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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.

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

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SSMC-4 Suite 4400
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Telephone 1–800–638–8972

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THIS PUBLICATION COMPRISSES PART OF THE FOLLOWING SECTIONS OF THE UNITED STATES AERONAUTICAL INFORMATION PUBLICATION (AIP): GEN, ENR AND AD.
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### CITY/MILITARY AIRPORT CROSS REFERENCE

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

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## SEAPLANE LANDING AREAS

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NE, 14 JUL 2022 to 8 SEP 2022
### ABBREVIATIONS

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

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

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<td>above</td>
</tr>
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<td>ACC</td>
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**Abbreviation**

**Description**

| LLZ ...... | Localizer (Instrument Approach Procedures Identification only) |
| LMM ...... | Compass locator at Middle Marker ILS |
| lo ........ | Low |
| LoALT or LA .. | Low Altitude |
| LOC .......... | Localizer |
| LOM .......... | Compass locator at Outer Marker ILS |
| LR .......... | Long Range, Lead Radial |
| LRA .......... | Landing Rights Airport |
| LRRS .......... | Long Range RADAR Station |
| LSB .......... | Lower side band |
| ltd .......... | Limited |
| M .......... | Meters, magnetic (after a bearing), Military Circuit (Telephone) |
| MACC ...... | Military Area Control Center |
| mag .......... | Magnetic |
| maint .......... | Maintain, maintenance |
| maj .......... | Major |
| MALS .......... | Medium Intensity Approach Lighting System |
| MALSF .......... | MALs with Sequenced Flashers |
| MALSIR .......... | MALs with Runway Alignment Indicator Lights |
| Mar .......... | March |
| MAMA .......... | Military Activity Restricted Area |
| MATO .......... | Military Air Traffic Operations |
| MATZ .......... | Military Aerodrome Traffic Zone |
| max .......... | Maximum |
| mb .......... | Millibars |
| MCAC .......... | Military Common Area Control |
| MCAF .......... | Marine Corps Air Facility |
| MCALF .......... | Marine Corps Auxiliary Landing Field |
| MCAS .......... | Marine Corps Air Station |
| MCB .......... | Marine Corps Base |
| MCC .......... | Military Climbing Corridor |
| MCOLF .......... | Marine Corps Outlying Field |
| MDA .......... | Minimum Descent Altitude |
| MDA .......... | Minimum Enroute Altitude |
| med .......... | Medium |
| MEHT .......... | Minimum Eye Height over Threshold |
| mem .......... | Memorial |
| MET .......... | Meteorological, Meteorology |
| METAR .......... | Aviation Routine Weather Report (in international MET figure code) |
| METRO .......... | Pilot-to-Metro voice cell |
| MF .......... | Medium Frequency (300 to 3000 KHz), Mandatory Frequency (Canada) |
| MFA .......... | Minimum Flight Altitude |
| mgmt .......... | Management |
| mgr .......... | Manager |
| MHz .......... | Megahertz |
| mi .......... | Mile |
| MID/ASIA .......... | Middle East/Asia (ICAO Region) |
| MJU .......... | Meaconing, Intrusion, Jamming, and Interference |
| Mil, mil .......... | Military |
| min .......... | Minimum, minute |
| MIRL .......... | Medium Intensity Runway Lights |
| misl .......... | Missile |
| mkr .......... | Marker (beacon) |
| MM .......... | Middle Marker of ILS |
| mnt .......... | Monitor |
| MOA .......... | Military Operations Area |
### GENERAL INFORMATION

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<td>RNP</td>
<td>Required Navigation Performance</td>
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<td>Rot Lt or Bcn</td>
<td>Rotating Light or Beacon</td>
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<td>RPI</td>
<td>Runway Point of Intercept</td>
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<td>Runway Surface Condition</td>
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<td>RSDU</td>
<td>Radar Storm Detection Unit</td>
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<td>RSE</td>
<td>Runway Starter Extension/Start/Strip</td>
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<td>RSRS</td>
<td>Reduced Same Runway Separation</td>
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<td>Seadrome</td>
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<td>Search and Rescue</td>
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<td>SAVASI</td>
<td>Simplified Abbreviated Visual Approach Slope Indicator</td>
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<td>Supplement Aviation Weather Reporting Station</td>
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<td>second, section</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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<td>Single Engine</td>
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<td>Single Frequency Approach</td>
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<td>SR</td>
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<td>SRE</td>
<td>Surveillance Radar Element of GCA (Instrument Approach Procedures Identification only)</td>
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### Abbreviation Description

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<td>Tactical Air Command</td>
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<td>Aerodrome (terminal or alternate) forecast in abbreviated form</td>
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<td>taxiway</td>
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<td>UACC</td>
<td>Upper Area Control Center (used outside US)</td>
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<td>Unmanned Aerial Systems</td>
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<td>Ultra High Frequency Direction Finder</td>
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<td>until further notice</td>
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<td>Ultra High Frequency (300 to 3000 MHz)</td>
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<td>USB</td>
<td>Upper Side Band</td>
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<td>United States Navy</td>
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<td>UTA</td>
<td>Upper Control Area</td>
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<tr>
<td>V</td>
<td>Defense Switching Network (telephone, formerly AUTOVON)</td>
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<td>V/STOL</td>
<td>Vertical and Short Take–off and Landing aircraft</td>
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<td>VAL</td>
<td>Visiting Aircraft Line</td>
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<td>variation (magnetic variation)</td>
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<td>Visual Approach Slope Indicator</td>
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<td>Very High Frequency Direction Finder</td>
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<td>FLIP VFR Supplement</td>
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<td>Very High Frequency (30 to 300 MHz)</td>
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<td>VIP</td>
<td>Very Important Person</td>
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<td>vis</td>
<td>visibility</td>
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<td>VMC</td>
<td>Visual Meteorological Conditions</td>
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<td>VOIP</td>
<td>Voice Over Internet Protocol</td>
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<td>VOR Receiver Testing Facility</td>
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<td>Warning Area (followed by identification), Watts, West, White</td>
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<td>WCH</td>
<td>Wheel Crossing Height</td>
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<tr>
<td>Z</td>
<td>Greenwich Mean Time (time groups only)</td>
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</table>
AIRPORT/FACILITY DIRECTORY LEGEND

CITY NAME

AIRPORT NAME (ALTERNATE NAME) (LTS/KLTS) CIV/MIL 3 UTC UTC-6 (UTC-5DT) N34º14.93 ’ W99º20.20 ’

Rwy 18—12004X200 (ASPH—CONC—GRVD)
S-90, D-160, 26—300 PCN 80 R/W/T HIRL CL
Rwy 18—RLLS. MALSF, TDLZ, REIL, PAPI(P2R) —GA 3.0’ TCH 36˚ .
RVR—TMR. Thld displcd 300’. Trees. Rgt tlc. 0.3% up.
Rwy 36—ALSF1. 0.4% down.
Rwy 09—27. H6000X150 (ASPH) PCR 1234 R/B/W/T MIRL
Rwy 173—353. H5315X150 (ASPH—PFC) AUW PCN 59 FA/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 (1650˚ )
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, HIRL Rwy 11—29, PAPI Rwy 17 and Rwy 35, MIRL Rwy 17—35—CTAF. MILITARY—A-GEAR E-5 connected on dep end, disconnected on aph end.

JASU 3(A/M32A—60) 2(A/M32A—86) FUEL J8(JMiNiNC—100, A)
FLUID W SP PRESAIR LOX OIL 0—128 MAINT S1 Mon–Fri 1000—2200Z+
TRAN ALERT Abbl 1300—0200Z+ svc limited weekends.

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


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—8000 PTD 372.2
NAME FS3 (ORL) on arpt. 123.65 122.65 122.2
NAME RJC 112.20 112.7 (NAME RADIO)
NAME APP/DEP CON 128.75 275.725 (1200—0400Z)
TOWER 119.65 255.6 (1200—0400Z) GND CON 121.7 GCO 135.075 (ORLANDO CLNC) CLNC DEL 125.55 CPT/LC—D/HWZ, D—TAXI, DCL (LOGON KMEM)
NAME COMD POST (GERONIMO) 311.0 321.4 6761 PMSN METRO 239.8 NAME OPS 257.5

AIRSPACE: CLASS B See VFR Terminal Area Chart.
VOR TEST FACILITY (VOT). 116.7
RADIO AIDS TO NAVIGATION: NOTAM FILE ORL. VHF/OF ctc FSS.

(HH) H VORTAC 112.2 MCO Chan 59 N28º32.55’ W81º20.12˚ at fl. 1110/8E.
(H) TACAN Chan 29 CBU (109.2) N28º32.65’ W81º21.12˚ at fl. 1115/8E.
HERN NDB (LOM) 221 OR N28º37.40’ W81º21.05˚ 177° 5.4 NM to fl.
ILS/DME 108.5 I—ORL Chan 22 Rwy 18. Class IIIE. LOM HERNY NDB.
ASR/PAR (1200—0400Z)

COMM/NW/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.
HELIPAD H1: H100X75 (ASPH)
HELIPAD 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—35, 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).

NE, 14 JUL 2022 to 8 SEP 2022
### AIRPORT/FACILITY DIRECTORY LEGEND

**LEGEND**

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 contiguous 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. Navails, 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 airport 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.

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<th>ARNG</th>
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<th>DOE</th>
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<th>NAF</th>
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</thead>
</table>

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

6. **TIME CONVERSION**
   - Hours of operation of all facilities are expressed in Coordinated Universal Time (UTC) and shown as "Z" time. The directory indicates the number of hours to be subtracted from UTC to obtain local standard time and local daylight saving time (UTC–8T–4DT). The symbol t 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 t will not be shown. Daylight saving time is in effect from 0200 local time the second Sunday in March to 0200 local time the first Sunday in November. Canada and all U.S. Conterminous States observe daylight saving time except Arizona and Puerto Rico, and the Virgin Islands. If the state observes daylight saving time and the operating times are other than daylight saving times, the operating hours will include the dates, times and no t symbol will be shown, i.e., April 15–Aug 31 0630–1700Z, Sep 1–Apr 14 0600–1700Z.
GEOGRAPHIC POSITION OF AIRPORT—AIRPORT REFERENCE POINT (ARP)
Positions are shown as hemisphere, degrees, minutes and hundredths of a minute and represent the approximate geometric center of all usable runway surfaces.

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

### AIRPORT CLASSIFICATIONS

<table>
<thead>
<tr>
<th>Type of Air Carrier Operation</th>
<th>Class I</th>
<th>Class II</th>
<th>Class III</th>
<th>Class IV</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scheduled Air Carrier Aircraft with 31 or more passenger seats</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unscheduled Air Carrier Aircraft with 31 or more passengers seats</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Scheduled Air Carrier Aircraft with 10 to 30 passenger seats</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

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

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

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

**NOTE:** The listing of ARFF index does not necessarily assure coverage for non-air carrier operations or at other than prescribed times for air carrier. ARFF Index A 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 from flight service stations at 1–800–WX–BRIEF (952–7433) or online through the FAA PilotWeb at [https://pilotweb.faa.gov](https://pilotweb.faa.gov). 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 FAA PilotWeb 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 runways.
AIRPORT/FACILITY DIRECTORY LEGEND

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
(AM2)—Temporary metal planks coated with nonskid material
(APH)—Asphalt
(CONC)—Concrete
(DIR)—Dirt
(GRD)—Grooved
(GRVL)—Gravel, or cinders
(MATS)—Pierced steel planking, landing mats, membranes
(PFM)—Part concrete, part asphalt
(PFC)—Porous friction courses
(PSP)—Pierced steel plank
(RFSC)—Rubberized friction seal coat
(SAND)—Sand
(TURF)—Turf
(TRTD)—Treated
(WC)—Wire combed

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

<table>
<thead>
<tr>
<th>CURRENT</th>
<th>NEW</th>
<th>NEW DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>S</td>
<td>S</td>
<td>Single wheel type landing gear (DC3), (C47), (F15), etc.</td>
</tr>
<tr>
<td>D</td>
<td>D</td>
<td>Dual wheel type landing gear (B1900), (B737), (A319), etc.</td>
</tr>
<tr>
<td>T</td>
<td>T</td>
<td>Dual wheel type landing gear (P3, C9).</td>
</tr>
<tr>
<td>ST</td>
<td>2S</td>
<td>Two single wheels in tandem type landing gear (C130).</td>
</tr>
<tr>
<td>TRT</td>
<td>2T</td>
<td>Two triple wheels in tandem type landing gear (C17), etc.</td>
</tr>
<tr>
<td>DT</td>
<td>2D</td>
<td>Two dual wheels in tandem type landing gear (B707), etc.</td>
</tr>
<tr>
<td>TF</td>
<td>2D</td>
<td>Two dual wheels in tandem type landing gear (B757, KC135), etc.</td>
</tr>
<tr>
<td>SBTT</td>
<td>2D/D1</td>
<td>Two dual wheels in tandem/dual wheel type landing gear (KC10), etc.</td>
</tr>
<tr>
<td>None</td>
<td>2D/2D</td>
<td>Two dual wheels in tandem/two dual wheels in tandem body type landing gear (A340–600).</td>
</tr>
<tr>
<td>DDT</td>
<td>2D/2D</td>
<td>Two dual wheels in tandem/two dual wheels in double tandem body type landing gear (B747, E4).</td>
</tr>
<tr>
<td>TTT</td>
<td>3D</td>
<td>Three dual wheels in tandem type landing gear (B777), etc.</td>
</tr>
<tr>
<td>TT</td>
<td>D2</td>
<td>Dual wheel gear two struts per side main gear type landing gear (B52).</td>
</tr>
<tr>
<td>TDT</td>
<td>C5</td>
<td>Complex dual wheel and quadruple wheel combination landing gear (C5).</td>
</tr>
</tbody>
</table>

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

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

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

Omission of weight bearing capacity indicates information unknown.

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

NOTE: ICAO adopted the ACR/PCR System as the new standard method for reporting pavement strength in July 2020. The ACR/PCR System methodology remains unchanged from the ACN/PCN system described above. The Pavement Classification Rating (PCR) remains a five-part code (e.g. PCR 460 R/B/W/T) with the number being one order of magnitude higher than PCNs. The details of the code below are not changed with PCR. ICAO has established a four year transition period during which the PCN or a PCR may be reported. Currently Aircraft Classification Rating (ACR) data may not be available for all aircraft.

NE, 14 JUL 2022 to 8 SEP 2022
NOTE: Prior permission from the airport controlling authority is required when the ACN/ACR of the aircraft exceeds the published PCN/PCR or aircraft tire pressure exceeds the published limits.

