(ORD)</td>
<td>(TURBOJETS RNAV 1)COATE Q346 EMMA WYNDE (RNAV)-STAR.</td>
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<td>Cleveland(CCLE)</td>
<td>(RNAV EQUIPPED ONLY)DEEZZ (RNAV)-DP CANDR J60 PSB UPPR TRYBE (RNAV)-STAR.</td>
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<td>Columbus(CMH)</td>
<td>RBV Q430 AIR FRIIC BREMN.</td>
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<td>Covington(CVG)</td>
<td>RBV Q430 SAAME J6 COLNS GAVNN (RNAV)-STAR.</td>
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<td>Dallas–Fort Worth(DFW)</td>
<td>(DFW NORTH FLOW)RBV Q430 SAAME J6 HVQ Q68 LITTR FEWWW BRDJE (RNAV)-STAR.</td>
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<td></td>
<td>or (DFW SOUTH FLOW)RBV Q430 SAAME J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR.</td>
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<tr>
<td>Dayton(DAY)</td>
<td>RBV Q430 AIR APE DANEI-STAR.</td>
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<tr>
<td>Denver(DEN)</td>
<td>RBV Q430 3AND J80 SPI IRK ODB BRWRY LAWGR (RNAV)-STAR.</td>
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<td>Detroit SATS(DET,CYQG ONLY)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)GAYEL Q818 WOZEE COLTS GIGGY (RNAV)-STAR.</td>
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<tr>
<td>Detroit SATS(YIPPTK,ARB ONLY)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)GAYEL Q818 WOZEE COLTS OKLND (RNAV)-STAR.</td>
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<td>Detroit(DTW)</td>
<td>(DME/DME/IRU OR GPS REQUIRED)DTW SOUTH FLOW)GAYEL J95 CFB TRAAD JACCI WNGNT (RNAV)-STAR</td>
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<td>or (DME/DME/IRU OR GPS REQUIRED)DTW NORTH FLOW)GAYEL J95 CFB TRAAD JACCI WNGNT (RNAV)-STAR</td>
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<td>Terminals</td>
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<td>FORT LAUDERDALE</td>
<td>(TURBOPROPS (GPS OR DME/DME–IRU EQUIPPED))(WATER)WAVEY EMJAY J174 ILM AR21 CRANS FISEL (RNAV)–STAR</td>
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<td>or WAVEY EMJAY J174 ORF ISO J121 CHS CAKET Q97 KENNOM FISEL (RNAV)–STAR</td>
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<td>or (TURBOJETS – GPS OR DME/DME–IRU EQUIPPED)(WATER)WAVEY EMJAY J174 SWL CEBEE WETRO ILM AR21 CRANS FISEL (RNAV)–STAR</td>
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<td>or (DEEP OCEAN)SHIPP Y488 STERN Y493 BAHAA DULEE CRANS FISEL (RNAV)–STAR</td>
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<td>GREENSBORO</td>
<td>RBV Q430 COPES Q75 GVE LYH HENBY–STAR</td>
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<td>HOUSTON</td>
<td>RBV Q430 BYRDD J48 CSN FANPO Q40 AEX WAPPL (RNAV)–STAR</td>
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<td>or RBV Q430 SAAME J6 HVQ Q68 LITTR DHART SWB WAPPL (RNAV)–STAR</td>
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<td>HOUSTON (IAH)</td>
<td>(IAH WEST FLOW)RBV Q430 BYRDD J48 CSN FANPO Q40 AEX DOOBI (RNAV)–STAR</td>
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<td>or (IAH EAST FLOW)RBV Q430 SAAME J6 HVQ Q68 LITTR DHART SWB GESNR (RNAV)–STAR</td>
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<td>INDIANAPOLIS</td>
<td>RBV Q430 SAAME BRNAN Q42 HIDON RINTE SNKPT (RNAV)–STAR</td>
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<td>ITHACA (ITH)</td>
<td>RBV Q430 AIR J80 RINTE SNKPT (RNAV)–STAR</td>
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<td>JACKSONVILLE</td>
<td>(JETS)NEION J223 CORDS CF8</td>
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<td>(TURBOJETS ONLY; DME/DME/IRU OR GPS REQUIRED)WAVEY EMJAY J174 ORF J121 CHS ESENT LUNNI (RNAV)–STAR</td>
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<td>KANSAS CITY</td>
<td>RBV Q430 AIR J80 SPI BRAYMER–STAR</td>
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<td>KNOXVILLE</td>
<td>RBV Q430 BYRDD J48 CSN FANPO Q40 ALEAN VXX</td>
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<td>LOUISVILLE</td>
<td>RBV Q430 SAAME J6 HVQ Q68 YOCKY DARBY–STAR</td>
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<td>MANCHESTER</td>
<td>(AT OR ABOVE FL190); DME/DME/IRU OR GNSS REQUIRED)GREKI JUDDS MARTIN QINZ ROZER (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>MEMPHIS</td>
<td>RBV Q430 SAAME J6 HVQ Q68 BWG BLUZZ (RNAV)–STAR</td>
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<td>MIAMI (MIA)</td>
<td>(DEEP OCEAN)SHIPP Y488 STERN Y493 JENKS HOAG JORAY HILEY (RNAV)–STAR</td>
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<td>MILWAUKEE</td>
<td>DEEZZ (RNAV)–DP CANDR J60 DJB CRL PEEGEE GETCHLY STR SUDS</td>
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<td>MINNEAPOLIS</td>
<td>(TURBOJETS)(GAYEL Q818 WOZEE NOSIK Q812 ZOHAH IDIAM MUSCL (RNAV)–STAR</td>
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<td>MONTREAL</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)GREKI JUDDS CAM PBERG CARTER (CANADIAN) (RNAV)–STAR</td>
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<td>NANTUCKET</td>
<td>(FL180–210); JETS ONLY)BETTE DEEP (RNAV)–STAR</td>
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<td>NASHVILLE</td>
<td>RBV Q430 SAAME J6 HVQ Q68 YOCKY GROAT PASY (RNAV)–STAR</td>
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<td>NASSAU (MYNN)</td>
<td>(DEEP OCEAN)SHIPP Y488 STERN Y493 WEAK CARP Y307 HANKK</td>
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<td>NEW ORLEANS</td>
<td>RBV Q430 BYRDD J48 CSN FANPO Q40 NIOLA ME IRYTHM–STAR</td>
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<td>NORFOLK (ORF)</td>
<td>WAVEY EMJAY J174 SWL V139 CCV</td>
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<td>ORLANDO(MCO)</td>
<td>(GPS OR DME/DME–IRU EQUIPPED) WAVEY EMJAY J174 SWL CEBEE WETRO ILM AR15 HIBAC CWRLD (RNAV)–STAR</td>
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<td>or (DEEP OCEAN) SHIPP Y488 STERN Y493 BAHAA HIBAC CWRLD (RNAV)–STAR</td>
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<td>or WAVEY EMJAY J174 ORF J121 CHS IGARY Q85 LPERD OMN CWRLD (RNAV)–STAR</td>
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<td>ORLANDO(ORL)</td>
<td>(GPS OR DME/DME–IRU EQUIPPED) WAVEY EMJAY J174 SWL CEBEE WETRO ILM AR15 HIBAC CWRLD (RNAV)–STAR</td>
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<td>or WAVEY EMJAY J174 ORF J121 CHS IGARY Q85 LPERD TTHOR (RNAV)–STAR</td>
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<td>PHOENIX(PHX)</td>
<td>RBV Q430 AIR J110 ST J19 ZUN ...............................................</td>
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<td>PITTSBURGH(PIT)</td>
<td>DEEZZ (RNAV)–DP CANDR J60 PSB HAYNZ (RNAV)–STAR ........................</td>
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<td>or (PROPS) GAYEL Y374 MSLIN LAAYK Q436 DGRAF ETG CIP HAYNZ (RNAV)–STAR</td>
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<td>RALEIGH/DURHAM(RDU)</td>
<td>WAVEY EMJAY J174 WARNN ZJAYA TAQLE (RNAV)–STAR ..................................</td>
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<td>RICHMOND(RIC)</td>
<td>(DME/DME/IRU OR GPS) WAVEY EMJAY J174 SWL V139 ARICE JAMIE ...............</td>
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<td>ROANOKE(ROA)</td>
<td>RBV Q430 BYRDD J48 MOL ........................................................</td>
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<td>ROCHESTER(ROC)</td>
<td>(JETS) NEION J223 CORDS ULW V31 GIBBE .......................................</td>
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<td>SALT LAKE CITY(SLC)</td>
<td>GAYEL Q818 WOZEE Q395 HOCKE BAE DBQ J94 OCS NORDK (RNAV)–STAR .............</td>
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<td>SAN FRANCISCO(SFO)</td>
<td>(TURBOJET) GAYEL Q818 WOZEE Q395 HOCKE GRB GEP ABR J32 LLC LEGGS BDEGA (RNAV)–STAR</td>
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<td>SARASOTA/BRADENTON(SRQ)</td>
<td>RBV Q430 COPES Q75 SLOJO Q103 CYNTA JORPO TRAPR (RNAV)–STAR</td>
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<td>SAVANNAH(SAV)</td>
<td>WAVEY EMJAY J174 ORF J121 CHS LGRHD SOOOP ..................................</td>
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<td>ST LOUIS(STL)</td>
<td>RBV Q430 AIR J110 VHP VANDALIA–STAR .........................................</td>
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<td>SYRACUSE(SYR)</td>
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<td>TAMPA(TPA)</td>
<td>(DEEP OCEAN) SHIPP Y488 STERN Y493 BAHAA HIBAC DADES (RNAV)–STAR ...........</td>
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<td>or RBV Q430 COPES Q75 TEUFEL GEEYE JAYIA DADES (RNAV)–STAR ................</td>
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<td>TORONTO(YYZ)</td>
<td>GAYLE Q818 WOZEE LINNG (CANADIAN) (RNAV)–STAR ..................................</td>
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<td>WASHINGTON(DCA)</td>
<td>(FL180–FL220; TURBOJET) WAVEY EMJAY J174 ZIZZI ATR LAFLN DEALE (RNAV)–STAR</td>
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<td>WASHINGTON(IAD)</td>
<td>(RNAV EQUIPPED ONLY) RBV HYPER (RNAV)–STAR ..................................</td>
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<td>WEST PALM BEACH(PBI)</td>
<td>(TURBOJETS – GPS OR DME/DME–IRU EQUIPPED) (WATER) WAVEY EMJAY J174 SWL CEBEE WETRO DIW AR19 AYBID FRWAY (RNAV)–STAR</td>
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<td>or WAVEY EMJAY J174 ORF ISO J121 CHS CAKE T Q97 KENLL OMN FRWAY (RNAV)–STAR</td>
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<td>NEW YORK(LGA)</td>
<td>ACRKON(CAK) ............................................................... (RNAV TURBOJET) NEWEL J60 PSB SOORD ZZIPS (RNAV)–STAR</td>
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<td>AKRON(CAK) ............................................................... (RNAV–STAR)</td>
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<td>AUBURN/LEWISTON(LEW) ...................................................... (FL190 AND ABOVE) GREKI JUDDS CAM CON</td>
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<td>AUGUSTA(AGS) ............................................................... BIGGY Q75 GSO STWRT–STAR</td>
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<td>or (FL250 AND ABOVE) MERIT HFD PUT BOS MESHLM ................................</td>
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<td>or BANGOR(BGR) ............................................................... BIGGY Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
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<td>or (FL250 AND ABOVE) MERIT HFD PUT BOS ..................................</td>
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<td>BAR HARBOR(BHB)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM .........................................</td>
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<td>or (FL250 AND ABOVE)MERIT HFD PUT BOS ...................................</td>
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<td>BINGHAMTON(BGM)</td>
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<td>BIRMINGHAM(BHM)</td>
<td>LANNA J48 CSN FANPO Q40 NIOLA DIODE ......................................</td>
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<td>BOCA RATON(BCT)</td>
<td>WHITE J209 SBY J79 KATZN ISO J121 CHS CAKET Q97 ........................</td>
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<td>or (DFW NORTH FLOW)GAYEL J95 CFB TRAAD JACCI FERRL (RNAV)–STAR ........</td>
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<td>or (DEEP OCEAN)SHIPP Y488 STERN Y493 BAHAA DULEE CRANS FISSEL (RNAV)–STAR ........................................</td>
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<td>or (TURBOJETS)GREKI JUDDS CAM ...............................................</td>
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<td>BOSTON(BOS)</td>
<td>(DME/DME/IRU OR GPS REQUIRED)GAYEL J95 CFB TRAAD JACCI FERRL (RNAV)–STAR ........................................</td>
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<td>(FL190 AND ABOVE)GREKI JUDDS CAM .........................................</td>
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**Terminals Route Effective Times (UTC)**

- **NE, 17 JUN 2021 to 12 AUG 2021**
PREFERRED IFR ROUTES

HOUSTON (IAH) .................................

IAH WEST FLOW)RBV Q430 BYRDD J48 CSN FANPO
Q40 AEX DOOBI (RNAV)–STAR .........................
or
(TURBOJETS)(IAH EAST FLOW)LANNA J48 CSN FANPO
Q40 AEX SKNRD (RNAV)–STAR ..........................

INDIANAPOLIS (IND) ...........................

(AOA FL260; TURBOJETS)ZIMMZ Q42 HIDON RINTE
SNKPT (RNAV)–STAR .................................
or
(MAX ALTITUDE FL280; TURBOJETS)NEWEL J60
DANNR RAV J64 CASIO RINTE SNKPT (RNAV)–STAR

ITHACA (ITH) .................................

(JETS)NEION J223 CORDS CFB ..........................

JACKSONVILLE (JAX) ...........................

(TURBOJETS ONLY; DME/DME/IRU OR GPS
REQUIRED)WHITE J209 SBY J79 CHS ESENT LUNNI
(RNAV)–STAR .................................
or
(MAX ALTITUDE FL280; TURBOJETS)NEWEL J60
DANNR RAV J64 CASIO RINTE SNKPT (RNAV)–STAR

KANSAS CITY (MKC) ..........................

(RNAV EQUIPPED ONLY)ZIMMZ Q42 MIKY Q40 AIR
J80 SPI BRAYMER–STAR ..........................

KEENE (EEN) .................................

(FL190 AND ABOVE)GREKI JUDDS CAM ....... 1100–0300

KNOXVILLE (TYS) ..........................

LANNA J48 CSN FANPO Q40 ALEAN VXX ...........

LACONIA (LCI) ..............................

(FL190 AND ABOVE)GREKI JUDDS CAM ....... 1100–0300

LAKE PLACID (LKP) ..........................

(FL190 AND ABOVE; JETS ONLY)GREKI JUDDS CAM
1100–0300

LEBANON (LEB) .............................

(FL190 AND ABOVE)GREKI JUDDS CAM ....... 1100–0300

LEWISBURG (LWB) ..........................

LANNA J48 EMI CSN V140 MOL ......................

LEXINGTON (LEX) ..............................

PARKE J6 HVQ ...........................................

LOUISVILLE (DFD) ...........................

PARKE J6 HVQ Q68 YOCKY UNCKL MAUDD
(RNAV)–STAR .................................
or
(FL190 AND ABOVE; JETS ONLY)GREKI JUDDS
MARTN KEYYN POPP ................................
1100–0300

MANCHESTER (MHT) ..........................

(FL190 AND ABOVE; PROPS ONLY)GREKI JUDDS
MARTN KEYYN POPP ................................
1100–0300

MARCO ISLAND (MKY) ........................

BIGGY Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR

MELBOURNE (MLB) ..........................

WHITE J209 SBY J79 KATZN J193 WEAVR J121 CHS
IGARY Q85 LPERD OMN BITHO–STAR ..................

MEMPHIS (MEM) .............................

PARKE J6 HVQ Q68 BWG BLUZZ (RNAV)–STAR ......

MIAMI (MIA) .................................

(FL190 AND ABOVE; JETS ONLY)GREKI JUDDS
MARTN KEYYN POPP ................................
1100–0300

MILWAUKEE (MKE) ..........................

NEWEL J60 DJB CRL PEPEG GITCH LSTY SUDDS

MINNEAPOLIS (MSP) ..........................

(TURBOJETS)GAYEL Q818 WOZEE NOSIK ZOHAN IDIOM
MUSCL (RNAV)–STAR ..........................

MOBILE (MOB) ..............................

BIGGY Q75 GVE LYH COLZI Q52 CHOPZ MGM SJ1

MONTGOMERY (MGM) ..........................

BIGGY Q75 GVE LYH COLZI Q52 CHOPZ ATL ........

MONTREAL (YUL) ............................

(DME/DME/IRU OR GNSS REQUIRED)GREKI JUDDS CAM
PBDRG CARTER (CANADIAN) (RNAV)–STAR ........

MYRTLE BEACH (MYR) ........................

WHITE J209 SBY J79 KATZN ISO .....................

NANTUCKET (ACK) ............................

(FL180–FL230 ONLY; JETS ONLY)BAYYS SEALL V188
GON DEEPO (RNAV)–STAR ..........................

NAPLES (APF) ..............................

BIGGY Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR

NASHUA (ASH) ..............................

(FL190 AND ABOVE)GREKI JUDDS MARTN KEYYN

NASHVILLE (BNA) ..........................

PARKE J6 HVQ Q68 YOCKY GROAT PLSY (RNAV)–STAR

NEW ORLEANS (MSY) ..........................

LANNA J48 CSN FANPO Q40 NIOLA MEI RYTHM–STAR

NEW ORLEANS (NEW) ..........................

LANNA J48 CSN FANPO Q40 NIOLA MEI RYTHM–STAR

NORFOLK (ORF) .............................

WHITE J209 SBY V1 CCV ..........................

OMAHA (OMA) ..............................

NEWEL J60 IOW DSM ..........................

Terminals Route Effective

Times (UTC)