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

(2) The type of pavement:
- R — Rigid
- F — Flexible

(3) The pavement subgrade category:
- A — High
- B — Medium
- C — Low
- D — Ultra—low

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

(5) Pavement evaluation method:
- T — Technical evaluation
- U — By experience of aircraft using the pavement

**RUNWAY LIGHTING**

Lights are in operation sunset to sunrise. Lighting available by prior arrangement only or operating part of the night and/or pilot controlled lighting with specific operating hours are indicated under airport or military remarks. At USN/USMC facilities lights are available only during airport hours of operation. Since obstructions are usually lighted, obstruction lighting is not included in this code. Unlighted obstructions on or surrounding an airport will be noted in airport or military remarks. Runway lights nonstandard (NSSTD) 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.

- NSTD—Light system fails to meet FAA standards.
- LIRL—Low Intensity Runway Lights.
- MIIR—Medium Intensity Runway Lights.
- HIRL—High Intensity Runway Lights.
- RAIL—Runway Alignment Indicator Lights.
- REL—Runway End Identifier Lights.
- CL—Centerline Lights.
- TDZL—Touchdown Zone Lights.
- ODALS—Ommi Directional Approach Lighting System.
- AF OVRN—Air Force Overrun 1000’ Standard Approach Lighting System.
- MALS—Medium Intensity Approach Lighting System.
- MALSF—Medium Intensity Approach Lighting System with Sequenced Flashing Lights.
- MALSF—Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights.
- RLLS—Runway Lead-in Light System.

- SALS—Short Approach Lighting System.
- SALSF—Short Approach Lighting System with Sequenced Flashing Lights.
- SSALS—Simplified Short Approach Lighting System.
- SSALF—Simplified Short Approach Lighting System with Sequenced Flashing Lights.
- SSALR—Simplified Short Approach Lighting System with Runway Alignment Indicator Lights.
- ALSAF—High Intensity Approach Lighting System with Sequenced Flashing Lights.
- ALSF1—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category I, Configuration.
- ALSF2—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category II, Configuration.
- SF—Sequenced Flashing Lights.
- OLS—Optical Landing System.
- WAVE—OFF.

**VISUAL GLIDESLOPE INDICATORS**

- APAP—A system of panels, which may or may not be lighted, used for alignment of approach path.
  - PNIL—APAP on left side of runway
  - PNIR—APAP on right side of runway

- PAPI—Precision Approach Path Indicator
  - P2L—2—identical light units placed on left side of runway
  - P4L—4—identical light units placed on left side of runway
  - P2R—2—identical light units placed on right side of runway
  - P4R—4—identical light units placed on right side of runway

- PVASI—Pulsating/steady burning visual approach slope indicator, normally a single light unit projecting two colors.
  - PSIL—PVASI on left side of runway
  - PSIR—PVASI on right side of runway

- SAVASI—Simplified Abbreviated Visual Approach Slope Indicator
  - S2L—2—box SAVASI on left side of runway
  - S2R—2—box SAVASI on right side of runway

**NE, 14 JUL 2022 to 8 SEP 2022**
SAVASI—Simplified Abbreviated Visual Approach Slope Indicator

S2L 2-box SAVASI on left side of runway
S2R 2-box SAVASI on right side of runway

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

TRIL TRCV on left side of runway
TRIR TRCV on right side of runway

VASI—Visual Approach Slope Indicator

V2L 2-box VASI on left side of runway
V2R 2-box VASI on right side of runway
V4L 4-box VASI on left side of runway
V4R 4-box VASI on right side of runway

NOTE: Approach slope angle and threshold crossing height will be shown when available; i.e., –GA 3.5° 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, MALSR Rwy 07, and VASI Rwy 07—122.8.

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

RUNWAY SLOPE

When available, runway slope data will be provided. Runway slope will be shown only when it is 0.3 percent or greater. On runways less than 8000 feet, the direction of the slope up will be indicated, e.g., 0.3% up NW. On runways 8000 feet or greater, the slope will be shown (up or down) on the runway end line, e.g., RWY 13: 0.3% up., RWY 31: Pol. Rgt tc. 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 tc”—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 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 as shown is as it is located on the runway. The a-gear distance from the end of the appropriate runway (or into the overrun) is indicated in parentheses. A-Gear which has a bi-direction capability and can be utilized for emergency approach end engagement is indicated by a (B). Up to 15 minutes advance notice may be required for rigging A-Gear for approach and engagement. Airport 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, 1/4 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>
<th>US EQUIVALENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>MB60</td>
<td>Textile brake—an emergency one–time use, modular braking system employing the tearing of specially woven textile straps to absorb the kinetic energy.</td>
<td></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), 31L/R–1200 STD (WET). This rating is a function of the A–GEAR chain weight and length and is used to determine the maximum aircraft engaging speed. A dry rating applies to a stabilized surface (dry or wet) while a wet rating takes into account the amount (if any) of wet overrun that is not capable of withstanding the aircraft weight. These ratings are published under Service/Military/A–Gear in the entry.</td>
<td></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></td>
</tr>
<tr>
<td>CHAG</td>
<td>Chain</td>
<td>E–5</td>
</tr>
</tbody>
</table>

**UNI–DIRECTIONAL BARRIER**

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

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

**OTHER**

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

**SERVICE**

**SERVICING—CIVIL**

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

<table>
<thead>
<tr>
<th>CODE</th>
<th>FUEL</th>
<th>FUEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>100</td>
<td>Grade 100 gasoline (Green)</td>
<td>J5 (JP5) and JP–5 military specification. Kerosene with FS–II, FP** minus 40°C.</td>
</tr>
<tr>
<td>1000L</td>
<td>100LL gasoline (low lead) (Blue)</td>
<td>J8 (JP8) and JP–8 military specification. Jet A–1, Kerosene with FS–II*, CI/LI*, SDA**, FP** minus 47°C.</td>
</tr>
<tr>
<td>A+</td>
<td>Jet A, Kerosene, with FS–II*, CI/LI*, SDA**, FP** minus 40°C.</td>
<td>J (Jet Fuel Type Unknown)</td>
</tr>
<tr>
<td>A++</td>
<td>Jet A, Kerosene, with FS–II*, CI/LI*, SDA**, FP** minus 40°C, with +100 fuel additive that improves thermal stability characteristics of kerosene jet fuels.</td>
<td>MOGAS (Automobile gasoline which is to be used as aircraft fuel.</td>
</tr>
<tr>
<td>A+1</td>
<td>Jet A–1, Kerosene, without FS–II*, FP** minus 47°C.</td>
<td>UL91 (Unleaded Grade 91 gasoline)</td>
</tr>
<tr>
<td>A+1</td>
<td>Jet A–1, Kerosene with FS–II*, FP** minus 47°C.</td>
<td>UL94 (Unleaded Grade 94 gasoline)</td>
</tr>
</tbody>
</table>

*(Fuel System Icing Inhibitor)  **(Freeze Point)  # (Corrosion Inhibitors/Lubricity Improvers)  ## (Static Dissipator Additive)
NOTE: Certain automobile gasoline may be used in specific aircraft engines if a FAA supplemental type certificate has been obtained. Automobile gasoline, which is to be used in aircraft engines, will be identified as “MOGAS”, however, the grade/type and other octane rating will not be published.

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

OXYGEN—CIVIL

OX 1 High Pressure  OX 3 High Pressure—Replacement Bottles
OX 2 Low Pressure   OX 4 Low Pressure—Replacement Bottles

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:

<table>
<thead>
<tr>
<th>Type</th>
<th>Voltage</th>
<th>Cycle</th>
<th>Hz</th>
<th>Pressure</th>
<th>Amps</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM32A-66</td>
<td>115/200v</td>
<td>3</td>
<td>50</td>
<td>90 kva</td>
<td>0.8</td>
</tr>
<tr>
<td>AM32A-67</td>
<td>28v</td>
<td>1500 amp</td>
<td>72 kw (with TR pack)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MC-1A</td>
<td>115/208v</td>
<td>400 cycle</td>
<td>37.5 kva</td>
<td>0.8</td>
<td></td>
</tr>
<tr>
<td>MC-1B</td>
<td>28v</td>
<td>500 amp</td>
<td>14 kw</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MD-3</td>
<td>115/208v</td>
<td>400 cycle</td>
<td>60 kva</td>
<td>0.75</td>
<td></td>
</tr>
<tr>
<td>MD-3B</td>
<td>28v</td>
<td>1500 amp</td>
<td>45 kw, split bus</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MD-3M</td>
<td>115/208v</td>
<td>400 cycle</td>
<td>60 kva</td>
<td>0.75</td>
<td></td>
</tr>
<tr>
<td>MD-3M</td>
<td>28v</td>
<td>500 amp</td>
<td>15 kw</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MD-4</td>
<td>120/208v</td>
<td>400 cycle</td>
<td>62.5 kva</td>
<td>0.8</td>
<td></td>
</tr>
<tr>
<td>MD-4B</td>
<td>28v</td>
<td>500 amp</td>
<td>2 wire</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

AIR STARTING UNITS

<table>
<thead>
<tr>
<th>Type</th>
<th>Voltage</th>
<th>Cycle</th>
<th>Hz</th>
<th>Pressure</th>
<th>Amps</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM32-95</td>
<td>150</td>
<td>+/-</td>
<td>5 lb/min</td>
<td>2055</td>
<td>68 cfm</td>
</tr>
<tr>
<td>AM32A-95</td>
<td>150</td>
<td>+/-</td>
<td>5 lb/min</td>
<td>49</td>
<td>2 psia</td>
</tr>
<tr>
<td>LASS</td>
<td>150</td>
<td>+/-</td>
<td>5 lb/min</td>
<td>49</td>
<td>2 psia</td>
</tr>
<tr>
<td>MA-1A</td>
<td>82</td>
<td>lb/min</td>
<td>1123 cfm</td>
<td>130°</td>
<td>air inlet temp, 45 psia</td>
</tr>
<tr>
<td>MC-1</td>
<td>15</td>
<td>cfm</td>
<td>3500 psia</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MC-1A</td>
<td>15</td>
<td>cfm</td>
<td>3500 psia</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MC-2A</td>
<td>15</td>
<td>cfm</td>
<td>200 psia</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MC-11</td>
<td>8,000</td>
<td>cu in cap</td>
<td>4000 psig</td>
<td>15 cfm</td>
<td></td>
</tr>
</tbody>
</table>

COMBINED AIR AND ELECTRICAL STARTING UNITS:

<table>
<thead>
<tr>
<th>Type</th>
<th>Voltage</th>
<th>Cycle</th>
<th>Hz</th>
<th>Pressure</th>
<th>Amps</th>
</tr>
</thead>
<tbody>
<tr>
<td>AGPU</td>
<td>115/200v</td>
<td>400 cycle</td>
<td>30 kw</td>
<td>30 kw gen</td>
<td></td>
</tr>
<tr>
<td>AM32A-60*</td>
<td>120</td>
<td>+/-</td>
<td>4 lb/min</td>
<td>1644</td>
<td>55 cfm</td>
</tr>
<tr>
<td>AM32A-60A</td>
<td>28v</td>
<td>500 amp</td>
<td>15 kw</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AM32A-60B*</td>
<td>130</td>
<td>lb/min</td>
<td>50 psia</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*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 SYSTEM	180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. Simultaneous multiple start capability.

COMBINED AIR AND ELECTRICAL STARTING UNITS:
NCPP–105/RCPT	180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. 700 amp, 28v DC. 120/208v, 400 Hz AC, 30 kva.

ARMY JASU

59B2–1B	28v, 7.5 kw, 280 amp.

OTHER JASU

ELECTRICAL STARTING UNITS (DND):
CE12	AC 115/200v, 140 kva, 400 Hz, 3 phase
CE13	AC 115/200v, 60 kva, 400 Hz, 3 phase
CE14	AC/DC 115/200v, 140 kva, 400 Hz, 3 phase, 28vDC, 1500 amp
CE15	DC 22–35v, 500 amp continuous 1100 amp intermittent
CE16	DC 22–35v, 500 amp continuous 1100 amp intermittent soft start

AIR STARTING UNITS (DND):
CA2	ASA 45.5 psig, 116.4 lb/min

COMBINED AIR AND ELECTRICAL STARTING UNITS (DND):
CEA1	AC 120/208v, 60 kva, 400 Hz, 3 phase DC 28v, 75 amp
AIR 112.5 lb/min, 47 psig

ELECTRICAL STARTING UNITS (OTHER):
C-26	28v 45kw 115–200v 15kw 380–800 Hz 1 phase 2 wire
C-26–B, C-26–C	28v 45kw: Split Bus: 115–200v 15kw 380–800 Hz 1 phase 2 wire
E3	DC 28v/10kw

AIR STARTING UNITS (OTHER):
A4	40 psi/2 lb/sec (LPAS Mk12, Mk12L, Mk12A, Mk1, Mk2B)
MA–1	150 Air HP, 115 lb/min 50 psia
MA–2	250 Air HP, 150 lb/min 75 psia

CARTRIDGE:
MXU–4A	USAF

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 Identplates 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/. See legend item 14 for fuel code and description.

SUPPORTING FLUIDS AND SYSTEMS—MILITARY

CODE
ADI	Anti–Detonation Injection Fluid—Reciprocating Engine Aircraft.
W	Water Thrust Augmentation—Jet Aircraft.
WAI	Water–Alcohol Injection Type, Thrust Augmentation—Jet Aircraft.
SP	Single Point Refueling.
PRESAIR	Air Compressors rated 3,000 PSI or more.
OXYGEN:
LPOX  Low pressure oxygen servicing.
HPOX  High pressure oxygen servicing.
LHOX  Low and high pressure oxygen servicing.
LOX   Liquid oxygen servicing.
OXRB  Oxygen replacement bottles. (Maintained primarily at Naval stations for use in act 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 is used to indicate complete oxygen servicing available;

LH0XRB Low and high pressure oxygen servicing and replacement bottles;
LPOXRB Low pressure oxygen replacement bottles only, etc.

NOTE: Aircraft will be serviced with oxygen procured under military specifications only. Aircraft will not be serviced with medical oxygen.

NITROGEN:
LPNIT — Low pressure nitrogen servicing.
HPNIT — High pressure nitrogen servicing.
LNHIT — Low and high pressure nitrogen servicing.

OIL—MILITARY

US AVIATION OILS (MIL SPECS):

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

TRANSENT 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.), de-briefing to determine requirements for maintenance, minor maintenance, inspection and parking assistance of transient aircraft. Drag chute repack, specialized maintenance, or extensive repairs will be provided within the capabilities and priorities of the base. Delays can be anticipated after normal duty hours/holidays/weekends regardless of the hours of transient maintenance operation. Pilots should not expect aircraft to be serviced for TURN–AROUNDS during time periods when servicing or maintenance manpower is 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.

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

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

Airport Remarks have been grouped in order of applicability. Airport remarks are limited to those items of information that are determined essential for operational use, i.e., conditions of a permanent or indefinite nature and conditions that will remain in effect for more than 10 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.

NE, 14 JUL 2022 to 8 SEP 2022
26 MILITARY REMARKS

Joint Civil/Military airports contain both Airport Remarks and Military Remarks. Military Remarks published for these airports are applicable only to the military. Military and joint Military/Civil airports contain only Military Remarks. Remarks contained in this section may not be applicable to civil users. When both sets of remarks exist, the first set is applicable to the primary operator of the airport.