NE, 17 Jun 2021 to 12 Aug 2021
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<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
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<tr>
<td>ORLANDO(MCO)</td>
<td>(DEEP OCEAN)ISHIPP Y488 STERN Y493 BAHAA HIBAC CWRLD (RNAV)–STAR.....</td>
<td>1100–0400</td>
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<td>or WHITE J209 SBY J79 KATZN J193 WEAVR J121 CHS IGARY Q85 LPERD OMN CWRLD (RNAV)–STAR...</td>
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<td>or (TURBOJETS)(WATER)WHITE J209 SBY KEMPR ILM AR15 HIBAC APOLO ORL.....</td>
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<td>or (GPS OR DME/DME–IRU EQUIPPED)WHITE J209 SBY KEMPR ILM AR15 HIBAC CWRLD (RNAV)–STAR...</td>
<td>1100–0400</td>
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<td>ORLANDO(ORL)</td>
<td>WHITE J209 SBY J79 KATZN J193 WEAVR J121 CHS IGARY Q85 LPERD TTHOR (RNAV)–STAR........</td>
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<td>or (GPS OR DME/DME–IRU EQUIPPED)WHITE J209 SBY KEMPR ILM AR15 HIBAC CWRLD (RNAV)–STAR...</td>
<td>1100–0400</td>
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<td>PHOENIX(PHX)</td>
<td>(MAX ALTITUDE FL280; NON–RNAV EQUIPPED ONLY)NEWEL J60 DANNR RAV J64 CASIO FYLLS J110 J19 ZUN BUNTR–STAR........</td>
<td>1100–0400</td>
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<td>PITTSGURGH(AGC)</td>
<td>(MAX ALTITUDE FL280; NON–RNAV EQUIPPED ONLY)NEWEL J60 DANNR RAV J64 CASIO FYLLS J110 J19 ZUN BUNTR–STAR........</td>
<td>1100–0400</td>
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<td>or (GPS OR DME/DME–IRU EQUIPPED)WHITE J209 SBY KEMPR ILM AR15 HIBAC CWRLD (RNAV)–STAR...</td>
<td>1100–0400</td>
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<td>PITTSBURGH(PIT)</td>
<td>(RNAV EQUIPPED ONLY)ZIMMZ Q42 MIKYG Q480 VINE DEMME (RNAV)–STAR........</td>
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<td>or (RNAV EQUIPPED ONLY)ZIMMZ Q42 MIKYG Q480 VINSE DEMME (RNAV)–STAR........</td>
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<td>PORTLAND(PWM)</td>
<td>(FL180 AND ABOVE)GREKI JUDDS CAM CDOGG (RNAV)–STAR........................</td>
<td>1100–0300</td>
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<td>PORTSMOUTH(PSM)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM CON......................................</td>
<td>1100–0300</td>
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<tr>
<td>RALEIGH/DURHAM(RDU)</td>
<td>(AOB FL260)WHITE J209 VILLS J37 CLASY HYTRA TAPPA HOUKY TAQLE (RNAV)–STAR........</td>
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<td>RICHMOND(RIC)</td>
<td>(DEME/DME/IRU OR GPS)WHITE J209 SBY V1 JAMIE LANN J48 MOL................</td>
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<td>ROANOKE(ROA)</td>
<td>(JETS)NEION J223 CORDS ULW V31 GIBBE........................................</td>
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<td>ROCHESTER(ROC)</td>
<td>(PROPS)COATE Q436 LAAYK CFB V252 GIBBE.........................................</td>
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<td>ROCKLAND(RKD)</td>
<td>(FL250 AND ABOVE)MERIT HDF PUT BOS...........................................</td>
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<td>RUTLAND(RUT)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM CON......................................</td>
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<td>SALT LAKE CITY(SLC)</td>
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<td>SARANAC LAKE(SLK)</td>
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<td>SARASOTA/BRADENTON(SRQ)</td>
<td>BIGGQ Q75 SLOJO Q103 CYNTA JORPO TRAPR (RNAV)–STAR........................</td>
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<td>SAVANNAH(SAV)</td>
<td>(TURBOJETS)WHITE J209 SBY J79 CHS LGRHD SOOOP................................</td>
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<td>ST LOUIS(STL)</td>
<td>(MAX ALTITUDE FL280; NON–RNAV EQUIPPED ONLY)NEWEL J60 DANNR RAV J64 CASIO FYLLS J80 VHP VANDALIA–STAR........</td>
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<td>SYRACUSE(SYR)</td>
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<td>(JETS)CFB NEION J223 CORDS CFB V29.................................................</td>
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<td>TOLEDO(TOL)</td>
<td>BIGGQ Q75 TEUF GEEYE JAY JA DADIS (RNAV)–STAR NEWEL J60 DJB.................</td>
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<td>TORONTO(YZ)</td>
<td>(RNAV ONLY)GREKI Q818 WOZEE LINNG (CANADIAN) (RNAV)–STAR...................</td>
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<td>(PROPS)COATE Q436 MTCAF ULW WOZEE VERKO (CANADIAN) (RNAV)–STAR...........</td>
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<td>WASHINGTON(IAD)</td>
<td>(RNAV EQUIPPED ONLY)PARKE HYPER (RNAV)–STAR....................................</td>
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<td>WATERVILLE(WVL)..........................</td>
<td>(FL250 AND ABOVE)MERIT HFD PUT BOS ........................................</td>
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<td>WEST PALM BEACH(PBI)......................</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM ............................................</td>
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<td>(GPS OR DME/DME–IRU EQUIPPED TURBOJETS)(WATER)WHITE J209 SBY KEMPR DIW AR19 AYBID FRWAY (RNAV–STAR)........</td>
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<td>or (DEEP OCEAN)SHIP Y488 STERN Y493 JENKS MAJIK AYBID FRWAY (RNAV–STAR) ........................................</td>
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<td>WINSTON SALEM(INT)......................</td>
<td>BIGGY Q75 GVE LYH HENBY–STAR ................................................</td>
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<td>NEW YORK(SWF)...........................</td>
<td>COVINGTON(CVG) .......... (RNAV 1)WEARD LAAYK Q436 DGRAF J49 PSB MAULL KODIE CTW TIGRR (RNAV–STAR)........................</td>
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<td>(FL190 AND ABOVE, JETS ONLY)STUBY MUCOW ROZZE (RNAV–STAR) ..................</td>
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<td>NEWARK &amp; SATS..............................</td>
<td>AKRON(AKR) ..... NEWEL J60 PSB SOORD ZZIPS (RNAV–STAR) ......................</td>
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<td>AKRON(CAK) ................ (RNAV TURBOJETS)NEWEL J60 PSB SOORD ZZIPS (RNAV–STAR) ........................................</td>
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<td>BOCA RATON(BCT) ........ ELVAE COL WHITE J209 SBY J79 KATZN ISO J121 CHS Caket Q97 KENLL OMN CAYSL (RNAV–STAR) ....</td>
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<td>or (TURBOJETS – GPS OR DME/DME–IRU EQUIPPED)(WATER)WHITE J209 SBY KEMPR DIW AR19 AYBID CAYSL (RNAV–STAR) .......................</td>
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<td>BUFFALO(BUF) ............ (TURBOPROPS)COATE LAAYK ULW BENE .. ..........</td>
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<td>or (DFW SOUTH FLOW)PARKE J6 HVQ Q68 LITTR FEWWW SSEEVR (RNAV–STAR) ...............................................</td>
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<td>CHARLESTON(CHS) .......... ELVAE COL WHITE J209 SBY ISO RAPZZ AMYLU (RNAV–STAR) ........................................</td>
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<td>CHARLESTON(CRW) .......... PARKE J6 HVQ ........................................</td>
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<td>COLUMBUS(CMH) ........... (RNAV EQUIPPED ONLY)ZIMMZ Q42 MIKYG Q480 AIR BREMV–STAR .................................</td>
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<td>DALLAS–FORT WORTH(DFW) .... (DFW NORTH FLOW)PARKE J6 HVQ Q68 LITTR FEWWW SSEEVR (RNAV–STAR) ................................</td>
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<td>DAYTON(DAY) ................ (RNAV EQUIPPED ONLY)ZIMMZ Q42 MIKYG Q480 AIR APE DANEI–STAR ........................................</td>
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<td>DAYTONA BEACH(DAB) ...... ELVAE COL WHITE J209 SBY J79 KATZN J193 WEAVR J121 CHS IGARY Q85 LPERD TTHOR .......</td>
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<td>DETROIT(DTW) ............ (DFW NORTH FLOW)GAEL J95 CFB TRAAD JACCI WNGNT (RNAV–STAR) ................................</td>
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<td>FORT LAUDERDALE(FLL) .... (TURBOJETS – GPS OR DME/DME–IRU EQUIPPED)(WATER)WHITE J209 SBY KEMPR ILM AR21 CRANS FISEL (RNAV–STAR) ................................</td>
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<td>HOT SPRINGS(HSP) ........ LANNA J48 EMI CSN V140 MOL ................................</td>
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<td>KANSAS CITY(MKC) .....................</td>
<td>LANNA J48 EMI CSN V140 MOL .....................................................</td>
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<td>LEXINGTON(LEX) ......................</td>
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<td>LOUISVILLE(LOU) .....................</td>
<td>PARKE J6 HVQ ..............................................................</td>
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<td>LOUISVILLE(SDF) .....................</td>
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<td>MELBOURNE(MLB) .....................</td>
<td>ELVAE COL WHITE J209 SBY J79 KATZN J193 WEAVR J121 CHS IGARY Q85 LPERD OMN BITHO–STAR ..........................</td>
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**Terms & Routes** **Effective Times (UTC)**

- NE, 17 Jun 2021 to 12 Aug 2021
PREFERRED IFR ROUTES

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<td>MIAMI(MIA)</td>
<td>(TURBOJETS – GPS OR DME/DME–IRU EQUIPPED)(WATER)WHITE J209 SBY KEMPR DIW AR22 JORAY HILEY (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>MILWAUKEE(MKE)</td>
<td>NEWEL J60 DBR CRL PEEGEE GETCH LSTY SUDDS</td>
<td>1100–0300</td>
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<td>NASHVILLE(BNA)</td>
<td>PARKE J6 HVQ Q68 YOCKY GROAT FASLY (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>NORFOLK(ORF)</td>
<td>WHITE J209 SBY V1 CCV</td>
<td>1100–0300</td>
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<td>ORLANDO(MCO)</td>
<td>(TURBOJETS)(WATER)WHITE J209 SBY KEMPR ILM AR15 HIBAC APOLO ORL</td>
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<td>ORLANDO(ORL)</td>
<td>ELVAE COL WHITE J209 SBY J79 KATZN ILM J121 CHS IGARY Q85 LPERD TTHOR (RNAV)–STAR</td>
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<tr>
<td>PHOENIX(PHX)</td>
<td>(RNAV EQUIPPED ONLY)ZIMMZ Q42 MIKYG Q480 AIR</td>
<td>1100–0300</td>
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<tr>
<td>PITTSBURGH(AGC)</td>
<td>(RNAV EQUIPPED ONLY)ZIMMZ Q42 MIKYG Q480 VINSE DEMME (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>PITTSBURGH(PIT)</td>
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<td>RICHMOND(RIC)</td>
<td>WHITE J209 SBY V1 JAMIE</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ROANOKE(ROA)</td>
<td>LANNA J48 MOL</td>
<td>1100–0300</td>
</tr>
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<td>ROCHESTER(ROC)</td>
<td>(JETS)NEION J223 CORDS ULW V31 GIBBE</td>
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<td>SALT LAKE CITY(SLC)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)GAYEL Q818 WOZEE Q355 HOCHE BAE DBO J74 QCS NORDK (RNAV)–STAR</td>
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<td>SAVANNAH(SAV)</td>
<td>(TURBOJETS)WHITE J209 SBY J79 CHS LGRDH S00OP (RNAV EQUIPPED ONLY)ZIMMZ Q42 MIKYG Q480 AIR</td>
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<td>ST LOUIS(STL)</td>
<td>J80 VHP AARCH (RNAV)–STAR</td>
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<td>SYRACUSE(SYR)</td>
<td>090–170 INCL; RNAV EQUIPPED ONLY)GAYEL Q818 WOZEE LINING (CANADIAN) (RNAV)–STAR</td>
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<td>TOLEDO(TOL)</td>
<td>NEWEL J60 DBR</td>
<td>1100–0300</td>
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<td>TORONTO(YTZ)</td>
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<td>1100–0300</td>
</tr>
<tr>
<td>NEWARK SATS ONLY</td>
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<td>COVINGTON(CVG)</td>
<td>(RNAV ONLY)PARKE J6 COLNS GAVNN (RNAV)–STAR</td>
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<td>JACKSONVILLE(JAX)</td>
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</tr>
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<td>MONTREAL(YUL)</td>
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<td>YOUNGSTOWN/WARREN(YNG)</td>
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<td>1100–0300</td>
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<td>1100–0300</td>
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<td>AUBURN/LEWISTON(LEW)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM CON</td>
<td>1100–0300</td>
</tr>
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<td>AUGUSTA(AUG)</td>
<td>(FL250 AND ABOVE)MERIT HFD PUT BOS MESHL</td>
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<td>BALTIMORE(BWI)</td>
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<tr>
<td>BANGOR(BGR)</td>
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<td>BANGOR(BGR)</td>
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<tr>
<td>BAR HARBOR(BHB)</td>
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<td>BARRE/MONTPELIER(MPV)</td>
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<td>BINGHAMTON(BGM)</td>
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</table>

Terminals Route Effective Times (UTC)

<p>| NE, 17 JUN 2021 to 12 AUG 2021 |</p>
<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
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<tbody>
<tr>
<td>BIRMINGHAM (BHM)</td>
<td>LANNA J48 CSN FANPO Q40 NIOLA DIODE</td>
<td>1100–0300</td>
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<td>BOSTON (BOS)</td>
<td>(FL180–FL230; JETS ONLY) MERIT ROBUSC (RNAV)–STAR</td>
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<td>BRISTOL/JOHNSON/KINGSPORT (TRI)</td>
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<td>CHARLOTTE (CLT)</td>
<td>BIGGY Q75 GVE LYH CHSLY (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>CHARLOTTEVILLE (CHO)</td>
<td>BIGGY Q75 GVE</td>
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<td>CHATTANOOGA (CHA)</td>
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<td>CHICAGO (MDW)</td>
<td>NEWEL J60 ASHEN BAGEL PANGG (RNAV)–STAR</td>
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<td>CHICAGO (ORD)</td>
<td>(TURBOJETS – RNAV 1) COATE Q436 EMMA MUNDE (RNAV)–STAR</td>
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<td>CLEVELAND (CLE)</td>
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<td>CONCORD (CON)</td>
<td>(FL190 AND ABOVE) GREGI JUDDS CAM</td>
<td>1100–0300</td>
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<td>DENVER (DEN)</td>
<td>NEWEL J60 JOW J10 OBH BRAWY LAWGR (RNAV)–STAR</td>
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<td>DETROIT SATS (DET; CYQG ONLY)</td>
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<td>DETROIT SATS (YIPPTK, ARB ONLY)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED) GAYEL Q818 WOZEE COLTS OKLN (RNAV)–STAR</td>
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<td>FORT LAUDERDALE (FLL)</td>
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<td>FORT MYERS (RSW)</td>
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<td>FORT WAYNE (FWA)</td>
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<td>GREEN (GSP)</td>
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<td>HOUSTON (IAH)</td>
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<td>INDIANAPOLIS (IND)</td>
<td>(MAX ALTITUDE FL280; TURBOJETS) NEWEL J60 DANNR RAV J64 CASIO RINTE SKNPT (RNAV)–STAR</td>
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<td>KEENEL(EEN)</td>
<td>(FL190 AND ABOVE) GREGI JUDDS CAM</td>
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<td>1100–0300</td>
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<td>MARCO ISLAND (MKY)</td>
<td>BIGGY Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR</td>
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<td>PARKE J6 HVQ Q68 BWG BLUZZ (RNAV)–STAR</td>
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<td>MOBILE (MOB)</td>
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<td>MYRTLE BEACH (MYR)</td>
<td>ELVAE COL WHITE J209 SYB J79 KAID (RNAV)–STAR</td>
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<td>NANTUCKET (ACK)</td>
<td>ELVAE COL BLISS J208 SYB J79 KATZ (RNAV)–STAR</td>
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<td>NASHUA (ASH)</td>
<td>(FL190 AND ABOVE) GREGI JUDDS MARTN RINZ ROZEE (RNAV)–STAR</td>
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<td>Terminals</td>
<td>Route</td>
<td>Effective Times (UTC)</td>
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<td>(DEEP OCEAN)ELVAE COL DIXIE Y481 OHRYN Y488 STERN Y493 BAHAA HIBAC CWRLD (RNAV)–STAR or ELVAE COL WHITE J209 SBY J79 KATZN J193 WEAVR J121 CHS IGARY Q85 LPERD OMIN CWRLD (RNAV)–STAR .................................................................</td>
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<td>(GPS OR DME/DME – IRU EQUIPPED)WHITE J209 SBY KEMPR ILM AR15 HIBAC CWRLD (RNAV)–STAR ........................................</td>
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<td>ORLANDO(ORL)</td>
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<td>PORTLAND(PWM)</td>
<td>(FL180 AND ABOVE)GREKI JUDDS CAM CDOGG (RNAV)–STAR ........................................</td>
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<td>PORTSMOUTH(PSM)</td>
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<td>RALEIGH/DURHAM(RDU)</td>
<td>(AOB FL260)ELVAE COL WHITE J209 VILLS J37 CLASY HYTRA TAPPA HOUKY TAQLE (RNAV)–STAR ........................................</td>
<td>1100–0300</td>
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<td>ROCKLAND(RKD)</td>
<td>(FL250 AND ABOVE)MERIT HDF PUT BOS ........................................</td>
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<td>(TURBOJET)GAYEL Q818 WOZE3 Q935 HOCKE GRB GEP ABR J32 1C LEGGS BDEGA (RNAV)–STAR ........................................</td>
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<td>SARASOTA/BRADENTON(SRQ)</td>
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<td>(MAX ALTITUDE FL280; NON–RNAV EQUIPPED ONLYINEWEL J60 DANNR RAV J64 CASIO FLYLLS J80 VHP VANDALIA–STAR ........................................</td>
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<td>ST PETERSBURG–CLEARWATER(PIE)</td>
<td>BIGGY Q75 TEUF GEEYE JAYA DADES (RNAV)–STAR (TURBOPROS)COATE Q436 LAAYK CFB V29 ........................................</td>
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<td>SYRACUSE(Syr)</td>
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<td>WASHINGTON(DCA)</td>
<td>(GPS OR DME/DME–IRU EQUIPPED)BIGGY Q75 MKE CLIPR (RNAV)–STAR ........................................</td>
<td>1100–0300</td>
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<td>WATERVILLE(WVL)</td>
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<td>(DEEP OCEAN)ELVAE COL DIXIE Y481 OHRYN Y488 STERN Y493 JENKS MAJIK AYBID FRWAY (RNAV)–STAR ........................................</td>
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<tr>
<td>WINSTON SALEM(INT)</td>
<td>BIGGY Q75 GVE LYH HENBY–STAR ........................................</td>
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<tr>
<td>NEWPORT NEWS(PHF)</td>
<td>(ATL WEST FLOW)COUPN JIMAR EYBO CEELY Q172 YUTE SKWKR JJEDI (RNAV)–STAR ........................................</td>
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</tr>
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<td>ATLANTA(Atl)</td>
<td>(ATL EAST FLOW)COUPN JIMAR EYBO CEELY Q172 YUTE SKWKR SITTH (RNAV)–STAR ........................................</td>
<td>1100–0300</td>
</tr>
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<td>CHARLOTTE(CTL)</td>
<td>(AOB FL220)COUPN CHSLY (RNAV)–STAR ........................................</td>
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</tr>
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<td>PHILADELPHIA(PHL)</td>
<td>JAMIE SWL JIIMS (RNAV)–STAR ........................................</td>
<td>1100–0300</td>
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<td>NORFOLK(KRF)</td>
<td>(ATL WEST FLOW)COUPN JIMAR EYBO CEELY Q172 YUTE SKWKR JJEDI (RNAV)–STAR ........................................</td>
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<td>BOSTON(BOS)</td>
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<td>CHICAGO(MDW)</td>
<td>WAIKS KELLE MOL GEFFS J149 FHA PANGG (RNAV)–STAR ........................................</td>
<td>1100–0300</td>
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<td>CHICAGO(ORD)</td>
<td>WAIKS KELLE MOL GEFFS J149 ROD WATSN (RNAV)–STAR ........................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>Terminals</td>
<td>Route</td>
<td>Effective Times (UTC)</td>
</tr>
<tr>
<td>----------------</td>
<td>-------------------------------------------</td>
<td>-----------------------</td>
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<td>DETROIT(DTW)</td>
<td>(DME/DME/IRU OR GPS REQUIRED)(DTW NORTH FLOW)WAIKS KELLE MOL TARCJAMOX KLYNK (RNAV)--STAR</td>
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</tr>
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<td>(RNAV)--STAR</td>
<td></td>
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<td>MINNEAPOLIS(MSP)</td>
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<td>(RNAV)--STAR</td>
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<td>NEW YORK(JFK)</td>
<td>SCHOL DUNFE J121 SIE CAMRN--STAR</td>
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<td>NEW YORK(LGA)</td>
<td>HPW V213 PXT KORRY--STAR</td>
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<td>NEWARK(EWR)</td>
<td>(TURBOJETS)HPW V213 PXT PHILBO (RNAV)--STAR</td>
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<td>(TURBOJETS)ORF J174 ILM AR15 HIBAC CWRLD (RNAV)--STAR</td>
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<td>PHILADELPHIA</td>
<td>ORF J174 CHS IGARY Q85 LPERD TTOH (RNAV)--STAR</td>
<td>1100–0400</td>
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<tr>
<td>TAMPATPA</td>
<td>ORF J174 CHS IGARY Q85 LPERD JAMA (RNAV)--STAR</td>
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<td>TETERBRO METRO</td>
<td>ORF J174 CHS IGARY Q85 LPERD JAMA (RNAV)--STAR</td>
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<tr>
<td>WEST PALM BEACH(PBI)</td>
<td>ORF J174 CHS IGARY Q85 LPERD JAMA (RNAV)--STAR</td>
<td>1100–0400</td>
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<td>OGDENSBURG(OGS)</td>
<td>ORLANDO(MCO)</td>
<td>1100–0300</td>
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<td>ART SYR J59 PSB Q71 EMNEM Q103 SLOJO Q83</td>
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<td>ST PETERSBURG–CLEARWATER(PIE)</td>
<td>ART SYR J59 PSB Q71 EMNEM Q103 SLOJO Q75 TEUFL</td>
<td>1100–0300</td>
</tr>
</tbody>
</table>