Remarks applicable to a tenant on the airport are shown preceded by the tenant organization, i.e., (A) (AF) (N) (ANG), etc. Military airports operate 24 hours unless otherwise specified. Airport operating hours are listed first (airport operating hours will only be listed if they are different than the airport attended hours or if the attended hours are unavailable) followed by pertinent remarks in order of applicability. Remarks will include information on restrictions, hazards, traffic pattern, noise abatement, customs/agriculture/immigration, and miscellaneous information applicable to the Military.

Type of restrictions:
CLOSED: When designated closed, the airport is restricted from use by all aircraft unless stated otherwise. Any closure applying to specific type of aircraft or operation will be so stated. USN/USMC/USAF airports are considered closed during non-operating hours.
Closed airports may be utilized during an emergency provided there is a safe landing area.
OFFICIAL BUSINESS ONLY: The airfield is closed to all transient military aircraft for obtaining routine services such as fueling, passenger drop off or pickup, practice approaches, parking, etc. The airfield may be used by aircrews and aircraft if official government business (including civilian) must be conducted on or near the airfield and prior permission is received from the airfield manager.
AF OFFICIAL BUSINESS ONLY OR NAVY OFFICIAL BUSINESS ONLY: Indicates that the restriction applies only to service indicated.
PRIOR PERMISSION REQUIRED (PPR): Airport is closed to transient aircraft unless approval for operation is obtained from the appropriate commander through Chief, Airfield Management or Airfield Operations Officer. Official Business or PPR does not preclude the use of US Military airports as an alternate for IFR flights. If a non-US military airport is used as a weather alternate and requires a PPR, the PPR must be requested and confirmed before the flight departs. The purpose of PPR is to control volume and flow of traffic rather than to prohibit it. Prior permission is required for all aircraft requiring transient alert service outside the published transient alert duty hours. All aircraft carrying hazardous materials must obtain prior permission as outlined in AFJ1 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 board 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.

27 AIRPORT MANAGER

The phone number of the airport manager.

28 WEATHER DATA SOURCES

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

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

Airport terminal control facilities and radio communications associated with the airport shall be shown. When the call sign is not the same as the airport name the call sign will be shown. Frequencies shall normally be shown in ascending order with the primary frequency listed first. Frequencies will be listed, together with sectorization indicated by outbound radials, and hours of operation. Communications will be listed in sequence as follows:

Single Frequency Approach (SFA), Common Traffic Advisory Frequency (CTAF), Aeronautical Advisory Stations (UNICOM) or (AUNICOM), and Automatic Terminal Information Service (ATIS) along with their frequency is 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.

The FSS telephone nationwide is toll free 1-800-WX-BRIEF (1-800-992-7433). When the FSS is located on the field it will be indicated as “on arpt.” Frequencies available at the FSS 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. FSS’s provide information on airport conditions, radio aids and other facilities, and process flight plans. Airport Advisory Service (AAS) is provided on the CTAF by FSS’s 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 90–42C.)

Aviation weather briefing service is provided by FSS specialists. Flight and weather briefing services are also available by calling the telephone numbers listed.

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 122.0, 122.2, 123.6; emergency 121.5; plus receive-only on 122.1.

a. 122.0 is assigned as the Enroute Flight Advisory Service frequency at selected FSS RADIO outlets.
b. 122.2 is assigned as a common enroute frequency.
c. 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.
d. 122.1 is the primary receive-only frequency at VOR's.
e. Some FSS’s are assigned 50 kHz frequencies in the 122–126 MHz band (eg. 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 all Flight Service Stations, most Towers, Approach Control and RADAR facilities.

Frequencies published 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.

PTO—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.

PDC—Pre-Departure Clearance. ACARS-based clearance delivery capability from tower to gate printer or aircraft.

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 1900–1000Z” 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
MEDIAC

NOTE: Communication frequencies followed by the letter “X” indicate frequency available on request.

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

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

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

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

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

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

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

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

or

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

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

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

or

AIRSPACE: CLASS D svc “times” other times CLASS G

or

AIRSPACE: CLASS E svc “times” other times CLASS G

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)
**RADIO AIDS TO NAVIGATION**

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

NAVAID information is tabulated as indicated in the following sample:

**NAVAIDs with Single SSV (VOR, DME, TACAN, NDB, NDB/DME)**

| NAME (L) VOR/W | 117.55 | ABE | N40º43.60’ W75º27.30’ | 180º 4.1 NM to fld. | 1110/8E |

**NAVAIDs with Two SSVs (VOR/DME, VORTAC)**

SSV for each component shown in paired parentheses with the VOR SSV shown first followed by the DME or TACAN SSV.

| NAME (L) (L) ABV/ORTAC | 117.55 | ABE | Channel 122(Y) | N40º43.60’ W75º27.30’ | 180º 4.1 NM to fld. | 1110/8E |

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).

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>
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<tr>
<td></td>
<td>45,000’ to 60,000’</td>
<td>100</td>
</tr>
<tr>
<td>(VL) VOR Low</td>
<td>1000’ to 5,000’</td>
<td>40</td>
</tr>
<tr>
<td></td>
<td>5,000’ to 18,000’</td>
<td>70</td>
</tr>
<tr>
<td>(VH) VOR High</td>
<td>1000’ to 5,000’</td>
<td>40</td>
</tr>
<tr>
<td></td>
<td>5,000’ to 14,500’</td>
<td>70</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>(DL) DME Low &amp; (DH) DME High*</td>
<td>1000’ to 12,900’</td>
<td>40 increasing to 130</td>
</tr>
<tr>
<td>(DL) DME Low</td>
<td>12,900’ to 18,000’</td>
<td>130</td>
</tr>
<tr>
<td>(DH) DME High</td>
<td>12,900’ to 45,000’</td>
<td>130</td>
</tr>
<tr>
<td></td>
<td>45,000’ to 60,000’</td>
<td>100</td>
</tr>
</tbody>
</table>

*Between 1000’ to 12,900’, DME service volume follows a parabolic curve used by flight management computers.

**NOTES:** Additionally, High Altitude facilities provide Low Altitude and Terminal service volume and Low Altitude facilities provide Terminal service volume. Altitudes are with respect to the station’s site elevation. Coverage is not available in a cone of airspace directly above the facility. In some cases local conditions (terrain, buildings, trees, etc.) may require that the service volume be restricted. The public shall be informed of any such restriction by a remark in the NAVAID entry in this publication or by a Notice to Airmen (NOTAM).
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.

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

NE, 14 JUL 2022 to 8 SEP 2022
ILS facility performance classification codes

Codes define the ability of an ILS to support automation 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:

<table>
<thead>
<tr>
<th>ILS/DME</th>
<th>108.5</th>
<th>I-ORL</th>
<th>Chan 22</th>
<th>Rwy 18</th>
<th>Class II E</th>
<th>LOM HERNY NDB</th>
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<tr>
<td>ILS Facility Performance Classification Code</td>
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<th>TACAN CHANNEL</th>
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<td>114.95</td>
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NE, 14 JUL 2022 to 8 SEP 2022


INTENTIONALLY
LEFT
BLANK
BRIDGEPORT/SIKORSKY  (BDR)(KBDR)  3 SE  UTC–5(–4DT)  N41°09.81´  W73°07.57´  L–338, 34I  IAP, AD

Rwy 11: REIL  PAPI(P4L)—GA 3.5º TCH 40´. Trees.
Rwy 29: REIL  PAPI(P4L)—GA 3.0º TCH 55´. Thld dsplcd 364´.
Road. Rgt tfc.
Rwy 06–24: H4677X100 (ASPH–GRVD)  S–57, D–80, 2S–135  HIRL
Rwy 06: REIL  PAPI(P4R)—GA 3.0º TCH 51´. Road.
Rwy 24: REIL  PAPI(P4L)—GA 3.0º TCH 52´. Thld dsplcd 320´.
Road.

LAND AND HOLD–SHORT OPERATIONS

LDG RWY  HOLD–SHORT POINT  AVBL LDG DIST
Rwy 06     11–29     3700
Rwy 11     06–24     3350

RUNWAY DECLARED DISTANCE INFORMATION

Rwy 06:  TORA–4677  TODA–4677  ASDA–4677  LDA–4677
Rwy 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

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

AIRPORT REMARKS:  Attended 1100–0500Z‡. Birds and wildlife frequently on and invof arpt. 120´ pole .75 NM south of arpt unlgtd. PAEW adjacent to all operational scfs daigt hrs Apr through Oct. There may be standing water adjacent to all scfs. Uneven scfs left side of Rwy 29. Uneven scfs Rwy 29 safety area apch end left side. Extensive helicopter ops blw 10,000 ft 5–15 miles NW thru NE, for tfc information when invof arpt ctc Sikorsky ops on 133.6 (1200–2130Z‡). Touch and go ldgs permitted 1200–0200Z‡. Arpt clsd to scheduled air carriers more than 10 passengers and unscheduled air carriers more than 30 pax exc 90 day PPR. Rwy 29 clsd to takeoff acft more than 45,000 lb exc 30 min PPR 203–576–7497.

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 clsd)
BRIDGEPORT TOWER  120.9  (1130–0300Z‡)  GND CON  121.75  CLNC DEL  121.75

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

VOR TEST FACILITY (VOT):  109.25

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

(L) (L) VOR/W/DM 108.8 BDR Chan 25 N41°09.64′ W73°07.47′ at fld. 6/12W.

VOR unusable:
- 106°–120° byd 30 NM blo 2,500′
- 121°–130° byd 15 NM blo 3,000′
- 161°–180° byd 30 NM blo 1,300′
- 181°–260° byd 30 NM blo 2,500′
- 261°–359° byd 30 NM blo 5,500′
- 360°–105° byd 30 NM blo 3,000′

DME unusable:
- 106°–120° byd 30 NM blo 2,500′
- 121°–130° byd 30 NM blo 2,200′
- 161°–180° byd 30 NM blo 1,300′
- 181°–260° byd 30 NM blo 2,500′
- 261°–359° byd 30 NM blo 5,500′
- 360°–105° byd 30 NM blo 3,000′

ILS/DME 110.7 I–BDR Chan 44 Rwy 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. NEW YORK H–10I, L–33B, 34I

(L) (L) VOR/W/DM 108.8 BDR Chan 25 at Bridgeport/Sikorsky. 6/12W.

VOR unusable:
- 106°–120° byd 30 NM blo 2,500′
- 121°–130° byd 15 NM blo 3,000′
- 161°–180° byd 30 NM blo 1,300′
- 181°–260° byd 30 NM blo 2,500′
- 261°–359° byd 30 NM blo 5,500′
- 360°–105° byd 30 NM blo 3,000′

DME unusable:
- 106°–120° byd 30 NM blo 2,500′
- 121°–130° byd 30 NM blo 2,200′
- 161°–180° byd 30 NM blo 1,300′
- 181°–260° byd 30 NM blo 2,500′
- 261°–359° byd 30 NM blo 5,500′
- 360°–105° byd 30 NM blo 3,000′

RCO 122.2 (BRIDGEPORT RADIO)

CANDLELIGHT FARMS (See NEW MILFORD on page 39)

CANDLELIGHT HELIPORT (See NEW MILFORD on page 39)

CHESTER (SNC)(KSNC) 3 SW UTC–5(–4DT) N41°23.02′ W72°30.35′ NEW YORK L–33C, 34I

416 B NOTAM FILE SNC

RWY 17–35: H2722X50 (ASPH) S–8.5 MIRL 0.5% up S
- RWY 17: REIL. Thld dsplcd 559’. Trees.
- RWY 35: REIL. Trees.

SERVICE: S4      FUEL 100LL      LGT SS–SR. Rotating bcn opr 24 hrs.

AIRPORT REMARKS: Attended Apr–Oct 1400–0100Z‡, Nov–Mar 1400–2300Z‡. Self svc fuel avbl with credit card. Rwy 17 dsplcd thld marked but not lgtd, dsplcd thld 5′ higher than end of rwy. Rwy 17–35 NSTD MIRL.

AIRPORT MANAGER: 860-718-2109

WEATHER DATA SOURCES: AWOS–3 118.325 (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) (L) VOR/W/DM 110.4 MAD Chan 41 N41°18.83′ W72°41.53′ 077° 9.4 NM to fld. 216/13W.

DME unusable:
- 330°–090° byd 30 NM blo 4,000′

COMM/NAV/WEATHER REMARKS: Rwy 17–35 UNICOM frequency marked on rwy.
DANBURY MUNI  (DXR)  (KDXR)  3 SW UTC–5(–4DT)  N41°22.29′ W73°28.93′
457 B  TPA—See Remarks  NOTAM FILE DXR

RWY 08–26: H4421X150 (ASPH–GRVD)  S–38, D–70, 2S–90 MIRL
  RWY 08: REIL. Thld dsplcd 367’. Trees.
  RWY 26: REIL. Thld dsplcd 734’, Trees.
RWY 17–35: H3135X100 (ASPH)  S–50, D–65, 2S–82
  RWY 17: Thld dsplcd 223’. Pole.

SERVICE:  S4  FUEL  100LL, JET A  OX  4  LGT
When twr clsd, ACTIVATE
  REIL Rwy 08 and Rwy 26 and MIRL Rwy 08–26—CTAF.

NOISE: Noise abatement procedures in effect ctc arpt manager
203–797–4624.

AIRPORT REMARKS: Attended 1200Z–dusk. Deer and birds on and invof
  arpt. 24 hr self–serve fuel avbl. Rwy 17–35 CLOSED ngts. Arpt
  CLOSED to sked air carrier ops. Cond not monitored from 1600 Icl to
  0730 Icl, Mon thru Friday and from 0000 Icl to 2400 Icl, 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. Rotating bcn located one mile south of arpt on top of a hill.

AIRPORT MANAGER:  203-797-4624

WEATHER DATA SOURCES: ASOS 127.75 (203) 791–8227. LAWRS.

COMMUNICATIONS:  CTAF 119.4  ATIS 127.75  UNICOM 122.95

NEW YORK APP/DEP CON 126.4
  TOWER 119.4  (1200–0300Z‡)  GND CON 121.6  CLNC DEL 128.6  (When DXR twr clsd)

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

RADIO AIDS TO NAVIGATION:
  NOTAM FILE ISP.
  CARMEL (L) (L) VOR/W/LOC/DME 116.6  CMK Chan 113  N41°16.81′ W73°34.88′  051° 7.1 NM to fld. 693/12W.
  VOR unusable:
  001°–155°
  195°–225°
  245°–270°
  325°–355°
  DME unusable:
  000°–015° byd 20 NM
  034°–054° byd 20 NM
  055°–135° byd 20 NM blo 5,000’
  180°–200°
  340°–359° byd 20 NM blo 6,000’
  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 20° right side of course. DME unusable byd 10 NM; and 10° right of course and byd 20° left of course.