**Terminals Route Effective Times (UTC)**

NE, 17 JUN 2021 to 12 AUG 2021
### Terminals

<table>
<thead>
<tr>
<th>Terminal</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>PHILADELPHIA METRO (PHL, PNE)</td>
<td>(DME/DME/IRU AND GNSS EQUIPPED)</td>
<td>1100-0300</td>
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<tr>
<td></td>
<td>DITCH J225 JFK</td>
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<td>CMK CAM PBERG CARTER (CANADIAN) (RNAV)–STAR</td>
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<td>MONTREAL (YUL)</td>
<td>(TURBOJETS) DITCH J225 HNNAH LGA TRUDE V487 CANAN</td>
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<td>ALBANY (ALB)</td>
<td>STOEN REEFI EMI J48 FLASK OZZZI (RNAV)–STAR</td>
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<td>ATLANTA (ATL)</td>
<td>(TURBOJETS) /-E, /G, /R, /J, /L AND Q EQUIPPED) WATER/OOD TEBEE HAYDO SBY J209 ORF KEMPR DIW AR19 AYBID CAVSL (RNAV)–STAR</td>
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<tr>
<td>BOCA RATON (BCT)</td>
<td>OOD TEBEE HAYDO SBY J79 KATZN ISO J121 CHS Caket Q97 KENLL OMN CAVSL (RNAV)–STAR</td>
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<tr>
<td>BOSTON (BOS)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED) DITCH J225 JFK ROBUC (RNAV)–STAR</td>
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<td>BUFFALO (BUF)</td>
<td>PTW SARAA J64 RAV TYMAN BUF</td>
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<tr>
<td>BURLINGTON (BTV)</td>
<td>(TURBOJETS) (NORTH) DITCH J225 JFK J222 CAM...</td>
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<td>CHARLESTON (CHS)</td>
<td>OOD TEBEE HAYDO SBY ISO RAPZZ AMYLUL (RNAV)–STAR</td>
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<tr>
<td>CHARLOTTE (CLT)</td>
<td>STOEN Q75 GVE LYH CHSCHL (RNAV)–STAR</td>
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<td>CHICAGO (MDW)</td>
<td>PTW SARAA RAV PSB J60 ASHEN BAGL PANGG (RNAV)–STAR</td>
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<td>CLEVELAND (CLE)</td>
<td>(RNAV TURBOJET) PTW SARAA RAV PSB UPNRR TRYBE (RNAV)–STAR</td>
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<td>MKE PENSY J110 AIR BREMN–STAR</td>
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<td>COVINGTON (CVG)</td>
<td>MKE PENSY J110 FLIRT MRB J6 COLNS GAVNN (RNAV)–STAR</td>
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<td>DALLAS–FORT WORTH (DFW)</td>
<td>(DFW NORTH FLOW) MXE PENSY J110 FLIRT MRB J6 HVQ66 LITTIR FEWWW BREDIE (RNAV)–STAR</td>
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<td>DAYTON (DAY)</td>
<td>MKE PENSY J110 AIR APE DANE–STAR</td>
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<td>DENVER (DEN)</td>
<td>PTW SARAA J64 RAV PSB J60 IOW J10 OBH BRWRY LAWGR (RNAV)–STAR</td>
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<td>DETROIT SATS (DETARB, PTK, YIP, CYGG)</td>
<td>(DME/DME/IRU OR GPS REQUIRED)</td>
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<td>FORT LAUDERDALE (FLL)</td>
<td>(DEEP OCEAN) OOD TEBEE HAYDO SIE B24 LYNUS SILLY Y485 SERN Y493 BAHAA DULEE CRANS FISEL (RNAV)–STAR</td>
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<td>FORT MYERS (FMY)</td>
<td>STOEN Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR</td>
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<td>GREENSBORO (GSO)</td>
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<td>HOT SPRINGS (HSP)</td>
<td>STOEN REEFI EMI J48 MOL</td>
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<td>HOUSTON (HOU)</td>
<td>(TURBOJETS) STOEN REEFI EMI J48 CNF ANPO Q40 AEX WAPPL (RNAV)–STAR</td>
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<tr>
<td>HOUSTON (IAH)</td>
<td>(TURBOJETS) IAH WEST FLOW</td>
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<tr>
<td>INDIANAPOLIS (IND)</td>
<td>MKE PENSY J110 FLIRT BRNAN Q42 HIDON RINTE SKNPT (RNAV)–STAR</td>
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</tr>
<tr>
<td>Terminals</td>
<td>Route</td>
<td>Effective Times (UTC)</td>
</tr>
<tr>
<td>-------------------</td>
<td>-----------------------------------------------------------------------</td>
<td>-----------------------</td>
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<td>JACKSONVILLE(JAX)</td>
<td>(TURBOJETS ONLY; DME/DME/IRU OR GPS REQUIRED) OOD TEBEE HAYDO SBY J79 CHS ESENT LUNNI (RNAV)-STAR</td>
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<td>KANSAS CITY(MKC)</td>
<td>MXE PENSY J110 AIR J80 SPI BRAYMER-STAR</td>
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<td>MXE PENSY J110 FLIRT MRB J6 HVQ Q68 YOCKY UNCKL MAUDD (RNAV)-STAR</td>
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<td>MANCHESTER(MHT)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED) (NORTH) DITCH J225 JFK SMITH ROZZE (RNAV)-STAR</td>
<td>1100-0300</td>
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<tr>
<td>MARCO ISLAND(MKY)</td>
<td>STOEN Q75 SLOJO Q103 CYNTA SHFTY (RNAV)-STAR</td>
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<td>MEMPHIS(MEM)</td>
<td>MXE PENSY J110 FLIRT J6 HVQ Q68 BWG BLUZZ (RNAV)-STAR</td>
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<td>MIAMI(MIA)</td>
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<td>MILWAUKEE(MKE)</td>
<td>(RNAV EQUIPPED ONLY) PTW SARA RAV J64 EWC DJB CRL PEGEE GETCH LIYSTR SUDDS (RNAV)-STAR</td>
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<td>MINNEAPOLIS(MSP)</td>
<td>(TURBOJETS) PTW SARA J64 RAV PSB J60 DJB J34 VIO KAMMA KIKIL (RNAV)-STAR</td>
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<td>OOD TEBEE HAYDO SBY J79 KATZN ISO</td>
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<td>NASHVILLE(BNA)</td>
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<td>STOEN REEFI EMI J48 CSN FANPO Q40 NIOLA MEI RYTHM-STAR</td>
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<td>NEWPORT NEWS(PHF)</td>
<td>OOD OOD198 SBY018 SBY V1 CCV (RNAV)-STAR</td>
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<td>ORLANDO(MCO)</td>
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<td>ORLANDO(ORL)</td>
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<td>PITTSBURGH(PIT)</td>
<td>MXE PENSY J110 VINE DEMME (RNAV)-STAR</td>
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<td>PORTLAND(PWM)</td>
<td>DITCH V312 JIMEE WAVEY SHIPP CCC SCOOGS (RNAV)-STAR</td>
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<td>PROVIDENCE(PVD)</td>
<td>DITCH V312 JIMEE WAVEY SHLEP HTO V268 MINNK (RNAV)-STAR</td>
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<td>RALEIGH/DURHAM(RDU)</td>
<td>(RNAV EQUIPPED) OOD TEBEE HAYDO TRPOD TAQLE (RNAV)-STAR</td>
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<td>RICHMOND(RIC)</td>
<td>OOD OOD198 SBY018 SBY V1 JAMIE</td>
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<td>ROCHESTER(ROC)</td>
<td>PTW SARA J64 RAV TYMAN J227 ULW V31 GIBBE</td>
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<td>SAN FRANCISCO(SFO)</td>
<td>(TURBOJETS) PTW SARA J64 HLC J80 OAL INYOE DYAMD (RNAV)-STAR</td>
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<td>SARASOTA/BRADENTON(SRQ)</td>
<td>STOEN Q75 SLOJO Q103 CYNTA JORPO TRAPR (RNAV)-STAR</td>
<td>1100-0400</td>
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<td>SAVANNAH(SAV)</td>
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<td>ST LOUIS(STL)</td>
<td>MXE PENSY J110 VHP AARCH (RNAV)-STAR</td>
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<td>TAMPA(TPA)</td>
<td>STOEN Q75 TEUFL GEEYE JAYA DADES (RNAV)-STAR</td>
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<td>TORONTO(YYZ)</td>
<td>(RNAV EQUIPPED) PTW SARA J64 RAV PSB WOZEE LINING (CANADIAN) (RNAV)-STAR</td>
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<tr>
<td>Terminals</td>
<td>Route</td>
<td>Effective Times (UTC)</td>
</tr>
<tr>
<td>---------------------------</td>
<td>-----------------------------------------------------------------------</td>
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<td>or (TURBOJETS – GPS OR DME/DME–IRU EQUIPPED)(WATER)OOD TEBEE HAYDO SBY KEMPRL DIW AR19 AYBID FRWAY (RNAV–STAR)</td>
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<td></td>
<td>or DITCH V312 CYN BOUNO–STAR ..................................................</td>
<td></td>
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<tr>
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<td>(TURBOJETS)(NORTH)DITCH J225 JFK DPK DEER PARK–STAR ..................................</td>
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<tr>
<td>WHITE PLAINS(HPN)</td>
<td>(RNAV)–STAR ..................................................................................</td>
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<tr>
<td>WINDSOR LOCKS(BDL)</td>
<td>(TURBOJETS – GPS OR DME/DME–IRU EQUIPPED)(WATER)OOD TEBEE HAYDO SBY KEMPRL DIW AR19 AYBID FRWAY (RNAV–STAR)</td>
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<td>or DITCH V312 CYN BOUNO–STAR ..................................................</td>
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<td>(TURBOJETS)(NORTH)DITCH J225 JFK DPK DEER PARK–STAR ..................................</td>
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<tr>
<td>PITTSBURGH(PIT)</td>
<td>(RNAV)–STAR ..................................................................................</td>
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<tr>
<td>ATLANTA(ATL)</td>
<td>(RNAV)–STAR ..................................................................................</td>
<td></td>
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<td>BALTIMORE(BWI)</td>
<td>(RNAV EQUIPPED)(KEMAN ANTHM (RNAV)–STAR ...........................................</td>
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<tr>
<td>BOSTON(BOS)</td>
<td>EWC WOMBT PIGGZ PONCT JFUND (RNAV)–STAR .......................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHARLESTON(CHS)</td>
<td>CBG COBBE PSK OBNEE OSPRI (RNAV)–STAR ...........................................</td>
<td>1100–0300</td>
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<tr>
<td>CHARLOTTE(CTG)</td>
<td>(RNAV ONLY)AHTY BURGS HVQ LNDIZ PARQ (RNAV)–STAR ..................................</td>
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<td>CHICAGO(MD)</td>
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<td>CHICAGO(ORD)</td>
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<td>FORT LAUDERDALE(FLL)</td>
<td>CBG COBBE PSK Q103 SLOJO Q83 JEVED Q97 KENLL OMN FISLE (RNAV–STAR) ..............</td>
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<td>INDIANAPOLIS(IND)</td>
<td>CBG COBBE PSQ Q103 SLOJO Q83 JEVED Q97 KENLL OMN HILEY (RNAV–STAR) ..............</td>
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<td>MIAMI(MIA)</td>
<td>CBG COBBE PSK Q103 SLOJO Q83 JEVED Q97 KENLL OMN HILEY (RNAV–STAR) ..............</td>
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<td>MYRTLE BEACH(MYR)</td>
<td>CBG ROA SBV RDU V136 CRE ...................................................................</td>
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<td>NEW YORK(JFK)</td>
<td>EWC WOMBT BFD HXOIE J70 LVZ LENDY SIX–STAR ..................................</td>
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<td>NEWARK(EWR)</td>
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<td>JST J152 HAR V210 BUNTS ..................................................................</td>
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<td>or (RNAV ONLY) JST BOJID (RNAV)–STAR ............................................</td>
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<tr>
<td>TAMPA(TPA)</td>
<td>CBG COBBE PSK Q103 SLOJO Q75 TEUFIL GEEYE JAYJA DADES (RNAV–STAR) .................</td>
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<td>WASHINGTON(DCA)</td>
<td>(RNAV ONLY) MGW BUCOOK FRMM (RNAV)–STAR ........................................</td>
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<td>WINDSOR LOCKS(BDL)</td>
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<td>PLATTSBURGH(PBG)</td>
<td>PONCT PWL BIZEX Q75 SLOJO Q83 ROYCO Q85 LP ERD TTHOR (RNAV–STAR) ..........</td>
<td>1100–0300</td>
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<td>ORLANDO(SFB)</td>
<td>PONCT PWL BIZEX Q75 SLOJO Q83 ROYCO Q85 LP ERD TTHOR (RNAV–STAR) ..........</td>
<td>1100–0300</td>
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<td>ST PETERSBURG–CLEARWATER(PIE)</td>
<td>PONCT PWL BIZEX Q75 SLOJO Q83 ROYCO Q85 LP ERD TTHOR (RNAV–STAR) ..........</td>
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<td>PORTLAND(PWM)</td>
<td>NUBLK (RNAV)–DPE NEJIE Q75 MXE V378 NUGGY TRISH (RNAV–STAR) ..........</td>
<td>1100–0300</td>
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<td>BALTIMORE(BWI)</td>
<td>NUBLK (RNAV)–DPE NEJIE Q75 MXE V378 NUGGY TRISH (RNAV–STAR) ..........</td>
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<td>CHICAGO(ORD)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)HSKEL (RNAV)–DPE CAM Q822 FNT WYNDE (RNAV–STAR) .......</td>
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<td>CLEVELAND(CLE)</td>
<td>(RNAV TURBOJET)HSKEL (RNAV)–DPE CAM Q822 GONZZ HANKK THOME TRYBE (RNAV–STAR) ...........</td>
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<td>COVINGTON(CVG)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)HSKEL (RNAV)–DPE CAM Q822 GONZZ JOSY MAULL (RNAV–STAR) ........</td>
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</table>

**Terminals Route Effective Times (UTC)**

- NE, 17 JUN 2021 to 12 AUG 2021
<table>
<thead>
<tr>
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<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>FORT MYERS(RSW)</td>
<td>NUBLE (RNAV)—DP NEVIE Q75 SLOJO Q103 CYNTA SHFTY (RNAV)—STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MINNEAPOLIS(MSP)</td>
<td>(TURBOJETS)HSKEL (RNAV)—DP HANAA Q816 KELTI Q812 ZOHAN IDIOM MUSCL (RNAV)—STAR</td>
<td>1000–0300</td>
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<tr>
<td>NEW YORK(JFK)</td>
<td>(TURBOJETS ONLY)NUBLE (RNAV)—DP JIMMY PVD TRAIT PARCH PARCH (RNAV)—STAR</td>
<td>1100–0300</td>
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<tr>
<td>NEW YORK(LGA)</td>
<td>(ADVANCED RNAV ONLY)HSKEL (RNAV)—DP CAM ALB HAARP—STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEWARK(EWR)</td>
<td>(ADVANCED RNAV ONLY)HSKEL (RNAV)—DP HANAA FLOSI (RNAV)—STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PHILADELPHIA(PHL)</td>
<td>NUBLE (RNAV)—DP CCC MANTA Q439 BRIGS JIIMS (RNAV)—STAR</td>
<td>1100–0300</td>
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<tr>
<td>PITTSBURGH(PIT)</td>
<td>HSKEL (RNAV)—DP CAM ALB J49 HNK SLT HAYNZ (RNAV)—STAR</td>
<td>1100–0300</td>
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<td>SARASOTA/BRADENTON(SRQ)</td>
<td>NUBLE (RNAV)—DP NEVIE Q75 SLOJO Q103 CYNTA JORPO TRAPR (RNAV)—STAR</td>
<td>1100–0300</td>
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<tr>
<td>TAMPA(TPA)</td>
<td>NUBLE (RNAV)—DP NEVIE Q75 TEUF GEEYE JAYJA DADES (RNAV)—STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON(DCA)</td>
<td>NUBLE (RNAV)—DP NEVIE Q75 MXE CLIPR (RNAV)—STAR</td>
<td>1100–0300</td>
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<tr>
<td>WASHINGTON(IAD)</td>
<td>(AOB 220; TURBOJETS)CAM ALB HNK FQM LEGGO (RNAV)—STAR</td>
<td>1100–0300</td>
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<td>or</td>
<td>(ADVANCED RNAV ONLY)NUBLE (RNAV)—DP BAF HYPER (RNAV)—STAR</td>
<td>1100–0300</td>
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<tr>
<td>WHITE PLAINS(HPN)</td>
<td>(ADVANCED RNAV ONLY)HSKEL (RNAV)—DP CAM ALB VALRE—STAR</td>
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<tr>
<td>PORTSMOUTH(PSM)</td>
<td>CON CAM PONCT BIZEX Q75 MXE V378 BAL</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PROVIDENCE(PVD)</td>
<td>CON CAM PONCT BIZEX Q75 MXE V378 BAL</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ATLANTA(ATL)</td>
<td>(RNAV ONLY)PUT BAF Q448 PTW J48 FLASK OZZZI (RNAV)—STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BALTIMORE(BWI)</td>
<td>PUT NEVIE Q75 MXE V378 NUGGY TRISH (RNAV)—STAR</td>
<td>1100–0300</td>
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<tr>
<td>BOCA RATON(BCT)</td>
<td>JUMPR RIFLE J174 ORF J121 CHS CAKER Q97 KENLL OMN CAYSL (RNAV)—STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>or</td>
<td>(TURBOJETS)WATER)JUMPR RIFLE J174 SWL CEBEE WETRO DIW AR19 ABID CAYSL (RNAV)—STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHARLOTTE(CLT)</td>
<td>PUT NEVIE Q75 GVE LYM CHSRY (RNAV)—STAR</td>
<td>1100–0300</td>
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<tr>
<td>CHICAGO(MDW)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)PUT CTR CAM Q822 GONZZ Q29 JHW DJB J60 ASHEN BAGEL PANGG (RNAV)—STAR</td>
<td>1100–0300</td>
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<tr>
<td>or</td>
<td>(TURBOJETS)DME/DME/IRU OR GNSS REQUIRED)PUT CTR CAM Q822 FNT WYNDE (RNAV)—STAR</td>
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<tr>
<td>COVINGTON(CVG)</td>
<td>(ALL OTHERS)PUT CTR HNK J49 PSB MAULL KODIE CTW TIGR (RNAV)—STAR</td>
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<td>or</td>
<td>(RNAV ONLY)CTR HNK J49 PSB MAULL KODIE CTW TIGR (RNAV)—STAR</td>
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<tr>
<td>DENVER(DEN)</td>
<td>PUT CTR CAM ARNII Q816 HOCKE Q395 JANNE IANNA ONL PORDR AALLE (RNAV)—STAR</td>
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<tr>
<td>DETROIT SATS(DET,CYQG ONLY)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)PUT CTR CAM Q822 GONZZ COLTS GIGGY (RNAV)—STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>or</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)PUT CTR CAM Q822 GONZZ COLTS OKNDN (RNAV)—STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>DETROIT(DTW)</td>
<td>(DME/DME/IRU OR GPS REQUIRED)DTW SOUTH FLOW)PUT CTR CAM Q822 GONZZ DONEO TPGUN (RNAV)—STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>or</td>
<td>(DME/DME/IRU OR GPS REQUIRED)DTW NORTH FLOW)PUT CTR CAM Q822 GONZZ DONEO CUUGR (RNAV)—STAR</td>
<td>1100–0300</td>
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<tr>
<td>FORT LAUDERDALE(FLL)</td>
<td>JUMPR RIFLE J174 ORF J121 CHS CAKER Q97 KENLL OMN FISEL (RNAV)—STAR</td>
<td>1100–0300</td>
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<tr>
<td>or</td>
<td>(TURBOJETS)WATER)JUMPR RIFLE J174 SWL CEBEE WETRO ILM AR21 CRANS FISEL (RNAV)—STAR</td>
<td>1100–0300</td>
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<tr>
<td>FORT MYERS(RSW)</td>
<td>PUT NEVIE Q75 SLOJO Q103 CYNTA SHFTY (RNAV)—STAR</td>
<td>1100–0300</td>
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<td>Terminals</td>
<td>Route</td>
<td>Effective Times (UTC)</td>
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<tr>
<td>MIAMI(MIA)</td>
<td>JUMPR RIFLE J174 ORF J121 CHS Caket Q97 KENLL OMN HILEY (RNAV)-STAR</td>
<td>1000–0300</td>
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<tr>
<td></td>
<td>or (WATER) JUMPR RIFLE J174 SWL CEBEE WETRO DIW AR22 JORAY HILEY (RNAV)-STAR</td>
<td>1000–0300</td>
</tr>
<tr>
<td>MINNEAPOLIS(MSP)</td>
<td>(TURBOJETS) PUT CTR CAM ARNI Q816 KELTI Q812 ZOHAN IDIOM MUSCL (RNAV)-STAR</td>
<td>1000–0300</td>
</tr>
<tr>
<td>NEW YORK(LGA)</td>
<td>(250 KTS OR LESS) PUT BAF PWL V405 CASSH V123 HAARP</td>
<td>1000–0300</td>
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<tr>
<td>NEWARK(EWR)</td>
<td>PUT NELIE FLOSI (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>ORLANDO(MCO)</td>
<td>JUMPR RIFLE J174 ORF J121 CHS IGARY Q85 LPERD OMN CWRLD (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>ORLANDO(ORL)</td>
<td>JUMPR RIFLE J174 ORF J121 CHS IGARY Q85 LPERD TTHOR (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>PHILADELPHIA(PHL)</td>
<td>JUMPR RIFLE Q439 BRIGS JIIMS (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PITTSBURGH(PIT)</td>
<td>PUT CTR HNK KONJIE SLT HAYNZ (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>RALEIGH/DURHAM(RDU)</td>
<td>JUMPR RIFLE J174 WARNN ZJAYA TAQLE (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>SARASOTA/BRADENTON(SRQ)</td>
<td>PUT NELIE Q75 SLOJO Q103 CYNTA JORPO TRAPR (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ST LOUIS(STL)</td>
<td>(RNAV ONLY) PUT BAF Q480 AIR J110 VHP AARCH (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>ST PETERSBURG–CLEARWATER(PIE)</td>
<td>PUT NELIE Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>TAMPA(TPA)</td>
<td>PUT NELIE Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>WASHINGTON(DCA)</td>
<td>JUMPR RIFLE J174 ZIZZI ATR V308 BILIT</td>
<td>1100–0300</td>
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<tr>
<td>WASHINGTON(IAD)</td>
<td>(AOB 220; TURBOPROPS) PUT BAF SAGES LAAYK MIP SEG LEGGO (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>WEST PALM BEACH(PBI)</td>
<td>(WATER) JUMPR RIFLE J174 SWL CEBEE WETRO DIW AR19 AYBID FRWAY (RNAV)-STAR</td>
<td>1100–0300</td>
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<td>RICHMOND(RIC)</td>
<td>RICHMOND(RIC)</td>
<td>1100–0300</td>
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<tr>
<td>ATLANTA(ATL)</td>
<td>KALLI (RNAV)-DP LYH FLASK OZZZI (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>BOSTON(BOS)</td>
<td>LUCY (RNAV)-DP LUCY HYTRA GRACO J42 RBV J222 JFK ROBU (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>CHARLOTTE(CLT)</td>
<td>(AOB FL300) KALLI (RNAV)-DP LYH CHSLLY (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<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 TARCI JAMOX BONZZ (RNAV)-STAR</td>
<td>1100–0300</td>
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<td></td>
<td>or (DTW NORTH FLOW) KALLI (RNAV)-DP MOL J24 TARCI JAMOX KLYNK (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>FORT LAUDERDALE(FLL)</td>
<td>HPW V213 MAZON CVI J193 ILM AR21 CRANS FISEL (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>FORT MYERS(RSW)</td>
<td>KALLI (RNAV)-DP KALLI DRAIK GSO Q75 SLOJO Q103 CYNTA SHFTY (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td>HOUSTON(HOU)</td>
<td>KALLI (RNAV)-DP LYH PSK ALEAN Q40 AEX WAPPL (RNAV)-STAR</td>
<td>1100–0300</td>
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**Terminals Route Effective Times (UTC)**