NE, 14 JUL 2022 to 8 SEP 2022
DANIELSON (LZD)(KLZD) 2 NW UTC–5(–4DT) N41°49.19´ W71°54.06´

RWY 13–31: H2700X75 (ASPH) S–29 MIRL

RWY 13: Tree.

RWY 31: REIL, Tree.

SERVICE: S4 FUEL 100LL


AIRPORT MANAGER: 860-982-2443

WEATHER DATA SOURCES: AWOS–3 119.125 (860) 779-7251.

COMMUNICATIONS: CTAF/UNICOM 123.0

PROVIDENCE APP/DEP CON 123.675 (Sun–Fri 1030–0530Z‡, Sat 1030–0500Z‡) other times ctc

BOSTON CENTER APP/DEP CON 124.85

CLEARANCE DELIVERY PHONE: For CD ctc Providence Apch at 401-738-8945, when Apch clsd ctc Boston ARTCC at 603-879-6899.

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

PUTNAM (H) (H) VOR/DME 117.4 PUT Chan 121 N41º57.33´ W71º50.65´ 211º 8.5 NM to fld. 652/14W.

DME unusable:

265º–301º byd 36 NM blo 3,000´

EAST HADDAM

GOODSPEED (42B) 1 SE UTC–5(–4DT) N41º26.74´ W72º27.34´

9 NOTAM FILE BDR

RWY 14–32: H1200X50 (ASPH) S–9 LIRL

RWY 14: Trees.

RWY 32: Trees.

SERVICE: LGT Arpt lgts opr 24 hrs.


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.


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 35)

GOODSPEED (See EAST HADDAM on page 35)
GROTON—NEW LONDON (GON)(KGON) P (ARNG) 3 SE UTC–5(–4DT) N41º19.80´

W72º02.71´

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

RWY 05–23: H5000X150 (ASPH–GRVD) S–90, D–113, 2S–143, 2D–200 PCN 46 F/C/X/T HIRL

RWY 05: MALSR. PAPI(P4L)—GA 3.0º TCH 40´. RVR–T

RWY 23: REIL. VASI(V4L)—GA 3.0º TCH 49´. RVR–R Tree.

RWY 15–33: H4000X96 (ASPH–GRVD) S–90, D–113, 2S–143 PCN 12 R/C/X/T HIRL

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

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

RUNWAY DECLARED DISTANCE INFORMATION

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

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

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

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

ARRESTING GEAR/SYSTEM

RWY 05: EMAS

RWY 23: EMAS

SERVICE: S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LGT When twr clsd ACTIVATE HIRL. Rwys 05–23 and 15–33, MALSR Rwy 05—CTAF. MILITARY—A–GEAR Rwy 05 EMAS 130´ x 162´. Rwy 23 EMAS 340´ x 162´. FUEL (NC–100LL, A. After hr fuel, call before 0200Z‡ day of arr C860–715–8800.)

NOISE: Noise abatement proc is in effect: Rwy 05: turn left hdg 020º til rchg 1000´, then on cs; Rwy 23: turn left hdg 210º til rchg 1000´, then on cs; Rwy 33: fly rwy hdg until rchg 1000´, then on cs.

AIRPORT REMARKS: Attended 1100–0200Z‡. Deer, birds and waterfowl on and inv of arpt. For fuel after hrs call before 2100 lcl day of arr, 860–715–8800. Conditions not monitored from 1800 local to 0600 local, Monday through Friday, and from 1500 local to 0700 local, Saturday through Sunday. Trn pilots at general aviation ramp exit and re-enter arpt via pilot pedestrian gate adjacent to main terminal with posted gate lock combination. This gate is lgtd with electronic surveillance 24 hrs a day. Clsd to unscheduled air carrier ops with more than 30 pax seats exc 48 hr PPR call 860–250–4701. No touch and go ops are permitted bbn 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) lgts acft, 1509 (1500) all turbine powered acft. Terminal aerodrome forecast svc avbl. Rwy 23 nr not 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: 860-539-0021

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

COMMUNICATIONS: CTAF 125.6 ATIS 127.0

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

BOSTON CENTER APP/DEP CON 124.85

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

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

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

VOR TEST FACILITY (VOT) 110.25

RADIO AIDS TO NAVIGATION: NOTAM FILE GON.

(T) (T) VOR/DME 110.85 GON Chan 45(Y) N41º19.82´ W72º03.12´ 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 Chan 50 Rwy 05. Class IT. Unmonitored when ATCT closed.

GROTON—NEW LONDON (See GROTON (NEW LONDON) on page 36)
CONNECTICUT

HARTFORD–BRAINARD (HFD/KHFD) 3 SE UTC–(–4DT) N41º44.20 ´ W72º38.97 ´

18 NOTAM FILE HFD

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

SERVICE: S4 FUEL 100LL, JET A LGT When ATCT clsd, ACTVT REIL Rwys 02 and 20; PAPI Rwy 20; HIRL Rwy 02–20—CTAF. PAPI Rwy 02 opr consly. Rwy 20 PAPI unusbl byd 7 degs L of RCL.

NOISE: Arpt located in noise sensitive area. Populated areas to south and west should be avoided. Apch/depa over river when possible. See Brainard twr letters to airmen.

AIRPORT REMARKS: Attended Mon–Fri continuously, Sat–Sun 1100–0400Z‡. Birds and deer on and inv of airport. Be alert, (HFD) is located on west side of river. There is a clsd arpt 1 mile east northeast of (HFD). Turf 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: 860-982-2443

WEATHER DATA SOURCES: ASOS (860) 527–5837 LAWRS.

COMMUNICATIONS: CTAF 126.45 860–246–5929 UNICOM 122.95

YANKER APP/DEP CON 127.8

TOWER 119.6 (1100–0500Z‡) GND CON 121.6 CLNC DEL 121.6 121.6

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

VOR TEST FACILITY (VOT) 108.2

RADIO AIDS TO NAVIGATION: NOTAM FILE HFD.

(1) (1) VOR/RNAV 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.

HELIPAD H1: H70X77 (ASPH) MIRL

HELIPAD 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) (L) VOR/RNAV/DME 114.9 HFD Chan 96 N41º38.47 ´ W72º32.85 ´ 334º 7.3 NM to Hartford–Brainard. 849/13W.

MARLBOROUGH

SALMON RIVER AIRFIELD (B98) 3 S UTC–(–4DT) N41º35.37 ´ W72º26.54 ´

540 NOTAM FILE BDR

RWY 17–35: 2000X60 (TURF)


RWY 35: Trees.


AIRPORT MANAGER: (860) 883-4272

COMMUNICATIONS: CTAF 122.9

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

NEW YORK

L–33C, 34I

IAP

NE, 14 JUL 2022 to 8 SEP 2022
NEW HAVEN (HVN)(KHVN) 3 SE UTC–5(–4DT) N41º15.82´ W72º53.21´
13 B TPA—See Remarks LRA ARFF Index—See Remarks NOTAM FILE HVN
RHW 02: MALSF. PAPI(P4L)—GA 3.0º TCH 50´. RVR–T Trees.
RHW 20: VASI(V4L)—GA 4.0º TCH 57´. RVR–R Thld dsplcd 352´. Trees.
RHW 14–32: H3626X100 (ASPH) S–30, D–60 MIRL
RHW 14: Thld dsplcd 361´. Trees.
RHW 32: PAPI(P4L)—GA 3.5º TCH 50´. Thld dsplcd 300´. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RHW 02: TORA–5600 TODA–5600 ASDA–5600 LDA–5600
RHW 14: TORA–3630 TODA–3630 ASDA–3392 LDA–3028
RHW 32: TORA–3630 TODA–3630 ASDA–3630 LDA–3329
SERVICE: S4 FUEL 100LL, JET A OX 1, 3 LGT When ATCT clsd actvt MALSF Rwy 02; HIRL Rwy 02–20–CTAF. Rwy 32 PAPI OTS UFN.
AIRPORT MANAGER: 203-666-8833
WEATHER DATA SOURCES: ASOS (203) 466–6205 LAWRS.
COMMUNICATIONS: CTAF/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)
CLEARANCE DELIVERY PHONE: For CD when twr clsd ctc New York Apch at 516-683-2449 or 121.7.
AIRSPACE: CLASS D svc 1100–0300Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE HVN.
NEW HAVEN (T) DME 109.8 HVN Chan 35 N41º15.74´ W72º53.11´ at fld. 4/0E.
DME unusable: 031º–120º byd 19 NM bio 4,000´
ILS/DME 109.1 I–HVN Chan 28 Rwy 02. Class IB. Unmonitored when ATCT clsd.
NEW YORK (H–10I, 12I, L–33B, 34I)
RHW 02: MALSF. PAPI(P4L)—GA 3.0º TCH 50´. RVR–T Trees.
RHW 20: VASI(V4L)—GA 4.0º TCH 57´. RVR–R Thld dsplcd 352´. Trees.
RHW 14–32: H3626X100 (ASPH) S–30, D–60 MIRL
RHW 14: Thld dsplcd 361´. Trees.
RHW 32: PAPI(P4L)—GA 3.5º TCH 50´. Thld dsplcd 300´. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RHW 02: TORA–5600 TODA–5600 ASDA–5600 LDA–5600
RHW 14: TORA–3630 TODA–3630 ASDA–3392 LDA–3028
RHW 32: TORA–3630 TODA–3630 ASDA–3630 LDA–3329
SERVICE: S4 FUEL 100LL, JET A OX 1, 3 LGT When ATCT clsd actvt MALSF Rwy 02; HIRL Rwy 02–20–CTAF. Rwy 32 PAPI OTS UFN.
AIRPORT MANAGER: 203-666-8833
WEATHER DATA SOURCES: ASOS (203) 466–6205 LAWRS.
COMMUNICATIONS: CTAF/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)
CLEARANCE DELIVERY PHONE: For CD when twr clsd ctc New York Apch at 516-683-2449 or 121.7.
AIRSPACE: CLASS D svc 1100–0300Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE HVN.
NEW HAVEN (T) DME 109.8 HVN Chan 35 N41º15.74´ W72º53.11´ at fld. 4/0E.
DME unusable: 031º–120º byd 19 NM bio 4,000´
ILS/DME 109.1 I–HVN Chan 28 Rwy 02. Class IB. Unmonitored when ATCT clsd.
NE, 14 JUL 2022 to 8 SEP 2022
NEW HAVEN
N41°15.74´ W72°53.11´ NOTAM FILE HVN.
(T) DME 109.8 HVN Chan 35 at Tweed/New Haven. 4/0E.
DME unusable:
03º–120º byd 19 NM blo 4,000´

NEW MILFORD
CANDLELIGHT HELIPORT (6Y2) 2 W UTC–5(–4DT) N41°34.07´ W73°27.64´
675 NOTAM FILE BDR
HELIPAD H1: H50X50 (ASPH)
AIRPORT MANAGER: (203) 648-6782
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc New York Apc 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) 648-6782
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc New York Apc at 516-683-2849

NORTHFIELD HELIPORT (See THOMASTON on page 41)

OXFORD
WATERBURY–OXFORD (OXC)(KOKC) 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) S–50, D–85, 2S–107, 2D–145 HIRL 0.9% up N
RWY 18: PAPI(P4L)—GA 3.0º TCH 47´. Rgt tfc.
RUNWAY DECLARED DISTANCE INFORMATION
SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE REIL Rwy 36; PAPI Rwy 18 and Rwy 36; HIRL Rwy 18–36—CTAF. Rwy 18 VGSI lgts baffled byd 6 degs L of cntrln. Rwy 36 VGSI lgts baffled due to trees & prw in twr byd 5 degs R 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 acr ops. TGL & PLA 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 G, reflectors only. Twy D, reflectors only. Ldg fee for business, corp and revenue producing acft. Steep drop off after safety area north and south of Twy A.
AIRPORT MANAGER: (203) 264-8010
WEATHER DATA SOURCES: AWOS–3PT 132.975 (203) 262–1190.
COMMUNICATIONS: CTAF 118.475 ATIS 132.975 203–262–1190 UNICOM 122.95
NEW YORK APP/DEP CON 118.475 135.1 CLNC DEL 135.1 (When OXC twr clsd)
TOWER 118.475 (1100–0200Z) GND CON 121.65 CLNC DEL 121.65

CONTINUED ON NEXT PAGE

NE, 14 JUL 2022 to 8 SEP 2022
PLAINVILLE

ROBERTSON FLD  
(4B8)  2 N  UTC–5(–4DT)  N41º41.36´ W72º51.88´

RWY 02–20: H3665X75 (ASPH)  S–25  MIRL  0.4% up N
RWY 02: REIL.
RWY 20: REIL. Trees.

SERVICE:  S4  FUEL  100LL, JET A  OX 3, 4  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‡. Ctn deer & birds on & invof arpt. 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  122.8

YANKEE APP/DEP CON 123.95
CLNC DEL 134.5

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

PUTNAM

TOUTANT  
(C44)  6 NW  UTC–5(–4DT)  N41º57.34´ W72º03.26´

Rw 16–17: 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

N41º57.33´ W71º50.65´  NOTAM FILE BDR.

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

ROBERTSON FLD  (See PLAINVILLE on page 40)

SALMON RIVER AIRFIELD  (See MARLBOROUGH on page 37)

SIKORSKY HELIPORT  (See STRATFORD on page 41)
**CONNECTICUT**

### SIMSBURY

(4B9) 3 NE UTC–5(–4DT) N41°54.97´ W72°46.62´

195  NOTAM FILE BDR

**R W Y 0 3 – 2 1:** H2205X50 (ASPH)  S–25  MIRL(NSTD)

**R W Y 0 3:** Trees.

**R W Y 2 1:** Thld dsplcd 270´. Road.

**S E R V I C E:**  S4  FUEL 100LL  LGT Rwy 03–21 NSTD MIRL, thld lgts green/green. ACTIVATE MIRL Rwy 03–21—CTAF.

**A I R P O R T R E M A R K S:** Attended 1330–2200Z‡. Deer and birds frequently on and inv of arpt, particularly in apch to Rwy 03. Rwy 03–21 safety barrier 15´ northeast thld barricaded not lgtd. Rwy 03 has an up–hill grade.