**Terminals Route Effective Times (UTC)**
## Preferred IFR Routes

<table>
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<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
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<tr>
<td>HOUSTON (IAH)</td>
<td>(IAH WEST FLOW) KALLI (RNAV)–DP LYH PSK ALEAN Q40 AEX DOOBI (RNAV)–STAR</td>
<td>NE, 17 Jun 2021 to 12 Aug 2021</td>
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<tr>
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<td>or (IAH EAST FLOW) KALLI (RNAV)–DP LYH PSK ALEAN Q40 AEX SKNRD (RNAV)–STAR</td>
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<tr>
<td>MIAMI (MIA)</td>
<td>HPW V213 MAZON CVI J193 WEAVR J121 QHS Caket Q97 KENLL OMN HILEY (RNAV)–STAR</td>
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<tr>
<td></td>
<td>or HPW V213 MAZON CVI DIW AR22 JORAY HILEY (RNAV)–STAR</td>
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<tr>
<td>MINNEAPOLIS (MSP)</td>
<td>KALLI (RNAV)–DP KALLI DRAIK GSO Q75 SLOJO Q83 ROYCO Q85 LPERD OMN CWRLD (RNAV)–STAR</td>
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<tr>
<td>NEW YORK (JFK)</td>
<td>LUCYL (RNAV)–DP LUCYL PXT GARED PANZE V44 CAMRN</td>
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<tr>
<td>NEW YORK (LGA)</td>
<td>LUCYL (RNAV)–DP LUCYL PXT KORRY–STAR</td>
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<tr>
<td>NEWARK (EWR)</td>
<td>LUCYL (RNAV)–DP LUCYL PXT PHILBO (RNAV)–STAR</td>
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<tr>
<td>ORLANDO (MCO)</td>
<td>KALLI (RNAV)–DP KALLI DRAIK GSO Q75 SLOJO Q83 ROYCO Q85 LPERD OMN CWRLD (RNAV)–STAR</td>
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<td>ORLANDO (SFB)</td>
<td>KALLI (RNAV)–DP KALLI DRAIK GSO Q75 SLOJO Q83 ROYCO Q85 LPERD THOR (RNAV)–STAR</td>
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<tr>
<td>PHILADELPHIA (PHL)</td>
<td>LUCYL (RNAV)–DP LUCYL PXT PAATS (RNAV)–STAR</td>
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<tr>
<td>SARASOTA/BRADENTON (SRQ)</td>
<td>KALLI (RNAV)–DP KALLI DRAIK GSO Q75 SLOJO Q103 CYNTA JORPO TRAPR (RNAV)–STAR</td>
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<tr>
<td>ST PETERSBURG–CLEARWATER (PIE)</td>
<td>KALLI (RNAV)–DP KALLI DRAIK GSO Q75 TEUFL GEEYE JAYJA DADES (RNAV)–STAR</td>
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<td>TAMPA (TPA)</td>
<td>KALLI (RNAV)–DP KALLI DRAIK GSO Q75 TEUFL GEEYE JAYJA DADES (RNAV)–STAR</td>
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<tr>
<td>ROANOKE (ROA)</td>
<td>(AER) F1220)LYH CHSLSY (RNAV)–STAR</td>
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<tr>
<td>CHICAGO (ORD)</td>
<td>GEEFS J149 ROD WATSON (RNAV)–STAR</td>
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<tr>
<td>DETROIT (DTW)</td>
<td>(DME/DME/IRU OR GPS REQUIRED) (DTW NORTH FLOW) BKW JAMOX KLYNK (RNAV)–STAR</td>
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<td>ST PETERSBURG–CLEARWATER (PIE)</td>
<td>(DME/DME/IRU OR GPS REQUIRED) (DTW SOUTH FLOW) BKW JAMOX BONIZZ (RNAV)–STAR</td>
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<tr>
<td>NEW YORK (LGA)</td>
<td>LYH FAK RIC LUCYL PXT KORRY–STAR</td>
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<tr>
<td>PHILADELPHIA (PHL)</td>
<td>LYH FAK PAATS (RNAV)–STAR</td>
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<tr>
<td>ROCHESTER (ROC)</td>
<td>(TURBOJETS) KUBFA IZEE TRISH (RNAV)–STAR</td>
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<tr>
<td>BALTIMORE (BWI)</td>
<td>BEEPS PONCT JFUND (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>CHARLOTTE (CLT)</td>
<td>JHW FOXEE Q145 HVQ LNDIZ PARQR (RNAV)–STAR</td>
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<tr>
<td>CLEVELAND (CLE)</td>
<td>GEE BURST THOME TROYBE (RNAV)–STAR</td>
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<tr>
<td>DETROIT (DTW)</td>
<td>(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 BURST EMNEM Q103 SLOJO Q83 JEVED Q97 KENLL OMN FISEL (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>FORT MYERS (RSW)</td>
<td>GEE BURST EMNEM Q103 CYNTA SHFTY (RNAV)–STAR</td>
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<tr>
<td>NEW YORK (JFK)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED) BEEPS Q140 YODAA IGN KINGSTON–STAR</td>
<td>1100–0300</td>
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<tr>
<td>NEW YORK (LGA)</td>
<td>(TURBOJETS) AUDIL RKA HAARP–STAR</td>
<td>1100–0300</td>
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<td>NEWARK (EWR)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED) BEEPS Q140 KODEY HNK FLOSI (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>ORLANDO (MCO)</td>
<td>GEE BURST EMNEM Q103 SLOJO Q83 ROYCO Q85 LPERD OMN CWRLD (RNAV)–STAR</td>
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<td>TAMPA (TPA)</td>
<td>GEE BURST EMNEM Q103 SLOJO Q75 TEUFL GEEYE JAYJA DADES (RNAV)–STAR</td>
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<tr>
<td>WASHINGTON (DCA)</td>
<td>(RNAV ONLY) GEE ETG PSB SKILLS (RNAV)–STAR</td>
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<tr>
<td>WEST PALM BEACH (PBI)</td>
<td>GEE BURST EMNEM Q103 SLOJO Q83 JEVED Q97 KENLL OMN FRWAY (RNAV)–STAR</td>
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### PREFERRED IFR ROUTES

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
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<tr>
<td>SALISBURY (SBY)</td>
<td>CCV COUPN CHSLY (RNAV)–STAR.........................................................</td>
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<tr>
<td>CHARLOTTE (CLT)</td>
<td>(DME/DME/IRU OR GPS REQUIRED)(DTW SOUTH FLOW)PSB ERI SAYCH FERRL (RNAV)–STAR.</td>
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<td>DETROIT (DTW)</td>
<td>or (DME/DME/IRU OR GPS REQUIRED)(DTW NORTH FLOW)PSB ERI SAYCH WNGNT (RNAV)–STAR.</td>
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<td>STATE COLLEGE (UNV)</td>
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<tr>
<td>SYRACUSE (SYR)</td>
<td>(TURBOJETS ONLY) SYR V35 ULW PSB Q71 GEEFS HVQ LNDZ PARQ (RNAV)–STAR.</td>
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<tr>
<td>CHARLOTTE (CLT)</td>
<td>SYR V483 DINES HOZIR DERLO KITOK TANKO FNT WYNDE (RNAV)–STAR.</td>
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<tr>
<td>DETROIT (DTW)</td>
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<tr>
<td>SYRACUSE (SYR)</td>
<td>or (DME/DME/IRU OR GPS REQUIRED)PSB ERI SAYCH WNGNT (RNAV)–STAR.</td>
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<tr>
<td>NEW YORK (JFK)</td>
<td>(TURBOJETS ONLY) SYR V35 ULW PSB Q71 GEEFS HVQ LNDZ PARQ (RNAV)–STAR.</td>
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</tr>
<tr>
<td>COVINGTON (CVG)</td>
<td>SYR V35 ULW PSB Q71 GEEFS HVQ LNDZ PARQ (RNAV)–STAR.</td>
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<td>DETROIT SATS (DET, CYQG ONLY)</td>
<td>(DME/DME/IRU OR GPS REQUIRED)Cotts Gijgy (RNAV)–STAR.</td>
<td>1100–0300</td>
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<td>ORLANDO (MCO)</td>
<td>(DME/DME/IRU OR GPS REQUIRED)Cotts Gijgy (RNAV)–STAR.</td>
<td>1100–0300</td>
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<td>TAMPA (TPA)</td>
<td>SYR V35 ULW PSB Q71 GEEFS HVQ LNDZ PARQ (RNAV)–STAR.</td>
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<td>WEST PALM BEACH (PBI)</td>
<td>SYR V35 ULW PSB Q71 GEEFS HVQ LNDZ PARQ (RNAV)–STAR.</td>
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<tr>
<td>TEB/MMU/CDW</td>
<td>Lanna J48 Flasck Corex SPA Iqrg Wiqvo Cynta Shfty (RNAV)–STAR.</td>
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<tr>
<td>FORT MYERS (FMY)</td>
<td>Lanna J48 Flasck Corex SPA Iqrg Wiqvo Cynta Shfty (RNAV)–STAR.</td>
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</tr>
<tr>
<td>BAR HARBOR (BHB)</td>
<td>(JETS – GPS OR DME/DME–IRU EQUIPPED)(WATER)WHITE J209 SBY KEMPRI DIW AR19 AYBID CAYSIL (RNAV)–STAR.</td>
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<tr>
<td>AUGUSTA (AUG)</td>
<td>(FL190 AND ABOVE)Brezy V39 CMK GREK JUDDS CAM CON.</td>
<td>1100–0300</td>
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<tr>
<td>AUGUSTA (AUG)</td>
<td>(FL190 AND ABOVE)Brezy V39 CMK GREK JUDDS CAM CON.</td>
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<tr>
<td>BANGOR (BGR)</td>
<td>(FL190 AND ABOVE)Brezy V39 CMK GREK JUDDS CAM CON.</td>
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<td>BARRE/MONTPELIER (MPV)</td>
<td>(FL190 AND ABOVE)Brezy V39 CMK GREK JUDDS CAM CON.</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BOCA RATON (BCT)</td>
<td>Elvace Col White J209 Sby J79 Katzn iso J121 Chs Caket Q97 Cknll Omn Caysil (RNAV)–STAR.</td>
<td></td>
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<tr>
<td>BURLINGTON (BTV)</td>
<td>(FL190 AND ABOVE)Brezy V39 CMK GREK JUDDS CAM CON.</td>
<td>1100–0300</td>
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<tr>
<td>CHARLESTON (CHS)</td>
<td>WHITE J209 SBY ISO RAP22 AMYLU (RNAV)–STAR.</td>
<td>1100–0300</td>
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<tr>
<td>CONCORD (CON)</td>
<td>(FL190 AND ABOVE)Brezy V39 CMK GREK JUDDS CAM CON.</td>
<td>1100–0300</td>
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<tr>
<td>COVINGTON (CVG)</td>
<td>(RNAV ONLY)Parke J6 Colns Gavnn (RNAV)–STAR.</td>
<td>1100–0300</td>
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</table>

**Terminals Route**

**Effective Times (UTC)**

Terms Route Effective Times (UTC)

**NE, 17 JUN 2021 to 12 AUG 2021**
<table>
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<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
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<tr>
<td>DETROIT SATS(DET,CYQG ONLY)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)GAYEL Q818 WOZEE COLTS GIGGY (RNAV)--STAR</td>
<td>1100–0300</td>
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<tr>
<td>DETROIT SATS(YIP,PTK,ARB ONLY)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)GAYEL Q818 WOZEE COLTS OKLND (RNAV)--STAR</td>
<td>1100–0300</td>
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<tr>
<td>FORT LAUDERDALE(FLL)</td>
<td>(DEEP OCEAN)ELVAE COL DIXIE Y481 OHRYN Y488 STERN Y493 BAHAA DULIEE CRANS FISEL (RNAV)--STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (JETS – GPS OR DME/DME–IRU EQUIPPED)(WATER)WHITE J209 SBY KEMPRI LML AR21 CRANS FISEL (RNAV)--STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or ELVAE COL WHITE J209 SBY J79 KATZN ISO J121 CHS CAKEQ Q97 KENLL OMN FISEL (RNAV)--STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>JACKSONVILLE(JAX)</td>
<td>(TURBOJETS ONLY; DME/DME/IRU OR GPS REQUIRED)ELVAE COL WHITE J209 SBY J79 CHS ESENT LUNNI (RNAV)--STAR</td>
<td>1100–0300</td>
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<tr>
<td>KEENE(EEN)</td>
<td>(FL190 AND ABOVE)BREZY V39 CMK GREKI JUDDS CAM</td>
<td>1100–0300</td>
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<tr>
<td>LACONIA(LCI)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM</td>
<td>1100–0300</td>
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<tr>
<td>LAKE PLACID(LKP)</td>
<td>(FL190 AND ABOVE; JETS ONLY)BREZY V39 CMK GREKI JUDDS CAM</td>
<td>1100–0300</td>
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<tr>
<td>LEBANON(LEB)</td>
<td>(FL190 AND ABOVE)BREZY V39 CMK GREKI JUDDS CAM</td>
<td>1100–0300</td>
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<tr>
<td>MANCHESTER(MHT)</td>
<td>(FL190 AND ABOVE; PROPS ONLY)GREKI JUDDS MARTN KEYNN POPPP</td>
<td>1100–0300</td>
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<td></td>
<td>or (FL190 AND ABOVE)BREZY V39 CMK GREKI JUDDS MARTN QUINZ ROZZE (RNAV)--STAR</td>
<td>1100–0300</td>
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<tr>
<td>MARCO ISLAND(MKY)</td>
<td>(TURBOJET – DME/DME/IRU OR GPS)WHITE J209 SBY KEMPRI LML AR15 HIBAC SHFTY (RNAV)--STAR</td>
<td>1100–0300</td>
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<tr>
<td>MIAMI(MIA)</td>
<td>ELVAE COL WHITE J209 SBY J79 KATZN ISO J121 CHS CAKEQ Q97 KENLL OMN HILEY (RNAV)--STAR</td>
<td>1100–0300</td>
</tr>
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<td></td>
<td>or (DEEP OCEAN)ELVAE COL DIXIE Y481 OHRYN Y488 STERN Y493 JENKS HOAGG JORAY HILEY (RNAV)--STAR</td>
<td>1100–0300</td>
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<td></td>
<td>or (GPS OR DME/DME–IRU EQUIPPED)(WATER)WHITE J209 SBY KEMPRI DIW AR22 JORAY HILEY (RNAV)--STAR</td>
<td>1100–0300</td>
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<tr>
<td>MONTREAL(YUL)</td>
<td>(AT OR ABOVE FL190; DME/DME/IRU OR GNSS REQUIRED)BREZY V39 CMK GREKI JUDDS CAM PBERG CARTER (CANADIAN) (RNAV)--STAR</td>
<td>1100–0300</td>
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<tr>
<td>NANTUCKET(ACK)</td>
<td>(FL180–FL230 ONLY; JETS ONLY)BREZY V39 CMK BAYYS SEAL V188 GON DEEPO (RNAV)--STAR ...</td>
<td>1100–0300</td>
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<td>NAPLES(APF)</td>
<td>(TURBOJET – DME/DME/IRU OR GPS)WHITE J209 SBY KEMPRI LML AR15 HIBAC SHFTY (RNAV)--STAR ...</td>
<td>1100–0300</td>
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<tr>
<td>NASHUA(Ash)</td>
<td>(FL190 AND ABOVE)BREZY V39 CMK GREKI JUDDS CAM KEYNN MANCH</td>
<td>1100–0300</td>
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<tr>
<td>ORLANDO(MCO)</td>
<td>(GPS OR DME/DME–IRU EQUIPPED)(WHITE)J209 SBY KEMPRI LML AR15 HIBAC CWRLD (RNAV)--STAR ...</td>
<td>1100–0400</td>
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<td></td>
<td>or (DEEP OCEAN)ELVAE COL DIXIE Y481 OHRYN Y488 STERN Y493 JENKS HOAGG JORAY HILEY (RNAV)--STAR</td>
<td>1100–0400</td>
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<td>or ELVAE COL WHITE J209 SBY J79 KATZN ISO J193 WEAVR J121 CHS IGARY Q85 LPERD OMN CWRLD (RNAV)--STAR</td>
<td>1100–0400</td>
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<tr>
<td>ORLANDO(ORL)</td>
<td>ELVAE COL WHITE J209 SBY J79 KATZN ISO J193 WEAVR J121 CHS IGARY Q85 LPERD TTHOR (RNAV)--STAR</td>
<td>1100–0400</td>
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<tr>
<td>PORTLAND(PWM)</td>
<td>(FL180 AND ABOVE)BREZY V39 CMK GREKI JUDDS CAM CDOOG (RNAV)--STAR</td>
<td>1100–0300</td>
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<tr>
<td>PORTSMOUTH(PSM)</td>
<td>(FL190–FL230)GREKI JUDDS CAM CON</td>
<td>1100–0300</td>
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</table>
PREFERRED IFR ROUTES

**ROCKLAND (RKD)**

(FL250 AND ABOVE) BREZY V39 CMK MERIT HFD PUT BOS...

or

(FL190 AND ABOVE) BREZY V39 CMK GREKI JUDDS CAM CON...

**RUTLAND (RUT)**

(FL190 AND ABOVE) GREKI V419 JUDDS CAM ...

**SAVANNAH (SAV)**

(TURBOJETS) WHITE J209 SBY J79 GHS LGRHD SOOOP...

**WATERVILLE (WVL)**

(FL250 AND ABOVE) BREZY V39 CMK MERIT HFD PUT BOS...

or

(FL190 AND ABOVE) BREZY V39 CMK GREKI JUDDS CAM ...

**SAVANNAH (SAV)**

(TURBOJETS) WHITE J209 SBY J79 GHS LGRHD SOOOP...

**WATERVILLE (WVL)**

(FL250 AND ABOVE) BREZY V39 CMK MERIT HFD PUT BOS...

or

(FL190 AND ABOVE) BREZY V39 CMK GREKI JUDDS CAM ...

**WATERVILLE (WVL)**

(FL250 AND ABOVE) BREZY V39 CMK MERIT HFD PUT BOS...

**WEST PALM BEACH (PBI)**

(FL250 AND ABOVE) BREZY V39 CMK GREKI JUDDS CAM ...

**TETERBORO (TEB)**

**BALTIMORE (BWI)**

BIGGY Q75 MXE V378 NUGGY TRISH (RNAV)–STAR...

**CHARLOTTE (CLT)**

BIGGY Q75 GVE LHLY CHSLY (RNAV)–STAR...

**FORT MYERS (RSW)**

LANNA J48 FLASK COREX SPA IRQ WIGVO CYNTA SHFTY (RNAV)–STAR...

**WASHINGTON (DCA)**

BIGGY Q75 MXE CLIPR (RNAV)–STAR...

**TORONTO (YYZ)**

**ATLANTA (ATL)**

BETES (CANADIAN) (RNAV)–DP FOXEE Q145 HVQ HLRRY ONDRE (RNAV)–STAR...

**BOSTON (BOS)**

KEPTA (CANADIAN) (RNAV)–DP BMPAH AEVON HANKK Q935 PONCT JFUND (RNAV)–STAR...

**COVINGTON (CVG)**

MIXUT (CANADIAN) (RNAV)–DP GNTRY APE TIGRR (RNAV)–STAR...

**NEW YORK (LGA)**

KEPTA (CANADIAN) (RNAV)–DP BMPAH AEVON AUDIL RKA HAAR P–STAR...

**SAN FRANCISCO (SFO)**

GOPUP (CANADIAN) (RNAV)–DP HOCKE BAEE J16 MCW J148 OAL INYOE DYAMD (RNAV)–STAR...

**TORONTO (YYZ)**

**FORT LAUDERDALE (FLL)**

BETES (CANADIAN) (RNAV)–DP AIRRA Q103 SLOJO Q83 JEVED Q97 KENLL OMN FISEL (RNAV)–STAR...

**FORT MYERS (RSW)**

BETES (CANADIAN) (RNAV)–DP AIRRA Q103 CYNTA SHFTY (RNAV)–STAR...

**JACKSONVILLE (JAX)**

BETES (CANADIAN) (RNAV)–DP AIRRA Q103 SLOJO Q83 WURFL ESEN TUNNI (RNAV)–STAR...

**MIAMI (MIA)**

BETES (CANADIAN) (RNAV)–DP AIRRA Q103 SLOJO Q83 JEVED Q97 KENLL OMN HILEY (RNAV)–STAR...

**ORLANDO (MCO)**

BETES (CANADIAN) (RNAV)–DP AIRRA Q103 SLOJO Q83 ROYCO Q85 LPERD OMN CWRDL (RNAV)–STAR...

**SARASOTA / BRADENTON (SRQ)**

BETES (CANADIAN) (RNAV)–DP AIRRA Q103 CYNTA JORPO TRAPR (RNAV)–STAR...

**SAVANNAH (SAV)**

BETES (CANADIAN) (RNAV)–DP AIRRA Q103 SLOJO CANT PLZZZ (...)

**TAMPA (TPA)**

BETES (CANADIAN) (RNAV)–DP AIRRA Q103 SLOJO Q75 TEFL GEEYE JAYJA DASES (RNAV)–STAR...

**MIAMI (MIA)**

BETES (CANADIAN) (RNAV)–DP AIRRA Q103 SLOJO Q83 JEVED Q97 KENLL OMN HILEY (RNAV)–STAR...

**NEW YORK (JFK)**

(OAO FL220; TURBOJETS ONLYSEY PARCH (RNAV)–STAR...

**TETERBORO (TEB)**

(OAO FL220; TURBOJETS ONLYSEY PARCH (RNAV)–STAR...

**WHITE PLAINS (HPN)**

(OAO FL220; 250KTS OR GREATER) MVY V146 PUT NELIE VALRE VALRE–STAR...

**TAMPA (TPA)**

(TURBOJETS – GPS OR DME/DMF–IRU EQUIPPED) WATER WHITE J209 SBY KEMPR DIW ARI19 AYBID FRWAY (RNAV)–STAR...