**A I R P O R T M A N A G E R:** 860-459-1575

**C O M M U N I C A T I O N S:** CTAF/UNICOM 122.7

**C L E A R A N C E D E L I V E R Y P H O N E:** For CD ctc Yankee Apch at 860-386-3597. If una, ctc FSS.

### STRATFORD

**S I K O R S K Y H E L I P O R T**  (JSD)(KJSD) PVT  3 N UTC–5(–4DT) N41°14.84´ W73°05.87´

**A I R S P A C E:** CLASS D svc 1300Z‡–SS Mon–Fri, 1300Z‡–SS Sat–Sun as required; other times CLASS G.

**T H O M A S T O N**

**N O R T H F I E L D H E L I P O R T**  (NØ9) 4 NW UTC–5(–4DT) N41°43.42´ W73°06.94´

**A I R P O R T M A N A G E R:** 860-283-9490

**C O M M U N I C A T I O N S:** CTAF 122.9

**C L E A R A N C E D E L I V E R Y P H O N E:** For CD ctc Yankee Apch at 860-386-3597

**T O U T A N T**  (See PUTNAM on page 40)

**T W E E D / N E W H A V E N**  (See NEW HAVEN on page 38)

### WAREHOUSE POINT

**S K Y L A R K A I R P A R K**  (7B6)  2 E UTC–5(–4DT) N41°55.71´ W72°34.58´

**R W Y 1 0 – 2 8:** H3242X60 (ASPH)  S–9  LIRL(NSTD)

**R W Y 1 0:** Thld dsplcd 600´. P–line.

**R W Y 2 8:** Thld dsplcd 175´. Trees.

**S E R V I C E:**  S4  FUEL 100LL  LGT Arpt lgts OTS indef. Rwy 10–28 NSTD LIRL, first 175´ east end not lgtd. ACTIVATE LIRL Rwy 10–28—122.8.


**A I R P O R T M A N A G E R:**  (413) 537-5121

**C O M M U N I C A T I O N S:** CTAF/UNICOM 122.8

**C L E A R A N C E D E L I V E R Y P H O N E:** For CD ctc Yankee Apch at 860-386-3597

**R A D I O A I D S T O N A V I G A T I O N:** NOTAM FILE HFD.

**N A M E D O M A I N E:**

**H A R T F O R D**  (L) (L) VOR/DME 114.9  HFD  Chan 96  N41°38.47´ W72°32.85´  009° 17.3 NM to fld. 849/13W.
WATERBURY (N41) 4 N UTC–5(–4DT) N41°38.01’ W73°02.81’

850 NOTAM FILE BDR

RWY 17–35: 2005X135 (TURF)
- RWY 17: Trees.
- RWY 35: Road.

RWY 02–20: 1600X250 (TURF)
- RWY 02: Trees.
- RWY 20: Trees.

AIRPORT REMARKS: Unattended. Poor drainage ldg/taxi AER 35 winter months and after heavy rain. Turf rwys are soft during wet periods.

COMMUNICATIONS: CTAF 122.9

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

AIRPORT MANAGER: 203-775-1604

WATERBURY–OXFORD (See OXFORD on page 39)

WILLIMANTIC

WINDHAM (IJD)(KUJD) 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.

SERVICE: S4 FUEL 100LL, JET A+ LGT ACTIVATE REIL Rwy 27; MIRL Rwy 09–27–CTAF.


AIRPORT MANAGER: 860-883-6448

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 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) (L) VOR/DME 110.0 ORW Chan 37 N41°33.38’ W71°59.96’ 338º 13.9 NM to fld. 310/14W.

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

WINDHAM (See WILLIMANTIC on page 42)
WINDSOR LOCKS  

BRADLEY INTL (BDL)(KBDL) (ANG ARNG) 3 W UTC–5(–4DT) N41º56.34´

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 Trees.

RWY 24: MALS. TDZL. PAPI(P4L)—GA 4.0º TCH 71´. RVR–TMR Trees.

RWY 15–33: H6847X150 (ASPH–GRVD) S–200, D–200, 2S–175, 2D–350 PCN 64 F/A/X/T HIRL

RWY 15: REIL. PAPI(P4L)—GA 3.5º TCH 61´. RVR–R Trees.

RWY 33: MALSF. PAPI(P4R)—GA 3.0º TCH 72´. RVR–T Trees.

LAND AND HOLD–SHORT OPERATIONS

LDG Rwy HOLD–SHORT POINT AVBL LDG DIST

RWY 24 15–33 5850

RWY 33 06–24 4550

RUNWAY DECLARED DISTANCE INFORMATION

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

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

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

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

SERVICE: S4 FUEL 100LL, JET A

MILITARY— JASU (MD)–3 FUEL A++, (C860–627–3300.) (NC–100LL) FLUID SP LOX OIL

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‡. 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. Solar panel farm located 1.5 miles south of Rwy 33 thld. All acft overflight of solar farm will be at or above 500´ AGL. Rwy 6 de–ice pad clsd to acft with wingspan 171´ or gtr exc with follow–me escort by arpt ops. Part twy ops on Twy C and Twy B rstrd to acft with wingspans of 171 ft or less. Twy C btwn Twy B and Twy H actt 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) enabled on all airport surfaces. TPA—1873(1700) heavy acft. Fixed wing actt use low idle for taxi, no engine checks or power runs allowed on the Rwy 06–24 245 ft by 200 ft blast pad SW end. Rwy 15–33 100 ft by 200 ft blast pad SE end. Lgtd obst ant 36 ft AGL/205 ft MSL (Rwy 24 ILS/GS ANT) 162 ft NW of Twy C cntrln marking btn Twy B and Twy H. Twy S hold pad at Rwy 33 clsd. Non–based dvrsn acrs ctc arpt ops 860–627–3001 prior to divg & prvd co flt ops ctc info, acft type, POB, intl or dom flt & gnd ops agrmts. Only 1 intl acr jet bridge avbl for pax. Ldg fee for business, corporate and revenue producing acft. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER: 860-292-2003

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

COMMUNICATIONS: D–ATIS 118.15 (860–386–3570) UNICOM 122.95 YANKIE APP/DEP CON 123.95 (061º–240º) 125.35 (241º–060º) 127.225 TOWER 120.3 GND CON 121.9 CLNC DEL 121.75 CPDLC (LOGON KUSA) PDC

ARSPACE: CLASS C svc ctc APP CON.

VOR TEST FACILITY (VOT) 111.4

RADIO AIDS TO NAVIGATION: NOTAM FILE HFD.

HARTFORD (L) (L) YORV/DME 114.9 HFD Chan 96 N41º38.47´ W72º32.85´ 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 IIE. DME unusable fm .4 NM inbd to Rwy 24.

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

ASR

WINDSOR LOCKS  N41º56.37´ W72º40.49´

RCO (BRIDGEPORT RADIO)

YALESVILLE HELIPORT  (4C3) 2 N UTC–5(–4DT) N41º29.51´ W72º48.67´

65 B NOTAM FILE BDR

HELIPAD H1: H65X65 (CONC)

SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE rotating bcn—123.50.

HELIPORT REMARKS: Attended Mon–Fri 1330–2200Z‡. Helipad CLOSED indefly.

AIRPORT MANAGER: 800-234-3119

COMMUNICATIONS: CTAF/UNICOM 123.05

NE, 14 JUL 2022 to 8 SEP 2022
DOVER

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

22  B  NOTAM FILE MIV

RWY 04–22:  H2533X28 (ASPH)  LIRL

RWY 04: Thld dsplcd 539´. Trees.


SERVICE:  S4  FUEL  100LL, MOGAS  LGT

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 invof 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 cmpltD. Tree removal on rwy end 22 on-going.

AIRPORT MANAGER:  302-287-9623

COMMUNICATIONS:  CTAF/UNICOM 122.8


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

30  NOTAM FILE MIV

HELIPAD H1:  H60X60 (CONC)  PERIMETER LGTS

SERVICE:  LGT ACTIVATE perimeter lgts—CTAF.

HELIPORT REMARKS:  Attended Mon–Fri 1300–2130Z‡. Located ESE Dover. Unmarked/unlgtd 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

DOVER/CHESWOLD

DELWAORE AIRPARK  (33N)  1 W UTC–5(–4DT)  N39º13.12´ W75º36.03´

55 B NOTAM FILE MIV
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)

RADIO AIDS TO NAVIGATION:  NOTAM FILE MIV.
SMYRNA (L) (L) VORTACW 111.4 ENO Chan 51  N39º13.90´ W75º30.96´  168º 6.6 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:
15º–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´

DUPONT  N39º40.69´ W75º36.43´ NOTAM FILE MIV.
(L) (L) VORTAC 114.0  DQO Chan 87 at New Castle. 70/10W.
VOR unusable:
230º–265º byd 20 NM
TACAN AZIMUTH unusable:
230º–265º byd 20 NM
DME unusable:
230º–265º byd 20 NM
RCO 122.1R 114.0T (MILLVILLE RADIO)
FARMINGTON

CHORMAN (D74) 2 SW UTC–5(–4DT) N38°50.97′ W75°36.77′
66 B NOTAM FILE MIV
RWY 16–34: H3588X37 (ASPH) LIRL
RWY 16: REIL
RWY 34: REIL. Thld dsplcd 438′. Pole.
SERVICE: 54 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 inv of arpt. Loading pad adjacent to east side Rwy 34.
AIRPORT MANAGER: 302-349-5055
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
WATERLOO (L) (L) VOR/DME 112.6 ATR Chan 73 N38°48.59′ W75°12.68′ 286º 19.0 NM to fld. 5/9W.
DME unusable:
179º–293º byd 30 NM blo 2,000′
VOR unusable:
345º–010º

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: 54
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡.
AIRPORT MANAGER: 410-535-2045
COMMUNICATIONS: CTAF/UNICOM 123.0

GEORGETOWN

DELAWARE COASTAL (GED)(KGED) 2 SE UTC–5(–4DT) N38°41.26′ W75°21.56′
53 B NOTAM FILE GED
RWY 04: MALS. REIL. PAPI(P4L)—GA 3.0º TCH 45′. Thld dsplcd 370′.
Treess.
RWY 22: REIL. PAPI(P4L)—GA 3.0º TCH 45′. Thld dsplcd 169′.
RWY 10–28: H3109X75 (ASPH) S–50, D–91 PCN 36 F/A/X/T MIRL
RWY 10: REIL. PAPI(P2L)—GA 3.5º TCH 46′.
RWY 28: REIL. PAPI(P2L)—GA 3.0º TCH 40′.
SERVICE: 54 FUEL 100LL, JET A LGT ACTVT MALS Rwy 04; REIL Rwy 04, 22, 10, 28; MIRL Rwy 04–22 and 10–28—CTAF.
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 (L) (L) VOR/DME 112.6 ATR Chan 73 N38°48.59′ W75°12.68′ 233º 10.1 NM to fld. 5/9W.
DME unusable:
179º–293º byd 30 NM blo 2,000′
VOR unusable:
345º–010º
LAUREL (N86) 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 ctc Patuxent Apch at 301-342-3740, when Patuxent Apch is clsd ctc Potomac Apch at 866-640-4124.
RADIO AIDS TO NAVIGATION: NOTAM FILE SBY.

SALISBURY (L) (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 (EVY)(KEVY) 5 N UTC–5(–4DT) N39º31.26´ W75º43.42´
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 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 invol 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
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
DUPONT (L) (L) VORTAC 114.0 DQO Chan 87 N39º40.69´ W75º36.43´ 220º 10.9 NM to fld. 70/10W.
VOR unusable:
230º–265º byd 20 NM
TACAN AZIMUTH unusable:
230º–265º byd 20 NM
DME unusable:
230º–265º byd 20 NM

NEW CASTLE (See WILMINGTON on page 50)

SMYRNA (38N) 1 E UTC–5(–4DT) N39º18.22´ W75º35.03´
18 B NOTAM FILE MIV
RWY 10–28: 2600X125 (TURF) LIRL
RWY 10: REIL. Trees.
RWY 28: REIL. Trees.
SERVICE: FUEL 100LL, MOGAS GT ACTIVATE LIRL Rwy 10–28 dusk–0500Z‡—CTAF.
AIRPORT MANAGER: 302-653-8314
COMMUNICATIONS: CTAF/UNICOM 122.8

SMYRNA N39º13.90´ W75º30.96´ NOTAM FILE MIV.
(L) (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)

WATERLOO N38º48.59´ W75º12.68´ NOTAM FILE MIV.
(L) (L) VORTAC 112.6 ATR Chan 73 233º 10.1 NM to Delaware Coastal. 5/9W.
DME unusable:
179º–293º byd 30 NM blo 2,000´
VOR unusable:
345º–010º
RCO 122.1R 112.6T (MILLVILLE RADIO)

NE, 14 JUL 2022 to 8 SEP 2022
NEW CASTLE (ILG) KILG P (ANG ARNG) 4 S UTC–5(–4DT) N39º40.72´ W75º36.40´

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 PAP(P4L)—GA 3.0’ TCH 61’. Trees.
RWY 27: REIL PAP(P4L)—GA 3.0’ TCH 54’. Trees.

RWY 01–19: H7012X150 (ASPH–GRVD)  S–90, D–140, 2S–175, 2D–250 PCN 59 F/A/W/T HIRL

RWY 01: MALSR. RVR–T Road.

RWY 14–32: H4602X150 (ASPH)  S–50, D–60 PCN 45 F/A/X/T MIRL

RWY 14: Trees.
RWY 32: VASI(V4L)—GA 3.0’ TCH 28’.

LAND AND HOLD–SHORT OPERATIONS

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RUNWAY DECLARED DISTANCE INFORMATION

| RWY 01  | TORA–7012 TODA–7012 ASDA–7012 LDA–7012 |
| RWY 09  | TORA–7275 TODA–7275 ASDA–7275 LDA–7275 |
| RWY 14  | TORA–4602 TODA–4602 ASDA–4602 LDA–4602 |
| RWY 18  | TORA–7012 TODA–7012 ASDA–7012 LDA–7012 |
| RWY 27  | TORA–7275 TODA–7275 ASDA–7275 LDA–7275 |
| RWY 32  | TORA–4602 TODA–4602 ASDA–4602 LDA–4602 |

ARRESTING GEAR/SYSTEM

RWY 19: EMAS

SERVICE: S4 FUEL 100LL, JET A OK 1, 2, 3, 4 LGT When twr clsd ACTVT MALSR 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 inof 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, tkf or gnd travel on rwys and twys.

When twr clsd announce emergencies on CTAF directly to ARFF station. Rwy 01 5000 ft dist rmng sign misg. Rwy 09 2000 ft dist rmng sign misg. Rwy 27 5000 ft dist rmng sign misg. Rwy 14–32 clsd to sked air carrier ops with more than 9 pax seats and non sked air carrier ops with more than 30 pax seats exc for taxi. Terminal apron clsd exc air carrier. Private gnd vehicles cross Twy A between Twy A4 and Twy C. Taxilane G northwest of Twy H ltd to acft with wingspan of 79´ or less. Taxilane G section between Twy H and Twy G1 ltd to 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) lgtg. 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

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

VOR unusable:
230º–265º byd 20 NM

TACAN AZIMUTH unusable:
230º–265º byd 20 NM

DME unusable:
230º–265º byd 20 NM

HADIN NDB (LONW) 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.
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

WASHINGTON

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

N38°43.26’ W77°30.91’
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’. Rgt tfc.
Rwy 34R: MALSF. PAPI(P4L)—GA 3.0º TCH 40’. Lft tfc.
Rwy 16R–34L: H3715X75 (ASPH) S–12.5 MIRL 0.3% up N
Rwy 16L: REIL. PAPI(P2L)—GA 3.0º TCH 54’. Rgt tfc.
Rwy 34L: REIL. PAPI(P2L)—GA 3.0º TCH 43’.