Terminals Route Effective Times (UTC)

- **NE, 17 JUN 2021 to 12 AUG 2021**
<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
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<tbody>
<tr>
<td>WASHINGTON(DCA)</td>
<td></td>
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<tr>
<td>AKRON(CAK)</td>
<td>HORTO (RNAV)–DP JERES J211 JST SOORD ZZIP S (RNAV)–STAR</td>
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<tr>
<td>ALBANY(ALB)</td>
<td>(TURBOJETS)ISOOKI (RNAV)–DP SWANN BROSS J42 RBV LGA TRUDE V487 CANAN</td>
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<tr>
<td>ASHEVILLE(AVL)</td>
<td>(TURBOJETS)CLTCH (RNAV)–DP MAULS Q40 FEEDS SUG</td>
<td>1100–0400</td>
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<tr>
<td>ATLANTA(ATL)</td>
<td>(TURBOJETS)CLTCH (RNAV)–DP FLASK OZZZI (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>BANGOR(BGR)</td>
<td>SOOKI (RNAV)–DP SWANN BROSS J42 BOS</td>
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<tr>
<td>BEDFORD(BED)</td>
<td>SOOKI (RNAV)–DP SWANN BROSS J42 RBV J222 JFK D PK MAD HFD DREM (RNAV)–STAR</td>
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<td>BIRMINGHAM(BHM)</td>
<td>(TURBOJETS)CLTCH (RNAV)–DP MAULS Q40 NIOLA DIOE</td>
<td>1100–0300</td>
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<td>BOSTON(BOS)</td>
<td>(TURBOJETS)ISOOKI (RNAV)–DP SWANN BROSS J42 RBV J222 JFK ROBUC (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>BRIDGEPORT(BDR)</td>
<td>DOCTR (RNAV)–DP AGARD SIE J121 BRIGS Q439 SARDI V139 RICED KEYED</td>
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<tr>
<td>BUFFALO(BUF)</td>
<td>(TURBOJETS)HORTO (RNAV)–DP JERES J220 SFK</td>
<td>1100–0300</td>
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<tr>
<td>BURLINGTON(BTV)</td>
<td>SOOKI (RNAV)–DP SWANN BROSS J42 RBV LGA ALB BTV</td>
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<tr>
<td>CHARLESTON(CHS)</td>
<td>AMEEE (RNAV)–DP SCOOB ISO RAPZZ AMYLU (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>CHARLOTTE(CLT)</td>
<td>SCRAM (RNAV)–DP GLANC LHY CHSLY (RNAV)–STAR</td>
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<tr>
<td>CHATTANOOGA(CHA)</td>
<td>(TURBOJETS)CLTCH (RNAV)–DP MAULS Q40 ALEAN VXV</td>
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<tr>
<td>CHICAGO(MDW)</td>
<td>(TURBOJETS)WYNGS (RNAV)–DP RAMAY Q72 HACKS J149 FWA PANGG (RNAV)–STAR</td>
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<td>CHICAGO(ORD)</td>
<td>(TURBOJETS)WYNGS (RNAV)–DP RAMAY Q72 HACKS J149 ROD WATSN (RNAV)–STAR</td>
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<td>CLEVELAND(CLE)</td>
<td>(TURBOJETS)HORTO (RNAV)–DP JERES J211 JST UPPRR TRYBE (RNAV)–STAR</td>
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<td>COLUMBUS(CMH)</td>
<td>(TURBOJETS)WYNGS (RNAV)–DP RAMAY Q72 HACKS APE</td>
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<tr>
<td>COVINGTON(CVG)</td>
<td>(TURBOJETS)REBLL (RNAV)–DP OTTTO COLNS GAVNN (RNAV)–STAR</td>
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<tr>
<td>DALLAS(DAL)</td>
<td>REBLL (RNAV)–DP OTTTO Q80 FAREV BWG Q68 LITTR DIRRK HIBIL (RNAV)–STAR</td>
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<tr>
<td>DALLAS–FORT WORTH(DFW)</td>
<td>(DFW NORTH FLOW)REBLL (RNAV)–DP OTTTO Q80 FAREV BWG Q68 LITTR FEWWW BRDJE (RNAV)–STAR</td>
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<td></td>
<td>(DFW SOUTH FLOW)REBLL (RNAV)–DP OTTTO Q80 FAREV BWG Q68 LITTR FEWWW SEEVR (RNAV)–STAR</td>
<td>1100–0400</td>
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<td>DAYTON(DAY)</td>
<td>(TURBOJETS)WYNGS (RNAV)–DP RAMAY Q72 HACKS APE</td>
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<td>DENVER(DEN)</td>
<td>REBLL (RNAV)–DP OTTTO Q176 STL J24 OATHE CLASH (RNAV)–STAR</td>
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<td>DETROIT SATS(DET,ARB,PTK,YIP,CYQG)</td>
<td>(TURBOJETS; DME/DME/IRU OR GPS REQUIRED)HORTO (RNAV)–DP JERES J211 HAGUD WWSHR FOREY (RNAV)–STAR</td>
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<td>DETROIT(DTW)</td>
<td>(DTW NORTH FLOW)REBLL (RNAV)–DP BUFR J518 KOZAR KLYNK (RNAV)–STAR</td>
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<tr>
<td></td>
<td>(DTW SOUTH FLOW)HORTO (RNAV)–DP BUFR J518 KOZAR BONZZ (RNAV)–STAR</td>
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<td>or</td>
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<td>(180–230)DOCTR (RNAV)–DP AGARD SIE J121 BRIGS Q439 SARDI CCC DP K</td>
<td>1000–0300</td>
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<tr>
<td>FARMINGDALE(FRG)</td>
<td>(180–230)DOCTR (RNAV)–DP AGARD SIE J121 BRIGS Q439 SARDI CCC DP K</td>
<td>1000–0300</td>
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<tr>
<td>FORT LAUDERDALE(FLL)</td>
<td>AMEEE (RNAV)–DP SCOOB ISO J121 CHS Caket Q97 KENLL OMN FISEL (RNAV)–STAR</td>
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<td>AMEEE (RNAV)–DP SCOOB KEMPRL ILM AR21 CRANS FISEL (RNAV)–STAR</td>
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<td>FORT MYERS(RSW)</td>
<td>JDUBB (RNAV)–DP RSRIN GSO Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR</td>
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<tr>
<td>GRCHESEBORO(GSO)</td>
<td>SCRAM (RNAV)–DP GLANC LHY HENBY–STAR</td>
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<tr>
<td>GREENSBORO(GSO)</td>
<td>SCRAM (RNAV)–DP GLANC FUBL JUNNR (RNAV)–STAR</td>
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<tr>
<td>GREER(GSP)</td>
<td>(TURBOJETS)CLTCH (RNAV)–DP MAULS Q40 AEX WAPPL (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>HOUSTON(HOU)</td>
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<td>1100–0300</td>
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<td>or (TURBOJETS)IAH EAST FLOW)CLTCH (RNAV)–DP MAULS Q40 AEX SKNRD (RNAV)–STAR</td>
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<td>HUNTSVILLE (HSV)</td>
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<td>INDIANAPOLIS (IND)</td>
<td>(TURBOJETS)WYNGS (RNAV)–DP RAMAY Q72 HACKS FLAP SNKPT (RNAV)–STAR ..........</td>
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<td>JACKSONVILLE (JAX)</td>
<td>AMEE (RNAV)–DP SCOBO ISO J121 CHS ESENT LUNNI (RNAV)–STAR .................</td>
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<td>KANSAS CITY (MCI)</td>
<td>(TURBOJETS)REBLL (RNAV)–DP OTTTO Q176 STL MCM BRAYMER–STAR .................</td>
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<td>LOUISVILLE (SDF)</td>
<td>REBLL (RNAV)–DP OTTTO Q68 YOCKY UNCKL MAUDD (RNAV)–STAR ......................</td>
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<td>MANCHESTER (MHT)</td>
<td>SOOKI (RNAV)–DP SWANN BROSS J42 RBV LGA CMK SMYTH ROZZE (RNAV)–STAR .....</td>
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<td>MEMPHIS (MEM)</td>
<td>(TURBOJETS)REBLL (RNAV)–DP OTTTO Q80 FAREV BWG BLUZZ (RNAV)–STAR ..........</td>
<td>1100–0300</td>
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<td>MIAMI (MIA)</td>
<td>AMEE (RNAV)–DP SCOBO KEMP R WETRO DIW AR22 JORAY HILEY (RNAV)–STAR ......</td>
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</tr>
<tr>
<td></td>
<td>or AMEE (RNAV)–DP SCOBO ISO J121 CHS Caket Q97 KENL OMN HILEY (RNAV)–STAR</td>
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<tr>
<td>MILWAUKEE (MKE)</td>
<td>(TURBOJETS)HORTO (RNAV)–DP BUFFR J518 DBJ J34 CRL PEGEE GETCH LYSTR SUDDS</td>
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<tr>
<td>MINNEAPOLIS (MSP)</td>
<td>(TURBOJETS)HORTO (RNAV)–DP BUFFR J518 DBJ J34 VID KAMMA KKLR (RNAV)–STAR</td>
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<td>MONTREAL (YUL)</td>
<td>SOOKI (RNAV)–DP SWANN BROSS J42 RBV LGA CMK PBerg CARTR (CANADIAN) (RNAV)–STAR</td>
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<tr>
<td>MYRTLE BEACH (MYR)</td>
<td>AMEE (RNAV)–DP SCOBO ISO ....................................................................</td>
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<td>NANTUCKET (ACK)</td>
<td>SOOKI (RNAV)–DP SWANN BROSS J42 RBV Q430 RIFLE DEEPO (RNAV)–STAR ..........</td>
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<td>NASHVILLE (BNA)</td>
<td>(TURBOJETS)REBLL (RNAV)–DP OTTTO Q80 DEWAK GROAT PASLY (RNAV)–STAR .......</td>
<td>1100–0300</td>
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<td>NEW ORLEANS (MSY)</td>
<td>(TURBOJETS)CLTCH (RNAV)–DP MAULS Q40 NIOLA MEI RYTHM–STAR ................</td>
<td>1100–0300</td>
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<tr>
<td>NEW YORK (ISP)</td>
<td>DOCTR (RNAV)–DP AGARD SIE J121 BRIGS Q439 SARDI CCC .........................</td>
<td>1100–0400</td>
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<tr>
<td>NEW YORK (JFK)</td>
<td>(TURBOJETS)DOCTR (RNAV)–DP AGARD DONIL V229 PANZ V44 CAMRN–STAR ...........</td>
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<td>NEW YORK (LGA)</td>
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<td>NEWARK (EWR)</td>
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<td>ORLANDO (MCO)</td>
<td>AMEE (RNAV)–DP SCOBO KEMP R ILM AR15 HIBAC CWRLD (RNAV)–STAR ..............</td>
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<td></td>
<td>or AMEE (RNAV)–DP SCOBO ISO J121 CHS IGARY Q85 LPERO OMN CWRLD (RNAV)–STAR</td>
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<tr>
<td>OTTAWA (YOW)</td>
<td>HORTO (RNAV)–DP JERES J227 ULW SYR ART DEANS (RNAV)–STAR ....................</td>
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<td>PITTSBURGH (PIT)</td>
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<td>PORTLAND (PWM)</td>
<td>SOOKI (RNAV)–DP SWANN BROSS J42 RBV LGA BDR SOOCS (RNAV)–STAR .............</td>
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<td>PROVIDENCE (PVD)</td>
<td>SOOKI (RNAV)–DP SWANN BROSS J42 RBV Q430 CREEL HTO JORDN (RNAV)–STAR ....</td>
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<tr>
<td>RALEIGH / DURHAM (RDU)</td>
<td>(AOB FL220)AMEE (RNAV)–DP COLIN TAPPA HOUKY TAQLE (RNAV)–STAR .............</td>
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<td></td>
<td>or (AOB FL260)JDUBB (RNAV)–DP MELTN ALDAN (RNAV)–STAR .....................</td>
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<tr>
<td>ROCHESTER (ROC)</td>
<td>(TURBOJETS)HORTO (RNAV)–DP JERES J227 ULW V91 GIBBE .........................</td>
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<td>SARASOTA/BRADENTON (SRQ)</td>
<td>JDUBB (RNAV)–DP RRSIN GSO Q75 SLOJO Q103 CYNTA JORPO TRAPR (RNAV)–STAR</td>
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<tr>
<td>SAVANNAH (SAV)</td>
<td>AMEE (RNAV)–DP SCOBO CoupN TYI J79 CHS LGRHD SOOOP ........................</td>
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NE, 17 JUN 2021 to 12 AUG 2021
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<th>Route</th>
<th>Effective Times (UTC)</th>
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<td>ST LOUIS (STL)</td>
<td>REBLL (RNAV)–DP OTTTO Q176 HNN PXV BOOSH</td>
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<td>(RNAV)–STAR</td>
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<td>SYRACUSE (SYR)</td>
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<td>TAMPA (TPA)</td>
<td>JDUBB (RNAV)–DP RRSIN GSO Q75 TEUF EL GEEYY JAYJA DADIES (RNAV)–STAR</td>
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<tr>
<td>TETERBORO (TEB)</td>
<td>SOOKI (RNAV)–DP SWANN FUBRR SPNCR JAIKE JAIKE (RNAV)–STAR</td>
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<td>TORONTO (YYZ)</td>
<td>HORTO (RNAV)–DP JERES J220 SFX WOZEE LINING (CANADIAN) (RNAV)–STAR</td>
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<tr>
<td>VINEYARD HAVEN (MVY)</td>
<td>SOOKI (RNAV)–DP SWANN BROSS J42 RBV Q430 RIFLE LIBBE FLAPE</td>
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<tr>
<td>WEST PALM BEACH (PBI)</td>
<td>AMEE (RNAV)–DP SCO08 KEMP WETRO DIW AR19 AYBI FRAYW (RNAV)–STAR</td>
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<td>or</td>
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<tr>
<td>WASHINGTON (IAD)</td>
<td>JERES (RNAV)–DP JERES J211 JST SOORD ZZIPS (RNAV)–STAR</td>
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<tr>
<td>AKRON (CAK)</td>
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<td>RBV LGA TRUE V487 CANAN</td>
<td>1100–0400</td>
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<tr>
<td>ASHEVILLE (AVL)</td>
<td>(TURBOJETS)CLTCH (RNAV)–DP MAULS Q40 FEEDS SUG</td>
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<td>ATLANTA (ATL)</td>
<td>(TURBOJETS)CLTCH (RNAV)–DP FLASK OZZZI (RNAV)–STAR</td>
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<tr>
<td>BANGOR (BGR)</td>
<td>WOOLY (RNAV)–DP BROSS J42 BOS</td>
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<tr>
<td>BEDFORD (BED)</td>
<td>WOOLY (RNAV)–DP BROSS J42 RBV J222 JFK DPK MAD HFD DREEM (RNAV)–STAR</td>
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<tr>
<td>BIRMINGHAM (BHM)</td>
<td>(TURBOJETS)CLTCH (RNAV)–DP MAULS Q40 NIOLA DIODE</td>
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<td>BOSTON (BOS)</td>
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<td>JFK ROBUC (RNAV)–STAR</td>
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<td>BUFFALO (BUF)</td>
<td>JERES (RNAV)–DP JERES J220 SFX</td>
<td>1100–0300</td>
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<td>BURLINGTON (BTV)</td>
<td>JERES (RNAV)–DP JERES J220 BIEGO J49 ALB BTV</td>
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<td>CHARLESTON (CHS)</td>
<td>(PART 121 ONLY)JCOBY (RNAV)–DP SCOOB ISO RAPZZ AMYLU (RNAV)–STAR</td>
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<tr>
<td>CHARLOTTE (CLT)</td>
<td>(AOB FL320)SCRAM (RNAV)–DP GLANC LYH CHSLY (RNAV)–STAR</td>
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<tr>
<td>CHATTANOOGA (CHA)</td>
<td>(TURBOJETS)CLTCH (RNAV)–DP MAULS Q40 ALEAN VXX</td>
<td>1100–0300</td>
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<tr>
<td>CHICAGO (MDW)</td>
<td>(TURBOJETS)BUNZZ (RNAV)–DP RAMAY Q72 HACKS J149 FWA PANGG (RNAV)–STAR</td>
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<tr>
<td>CHICAGO (ORD)</td>
<td>(TURBOJETS)BUNZZ (RNAV)–DP RAMAY Q72 HACKS J149 ROD WATSN (RNAV)–STAR</td>
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<tr>
<td>CLEVELAND (CLE)</td>
<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>
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<td>COVINGTON (CVG)</td>
<td>(TURBOJETS)RNLDI (RNAV)–DP OTTTO COLNS GAVNN (RNAV)–STAR</td>
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<tr>
<td>DALLAS (DAL)</td>
<td>RNLDI (RNAV)–DP OTTTO Q80 FAREV BWG Q68 LITTR DIRRR HIBIL (RNAV)–STAR</td>
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<td>DALLAS–FORT WORTH (DFW)</td>
<td>(DFW SOUTH FLOW)RNLDI (RNAV)–DP OTTTO Q80 FAREV BWG Q68 LITTR</td>
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<td>FEWWW SEEVR (RNAV)–STAR</td>
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<td>(DFW NORTH FLOW)RNLDI (RNAV)–DP OTTTO Q80 FAREV BWG Q68 LITTR FEWWW</td>
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<td>BIRDJE (RNAV)–STAR</td>
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<tr>
<td>DAYTON (DAY)</td>
<td>BUNZZ (RNAV)–DP RAMAY Q72 HACKS APE</td>
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<tr>
<td>DENVER (DEN)</td>
<td>RNLDI (RNAV)–DP OTTTO Q176 STL J24 OATHE CLASH (RNAV)–STAR</td>
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**NE, 17 JUN 2021 to 12 AUG 2021**
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<td>DETROIT SATS(DET,ARB,PTK,YIP,CYQG)</td>
<td>(TURBOJETS: DME/DME/IRU OR GPS REQUIRED) JERES (RNAV)–DP JERES J211 HAGUD WWSHR FOREY (RNAV)–STAR ..................................................</td>
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<tr>
<td>DETROIT(DTW)</td>
<td>(DTW NORTH FLOW)MCRAY (RNAV)–DP MCRAY J518 KOZAR KLYNK (RNAV)–STAR ..................................................</td>
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<td>(DTW SOUTH FLOW)MCRAY (RNAV)–DP MCRAY J518 KOZAR BONZZ (RNAV)–STAR ..................................................</td>
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<tr>
<td>FARMINGDALE(FRG)</td>
<td>(180–230; PART 121 ONLY) WOOLY (RNAV)–DP AGARD SIE J121 BRIGS Q439 SARDI CCC DPK ..................................................</td>
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<tr>
<td>FORT LAUDERDALE(FLL)</td>
<td>(PART 121 ONLY) JCOBY (RNAV)–DP SCOOB KEMP RILM AR21 CRANS FISEL (RNAV)–STAR ..................................................</td>
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<td>(PART 121 ONLY) JCOBY SCOOB ISO J121 CHS CAKET Q97 KENLL OMN FISEL (RNAV)–STAR ..................................................</td>
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<tr>
<td>FORT MYERS(RSW)</td>
<td>JDUBB (RNAV)–DP RRSM GSO Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR ..................................................</td>
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<td>GREENSBORO(GSO)</td>
<td>SCRAM (RNAV)–DP GLANC LYH HENBY–STAR ..................................................</td>
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<tr>
<td>GREENSBOG(SGP)</td>
<td>SCRAM (RNAV)–DP GLANC FUBLL JUNNR (RNAV)–STAR ..................................................</td>
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<tr>
<td>HOUTON(HOU)</td>
<td>(TURBOJETS) CLTCH (RNAV)–DP MAULS Q40 AEX WAPPL (RNAV)–STAR ..................................................</td>
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<td>(TURBOJETS) CLTCH (RNAV)–DP MAULS Q40 AEX SKNRD (RNAV)–STAR ..................................................</td>
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<tr>
<td>HOUSTON(IAH)</td>
<td>(TURBOJETS) IAH EAST FLOW CLTCH (RNAV)–DP MAULS Q40 AEX SKNRD (RNAV)–STAR ..................................................</td>
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<td>(TURBOJETS) IAH WEST FLOW CLTCH (RNAV)–DP MAULS Q40 AEX DOOBI (RNAV)–STAR ..................................................</td>
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<td>HUNTSVILLE(HSV)</td>
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<td>JACKSONVILLE(JAX)</td>
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<td>KANSAS CITY(MCI)</td>
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<td>KNOXVILLE(TYS)</td>
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<td>LOUISVILLE(SDF)</td>
<td>RNLDI (RNAV)–DP OTTTO Q68 YOCKY UNCKL MAUDD (RNAV)–STAR ..................................................</td>
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<tr>
<td>MANCHESTER(MHT)</td>
<td>(PART 121 AND 129 ONLY) JCOBY (RNAV)–DP SWANN BROSS J42 RBV LGA CMK SMYTH ROZZE (RNAV)–STAR ..................................................</td>
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<td>MEMPHIS(MEM)</td>
<td>(RNAV ONLY) RNLDI (RNAV)–DP OTTTO Q80 FAREV BWG BLUZZ (RNAV)–STAR ..................................................</td>
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<td>MIAMI(MIA)</td>
<td>(TURBOJETS) JCOBY (RNAV)–DP SCOOB KEMP R WETRO DIW AR22 JORAY HILEY (RNAV)–STAR ..................................................</td>
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<td>(PART 121 ONLY) JCOBY SCOOB ISO J121 CHS CAKET Q97 KENLL OMN HILEY (RNAV)–STAR ..................................................</td>
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<tr>
<td>MILWAUKEE(MKE)</td>
<td>(TURBOJETS) MCRA Y (RNAV)–DP MCRA Y J518 DBJ J34 CRL PEGEE GETCH LYSTR SUDDS ..................................................</td>
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<td>MINNEAPOLIS(MSP)</td>
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<td>MONTREAL(YUL)</td>
<td>JERES (RNAV)–DP JERES J227 ULW SYR ART IMPAC (CANADIAN)–STAR ..................................................</td>
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<td>(TURBOJETS) JCOBY (RNAV)–DP SWANN BROSS J42 RBV LGA CMK CAM PBERG CARTR (CANADIAN)–STAR ..................................................</td>
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<td>MYRTLE BEACH(MYR)</td>
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<td>NANTUCKET(ACK)</td>
<td>WOOLY (RNAV)–DP BROSS J42 RBV Q430 RIFLE DEEPO (RNAV)–STAR ..................................................</td>
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<td>NASHVILLE(BNA)</td>
<td>(TURBOJETS) RNLDI (RNAV)–DP OTTTO Q80 DEWAK GROAT PASLY (RNAV)–STAR ..................................................</td>
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<td>NEW ORLEANS(MSY)</td>
<td>(TURBOJETS) CLTCH (RNAV)–DP MAULS Q40 NIOLA MEI RYTHM–STAR ..................................................</td>
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<tr>
<td>NEW YORK(ISP)</td>
<td>(TURBOJETS) JCOBY (RNAV)–DP SCOOB ISO J121 BRIGS Q439 SARDI CCC ..................................................</td>
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<tr>
<td>NEWARK(EWR)</td>
<td>(PART 121 AND 129 ONLY) TURBOJETS) JCOBY (RNAV)–DP SWANN V445 DQO PHBL (RNAV)–STAR ..................................................</td>
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NE, 17 JUN 2021 to 12 AUG 2021
PREFERRED IFR ROUTES

ORLANDO (MCO) ................................ (PART 121 ONLY)
   JC OBY (RNAV)–DP SCOOB KEMPR ILM AR15 HIBAC CWRLD (RNAV)–STAR ........
   or
   JDUBB (RNAV)–DP RRSIN GSO Q75 SLOJO Q83 ROYCO Q85 LPERD OMN CWRLD (RNAV)–STAR ........
   or
   (PART 121 ONLY) JC OBY (RNAV)–DP SCOOB ISO J121 CHS IGARY Q85 LPERD OMN CWRLD (RNAV)–STAR
   JERES (RNAV)–DP JERES J227 ULW SYR ART DEANS (RNAV)–STAR .............................................
   or
   JDUBB (RNAV)–DP RRSIN GSO Q75 SLOJO Q83 ROYCO Q85 LPERD OMN CWRLD (RNAV)–STAR ........
   or
   JCOBY (RNAV)–DP SWANN J42 RBV Q430 CREEL HTO JORDN (RNAV)–STAR .................................
   or
   (AOB FL220) JDUBB (RNAV)–DP MELTN ALDAN (RNAV)–STAR ..............................................