SERVICE: S FUEL 100LL, JET A OX 1, 2, 4 LGT When ATCT clsd
actv MALSR Rwy 16L; MALSF Rwy 34R; REILS Rwy 16R & 34L;
HIRL Rwy 16L–34R, MIRL Rwy 16R–34L—CTAF.

NOISE: Helicopter ops over residential areas blw 1000 ft should be
avoided; ctc amgr 703–361–1882 for info.

AIRPORT REMARKS: Attended 1130–0330Z‡. Birds and deer on and invof
arpt. TPA—1200(1008) single engine and light twin acft,
1500(1308) med twin and turboprop acft, 1000(808) helicopter.
U.S. Customs avbl Mon–Sun 1000–0400Z‡. Call Command Center
703–661–2800 for appointment. 24 hr notice required. All weekend
flights must be arranged before 2200Z‡ on Fri before. Terminal apron
for transient and US Customs parking.

AIRPORT MANAGER: 703-361-1882

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

COMMUNICATIONS: CTAF 133.1 ATIS 125.175 (703) 361-6160

® POTOMAC APP/DEP CON 128.525
TOWER 133.1 (1130–0330Z) GND CON 121.8
CLNC DEL 120.2 (When twr clsd)

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

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

RADIO AIDS TO NAVIGATION: NOTAM FILE IAD.

ARML. (L) (L) VOR/DME 113.5 AML Chan 82 N38°56.08’ W77°28.00’ 198º 13.0 NM to fd. 296/8W.

VOR unusable:
055º–092º b1o 4,500’
093º–115º
116º–210º b1o 4,500’

DME unusable:
055º–210º byd 28 NM b1o 2,500’
211º–230º byd 30 NM b1o 3,000’

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

**RWY 01–19:** H7169X150 (ASPH–GRVD) S–110, D–200, 2D–360
PCN 57 F/B/X/T HIRL

**RWY 01:** ALSFL. TDZL. PAP(P4R)—GA 3.0º TCH 54´. RVR–TR Tower.

**RWY 19:** MALSF. PAP(P4L)—GA 3.0º TCH 50´. RVR–TR Tree. Rgt tfc.

**PCN 57 F/B/X/T HIRL**

**RWY 15–33:** H5204X150 (ASPH–GRVD) S–110, D–200, 2D–360

**PCN 57 F/B/X/T HIRL**

**RWY 15:** REIL. PAP(P4L)—GA 3.0º TCH 36´. Trees. Rgt tfc.

**RWY 19:** REIL. PAP(P4L)—GA 3.0º TCH 37´. Trees.

**RWY 04–22:** H5000X150 (ASPH–GRVD) S–110, D–200, 2D–360
PCN 57 F/B/X/T MIRL

**ARRESTING GEAR/SYSTEM**

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

**SERVICE:** S2 FUEL JET A LGT Rwy 19 PAPI–4L is rotated 21 degs to R and extds coverage to 24 degs R of cntrln. The rotated PAPI–4L system supports visual and instr apchs to Rwy 19.


**AIRPORT REMARKS:** Attended continuously. Flocks of birds on and invof arpt; Fqt 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 (KDC) is an emerg use only fld for all DoD owned and opr acft. Lgt fm vehicle parking lot lctd 1000 ft SW of Rwy 01 could give false indications of being part of Rwy 01 apch lgt sys during periods of reduced vis & 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 taxing bfn air carrier pushback ops and the gates. Trng flts that include multiple apchs and/or touch and go ops rqr prior permission from the arpt mgr. Rwy 19X exists to support the DCA LDA associated with the ILS. Twy N bnt 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)**

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

RADIO AIDS TO NAVIGATION:  NOTAM FILE DCA.

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

VOR unusable:
- 026º–070º byd 20 NM blo 5,000’
- 071º–075º byd 20 NM blo 7,000’
- 076º–105º byd 20 NM blo 5,000’
- 106º–111º byd 10 NM blo 2,500’
- 106º–125º byd 20 NM blo 8,000’
- 126º–145º byd 20 NM blo 5,500’
- 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’

OXONN NDB (MHW)  332  DCA  N38°45.96´  W77º01.64´  006º 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 implemente a metering plan designed to minimize low alt holding, reduce radar vectors and speeds rqrg 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  (09W)  0 N UTC–5(–4DT)  N38°52.12’  W77°00.45’

HELIPAD H1: H60X60 (ASPH)  PERIMETER LGTS

HELIPAD H1: RLLS.

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

HELIPORT REMARKS:  Attended Mon–Fri 1200–0000Z Sat– Sun 1600–0000Zt. 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.
WASHINGTON DULLES INTL (IAD)(KIAD) 20 W UTC–5 (–4DT) N38°56.85´

W77°27.60´

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

RWY 01C–19C: H11500X150 (CONC–GRVD) S–200, D–250, 2D–450, 2D/2D2–875 PCN 81 R/C/W/T 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/2D2–875 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 70´. RVR–TMR Pole. 0.3% up.

RWY 12–30: H10501X150 (CONC–GRVD) S–200, D–250, 2D–450, 2D/2D2–875 PCN 81 R/C/W/T 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/2D2–875 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(P4R)—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 1, 3 LGT Rwy status lsts are in opn.

AIRPORT REMARKS: Attended continuously. Large flocks of birds on and invo arpt/deer invo arpt. During periods of acft saturation long term parking may not be available. Services for fuel and go only will be available. F1t trng btt 0300–1200Z prohibited. Itnmt acft ctc FBO on 122.95 or 129.77 for svcvs. 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 cncl from MWAA Ramp trw. B747–8 rstd to max taxi speed 17 kt (20 MPH) on Twy J. All acft with wingspan exceeding 118´ are rstd from using Taxi lane A btt Taxi lane A1 and A6. Twy E1 rstd to acft with a wingspan less than 79´. Engine run–ups btt 2200L and 0700L rqr prior apvl from arpt ops. Runup blx for Rwy 30 dsgnd as non–movement area. Taxi lane C active, pushback cncls on North side of midfld terminal are onto Taxi lane D only unless otherwise authorized. All 180º turns out of apron positions shall be made using minimum pwr. Rwy 30 departures use upper antenna for ATC 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 O1R–19L) 120.25 (Rwy O1C–19C) 134.425 (Rwy O1L–19R, Rwy 12–30)

MIDFIELD RAMP CON 125.55

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.

ARMELO (L) (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 IIIE.
ILS/DME 110.75  I–OIU  Chan 44(Y)  Rwy 01L.  Class IIIE.  LOC unusable byd 25º left of course.
ILS/DME 110.1  I–IAD  Chan 38  Rwy 01R.  Class IIIE.
ILS 109.3  I–AJU  Rwy 12.  Class IE.
ILS 111.3  I–DLX  Rwy 19C.  Class IIIE.
ILS/DME 110.1  I–SGC  Chan 38  Rwy 19L.  Class IE.
ILS/DME 110.75  I–ISU  Chan 44(Y)  Rwy 19R.  Class IIIE.
ASHLAND

BRADFORD CAMPS SPB (ME3) 30 SW UTC–5(–4DT) N46º23.75´ W69º00.30´

815 NOTAM FILE BGR
WATERWAY 15SW–3W: 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) N44º02.91´ W70º17.01´

288 B NOTAM FILE LEW
RWY 04–22: H5001X100 (ASPH–GRVD) S–30, D–108, 2S–137,
2D–180 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+ DX 4 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 118.025 (207) 783–2806.
COMMUNICATIONS: CTAF/UNICOM 122.8
®, PORTLAND APP/DEP CON 125.5 (1045–0500Z‡)
®, BOSTON CENTER APP/DEP CON 128.2 (0500–1045Z‡)
CLNC DEL 124.05 PRETaxi CLNC 124.05
CLEARANCE DELIVERY PHONE: For CD when Apch clsd ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE AUG.

AUGUSTA (VL) (DH) 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´
018º–050º byd 40 NM
055º–058º byd 40 NM
065º–089º byd 40 NM
075º–089º byd 25 NM blo 3,000´
090º–115º byd 15 NM
116º–175º byd 40 NM
116º–189º byd 25 NM blo 3,000´
188º–207º byd 40 NM
190º–205º byd 10 NM blo 5,000´
206º–220º byd 25 NM blo 3,000´
208º–213º byd 40 NM blo 3,000´
208º–213º byd 49 NM blo 7,000´
208º–231º byd 68 NM
225º–245º byd 40 NM
246º–256º byd 40 NM blo 7,000´
246º–256º byd 53 NM
257º–261º byd 40 NM
271º–275º byd 40 NM
300º–353º byd 40 NM
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

AUGUSTA STATE (AUG/KAUG) 3 NW UTC–5(–4DT) N44º19.24´ W69º47.84´

NOTAM FILE AUG

RWY 17–35: H5001X100 (ASPH–GRVD) S–50, D–60 HIRL
0.7% up S

RWY 17: MLSR. 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 MLSR 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 114.95T 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.

CONTINUED ON NEXT PAGE
AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE AUG.

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

VOR unusable:
- 005º–015º byd 10 NM blo 7,000´
- 018º–050º byd 40 NM
- 055º–058º byd 40 NM
- 065º–089º byd 40 NM
- 075º–089º byd 25 NM blo 3,000´
- 090º–115º byd 15 NM
- 116º–175º byd 40 NM
- 116º–189º byd 25 NM blo 3,000´
- 188º–207º byd 40 NM
- 190º–205º byd 10 NM blo 5,000´
- 206º–220º byd 25 NM blo 3,000´
- 208º–213º byd 40 NM blo 3,000´
- 208º–213º byd 49 NM blo 7,000´
- 208º–213º byd 68 NM
- 208º–213º byd 49 NM blo 7,000´
- 208º–213º byd 40 NM
- 208º–213º byd 68 NM
- 225º–245º byd 40 NM
- 246º–256º byd 40 NM blo 7,000´
- 246º–256º byd 53 NM
- 257º–261º byd 40 NM
- 271º–275º byd 40 NM
- 300º–353º byd 40 NM

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

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

ILS 108.7 I–AUG Rwy 17. Class IB. LOM DUNNS NDB. Glideslope unusable byd 5º right side of LOC course; blw 430´; byd 9 NM. LOC unusable fm 0.5 NM to thld abv 1,500´.

BANGOR

BANGOR INTL (BGR) (KBGR) P (ANG ARNG) 3 W UTC–5(–4DT)  N44º48.45´ W68º49.69´

RUNWAY DECLARED DISTANCE INFORMATION

RWY 15–33: TORA–11440 TODA–11440 ASDA–11440 LDA–11440

SERVICE: S4  FUEL  100LL, JET A  OD, 4  MILITARY—JASU 1 (MD–3)

AIRPORT REMARKS: Attended continuously. TPA for jet acft is 2000(1808) unless otherwise instructed. ARFF Index B with 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.


CONTINUED ON NEXT PAGE
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AIRPORT MANAGER: 207-992-4600
WEATHER DATA SOURCES: ASOS 127.75 (207) 561–2515.
COMMUNICATIONS: ATIS 127.75 (207–561–2524) UNICOM 122.95
RCO 122.2 (BANGOR RADIO)
APP/DEP CON 118.925 124.5
TOWER 120.7 GND CON 121.9 CLNC DEL 135.9
AIRSPACE: CLASS C svc ctc APP CON.
RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.
(VH) (H) VORTACW 114.8 BGR Chan 95 N44º50.51´ W68º52.44 ´ 155º 2.8 NM to fld. 360/19W.
ILS/DME 109.5 I–JHV Chan 32 Rwy 15. Class IIIE. DME also serves Rwy 33.
ILS/DME 109.5 I–BGR Chan 32 Rwy 33. Class IIIE. DME also serves Rwy 15. DME unusable byd 26º r of course.
ASR

HELIPAD H1: H100X100 (CONC)

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

BANKS (See SWANS ISLAND on page 87)

BAR HARBOR

HANCOCK CO/BAR HARBOR (BHB)(KBHB) 8 NW UTC–5(–4DT) N44º26.98 ´ W68º21.69 ´

AIRPORT REMARKS: Attended 1300–2300Z‡. Birds on and inv of arpt. Grass areas unavbl for acft ops. Seaplane ramp unavbl for acft ops exc PPR 207–667–7329. Ficon not mnt Mon–Fri 0200–1230Z‡, wknds & hols. Rwy 04–22 due to hump at midpoint, opposite ends of rwy not visible at gnd level. Rwy 17–35 not avbl for sked acr ops (ldg and 1kof) more than 9 px seats or unsked acr ops at least 31 px seats. Rwy 17–35 N of Twy H avbl for acr ops more than 9 px seats for taxi only. PPR for overweight ldgs. PPR for unsked acr ops reqrg 14 CFR 139 ARFF. Ctc AMGR. PPR for unsked acr ops rqr 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 122.9
APP/DEP CON 133.6
CLNC DEL 119.9
CLEARANCE DELIVERY PHONE: For CD ctc Bangor Apch at 207-561-2521.

CONTINUED ON NEXT PAGE

NE, 14 JUL 2022 to 8 SEP 2022
RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.

BANGOR (VH) (H) VORTACW 114.8 BGR Chan 95 N44º50.51’ W68º52.44’ 156º 32.2 NM to fld. 360/19W.
ILS/DME 108.3 I–BHB Chan 20 Rwy 22. Class IB. Unmonitored.

BELFAST MUNI (BST)(KBST) 1 SW UTC–5(–4DT) N44º24.56’ W69º00.71’
198 B NOTAM FILE BGR
RWY 15–33: H4000X100 (ASPH) S–30 MIRL 1.0% up NW
RWY 15: REIL.
RWY 33: REIL.
SERVICE: S2 LGT ACTIVATE REIL Rwy 15 and Rwy 33 and MIRL Rwy 15–33—CTAF.


AIRPORT MANAGER: 603-970-1947
WEATHER DATA SOURCES: AWOS–AV 122.975 (207) 930–7071.

COMMUNICATIONS: CTAF/UNICOM 122.975
BANGOR APP/DEP CON 118.925

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

BETHEL RGNL (RB1) 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 Lgtd windsock and apron lghts on continuously at night. ACTIVATE REIL 32; MIRL Rwy 14–32—CTAF.