OTTAWA (YOW) ..........................................
   JERES (RNAV)–DP JERES J220 BIGEO J49 ALB ......
   or
   JDUBB (RNAV)–DP RRSIN GSO Q75 SLOJO Q83 ROYCO Q85 LPERD OMN CWRLD (RNAV)–STAR ........
   or
   JCOBY (RNAV)–DP SWANN J42 RBV Q430 CREEL HTO JORDN (RNAV)–STAR .................................

PLATTSBURGH (PBG) ...................................
   JERES (RNAV)–DP JERES J220 BIGEO J49 ALB ......

PORTLAND (PWM) ......................................
   JERES (RNAV)–DP JERES J220 BIGEO J49 ALB ......
   or
   JCOBY (RNAV)–DP SWANN J42 RBV Q430 CREEL HTO JORDN (RNAV)–STAR .................................

PROVIDENCE (PVD) ...................................
   JERES (RNAV)–DP JERES J220 BIGEO J49 ALB ......

RALEIGH/DURHAM (RDU) ..........................
   JERES (RNAV)–DP JERES J220 BIGEO J49 ALB ......
   or
   (AOB FL220) JDUBB (RNAV)–DP MELTN ALDAN (RNAV)–STAR ..............................................

ROCHESTER (ROC) ....................................
   JERES (RNAV)–DP JERES J220 BIGEO J49 ALB ......
   or
   JDUBB (RNAV)–DP RRSIN GSO Q75 SLOJO Q103 CYNTA JORPO TRAPR (RNAV)–STAR
   .........

SARASOTA/BRADENTON (SRQ) .............
   JDUBB (RNAV)–DP RRSIN GSO Q75 SLOJO Q103 CYNTA JORPO TRAPR (RNAV)–STAR
   .........

SAVANNAH (SAV) ....................................
   JERES (RNAV)–DP JERES J220 BIGEO J49 ALB ......

ST LOUIS (STL) ....................................
   RNLDI (RNAV)–DP OTTTO Q176 HNN PXV BOOSH (RNAV)–STAR
   .........

SYRACUSE (SYR) ...................................
   JERES (RNAV)–DP JERES J220 BIGEO J49 ALB ......

TAMPA (TPA) .........................................
   JDUBB (RNAV)–DP RRSIN GSO Q75 SLOJO Q103 CYNTA JORPO TRAPR (RNAV)–STAR
   .........

TETERBORO (TEB) ...................................
   JDUBB (RNAV)–DP RRSIN GSO Q75 SLOJO Q103 CYNTA JORPO TRAPR (RNAV)–STAR
   .........

TORONTO (YYZ) ....................................
   JERES (RNAV)–DP JERES J220 BIGEO J49 ALB ......

VINEYARD HAVEN (MVY) ......................
   JDUBB (RNAV)–DP RRSIN GSO Q75 SLOJO Q103 CYNTA JORPO TRAPR (RNAV)–STAR
   .........

WEST PALM BEACH (PBI) ......................
   JERES (RNAV)–DP JERES J220 BIGEO J49 ALB ......

WHITE PLAINS (HPN) ..............................
   JERES (RNAV)–DP JERES J220 BIGEO J49 ALB ......
   or
   (AOB FL220) JDUBB (RNAV)–DP MELTN ALDAN (RNAV)–STAR ..............................................
   or
   JCOBY (RNAV)–DP SWANN J42 RBV Q430 CREEL HTO JORDN (RNAV)–STAR .................................
   or
   (AOB FL220) JDUBB (RNAV)–DP MELTN ALDAN (RNAV)–STAR ..............................................

   WHITE PLAINS (HPN) ..............................
   JERES (RNAV)–DP JERES J220 BIGEO J49 ALB ......
   or
   (AOB FL220) JDUBB (RNAV)–DP MELTN ALDAN (RNAV)–STAR ..............................................
   or
   JDUBB (RNAV)–DP RRSIN GSO Q75 SLOJO Q83 ROYCO Q85 LPERD OMN CWRLD (RNAV)–STAR ........

   or
   (AOB FL220) JDUBB (RNAV)–DP MELTN ALDAN (RNAV)–STAR ..............................................

   or
   JDUBB (RNAV)–DP RRSIN GSO Q75 SLOJO Q83 ROYCO Q85 LPERD OMN CWRLD (RNAV)–STAR ........
   or
   (AOB FL220) JDUBB (RNAV)–DP MELTN ALDAN (RNAV)–STAR ..............................................
   or
   JDUBB (RNAV)–DP RRSIN GSO Q75 SLOJO Q83 ROYCO Q85 LPERD OMN CWRLD (RNAV)–STAR ........

   or
   (AOB FL220) JDUBB (RNAV)–DP MELTN ALDAN (RNAV)–STAR ..............................................
   or
   JDUBB (RNAV)–DP RRSIN GSO Q75 SLOJO Q83 ROYCO Q85 LPERD OMN CWRLD (RNAV)–STAR ........

   or
   (AOB FL220) JDUBB (RNAV)–DP MELTN ALDAN (RNAV)–STAR ..............................................

   or
   JDUBB (RNAV)–DP RRSIN GSO Q75 SLOJO Q83 ROYCO Q85 LPERD OMN CWRLD (RNAV)–STAR ........

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<th>Route</th>
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<tr>
<td>BOCA RATON(BCT)</td>
<td>WHITE J209 SBY J79 KATZN ISO J121 CHS CAKET Q97 KENLL OMN CAYSL (RNAV)–STAR</td>
<td>or (GPS OR DME/–IRU EQUIPPED TURBOJETS)WAVEY EMJAY J174 SWL CEBEE WETRO DIW AR19 AVVID CAYSL (RNAV)–STAR</td>
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<tr>
<td>BOSTON(BOS)</td>
<td>(DME/–IRU OR GNSS REQUIRED)MERIT ROBUC (RNAV)–STAR</td>
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<tr>
<td>BRISTOL/JOHNSON/KINGSPORT(TRI)...</td>
<td>LANNA J48 CSN FANPO Q40 ALEAN (TURBOJETS)NEION J223 CORDS ULW BENE</td>
<td>or (TURBOPROPS)GAYEL J95 CFB V270 ULW BENE. (FL190 AND ABOVE; JETS ONLY)GREKI JUDDS CAM</td>
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<td>BUFFALO(BUF)</td>
<td>or (TURBOJETS – RNAV 1)COATE Q436 EMMA WYNDE (RNAV)–STAR</td>
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<td>BURLINGTON(BTV)</td>
<td>1100–0300</td>
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<td>BIGGY Q75 GVE LH CHSLY (RNAV)–STAR</td>
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<td>(RNAV EQUIPPED ONLY)ZIMMZ Q42 MIKYG Q480 AIR BREMN–STAR</td>
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<td>(DFW SOUTH FLOW)PARKE J6 HVQ Q68 LITTR FEWWW SEEV (RNAV)–STAR</td>
<td>or (DFW NORTH FLOW)PARKE J6 HVQ Q68 LITTR FEWWW SEEV (RNAV)–STAR</td>
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<td>BIGGY Q75 GVE LH HENBY–STAR</td>
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<td>(TURBOJETS)LANNA J48 CSN FANPO Q40 AEX WAPPL (RNAV)–STAR</td>
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<td>INDIANAPOLIS(IND)</td>
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<td>ITHACA(ITH)</td>
<td>(JETS)NEION J223 CORDS CFB</td>
<td>(JETS)NEION J223 CORDS CFB</td>
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</table>

Terminals Route

Effective Times (UTC)

NE, 17 JUN 2021 to 12 AUG 2021
PREFERRED IFR ROUTES

<table>
<thead>
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<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
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<td>JACKSONVILLE(JAX)</td>
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<td>KANSAS CITY(MKC)</td>
<td>(RNAV EQUIPPED ONLY)ZIMMZ Q42 MIKY G480 AIR J80 SPI BRAYMER–STAR</td>
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<td>(FL190 AND ABOVE)GREKI JUDDS CAM</td>
<td>1100–0300</td>
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<td>1100–0300</td>
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<td>LANN A J48 EMI CSN V140 MOL</td>
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<td>PARKE J6 HVQ</td>
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<td>LOUISVILLE(SDF)</td>
<td>PARKE J6 HVQ Q68 YOCKY UNCKL MAUDE</td>
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<td>(AT OR ABOVE FL190; DME/DME/IRU OR GNSS REQUIRED)GREKI JUDDS MARTN QUINZ ROZZE (RNAV–STAR)</td>
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<td>MARCO ISLAND(MKY)</td>
<td>BIGGY Q75 SLOJO Q103 CYNTA SHFTY (RNAV–STAR)</td>
<td>1100–0300</td>
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<td>MEMPHIS(MEM)</td>
<td>PARKE J6 HVQ Q68 BW BLUZZ (RNAV–STAR)</td>
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<td>MIAMI(MIA)</td>
<td>(GPS OR DME/DME–IRU EQUIPPED)WHITE J209 SBY KEMPR DIW AR22 JORY HILEY (RNAV–STAR) or WHITE J209 SBY J79 KATZN ISO J121 CHS CAKER Q97 KELLN OMN HILEY (RNAV–STAR)</td>
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<td>MILWAUKEE(MKE)</td>
<td>NEWEL J60 DBJ CRL PEGEE GETCH LYSTR SUDDS (TURBOJETS)GAYEL Q812 WOZEE NOSIK ZOAHAN IDIOM MUSCL (RNAV–STAR)</td>
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<td>MOBILE(MOB)</td>
<td>BIGGY Q75 GVE LHY COLZI Q52 CHOPZ MGM SJL…</td>
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<td>MONTGOMERY(MGM)</td>
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<td>MONTRÉAL(YUL)</td>
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<td>NANTUCKET(ACK)</td>
<td>(FL180–FL230; JETS ONLY)BAYYS SEALL V188 GON DEEPO (RNAV–STAR)</td>
<td>1100–0300</td>
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<td>1100–0300</td>
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<td>NASHUA(ASH)</td>
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<td>1100–0300</td>
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<td>NORFOLK(ORF)</td>
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<td>ORLANDO(MCO)</td>
<td>(GPS OR DME/DME–IRU EQUIPPED)WHITE J209 SBY KEMPR ILM AR15 HIBAC CWRLD (RNAV–STAR) or GPS OR DME/DME–IRU EQUIPPEDWHITE J209 SBY J79 KATZN J193 WEAVR J121 CHS IGARY Q85 LPERD OMN CWRLD (RNAV–STAR)</td>
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<td>ORLANDO(ORL)</td>
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<td>PHOENIX(PHX)</td>
<td>(RNAV EQUIPPED ONLY)ZIMMZ Q42 MIKY G480 AIR J110 STL J19 ZUN EAGUL (RNAV–STAR)</td>
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<td>PITTSBURGH(AGC)</td>
<td>(RNAV EQUIPPED ONLY)ZIMMZ Q42 MIKY G480 VINSSE DEMME (RNAV–STAR)</td>
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<td>PITTSBURGH(PIT)</td>
<td>(RNAV EQUIPPED ONLY)ZIMMZ Q42 MIKY G480 VINSSE DEMME (RNAV–STAR)</td>
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<td>PORTLAND(PWM)</td>
<td>(FL180 AND ABOVE)GREKI JUDDS CAM CDOGG (RNAV–STAR)</td>
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<td>PORTSMOUTH(PSM)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM CON</td>
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<td>RICHMOND(RIC)</td>
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<td>ROCHESTER(ROC)</td>
<td>(JETS)INEION J223 CORDS U14L W31 GIBBE</td>
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</tr>
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</table>

NE, 17 JUN 2021 to 12 AUG 2021
## PREFERRED IFR ROUTES

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROCKLAND(RKD)</td>
<td>(FL250 AND ABOVE)MERIT HFD PUT BOS ........................................</td>
<td>1100–0300</td>
</tr>
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<td>or (FL190 AND ABOVE)GREKI JUDDS CAM .........................................</td>
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</tr>
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<td>GAYEL Q818 WOZEE Q935 HOCHE BAE DBQ J94 OCS NORDR (RNAV)–STAR ..........</td>
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<td>ST LOUIS(SAV)</td>
<td>NEWEL J60 DANNR RAV J66 CASIO FLYLSS J80 VHP VANDALIA–STAR ..............</td>
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<td>or (RNAV EQUIPPED ONLY)JM/MZ Q42 MIKYQ Q480 AIR J80 VHP AARCH (RNAV)–STAR</td>
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<td>BIGGY Q75 TEUFL GEEVE JAYJA DADES (RNAV)–STAR ................................</td>
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<td>TAMPA(TPA)</td>
<td>BIGGY Q75 TEUFL GEEVE JAYJA DADES (RNAV)–STAR ................................</td>
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<td>TOLEDO(TOL)</td>
<td>NEWEL J60 DIB .................................................................................</td>
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<td>TORONTO(YYZ)</td>
<td>GAYEL Q818 WOZEE LINING (CANADIAN) (RNAV)–STAR ................................</td>
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<td>WASHINGTON(DCA)</td>
<td>BIGGY Q75 MKE V378 BAL ..................................................................</td>
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<td>WASHINGTON(IAD)</td>
<td>(RNAV EQUIPPED ONLY)PARKE HYPER (RNAV)–STAR ....................................</td>
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<td>WATERVILLE(WVL)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM ............................................</td>
<td>1100–0300</td>
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<td>1100–0300</td>
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<td>WINSTON SALEM(INT)</td>
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<td>(RNAV ONLY)VEERS PWL BASYE Q448 PTW J48 FLASK OZZZI (RNAV)–STAR ...........</td>
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<td>CHICAGO(MDW)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)CTR CAM Q822 GONZZ Q29 JHW J60 ASHEN BAGEL PANGG (RNAV)–STAR</td>
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<td>CHICAGO(ORD)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)CTR CAM Q822 FNT WYnde (RNAV)–STAR .........</td>
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<td>CLEVELAND(CLE)</td>
<td>CTR CAM Q822 GONZZ HANKK THOME TRYBE (RNAV)–STAR ............................</td>
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<td>COVINGTON(CVG)</td>
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<td>DALLAS–FORT WORTH(DFW)</td>
<td>(DFW NORTH FLOW)VEERS PWL BASYE DBAE BWJ J6 HVQ Q68 LITTR FEWVV BROJDE (RNAV)–STAR</td>
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<td>Terminals</td>
<td>Route</td>
<td>Effective Times (UTC)</td>
</tr>
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<td>FORT MYERS (RSW)</td>
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<td>HOUSTON (IAH)</td>
<td>(IAH EAST FLOW)VEERS PWL BASYE Q448 PTW J48 CSN FANPO Q40 AEX SKNRD (RNAV)--STAR ...................................................</td>
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<td>or (IAH WEST FLOW)VEERS PWL BASYE Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)--STAR ...................................................</td>
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<td>MEMPHIS (MEM)</td>
<td>VEERS PWL BASYE Q406 BWJ J6 HVQ Q68 BWG BLUZZ (RNAV)--STAR ...................................................</td>
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<td>MINNEAPOLIS (MSP)</td>
<td>(TURBOJETS)CTR CAM ARNII Q816 KELTI Q812 ZOHAN IDiom MSCL (RNAV)--STAR ...................................................</td>
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<td>MYRTLE BEACH (MYR)</td>
<td>COASTAL–DP GEDIC J174 ILM ...................................................</td>
<td>1100–0300</td>
</tr>
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<tr>
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<td>COASTAL–DP CCC MANTA Q439 BRIGS JIIMS (RNAV)--STAR ...................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PITTSBURGH (PIT)</td>
<td>CTR HKN KONJE SLT HAYNZ (RNAV)--STAR ...................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>RALEIGH/DURHAM (RDU)</td>
<td>VEERS PWL BIZEX Q75 GVE MELTN ALDAN (RNAV)--STAR ...................................................</td>
<td>1100–0300</td>
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<td>TAMPA (TPA)</td>
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<td>or (TURBOJETS)COASTAL–DP GEDIC J174 ZIZZI ATR LAFLN DEALE (RNAV)--STAR ...................................................</td>
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<td>WASHINGTON (IAD)</td>
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NE, 17 JUN 2021 to 12 AUG 2021
### PREFERRED IFR ROUTES

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<td>WEST PALM BEACH(PBI)</td>
<td>(TURBOJETS – GPS OR DME/DME–IRU EQUIPPED)(WATER)COASTAL–DP GEDIC J174 SWL CEbee WETRO DIW AR19 AYBid FRWAY (RNAV)–STAR ..................................................</td>
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<td>HTO J174 SWL J121 CHS Caket Q97 KENLL OMN FISEL (RNAV)–STAR .....................................................</td>
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<td>ORLANDO(MCO)</td>
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<td>HTO J174 ORF J121 CHS IGARY Q85 LPERD OMN CWRLD (RNAV)–STAR .....................................................</td>
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### SPECIAL HIGH ALTITUDE DIRECTIONAL ROUTES

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<td>EWC EWC050130 ..........................................................</td>
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### HIGH ALTITUDE—SINGLE DIRECTION ROUTES

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<td>POTTSTOWN, PA to TOCCOA, SC</td>
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<td>Q103</td>
<td>RICCS, WV to CYNTA, GA</td>
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**NE, 17 JUN 2021 to 12 AUG 2021**
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 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. 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).
9. 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.
10. Flight plans should be filed with a Flight Service Station (FSS).
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<thead>
<tr>
<th>Approach Control Area (Including Satellites)</th>
<th>Route</th>
<th>Highest Altitude</th>
<th>Destination</th>
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**NE, 17 JUN 2021 to 12 AUG 2021**
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| CON CAM | 10000 | ALBANY(ALB) |
| DIRECT | 10000 | BANGOR(BGR) |
| DIRECT | 10000 | BAR HARBOR(BHB) |
| ENE LWRNC | 10000 | BEDFORD & NORTH SATS |
| (5)ENE V167 SCUPP | 10000 | BOSTON(BOS) |
| (3)ENE PSM STEVO LWRNC | 10000 | BOSTON(BOS) |
Approach Control Area (Including Satellites)

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<th>Route</th>
<th>Highest Altitude</th>
<th>Destination</th>
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NE, 17 JUN 2021 to 12 AUG 2021
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BANGOR(BGR)