AIRPORT REMARKS: Unattended. Turkeys and geese on or inv of 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 apch 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.
DME unusable:
080º–125º blo 10,000’
188º–198º blo 10,000’
275º–292º blo 10,000’

COMM/NV/WEATHER REMARKS: ACTIVATE AWOS–AV via phone (207–512–2516) or key CTAF 3 times.
BIDDEFORD MUNI  (B19)  2 S  UTC–5(–4DT)  N43°27.85’ W70°28.34’
157 B  TPA—995(838)  NOTAM FILE BGR
RWY 06–24: H3000X75 (ASPH) S–25 MIRL  0.3% up NE
  RWY 06: REIL. PAP(P4L)—GA 3.5º TCH 31’. Brush.
  RWY 24: Hill.
SERVICE: FUEL  100LL  LGT
NOISE: Noise abatement ctc AMGR for dtls.
AIRPORT REMARKS: Attended Mon–Fri 1500–2100Z‡, Sat–Sun
  1400–2100Z‡. Deer and turkeys on and inof arpt. Ultralight and
  prcht act on and inof 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 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  (VH) (DH) 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’
VOR unusable:
  017º–040º byd 40 NM
  130º–133º byd 40 NM
  192º–202º byd 40 NM blo 2,500’
  192º–202º byd 48 NM blo 5,000’
  203º–294º byd 40 NM
  295º–305º byd 40 NM blo 5,000’
  295º–305º byd 52 NM
  306º–359º byd 40 NM

BOWDOINHAM
MERRYMEETING FLD  (Ø8B)  1 SE  UTC–5(–4DT)  N44º00.00’ W69º53.23’
61 NOTAM FILE BGR
RWY 14–32: 1935X100 (TURF)
  RWY 14: Thld dsplcd 425’. Trees.
  RWY 32: Thld dsplcd 143’. Trees.
AIRPORT REMARKS: Attended irregularly. Call for rwy conditions prior to ldg. Wildlife on or inof 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 74)
BRADFORD CAMPS SPB  (See ASHLAND on page 57)
BRANDY POND SPB  (See NAPLES on page 76)
Brewer

**Brewer (B2)**

**2 S UTC–5(–4DT)**

**N44°45.83´ 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 inof 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 CLNCD EL**

**125.3 (Bangor APP CON)**

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

Brunswick Exec

**Brunswick Exec (BXM) (KBXM)**

**2 SE UTEC–5(–4DT)**

**N43°53.54´ W69º56.33´**

**75 B NOTAM FILE BGR**

**RWY 01L–19R:**

H8000X200 (ASPH–CONC) HIRL

**RWY 01L:** PAPI(P4L)—GA 3.0º TCH 50´. Rgt tfc.

**RWY 19R:** PAPI(P4L)—GA 3.0º TCH 52´.

**RWY 01R–19L:**

H8000X200 (ASPH–CONC) HIRL

**RWY 01R:** MALSR. PAPI(P4L)—GA 3.0º TCH 51´. Rgt tfc.

**RWY 19L:** REIL. PAPI(P4L)—GA 3.0º TCH 53´.

**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 REMARKS:** Attended 1200–0000Z‡. Birds and deer inof arpt. Rwy 01L–19R CLOSED indef. Rwy 19L calm wind rwy.

**AIRPORT MANAGER:** 207-406-2081

**WEATHER DATA SOURCES:** AWOS–AV 134.875 (207) 409–1747. Frequency: 2 clicks to actvt.

**COMMUNICATIONS:** CTAF/UNICOM 122.725

**PORTLAND APP/DEP CON**

**114.95 AUG Chan 96(Y) N44º19.20´ W69º47.79´ 212º 26.4 NM to fld. 349/18W.**

**VOR/DME**

**114.95 AUG Chan 96(Y) N44º19.20´ W69º47.79´ 212º 26.4 NM to fld. 349/18W.**

**DME unusable:**

005º–015º byd 10 NM bto 7,000´

018º–050º byd 40 NM

055º–095º byd 40 NM

065º–089º byd 40 NM

075º–089º byd 25 NM bto 3,000´

090º–115º byd 15 NM

116º–175º byd 40 NM

116º–189º byd 25 NM bto 3,000´

188º–207º byd 40 NM

190º–205º byd 10 NM bto 5,000´

206º–220º byd 25 NM bto 3,000´

208º–213º byd 40 NM bto 7,000´

208º–213º byd 49 NM bto 7,000´

208º–213º byd 68 NM

225º–245º byd 40 NM

246º–256º byd 40 NM bto 7,000´

246º–256º byd 53 NM

257º–261º byd 40 NM

271º–275º byd 40 NM

300º–353º byd 40 NM

**DME unusable:**

010º–070º byd 25 NM bto 7,000´

071º–143º byd 25 NM bto 3,000´

144º–154º byd 25 NM bto 7,000´

155º–189º byd 25 NM bto 3,000´

190º–205º byd 10 NM bto 5,000´

206º–220º byd 25 NM bto 3,000´

221º–285º byd 15 NM bto 6,000´

**ILS/DME 109.3 I–BXM Chan 30 Rwy 01R. Class IT. ILS Rwy 01R unmonitored btn 0300–1100Z‡.**
BUCKS HARBOR  N44°37.68´ W67°23.70´  
RCO  122.5 (BANGOR RADIO)  

BURNHAM  N44°41.86´ W69°21.52´  
NDB (MHW) 348  BUP 009° 4.3 NM to Pittsfield Muni. 195/18W.  
NDB unusable: 
Byd 20 NM  

CARIBOU MUNI  (CAR)(KCAR)  1 NW  UTC–5(–4DT)  N46°52.30´ W68°01.09´  
620 B TPA—See Remarks AOE  NOTAM FILE CAR  
RWY 01–19: H4003X100 (ASPH) S–30 MIRL  
RWY 01: Ground.  
RWY 11–29: H3016X75 (ASPH) S–30 MIRL  
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. Rwy 01 +23´ power pole and trees approximately 950´ from thld across apch. Rwy 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  (H) (H) VOR/DME 116.4 PQI Chan 111  
N46°46.45´ W68°05.67´ 049º 6.6 NM to fld. 592/21W.  
DME portion unusable: 
180º–200º byd 30 NM bio 3,400´  

CARRABASSETT  
SUGARLOAF RGNL  (B21)  1 N  UTC–5(–4DT)  N45°05.12´ W70°12.98´  
880 TPA—2880(2000) NOTAM FILE BGR  
RWY 17–35: H2797X75 (ASPH) S–12 0.8% up N  
RWY 17: Road.  
RWY 35: Thld dsplcd 89´. Bldg.  
SERVICE: FUEL 100LL, MOGAS  
AIRPORT MANAGER: 207-350-1415  
WEATHER DATA SOURCES: AWOS–AV 122.8. (3 clicks)  
COMMUNICATIONS: CTAF/UNICOM 122.8  
® BOSTON CENTER APP/DEP CON 120.25 124.25  

CONTINUED ON NEXT PAGE
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

RADIO AIDS TO NAVIGATION: NOTAM FILE AUG.

AUGUSTA (VL) (DH) VOR/DME 114.95 AUG Chan 96(Y) N44°19.20′ W69°47.79′ 357° 49.3 NM to fld. 349/18W.

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

RADIO AIDS TO NAVIGATION:
NOTAM FILE AUG.

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

VOR unusable:
005º–015º byd 10 NM blo 7,000´
018º–050º byd 40 NM
055º–058º byd 40 NM
065º–089º byd 40 NM
075º–089º byd 25 NM blo 3,000´
090º–115º byd 15 NM
116º–175º byd 40 NM
116º–189º byd 25 NM blo 3,000´
188º–207º byd 40 NM
190º–205º byd 10 NM blo 5,000´
206º–220º byd 25 NM blo 3,000´
208º–213º byd 40 NM blo 3,000´
208º–213º byd 49 NM blo 7,000´
208º–213º byd 68 NM
225º–245º byd 40 NM
246º–256º byd 40 NM blo 7,000´
246º–256º byd 53 NM
257º–261º byd 40 NM
271º–275º byd 40 NM
300º–353º byd 40 NM

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

CENTRAL MAINE /NORRIDGEWOCK (See NORRIDGEWOCK on page 77)

CHARLES A CHASE JR MEML FLD (See DOVER/FOXCROFT on page 67)

CHESUNCOOK

CHESUNCOOK LAKE HOUSE SPB  (1ME) O N UTC–5(–4DT) N46º03.65´ W69º24.57´ MONTREAL
942 NOTAM FILE BGR
WATERWAY ALL–WAY: 15000X1100 (WATER)

AIRPORT MANAGER: 207-745-5330
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

NUGENT CHAMBERLAIN LAKE SPB  (39B) 11 NE UTC–5(–4DT) N46º12.15´ W69º14.42´ MONTREAL
945 NOTAM FILE BGR
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 70)

CUTLER RGNL  (ME2) 2 W UTC–5(–4DT) N44º40.80´ W67º15.86´ HALIFAX
55 NOTAM FILE BGR
RWY 09–27: 2950X40 (GRVL)
RWY 09: P–line.
RWY 27: Tree. Rgt tfc.


AIRPORT MANAGER: (207) 259-4484
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
DEBLOIS FLIGHT STRIP  (43B)  2 SE  UTC-5(–4DT)  N44°43.61’ W67°59.48’
218  NOTAM FILE BGR
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 Rw 15 and Rw 33 in excess of 5”.  Rw 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.  Rw 15 and Rw 33 nrs 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  (VH)  (H)  VORTACW  114.8  BGR Chan 95  N44°50.51’  W68°52.44’  119º 38.3 NM to fld. 360/19W.

DEWITT FLD/OLD TOWN MUNI  (See OLD TOWN on page 78)

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
®  BANGOR APP/DEP CON  118.925
CLEARANCE DELIVERY PHONE:  For CD ctc Bangor tracon at 207-561-2526.
RADIO AIDS TO NAVIGATION:  NOTAM FILE BGR.
BANGOR  (VH)  (H)  VORTACW  114.8  BGR Chan 95  N44°50.51’  W68°52.44’  321º 18.3 NM to fld. 360/19W.

DIXFIELD

SWANS FLD  (3S2)  3 SE  UTC-5(–4DT)  N44°30.85’ W70°24.41’
418  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) N45°10.65´ W69°14.68´

520  NOTAM FILE BGR
RWY 09–27: 2926X75 (TURF) 1.3% up E
RWY 09: Trees.
RWY 27: Trees.

AIRPORT REMARKS: Unattended. Deer on and inof arpt. Rwy 09–27 thld unmarked and undefined. Rwy 09–27 has 2”+ rock in center of rwy 400´–600´ from Rwy 9 thld. No line of sight between rwy ends. Rwy 27 +12´ rock and dirt pile 250´ from thld and 90´ right. Rwy 27 +10´ roadway 110´ from thld across the rwy. Rwy 27, +60´ trees 300´ from thld across apch.

AIRPORT MANAGER: 207-279-0156

COMMUNICATIONS: CTAF

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

DUNNS

N44°24.66´ W69°51.64´ NOTAM FILE AUG.

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

EAST WINTHROP

LAKESIDE MARINA SPB (Q3M) 4 E UTC−5(−4DT) N44°18.91´ W69°53.22´

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

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

EASTERN SLOPES RGNL (See FYEBURG on page 69)

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 LGT Bcn OTS indef. Rwy 33 REIL right side fixture opr only. ACTIVATE REIL Rwy 15, Rwy 33, PAPI Rwy 33, MIRL Rwy 15–33—CTAF.


AIRPORT MANAGER: 207-853-6060

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

COMMUNICATIONS: CTAF/UNICOM

® 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´ 130º 38.7 NM to fld. 398/0E.

DME unusable:
300º–330º byd 25 NM blo 4,500´
ELIOT

LITTLEBROOK AIR PARK (3B4) N43°08.59’ W70°46.41’

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

RWY 12: Trees.

RWY 30: Thld dsplcd 86’. Trees.


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 BGR.

ROLLINS NDB (MHW) 260 ESG N43º13.21’ W70º49.70’ 168º 5.2 NM to fld. 72/16W.

FRENCHVILLE

NORTHERN AROOSTOOK RGNL (FVE) (KFVE) N47°17.13’ W68º18.76’

RWY 14–32: H4600X75 (ASPH) S–25 MIRL

RWY 14: REIL.

RWY 32: REIL. PAPI(P4L)—GA 3.0º TCH 40’.

SERVICE: FUEL 100LL, JET A LGT Actvt REIL Rwy 14 and 32; PAPI Rwy 32; MIRL Rwy 14–32—CTAF.


COMMUNICATIONS: CTAF/UNICOM 122.7

BOSTON CENTER APP/DEP CON 124.75

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

RADIO AIDS TO NAVIGATION: NOTAM FILE PQI.

PRESQUE ISLE (H) (HI) VORW/DME 116.4 PQL Chan 111

N46º46.45’ W68º05.67’ 006º 32.0 NM to fld. 592/21W.

DME portion unusable: 180º–200º byd 30 NM bio 3,400’
FRYEBURG

EASTERN SLOPES RGNL (IZG)(KIZG) 3 SE UTC–5(–4DT) N43º59.47´ W70º56.87´

455 B NOTAM FILE IZG

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

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

SERVICE: S4 FUEL 100LL, JET A+ LGT Actvt MIRL Rwy 14–32—CTAF.

RWY 32 VASI unusbl byd 7º L and R of cntrl.

AIRPORT REMARKS: Attended 1300–2200Z‡. Birds and deer on and inv of arpt. 24 hr credit card fuel: For 100LL, call–out fee, for Jet A after hrs 207–935–4711 (FBO). Ldg hills in apch to Rwy 14, 4500’ north, 7000’ southwest, 10000’ northwest. Cold temperature airport. Altitude correction required at or below –29C.

AIRPORT MANAGER: 207-890-7636

WEATHER DATA SOURCES: ASOS 135.775 (207) 935–2882.

COMMUNICATIONS: CTAF/UNICOM 122.8

FRYEBURG RCO 122.55 (BANGOR RADIO)

PORTLAND APP/DEP CON 119.75 (1045–0500Z‡)

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

CLNC DEL 122.55 (Bangor RADIO)

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

RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.

KENNEBUNK (VH) (DH) VOR/DME 117.1 ENE Chan 118

N43º25.54´ W70º36.81´ 354º 36.9 NM to fld. 192/17W.

DME unusable:

030º–184º byd 25 NM blo 2,000’
185º–230º byd 25 NM blo 2,500’
268º–278º byd 30 NM blo 4,600’

VOR unusable:

017º–040º byd 40 NM
130º–133º byd 40 NM
192º–202º byd 40 NM blo 2,500’
192º–202º byd 48 NM blo 5,000’
192º–202º byd 69 NM
203º–294º byd 40 NM
295º–305º byd 40 NM blo 5,000’
295º–305º byd 52 NM
306º–359º byd 40 NM

GILLESPIE FLD (See MEDDYBEMPS on page 75)

GREATON AIRFIELD (See SACO on page 85)
GREENVILLE

GREENVILLE MUNI (BGR) 2 E. UTC—5(—4DT) 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(PAR)—GA 3.0º TCH 40’.
RWY 32: PAPI(PAR) —GA 3.1º TCH 40’.


AIRPORT REMARKS: Attended 1300–2200Z†. Moose, deer & otr wildlife on & invof arpt. 24 hr 100LL fuel avbl with major credit card. 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

RADIO AIDS TO NAVIGATION:

MILLINOCKET (H) (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’

COMM/NAV/WEATHER REMARKS: Be alert: mnt CTAF 122.9 for lcl SPB tfc nearby (52B and 21M) if able.