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| CLOWW WITNY HDF V1 MAD V475 BDR BDR288 RYMES(RNAV ONLY) | 10000 | DANBURY(DXR) |
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| CLOWW WITNY HDF(RNAV ONLY) | 10000 | HARTFORD(HFD) |
| BGR T295 ENE T314 GDM T315 HDF | 10000 | HARTFORD(HFD) |
| ENE V139 TONNI | 10000 | HYANNIS(HYA) |
| BGR T295 ENE T314 MANCH | 10000 | MANCHESTER(MHT) |
| ENE V139 TONNI | 10000 | MANCHESTER(ACK) |
| BGR T295 ENE T314 GDM T315 HDF V1 BELTT | 10000 | NEW YORK(ISP) |
| BGR T295 ENE T314 GDM T315 HDF V1 DPK | 10000 | NEW YORK(JFK) |
| BGR T295 ENE T314 HDF SASHA STUBY TRESA | 10000 | NEW YORK(SWF) |
| CLOWW WITNY HDF V3 CMK V623 SAX(RNAV ONLY) | 10000 | NEWARK &amp; SATS |
| BGR T295 ENE T314 GDM T315 HDF V3 CMK V623 SAX | 10000 | NEWARK &amp; SATS |
| CLOWW WITNY HDF V229 V188 CMK V623 SAX(RNAV ONLY) | 10000 | NEWARK &amp; SATS |
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NE, 17 JUN 2021 to 12 AUG 2021
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**NE, 17 JUN 2021 to 12 AUG 2021**
Approach Control Area (Including Satellites) | Route | Highest Altitude | Destination
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V268 BRIGS ACY V184 OOD | 10000 | PHILADELPHIA(PHL)
(1)V268 HTO CCC V16 DIXIE V276 ARD | 10000 | PHILADELPHIA(PNE)
V268 MANTA V276 ARD | 10000 | PHILADELPHIA(PNE)
(1)V268 HTO CCC V16 | 10000 | RICHMOND(RIC)
V268 ENO | 10000 | RICHMOND(RIC)
(1)V268 HTO CCC V16 DIXIE V276 RBV | 10000 | TRENTO(TTN)
V268 MANTA V276 RBV | 10000 | TRENTO(TTN)
V268 HTO | 10000 | WESTHAMPTON BEACH(FOK)
(1)V268 HTO CCC V16 CYN | 10000 | WRIGHTSTOWN(WRI)
V268 DRIFT V312 CYN | 10000 | WRIGHTSTOWN(WRI)
(1)CCC V16 DIXIE V229 ACY | 6000 | ATLANTIC CITY(ACY)
MAD V1 HFD T315 GDM T314 ENE | 10000 | AUGUSTA(AUG)
MAD HFD CLOWW/E, F, G ONLY | 10000 | AUGUSTA(AUG)
(1)CCC V16 ENO V268 SWANN | 6000 | BALTIMORE(BWI)
MAD V1 HFD T315 GDM T314 ENE BGR | 10000 | BANGOR(BGR)
MAD HFD CLOWW/E, F, G ONLY | 10000 | BANGOR(BGR)
MAD V1 HFD T315 GDM T314 ENE | 10000 | BAR HARBOR(BHB)
MAD V1 HFD T315 GDM T314 ENE | 10000 | BAR HARBOR(BHB)
MAD V1 HFD HDF053 DREAM | 10000 | BEDFORD(BED)
DPK JFK COL | 6000 | BELMAR/FARMINGDALE(BLM)
MAD V475 V188 GON | 9000 | BLOCK ISLAND(BID)
MAD V1 HFD HDF053 DREAM | 9000 | BOSTON(NORTH)
(3)MAD V475 ORW V16 WOONS | 10000 | BOSTON(BOS)
BDR | 2000 | BRIDGEPORTSATS
SOARS V487 CAM | 10000 | BURLINGTON(BTV)
BDR JUDDS/E, F, G ONLY | 10000 | BURLINGTON(BTV)
MAD V1 HFD T315 GDM | 10000 | CONCORD(CON)
MAD HFD CLOWW/E, F, G ONLY | 10000 | CONCORD(CON)
HTO | 3000 | EAST HAMPTON(HTO)
MAD MAD126 MONDI | 7000 | GROTON(NEWLONDON)(GON)
HUO V162 HAR | 5000 | HARRISBURG(CXY)
V1 HFD | 5000 | HARTFORD(HFD)
MAD V475 PVD T393 GAILS | 10000 | HYANNIS(HYA)
MAD V1 HFD T315 GDM | 10000 | KEENE(EEN)
BDJUDDS WHATE/E, F, G ONLY | 10000 | KEENE(EEN)
HUO V162 ETX V93 LRP | 5000 | LANCASTER(LNS)
MAD V1 HFD KEYNN | 10000 | LEBANON(LEB)
BDJUDDS WHATE/E, F, G ONLY | 10000 | LEBANON(LEB)
MAD HFD CLOWW/E, F, G ONLY | 10000 | MANCHESTER(MHT)
MAD V1 HFD T315 GDM T314 MANCH | 10000 | MANCHESTER(MHT)
MAD | 3000 | MERIDEN(MMK)
(1)CCC V16 VCN | 6000 | MILLVILLE(MIV)
MAD V475 V188 GON V58 NEWBE DEEPO | 10000 | NANTUCKET(ACK)
MAD V475 V188 GON V374 MINNK | 9000 | NEW BEDFORD(EWB)
DIRECT | 2000 | NEW HAVEN(HVN)
CCC | 4000 | NEW YORK(ISP)
DPK | 4000 | NEW YORK(JFK)
LGA075(RADAR VECTOR) | 4000 | NEW YORK(LGA)
CMK V188 SAX | 4000 | NEWARK(EWR)
(1)CCC 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)CCC V16 DIXIE V276 ARD | 6000 | PHILADELPHIA(PNE)
MAD V1 HFD T315 GDM T314 ENE | 10000 | PORTLAND(PWM)
MAD HFD CLOWW/E, F, G ONLY | 10000 | PORTLAND(PWM)
(3)MAD V1 HFD T315 GDM T314 RAYMY | 10000 | PORTSMOUTH(PSM)
MAD HFD CLOWW/E, F, G ONLY | 10000 | PORTSMOUTH(PSM)
MAD V475 V188 GON | 9000 | PROVIDENCE(PVD)
MAD V475 PVD T393 GAILS | 10000 | PROVINCETOWN(PVC)

NE, 17 JUN 2021 to 12 AUG 2021
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<tr>
<td>HTO V46 CLAMY(TWIN ENGINE)</td>
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<td>NANTUCKET(ACK)</td>
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Approach Control Area
(Including Satellites)

Route | Highest Altitude | Destination
--- | --- | ---
(1)HTO SEY V58 NEWBE DEEPO | 9000 | NANTUCKET(ACK)
HTO WACKY(RNAV/GNSS REQUIRED) | 9000 | NEW BEDFORD(EWB)
BDT | 4000 | NEW HAVEN(HVN)
DPK | 3000 | NEW YORK(JKF)
HTO HT0302 NESSI LGA075 | 6000 | NEW YORK(LGA)
LGA075(RADAR VECTOR) | 5000 | NEW YORK(LGA)
CMK V188 SAX | 4000 | NEWARK(ORF)
(1)CCC V16 DIXIE V1 | 6000 | NORFOLK(ORF)
HTO WACKY(RNAV/GNSS REQUIRED) | 9000 | KINGSTOWN(OQU)
(1)CCC V16 CYN V312 OOD | 6000 | PHILADELPHIA(PHL)
(1)CCC V16 DIXIE V276 ARD | 6000 | PHILADELPHIA(PNE)
MAD HFD CLOWW(E, /F, /G ONLY) | 10000 | PORTLAND(PWM)
MAD HFD 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 WACKY V374 BIRVON(GNSS REQUIRED) | 9000 | VINEYARD(HAVN)
HTO V46 CLAMY(TWIN ENGINE) | 9000 | VINEYARD(HAVN)
(1)CCC V16 DIXIE V1 ATR V308 BILIT CAPKO | 6000 | WASHINGTON(DCA)
(1)CCC V16 DIXIE V1 LEEAH V268 BAL V214 MRB | 6000 | WASHINGTON(IAD)
HTO V308 GON | 9000 | WESTERLY(WST)
HTO BDR BDR288 RYMES | 6000 | WHITE PLAINS(HPN)
BDT | 5000 | WHITE PLAINS(HPN)
(1)CCC V16 DIXIE V229 PANZE V44 SIE | 6000 | WILDWOOD(WWD)
BDR | 10000 | WINDSOR LOCKS(BDL)
MAD V1 GRAYM | 9000 | WORCESTER(ORH)
(1)CCC V16 CYN | 6000 | WRIGHTSTOWN(WRI)
SAX V249 SBJ V30 | 8000 | ALLENTOWN(ABE)
DIXIE V229 ACR(ROPS ONLY) | 6000 | ATLANTIC CITY(ACY)
DIXIE V1 HOWIE(JETS ONLY) | 6000 | ATLANTIC CITY(ACY)
BDR HFD CLOWW(E, /F, /G ONLY) | 10000 | AUGUSTA(AUG)
DIXIE V16 ENO V268 SWANN(ROPS ONLY) | 6000 | BALTIMORE(BWI)
BDR HFD CLOWW(E, /F, /G ONLY) | 10000 | BANGOR(BGR)
BDR HFD CLOWW(E, /F, /G ONLY) | 10000 | BAR HARBOR(BHB)
COL | 2000 | BELMAR/FARMINGDALE(BLM)
BDR MAD V475 V188 GON | 9000 | BLOCK ISLAND(BID)
BDR HFD FOSTY WOONS(E, /F, /G, PROPS ONLY) | 9000 | BOSTON(BOS)
BDR V229 HFD V3 WOONS(ROPS ONLY) | 9000 | BOSTON(BOS)
BDR MAD V475 ORW WOONS(JETS ONLY) | 9000 | BOSTON(BOS)
BDR | 3000 | BRIDGEPORT(BDR)
BDR JUDDS(E, /F, /G ONLY) | 10000 | BURLINGTON(BTV)
DIXIE V1 V308 OTT(ROPS ONLY) | 6000 | CAMP SPRINGS(ADW)
BDR HFD CLOWW(E, /F, /G ONLY) | 10000 | CONCORD(CON)
CCC232 CCC HTO(RADAR VECTOR) | 3000 | EAST HAMPTON(HTO)
BDR MAD MAD126 MONDI | 9000 | GROTON (NEW LONDON)(GON)
SAX V249 SBJ V30 ETX V162 | 8000 | HARRISBURG(CXG)
BDR V229 HFD | 9000 | HARTFORD(HFD)
BDR V229 HFD V167 PV T393 GAILS | 9000 | HYANNIS(HYA)
BDR JUDDS WHATE(E, /F, /G ONLY) | 10000 | KEENE(EEN)
SAX V249 SBJ V30 ETX V162 V93 LRP(ROPS ONLY) | 8000 | LANCASTER(LNS)
BDR JUDDS WHATE(E, /F, /G ONLY) | 10000 | LEBANON(LEB)
BDR HFD CLOWW(E, /F, /G ONLY) | 10000 | MANCHESTER(MHT)
BDT | 3000 | MERIDEN(MMK)
DIXIE V16 VCN(ROPS ONLY) | 6000 | MILLVILLE(MIV)
BDR MAD V475 V188 GON V58 NEWBE DEEPO | 10000 | NANTUCKET(ACK)
BDR MAD V475 V188 GON V374 MINNKh | 9000 | NEW BEDFORD(EWB)
Approach Control Area (Including Satellites)

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<th>Highest Altitude</th>
<th>Destination</th>
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**Approach Control Area**

**Route**

- DIXIE V16 (PROPS ONLY)
- DIXIE V1 (PROPS ONLY)
- BIGGY V3 MAZIE
- BDR MAD V475 V188 GON V374 MVY (210 KTS)
- BREZY V39 CMK V3 HFD GON V374 MVY (LESS THAN 210 KTS (IAS))
- LANNA V30 ETX V39 LRP V93 BAL (PROPS ONLY; PROPS 210 KTS OR GREATER-8000)
- LANNA V30 ETX V39 ROBRT AML (PROPS ONLY; PROPS 210 KTS OR GREATER-8000)
- BREZY V39 CMK V374 BETHA HTO
- BREZY V39 CMK V419 JUDDS (PROPS ONLY)
- BDR MAD V1 GRAYM (GREATER THAN 210 KTS (IAS))
- BREZY V39 CMK V3 HFD V1 GRAYM (LESS THAN 210 KTS (IAS))
- DIXIE V16 CYN
- HCM V33 COLIN V16 PXT
- HPW V260 RIC (WEST BND ONLY)
- CCV V1 SBY
- CCV V139 SWL (NW BND ONLY)
- HCM HCM330 SVILL
- SWL V139
- PXT V16 V44
- SBY V1 V44
- SBY SBY332 BAL133 BAL
- PXT V93
- PXT V16 ENO
- SBY V1 ATR
- PXT V16
- SBY V29 ENO
- SBY V1 CCV
- SWL V139 CCV
- WHINO V33 V286 STEIN
- PXT V213 ENO V29 DQO
- SBY V29 DQO
- PXT V16
- PXT V31 ARUYE CAPKO
- SBY CHURK CAPKO
- FJC185 FJC
- OOD VCN V184 ACY
- DQO V166 BELAY V378 BAL (PROPS ONLY)
- DQO VAINS TRISH (RNNAV)-STAR (TURBOJETS ONLY)
- OOD V157 ENO
- DQO V29 ENO
- MXE V184 MXE283027 V469 HAR
- MXE MXE295 HABER LRP137 LRP
- OOD V312 CYN V16 DIXIE V276 ZIGGI (MULTI-ENGINE PROPS/TURBOPROPS ONLY)
- ARD126 RBV V276 DIXIE V16 JFK (SINGLE ENGINE PROPS/TURBOPROPS ONLY)
- ARD126 RBV V276 ZIGGI (MULTI-ENGINE PROPS/TURBOPROPS ONLY)
- OOD V312 CYN V16 JFK (SINGLE ENGINE PROPS/TURBOPROPS ONLY)

**Highest Altitude Destination**

- 6000 RICHMOND (RIC)
- 6000 SALISBURY (SBY)
- 4000 TRENTON (TTN)
- 9000 VINEYARD (HAV)(MVY)
- 6000 WASHINGTON (DCA)
- 9000 WASHINGTON (IAD)
- 10000 WESTHAMPTON (BEACH (FK))
- 3000 WHITE PLAINS (HPN)
- 8000 WILDWOOD (WWD)
- 10000 WINDSOR LOCKS (BDL)
- 12000 PATUXENT RIVER (NHK)
- 9000 RICHMOND (RIC)
- 5000 SALISBURY (SBY)
- 5000 SNOW HILL (SWL)
- 7000 WASHINGTON (DCA)
- 5000 ATLANTIC CITY (ACY)
- 5000 BALTIMORE (BWI)
- 5000 BALTIMORE (BWI)
- 5000 BALTIMORE (BWI)
- 5000 BALTIMORE (BWI)
- 5000 BALTIMORE (BWI)
- 5000 BALTIMORE (BWI)
- 5000 BALTIMORE (BWI)
- 5000 BALTIMORE (BWI)
- 5000 BALTIMORE (BWI)
- 5000 BALTIMORE (BWI)
- 5000 BALTIMORE (BWI)
- 5000 BALTIMORE (BWI)
- 5000 BALTIMORE (BWI)
- 5000 BALTIMORE (BWI)
- 6000/80 BALTIMORE (BWI)
- 10000 BALTIMORE (BWI)
- 4000 DOVER (DOV)
- 4000 DOVER (DOV)
- 4000 LANCASTER (LNS)
- 5000 NEW YORK (JKF)
- 5000 NEW YORK (JKF)
- 5000 NEW YORK (JKF)
- 5000 NEW YORK (JKF)
- 5000 NEW YORK (JKF)
- 5000 NEW YORK (JKF)

**NE, 17 JUN 2021 to 12 AUG 2021**
Approach Control Area (Including Satellites)

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<th>Destination</th>
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### TOWER ENROUTE CONTROL

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**Approach Control Area (Including Satellites)**

**Highest Altitude**

**Destination**

**NE, 17 JUN 2021 to 12 AUG 2021**
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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) For that portion of flight within 200 NM of the departure or destination airport, flights shall be filed and operated via Standard Instrument Departures (SID), Departure Procedures (DP), Standard Terminal Arrival Routes (STAR) or published Preferred IFR Routes. If none of the above are available, airways may be used.

(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 airspaces;
5. route(s) shall avoid active Class F airspaces;
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 flight 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 North American Route (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 not be filed via a DP/STAR within offshore transition areas (12 NM or more off the U.S. shoreline).

(b) Flights may be filed 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) Flights 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 or south of a line between the intersections BAREE and TUDEP shall 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 via 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 NAR 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 NAT; 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.
NORTH AMERICAN ROUTES (NAR)

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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### NORTH AMERICAN ROUTES

**VIA KANNI**

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**NE, 17 JUN 2021 to 12 AUG 2021**
**VIA MADIZ**

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* NOTE: St. Louis route usable only for aircraft at or above FL350.*

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### NORTH AMERICAN ROUTES

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## NORTH AMERICAN ROUTES

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**NE, 17 JUN 2021 to 12 AUG 2021**
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<td>LARIE Q220 RIFLE Q439 DRIFT V312 CYN</td>
<td>MCGUIRE</td>
</tr>
<tr>
<td>ACK Q430 RIFLE J174 SWL CEBEE WETRO DIW AR22 JORAY HILEY (RNAV)–STAR</td>
<td>MIAMI</td>
</tr>
<tr>
<td>COPLY BOS NELIE FLOSI (RNAV)–STAR</td>
<td>NEWARK</td>
</tr>
<tr>
<td>ACK Q430 RIFLE J174 SWL CEBEE WETRO ILM AR15 HIBAC CWRLD (RNAV)–STAR</td>
<td>ORLANDO</td>
</tr>
<tr>
<td>LARIE Q220 RIFLE Q439 BRIGS JIIMS (RNAV)–STAR</td>
<td>PHILADELPHIA</td>
</tr>
<tr>
<td>BOS CTR HINK CBF J190 SLT HAYNZ (RNAV)–STAR</td>
<td>PITTSBURGH</td>
</tr>
<tr>
<td>ACK Q430 RIFLE J174 WARNNN ZJAAY TAQLE (RNAV)–STAR</td>
<td>RALEIGH–DURHAM</td>
</tr>
<tr>
<td>COPLY BOS NELIE T212 TRESA</td>
<td>STEWART</td>
</tr>
<tr>
<td>ACK Q430 COPES Q75 TEUFL GEEYE JAYJA DADES (RNAV)–STAR</td>
<td>TAMPA</td>
</tr>
<tr>
<td>COPLY BOS BAF MOBBS SAGES V489 COATE</td>
<td>TETERBORO</td>
</tr>
<tr>
<td>COPLY BOS NELIE VALRE VALRE–STAR</td>
<td>WESTCHESTER</td>
</tr>
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</table>
# NORTH AMERICAN ROUTES

## VIA YBC

<table>
<thead>
<tr>
<th>Facility/Fix</th>
<th>Non–Common Portion</th>
<th>Destination</th>
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<tbody>
<tr>
<td>YBC</td>
<td>POLTY Q804 DERLO DJB J83 APE SPAYD HLRRY ONDRE (RNAV)--STAR</td>
<td>ATLANTA</td>
</tr>
<tr>
<td>YBC</td>
<td>VBS KAPUX HOCKE FNT WYNDE (RNAV)--STAR</td>
<td>CHICAGO</td>
</tr>
<tr>
<td>YBC</td>
<td>POLTY Q804 DERLO DJB J83 APE TIGRR--STAR</td>
<td>CINCINNATI</td>
</tr>
<tr>
<td>YBC</td>
<td>POLTY Q804 DERLO WWSHR Q29 KLYNE PXV LIT FEWWW SEEVR (RNAV)--STAR</td>
<td>DALLAS/FT WORTH</td>
</tr>
<tr>
<td>YBC</td>
<td>VBS KENLU BOBTA TPGUN (RNAV)--STAR</td>
<td>DETROIT</td>
</tr>
<tr>
<td>YBC</td>
<td>VBS KAPUX AXXIS SPICA SPICA--STAR</td>
<td>DETROIT</td>
</tr>
<tr>
<td>YBC</td>
<td>POLTY Q804 DERLO WWSHR Q29 KLYNE PXV J131 LIT J180 SWB ZEEKK (RNAV)--STAR</td>
<td>HOUSTON</td>
</tr>
<tr>
<td>YBC</td>
<td>CATOG VEPSU DIRECT</td>
<td>MONTREAL/MIRABEL</td>
</tr>
<tr>
<td>YBC</td>
<td>OMBRE OMBRE Arrival</td>
<td>MONTREAL/TRUDEAU</td>
</tr>
<tr>
<td>YBC</td>
<td>YXI ECK GIJ RBS AARCH (RNAV)--STAR</td>
<td>ST. LOUIS</td>
</tr>
<tr>
<td>YBC</td>
<td>POLTY IMEBA Arrival</td>
<td>TORONTO</td>
</tr>
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## VIA YRI

<table>
<thead>
<tr>
<th>Facility/Fix</th>
<th>Non–Common Portion</th>
<th>Destination</th>
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<tbody>
<tr>
<td>YRI</td>
<td>POLTY Q804 DERLO DJB J83 APE SPAYD HLRRY ONDRE (RNAV)--STAR</td>
<td>ATLANTA</td>
</tr>
<tr>
<td>YRI</td>
<td>KAPUX ASP WYNDE (RNAV)--STAR</td>
<td>CHICAGO</td>
</tr>
<tr>
<td>YRI</td>
<td>POLTY Q804 DERLO DJB J83 APE TIGRR (RNAV)--STAR</td>
<td>CINCINNATI</td>
</tr>
<tr>
<td>YRI</td>
<td>POLTY Q804 DERLO WWSHR Q29 KLYNE PXV LIT FEWWW SEEVR (RNAV)--STAR</td>
<td>DALLAS/FT WORTH</td>
</tr>
<tr>
<td>YRI</td>
<td>BOBTA TPGUN (RNAV)--STAR</td>
<td>DETROIT</td>
</tr>
<tr>
<td>YRI</td>
<td>KAPUX AXXIS SPICA SPICA--STAR</td>
<td>DETROIT</td>
</tr>
<tr>
<td>YRI</td>
<td>POLTY Q804 DERLO WWSHR Q29 KLYNE PXV J131 LIT J180 SWB ZEEKK (RNAV)--STAR</td>
<td>HOUSTON</td>
</tr>
<tr>
<td>YRI</td>
<td>CATOG VEPSU DIRECT</td>
<td>MONTREAL/MIRABEL</td>
</tr>
<tr>
<td>YRI</td>
<td>OMBRE Ombre Arrival</td>
<td>MONTREAL/TRUDEAU</td>
</tr>
<tr>
<td>YRI</td>
<td>YXI ECK GIJ RBS AARCH (RNAV)--STAR</td>
<td>ST. LOUIS</td>
</tr>
<tr>
<td>YRI</td>
<td>POLTY IMEBA Arrival</td>
<td>TORONTO</td>
</tr>
</tbody>
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## VIA ZQA

<table>
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<tr>
<th>Facility/Fix</th>
<th>Non–Common Portion</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>ZDA</td>
<td>DEKAL</td>
<td>FT LAUDERDALE</td>
</tr>
<tr>
<td>ZDA</td>
<td>Y350 ZBV WAVUN (RANV) STAR</td>
<td>FT LAUDERDALE</td>
</tr>
<tr>
<td>ZQA</td>
<td>BR54V ISAAC MAHMI (RNAV)--STAR</td>
<td>PALM BEACH</td>
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</table>

NE, 17 JUN 2021 to 12 AUG 2021
## MINIMUM OPERATIONAL NETWORK (MON) AIRPORT LISTING

<table>
<thead>
<tr>
<th>STATE</th>
<th>CITY</th>
<th>AIRPORT NAME</th>
<th>LOCATION IDENTIFIER</th>
</tr>
</thead>
<tbody>
<tr>
<td>CT</td>
<td>WINDSOR LOCKS</td>
<td>BRADLEY INTL</td>
<td>BDL</td>
</tr>
<tr>
<td>MA</td>
<td>HYANNIS</td>
<td>CAPE COD GATEWAY</td>
<td>HYA</td>
</tr>
<tr>
<td>MD</td>
<td>FREDERICK</td>
<td>FREDERICK MUNI</td>
<td>FDK</td>
</tr>
<tr>
<td>ME</td>
<td>MILLINOCKET</td>
<td>MILLINOCKET MUNI</td>
<td>MLT</td>
</tr>
<tr>
<td>ME</td>
<td>PORTLAND</td>
<td>PORTLAND INTL JETPORT</td>
<td>PWM</td>
</tr>
<tr>
<td>ME</td>
<td>PRESQUE ISLE</td>
<td>NORTHERN MAINE RGNL ARPT AT PRESQUE IS</td>
<td>PQI</td>
</tr>
<tr>
<td>ME</td>
<td>WATERVILLE</td>
<td>WATERVILLE ROBERT LAFLEUR</td>
<td>WVL</td>
</tr>
<tr>
<td>NJ</td>
<td>WILDWOOD</td>
<td>CAPE MAY COUNTY</td>
<td>WWD</td>
</tr>
<tr>
<td>NY</td>
<td>BINGHAMTON</td>
<td>GREATER BINGHAMTON/EDWIN A LINK FIELD</td>
<td>BGM</td>
</tr>
<tr>
<td>NY</td>
<td>JAMESTOWN</td>
<td>CHAUTAUQUA COUNTY/JAMESTOWN</td>
<td>JHW</td>
</tr>
<tr>
<td>NY</td>
<td>NEW YORK</td>
<td>NEW YORK STEWART INTL</td>
<td>SWF</td>
</tr>
<tr>
<td>NY</td>
<td>WATERTOWN</td>
<td>WATERTOWN INTL</td>
<td>ART</td>
</tr>
<tr>
<td>PA</td>
<td>BUTLER</td>
<td>PITTSBURGH/BUTLER RGNL</td>
<td>BTP</td>
</tr>
<tr>
<td>VA</td>
<td>CHARLOTTESVILLE</td>
<td>CHARLOTTESVILLE-ALBEMARLE</td>
<td>CHO</td>
</tr>
<tr>
<td>VA</td>
<td>RICHMOND</td>
<td>RICHMOND INTL</td>
<td>RIC</td>
</tr>
<tr>
<td>VT</td>
<td>BARRE/MONTPELIER</td>
<td>EDWARD F KNAPP STATE</td>
<td>MPV</td>
</tr>
</tbody>
</table>
In support of the Federal Aviation Administration’s Runway Incursion Program, selected towered airport diagrams have been published in the Airport Diagram section of the Chart Supplement. Diagrams will be listed alphabetically by associated city and airport name. Airport diagrams, depicting runway and taxiway configurations, will assist both VFR and IFR pilots in ground taxi operations. The airport diagrams in this publication are the same as those published in the U.S. Terminal Procedures Publications. For additional airport diagram legend information see the U.S. Terminal Procedures Publication.

NOTE: Some text data published under the individual airport in the front portion of the Chart Supplement may be more current than the data published on the Airport Diagrams. The airport diagrams are updated only when significant changes occur.

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., ✱.

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 ●, ●, ●

<table>
<thead>
<tr>
<th>KEY MIKE</th>
<th>FUNCTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>7 times within 5 seconds</td>
<td>Highest intensity available</td>
</tr>
<tr>
<td>5 times within 5 seconds</td>
<td>Medium or lower intensity (Lower REIL or REIL-off)</td>
</tr>
<tr>
<td>3 times within 5 seconds</td>
<td>Lowest intensity available (Lower REIL or REIL-off)</td>
</tr>
</tbody>
</table>

CHART CURRENCY INFORMATION

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 AIRAC 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/heading/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 underlie not-to-scale distance depictions or symbols.

NE, 17 JUN 2021 to 12 AUG 2021
AIRPORT DIAGRAM/AIRPORT SKETCH

Displaced Threshold
Hot Spot
Runway Holding Position Markings
Buildings
24-Hour Self-Serve Fuel
Tanks
Obstructions
Airport Beacon
Runway
Radar Reflectors
Control Tower
# When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.
## A fuel symbol is shown to indicate 24-hour self-serve fuel available, see appropriate Chart Supplement for information.

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)

Runway Weight Bearing Capacity or PCN Pavement Classification Number is shown as a codified expression. Refer to the appropriate Supplement/Directory for applicable codes. e.g., Rwy 14-32 PCN 80 F/D/X/U S-75, D-185, 2S-175, 2D-325

Helicopter Alighting Areas
Negative Symbols used to identify Copter Procedures landing point.

NOTE:
Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.

Runway TDZ elevation.................TDZE 123
— 0.3% DOWN
Runway Slope.........................0.8% UP
(shown when runway slope is greater than or equal to 0.3%)

NOTE:
Runway Slope measured to midpoint on runways 8000 feet or longer.

U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

Positional accuracy within ±600 feet unless otherwise noted on the chart.

Runway length depicted is the physical length of the runway (end-to-end), including displaced thresholds if any but excluding areas designated as stopways.

A symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance information.

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.

LEGEND
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</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)</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 int 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</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>WILMINGTON</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NEW CASTLE (ILG)</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>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 NTL (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>DISTRICT OF COLUMBIA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PORTLAND</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 lctd further S on Twy C than most pilots would anticipate.</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>EASTON</td>
<td>HS 1</td>
<td>Act taxaing 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.</td>
</tr>
<tr>
<td>EASTON/NEWNAM FLD (ESN)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FREDERICK</td>
<td>HS 1</td>
<td>Eastbound tcf on Twy E and North and Southbound tcf on Twy A must remain alert for tcf exiting Rwy 05–23 at Twy E.</td>
</tr>
<tr>
<td>FREDERICK MUNI (FDK)</td>
<td>HS 1</td>
<td>Northbound tcf on Twy A must remain alert as to not miss Twy B when taxiing to Rwy 30 and Southeast bound tcf on Twy B as not to miss Twy A when taxiing to Rwy 23.</td>
</tr>
<tr>
<td>HS 2</td>
<td></td>
<td>Northbound tcf on Twy A need to be alert as not to miss Twy B and inadvertently taxi onto Rwy 30.</td>
</tr>
<tr>
<td>HAGERSTOWN</td>
<td>HS 1</td>
<td>Maintain vigilance congestion area and close proximity to rwy</td>
</tr>
<tr>
<td>HAGERSTOWN RGNL–RICHARD A HENSON FLD (HGR)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BEDFORD</td>
<td>HS 1</td>
<td>Pilots become confused with the wide expanse of pavement and convergence of numerous twys.</td>
</tr>
<tr>
<td>LAURENCE G HANSCOM FLD (BED)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BEVERLY</td>
<td>HS 1</td>
<td>Prepare to hold short of Rwy 16–34 immediately after exiting the East Ramp.</td>
</tr>
<tr>
<td>BEVERLY RGNL (BVY)</td>
<td>HS 2</td>
<td>Act taxaing SE on Twy E fail to turn on Twy H and enter Rwy 27 without authorization.</td>
</tr>
<tr>
<td>BOSTON</td>
<td></td>
<td></td>
</tr>
<tr>
<td>GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LAWRENCE MUNI (LWM)</td>
<td>HS 1</td>
<td>Maintain vigilance approaching Rwy 05–23 hold lines.</td>
</tr>
<tr>
<td>LAWRENCE MUNI (LWM)</td>
<td>HS 2</td>
<td>Maintain vigilance on Twy A; hold line to Rwy 14–32 appears quickly.</td>
</tr>
<tr>
<td>LAWRENCE</td>
<td>HS 3</td>
<td>Maintain vigilance approaching Rwy 05–23 hold lines.</td>
</tr>
<tr>
<td>NANTUCKET</td>
<td>HS 1</td>
<td>Maintain vigilance while taxiing. High tcf area.</td>
</tr>
<tr>
<td>NANTUCKET MEML (ACK)</td>
<td>HS 2</td>
<td>Maintain vigilance while taxiing. High tcf area.</td>
</tr>
<tr>
<td>WESTFIELD/SPRINGFIELD</td>
<td>HS 1</td>
<td>Maintain vigilance while taxiing. High tcf area.</td>
</tr>
<tr>
<td>WESTFIELD–BARNES RGNL (BAF)</td>
<td>HS 2</td>
<td>Maintain vigilance Twy H and Twy E. High tcf area.</td>
</tr>
<tr>
<td>WESTFIELD/SPRINGFIELD</td>
<td>HS 2</td>
<td>Maintain vigilance departing ramp. Twy A and Twy B complex int in close proximity to rwy.</td>
</tr>
<tr>
<td>WESTFIELD–BARNES RGNL (BAF)</td>
<td></td>
<td>Unusual lctn for rwy hold posn marking on Twy A for Rwy 15.</td>
</tr>
<tr>
<td>WESTFIELD/SPRINGFIELD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LEBANON</td>
<td>HS 1</td>
<td>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.</td>
</tr>
<tr>
<td>LEBANON MUNI (LEB)</td>
<td>HS 2</td>
<td>North Ramp and Twy B between Twy B1 and Twy B2 area not visible from the twr.</td>
</tr>
<tr>
<td>LEBANON MUNI (LEB)</td>
<td>HS 3</td>
<td>Act routinely back taxi on Rwy 18–36.</td>
</tr>
<tr>
<td>MASSACHUSETTS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BEDFORD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BEVERLY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LEBANON</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LEANBON MUNI (LEB)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**NE, 17 JUN 2021 to 12 AUG 2021**
<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>Maint 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>NEW JERSEY</td>
<td>HS 1</td>
<td>Actf taxg NB via Twy P turng WB onto Twy Z will immediately reach Rwy 04L–22R hold line.</td>
</tr>
<tr>
<td>ATLANTIC CITY INTL (ACY)</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>ESSEX CO (CDW)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NEW JERSEY</td>
<td>HS 1</td>
<td>Maintain vigilance on Twy L at Rwy 06–24. High tfc area.</td>
</tr>
<tr>
<td>ESSEX CO (CDW)</td>
<td>HS 2</td>
<td>Maintain vigilance on Twy G at Rwy 06–24. High tfc area.</td>
</tr>
<tr>
<td>TETERBORO</td>
<td>HS 1</td>
<td>Maintain vigilance on Twy E at Rwy 06–24. High tfc area.</td>
</tr>
<tr>
<td>TETERBORO (TEB)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WRIGHTSTOWN</td>
<td>HS 1</td>
<td>Acft 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>MC GUIRE FLD (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>NEW YORK</td>
<td>HS 1</td>
<td>Maintain vigilance Twy D and Twy A waiver for ATC crossings.</td>
</tr>
<tr>
<td>BUFFALO</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NEW YORK</td>
<td>HS 1</td>
<td>Intersection of rwys and Twy G, Twy P, Twy R, Twy S.</td>
</tr>
<tr>
<td>LAGUARDIA (LGA)</td>
<td>HS 2</td>
<td>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 1</td>
<td>Northbound tfc on Twy C sometimes encounter tfc on Twy A.</td>
</tr>
<tr>
<td>NEW YORK STEWART INTL (SWF)</td>
<td>HS 2</td>
<td>Maint vigilance high tfc area in GA ramp.</td>
</tr>
<tr>
<td>NEW YORK</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NIAGARA FALLS</td>
<td>HS 1</td>
<td>Rwy 28R departures from Twy D1 close proximity to Rwy 24.</td>
</tr>
<tr>
<td>NIAGARA FALLS INTL (IAG)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NIAGARA FALLS</td>
<td>HS 1</td>
<td>Hold Line further back. ATC non–viz area W of Twy A hold line to Rwy 06.</td>
</tr>
<tr>
<td>NIAGARA FALLS INTL (IAG)</td>
<td>HS 2</td>
<td>Be alert of hold line Ictn on Twy A for Rwy 06–24.</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>HS 2</td>
<td>Be alert of hold line Ictn on Twy E North side of Rwy 07–25.</td>
</tr>
<tr>
<td>SYRACUSE</td>
<td>HS 1</td>
<td>Acft taxiing to Rwy 28 have missed the left turn on Twy A or taxiing to Rwy 33 missed the right turn on Twy M.</td>
</tr>
<tr>
<td>SYRACUSE HANCOCK INTL (SYR)</td>
<td></td>
<td></td>
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<tr>
<td>CITY/AIRPORT</td>
<td>HOT SPOT</td>
<td>DESCRIPTION</td>
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<tr>
<td><strong>PENNSYLVANIA</strong></td>
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</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></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>PHILADELPHIA</td>
<td>HS 1</td>
<td>Acft taxiing on Twy D must remain alert to not enter Rwy 08–26 without proper clearance.</td>
</tr>
<tr>
<td>PHILADELPHIA INTL (PHL)</td>
<td>HS 2</td>
<td>Tfc taxiing 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 ovrn.</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 rwys.</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>WILLIAMSPORT RGNL (IPT)</td>
<td>HS 1</td>
<td>Wrong rwy depart ure risk. Pilots instructed to depart Rwy 19 mistakenly depart wrong rwy – Rwy 15.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Maint vigilance on Twy C approaching Rwy 01–19 hold lines.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Maint vigilance Twy B in close proximity to Rwy 01–19.</td>
</tr>
<tr>
<td>PROVIDENCE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>THEODORE FRANCIS GREEN STATE (PVD)</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></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></td>
<td>HS 5</td>
<td>Maint vigilance hold short for Rwy 34 not where expected.</td>
</tr>
<tr>
<td>RHODE ISLAND</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BURLINGTON</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 INTL (BTV)</td>
<td>HS 2</td>
<td>Maint vigilance on Twy C approaching Rwy 01–19 hold lines.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Maint vigilance Twy B in close proximity to Rwy 01–19.</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>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>RICHMOND INTL (RIC)</td>
<td></td>
<td></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>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>
<tr>
<td>HUNTINGTON TRI–STATE/MILTON J FERGUSON FLD (HTS)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
AIRPORT DIAGRAM

Baltimore/Washington Int'l Thurgood Marshall (BWI)

AIRPORT DIAGRAM

NE, 17 JUN 2021 to 12 AUG 2021
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
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AIRPORT DIAGRAM

NE, 17 JUN 2021 to 12 AUG 2021

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 01-19
PCN 23 F/A/X/T
S-30, D-40, 2D-60

RWY 15-33
PCN 39 F/A/X/T
S-100, D-175, 2D-355
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.
AIRPORT DIAGRAM
CAPE COD COAST GUARD AIR STATION (F'MH)
AL-10362 (FAA)
FALMOUTH, MASSACHUSETTS

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

FIELD ELEV 130

ELEV 126

ELEV 110

ELEV 111

HOT CARGO AREA

70°32.0'W 70°31.0'W

NE, 17 JUN 2021 to 12 AUG 2021
FELKER TOWER
126.3 269.25
GND CON
121.35 229.4
CINC DEL
121.35
124.9 (When Tower is Closed)

MARCH 2018
ANNUAL RATE OF CHANGE
0.0°W

Rwy 14-32
PCN 13 F/B/Y/T

FORT EUSTIS, VIRGINIA
FELKER AAF (KFAF)
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

ITHACA TOMPKINS INTL (ITH)
ITHACA, NEW YORK

ATIS
125.175
ITHACA TOWER
119.6
GND CON
121.8
CLNC DEL
121.8

ELEV 1077

JANUARY 2020
ANNUAL RATE OF CHANGE
0.0° E

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM
ITHACA, NEW YORK
ITHACA TOMPKINS INTL (ITH)

NE, 17 JUN 2021 to 12 AUG 2021
AIRPORT DIAGRAM

ATIS 118.375
PALMER TOWER *
125.0
GND CON
121.8

JANUARY 2020
ANNUAL RATE OF CHANGE
0.0° W

ELEV 1199

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE, 17 JUN 2021 to 12 AUG 2021
LEBANON MUNI (LEB)

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
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AIRPORT DIAGRAM

NEW BEDFORD RGNL (EWB)
NEW BEDFORD, MASSACHUSETTS

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

21056
NE, 17 JUN 2021 to 12 AUG 2021
AIRPORT DIAGRAM

FIELD ELEV 559

FREDERICK DOUGLASS - GREATER ROCHESTER INTL (R.O.C)

AL-351 (FAA)

ROCHESTER, NEW YORK

ATIS 124.925
ROCHESTER TOWER 118.3 254.3
GND CON 121.7
CINC DEL 118.8 343.65

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

TRENTON MERCER (TTN)
TRENTON, NEW JERSEY

NE, 17 JUN 2021 to 12 AUG 2021
AIRPORT DIAGRAM

ATIS 126.25
VINEYARD TOWER 121.4
GND CON 124.35
CLNC DEL 119.7 (When Tower Closed)

FIELD ELEV 67

JANUARY 2020 ANNUAL RATE OF CHANGE 0.1" E

TERMINAL

TURF TIE-DOWN AREA

HANGAR COMPLEX

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

VINEYARD HAVEN, MASSACHUSETTS

MARTHA'S VINEYARD (MVY)

21168

NE, 17 JUN 2021 to 12 AUG 2021
AIRPORT DIAGRAM

MANASSAS RGNL/HARRY P DAVIS FLD (HEF)

ATIS
125.175
MANASSAS TOWER * 133.1 360.75
GND CON
121.8
CINC DEL
120.2 (When ATCT Closed)

FIELD
ELEV 192

NORTHWEST
APRON

ELEV 165 - 91

BLAST PAD
150 X 120

WEST
APRON

TWR
246

RWAY 16L-34R
S-50, D-140
RWAY 16R-34L
S-12.5

HANGARS

EAST
APRON

HANGARS

AIRPORT ADMINISTRATION/
TERMINAL/US CUSTOMS

TRANSIENT AND
US CUSTOMS PARKING

HANGARS

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
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AIRPORT DIAGRAM
AL-460 (FAA)
WINDSOR LOCKS, CONNECTICUT

D-ATIS 118.15
BRADLEY TOWER 120.3 351.8
GND CON 121.9 348.6
CLNC DEL 121.75 322.3
COP/LC PDC

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° E

TWR 345

ELEV 169
AIR CARGO
GENERAL AVIATION

LAHSO
950 X 200
LAHSO 880 X 150

CONNECTICUT ANG
BLAST PAD 245 X 200
DE-ICE AREA
FIELD ELEV 173

ELEV 169

INTL ARRIVALS TERMINAL

ELEV 161
BLAST PAD 986 X 200

ARMY NATIONAL GUARD
GENERAL AVIATION PARKING

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
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-SL120005, /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 OVC095-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 04 /TA M06
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, /LGT 060, /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 MULLAN 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
UUA /OV PDZ010018 /TM 1520 /FL125 /TP C172 /WX 270048KT TB SEV 055-085 /RM CAJON PASS

*NE, 17 JUN 2021 to 12 AUG 2021*
### PIREP FORM

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
</tr>
</thead>
<tbody>
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<td>1</td>
<td>3 or 4 letter Identifier</td>
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<tr>
<td>2</td>
<td>/OV Location</td>
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<tr>
<td>3</td>
<td>/TM Time</td>
</tr>
<tr>
<td>4</td>
<td>/FL Altitude/Flight Level</td>
</tr>
<tr>
<td>5</td>
<td>/TP Aircraft Type</td>
</tr>
<tr>
<td>6</td>
<td>/SK Sky Condition</td>
</tr>
<tr>
<td>7</td>
<td>/WX Flight Visibility &amp; Weather</td>
</tr>
<tr>
<td>8</td>
<td>/TA Temperature (Celsius)</td>
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<tr>
<td>9</td>
<td>/WV Wind</td>
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<tr>
<td>10</td>
<td>/TB Turbulence</td>
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<tr>
<td>11</td>
<td>/IC Icing</td>
</tr>
<tr>
<td>12</td>
<td>/RM Remarks</td>
</tr>
</tbody>
</table>

Items 1 through 5 are mandatory for all PIREPs

FAA Form 7110-2 (9/19) Supersedes Previous Edition

NE, 17 JUN 2021 to 12 AUG 2021