MOOSEHEAD AERO MARINE SPB (52B) 0 N UTC—5(—4DT) N45º28.48’ W69º36.23’

1028 NOTAM FILE BGR

WATERWAY 14W–32W: 6000X1200 (WATER)
WATERWAY 18W–36W: 5000X1000 (WATER)

SEAPLANE REMARKS: Unattended. Cold temperature airport. Altitude correction required at or below –22C.

AIRPORT MANAGER: 207-299-4522

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION:

MILLINOCKET (H) (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’

COMM/NAV/WEATHER REMARKS: Be alert: Nearby 21M Currier’s SPB (1.1 mi west) utilize same CTAF 122.9 mnt 3B1 CTAF 122.8 if able for lcl tfc.

GREENVILLE JUNCTION

CURRIER’S SPB (21M) 0 N UTC—5(—4DT) 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. Acft 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 mnt 3B1 CTAF 122.8 if able for lcl tfc.

AIRPORT MANAGER: 207-695-2778

COMMUNICATIONS: CTAF 122.9

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

COMM/NAV/WEATHER REMARKS: Be alert: Nearby 52B Moosehead Aero Marine SPB (1.1 mi east) utilize same CTAF 122.9 mnt 3B1 CTAF 122.8 if able for lcl tfc.

GRIFFIN FLD (See LEVANT on page 73)

HANCOCK CO/BAR HARBOR (See BAR HARBOR on page 60)
MAINE 71

Houlton Int'l (HUL/KHUL) 2 E UTC–5(–4DT) N46º07.48´ W67º47.54´

489 B AOE LRA NOTAM FILE HUL

RWY 05—23: H5015X100 (ASPH–GRVD) S–30, D–57 MIRL

RWY 05: REIL. PAPI(P4L)—GA 3.0º TCH 43´.

RWY 23: REIL.

RWY 01–19: H700X60 (ASPH)

SERVICE: S4 FUEL 100LL, JET A, A+ LGT Dusk–Dawn. Actvt REIL Rwy 05 and 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)

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:

MILLINOCKET (H2) VOR/DME 117.9 MLT Chan 126 N45º35.20´ W68º30.93´ 063º 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´

Halifax (H–11D, L–32I)

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 dspclcd 250´. Trees.

RWY 19: Road.

NOISE: Noise abatement mtnn rwy hdg to 1000´ AGL.


AIRPORT MANAGER: 207-734-2253

COMMUNICATIONS: CTAF 122.9

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

HELIPAD H1: H40X40 (ASPH)
JACKMAN

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

1157 LRA NOTAM FILE BGR
WATERWAY 05W–27W: 5500X2000 (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.
AIRPORT MANAGER: (207) 356–8794
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

NEWTON FLD (59B) 1 W UTC–5(–4DT) N45º37.97´ W70º14.93´

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

KENNEBUNK

N43º25.54´ W70º36.81´ NOTAM FILE BGR.
(H) (DH) VOR/DME 117.1 ENE Chan 118 262° 4.6 NM to Sanford Seacoast Rgnl. 192/17W.

DME unusable: 030°–184° byd 25 NM blo 2,000´ 185°–230° byd 25 NM blo 2,500´ 268°–278° byd 30 NM blo 4,600´
VOR unusable: 017°–040° byd 40 NM 130°–133° byd 40 NM 192°–202° byd 40 NM blo 2,500´ 192°–202° byd 48 NM blo 5,000´ 192°–202° byd 69 NM 203°–294° byd 40 NM 295°–305° byd 40 NM blo 5,000´ 295°–305° byd 52 NM 306°–359° byd 40 NM

KNOX CO RGNL (See ROCKLAND on page 84)

LAKESIDE MARINA SPB (See EAST WINTHROP on page 67)
MAINE

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 lg on each side of thld.

AIRPORT REMARKS: Unattended. Phone 207–884–8283. Deer on and inv of arpt. Windsock mounted on top of swing set, additional windsock near midpoint of Rwy 04–22. Rwy 04 additional 500′ clear area byd thld at northeast end. Rwy 22—additional 160′ clear area beyond thld lights at SW end. Rwy 11 preferred rwy for take off under calm wind cond. Rwy 04 clearance slope to lights 5:1 due to 58′ trees 315′ from end of rwy, 135′ left of centerline.

AIRPORT MANAGER: (207) 951-2281

COMMUNICATIONS: CTAF 122.9

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

LEWIE

N43°57.74′ W70°20.28′ NOTAM FILE LEW.

NDB (LDMW) 240 LE 041° 5.7 NM to Auburn/Lewiston Muni. 323/17W.

LIMINGTON–HARMON (63B) 3 N UTC–5(–4DT) N43°45.78′ W70°40.35′

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 inv of arpt. Rwy 11–29 NSTD LIRL. Rwy 29 has 1 thld lg 175′ from thld. Rwy 11 has 2 thld lgts spaced at 400′, many lgts missing. Rwy 11 marked as basic. Numbers dsplcd 145′ from thld. Rwy 29 marked as basic. Numbers dsplcd 167′ from thld.

AIRPORT MANAGER: (207) 318-4427

COMMUNICATIONS: CTAF/UNICOM 122.7

APP/DEP CON 119.75

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

RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.

KENNEBUNK (VH) (DH) VOR/DME 117.1 ENE Chan 118

N43°25.54′ W70°36.81′ 010° 20.4 NM to fld. 192/17W.

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

VOR unusable:
017°–040° byd 40 NM
130°–133° byd 40 NM
192°–202° byd 40 NM blo 2,500′
192°–202° byd 48 NM blo 5,000′
192°–202° byd 69 NM
203°–294° byd 40 NM
295°–305° byd 40 NM blo 5,000′
295°–305° byd 52 NM
306°–359° byd 40 NM
LINCOLN RGNL (LRG)/KLRLG) 2 SW UTC–5(–4DT) N45°21.71´ W68°32.07´
RHWY 17–35 H2804X60 (ASPH) S–25 MIRL 0.4% up S
RHWY 17: REIL. Trees.
RHWY 35: REIL. Trees.
SERVICE: FUEL 100LL LGT ACTVT REIL RWy 17 and 35; MIRL RWy 17–35—CTAF.
AIRPORT REMARKS: Unattended. wildlife on and invof arpt. 24 hr fuel with major credit card. Cold temperature rstd arpt. Altitude correction required at or blo –31C/–24F.
AIRPORT MANAGER: 207-794-3372
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE MLT.
MILLINOCKET (H) (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 06W: P–line.
WATERWAY 24W: Trees.
SEAPLANE REMARKS: Rwy 06W–24W follow buoys under bridge during low water in summer. 40´ bridge at S end water ldg area.

LITTLEBROOK AIR PARK (See ELIOT on page 68)

LIVERMORE FALLS
BOWMAN FLD (B10) 4 SE UTC–5(–4DT) N44º24.60´ W70º08.77´
324 TPA—1674(1350) NOTAM FILE BGR
RHWY 02–20: 2201X120 (TURF) 0.3% up N
RHWY 02: Tree.
RHWY 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 end marked with yellow barrels at thlds, white 2´ x 2´ markers along sides. Rwy 20 end marked with yellow at thld and white 2´ x 2´ markers along sides.
AIRPORT MANAGER: 207-897-5104
COMMUNICATIONS: CTAF 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 (See SINCLAIR on page 86)

LONG LAKE SPB (See NAPLES on page 77)

LUBEC MUNI (65B) 2 W UTC–5(–4DT) N44º50.19´ W67º01.62´
85 B LRA NOTAM FILE BGR
RHWY 08–26: 2024X100 (TURF–GRVL) LIRL
RHWY 08: Trees.
RHWY 26: Tree.
SERVICE: LGT ACTVT LIRL Rwy 08–26 and rotating bcn—CTAF.
AIRPORT REMARKS: Unattended. Deer on and invof arpt. 24 hour emergency calls to Fire Station 733–4641. Customs on request 207–733–4331.
AIRPORT MANAGER: 207-733-2341
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

LUCKY LANDING MARINA AND SPB (See BANGOR on page 60)
MACHIAS VALLEY  (MVM)(KMVM)  1 SW  UTC–5(–4DT)  N44º42.19’ W67º28.72’
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 in and arpt.
AIRPORT MANAGER:  207-271-0808
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 (VH) (H) VORTACW 114.8  BGR Chan 95  N44º50.51’
W68º52.44’  116º 60.2 NM to fld. 360/19W.

MEDDYBEMPS
GILLESPIE FLD  (66B)  1 W  UTC–5(–4DT)  N45º01.78’ W67º21.96’
200  B  NOTAM FILE BGR
RWY 16–34:  1635X50 (TURF) LIRL(NSTD)
RWY 16:  Trees.
RWY 34:  Trees.
SERVICE:  LGT Rwy 16–34 LIRL NSTD spacing and number; 2–red/green thld lights each end. Call ahead to 312–502–8307
for light activation.
AIRPORT REMARKS: Unattended. Rwy 16–34 temporarily CLOSED and not being monitored. Rwy not plowed winter months.
36’ p–line 280’ north of Rwy 16 marked with balls.
AIRPORT MANAGER: (312) 502-8307
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

MERRYMEETING FLD  (See BOWDOINHAM on page 62)

MILLINOCKET
MILLINOCKET SPB  (70B)  7 NW  UTC–5(–4DT)  N45º43.70’ W68º50.67’
492  B  NOTAM FILE BGR
WATERWAY ALL–WAY:  4000X500 (WATER)
SERVICE:  FUEL  100LL
Buoy has been added to identify rocks at low water levels. Location of buoys qr rtkf and Idg direction of Rwy 04–22
with buoys at outer edges of sea lane. Unlighted 199’ cell twr located 2 SM at 132º from dock. Twr underlies downwind
to baseleg of pattern when Idg to the southwest.
AIRPORT MANAGER:  207-723-8378
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
MILLINOCKET MUNI (MLT)(KMLT) 1 SE UTC–5(–4DT) N45°38.87′ W68°41.13′

408 B NOTAM FILE MLT MON Airport


RWY 11: Bldg.

RWY 29: REIL. VASI(V4R)—GA 3.0º TCH 51´. Trees.

RWY 16–34: H4000X100 (ASPH) S–30, D–44 0.5% up NW

RWY 16: Trees.

RWY 34: Road.

SERVICE: FUEL 100LL, JET A

LGT ACTIVATE REIL Rwy 29, VASI Rwy 29 and MIRL Rwy 11–29—CTAF.


AIRPORT MANAGER: 207-723-6649

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

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 117.9T (BANGOR RADIO)

BOSTON CENTER APP/DEP CON 120.25

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

RADIO AIDS TO NAVIGATION: NOTAM FILE MLT.

(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 bio 6,000´

VOR portion unusable:

330º–340º byd 35 NM bio 6,000´

MILNOT NDB (H) 344 LNT N45°39.82´ 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.

Moose River SPB (See JACKMAN on page 72)

Moosehead Aero Marine SPB (See GREENVILLE on page 70)

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 72)

BUCKHORN CAMPS SPB (78B) 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: Attended continuously. 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: 207-723-1548
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

CENTRAL MAINE /NORRIDGEWOCK (OWK)(KOWK) 4 W UTC–5(–4DT) N44°42.93´ W69°51.99´

270 B NOTAM FILE BGR
RWY 15–33: H4000X100 (ASPH) S–30, D–60 MIRL
RWY 15: REIL. PAPI(P2L)—GA 3.0º TCH 43´.
RWY 33: REIL. Trees.
RWY 03–21: H3998X80 (ASPH) S–30, D–60
RWY 03: Trees.
RWY 21: Trees.
SERVICE: S4 FUEL 100LL, MOGAS LGT ACTIVATE REIL Rwy 15 and Rwy 33, PAPI Rwy 15, MIRL Rwy 15–33—CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1200–1900Z‡, Unattended Sat–Sun. Birds and deer on and invof arpt. 24 hr fuel avbl with major credit card. Rwy 21 has 30´ dropoff 100´ fm end of rwy. Rwy 03–21 markings faded, cntrl missing.
AIRPORT MANAGER: 207-634-2252
WEATHER DATA SOURCES: AWOS–AV 123.075.
COMMUNICATIONS: CTAF/UNICOM 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‡)

CONTINUED ON NEXT PAGE
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 (VL) (DIO) VOR/DME 114.95 AUG Chan 96(Y) N44°19.20′ W69°47.79′ 011° 23.9 NM to fld. 349/18W.

VOR unusable:
005°–015° byd 10 NM blo 7,000′
018°–050° byd 40 NM
055°–058° byd 40 NM
065°–089° byd 40 NM
075°–089° byd 25 NM blo 7,000′
090°–115° byd 15 NM
116°–175° byd 40 NM
116°–189° byd 25 NM blo 3,000′
188°–207° byd 40 NM
190°–205° byd 10 NM blo 5,000′
206°–220° byd 25 NM blo 3,000′
208°–213° byd 40 NM blo 3,000′
208°–213° byd 49 NM blo 7,000′
208°–213° byd 68 NM
225°–245° byd 40 NM
246°–256° byd 40 NM blo 7,000′
246°–256° byd 53 NM
257°–261° byd 40 NM
271°–275° byd 40 NM
300°–353° byd 40 NM
DMÉ unusable:
010°–070° byd 25 NM blo 7,000′
071°–143° byd 25 NM blo 3,000′
144°–154° byd 25 NM blo 7,000′
155°–189° byd 25 NM blo 3,000′
190°–205° byd 10 NM blo 5,000′
206°–220° byd 25 NM blo 3,000′
221°–285° byd 39 NM blo 7,000′
221°–285° byd 68 NM
225°–245° byd 40 NM
246°–249° byd 40 NM blo 7,000′
246°–249° byd 53 NM
257°–261° byd 40 NM
271°–275° byd 40 NM
300°–353° byd 40 NM

NORTHERN AROOSTOOK RGNL  (See FRENCHVILLE on page 68)

NUGENT CHAMBERLAIN LAKE SPB  (See CHESUNCOOK on page 65)

OLD TOWN

DEWITT FLD/OLD TOWN MUNI  (OLD)(KOLD)  2 NW UTC–S(–4DT)  N44°57.14′ W68°40.47′

HALIFAX
L–32I
IAP

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 ACTVT REIL Rwy 04; PAPI Rwy 22 and 30; MIRL Rwy 04–22—CTAF.

AIRPORT REMARKS: Attended 1300–2200Z‡. Waterfowl, turkeys and deer on or inof arpt. 24 hr fuel self–svc with major credit card. Credit card also avbl at dock. FBO clsd Sundays. Flight Notification Svc (ADCUUS) avbl.

AIRPORT MANAGER: (207) 827-7175

COMMUNICATIONS: CTAF/UNICOM 122.8

BANGOR APP/DEP CON 118.925

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

RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.

BANGOR (VH) (H) VORTACV 114.8 BGR Chan 95 N44°50.51′ W68°52.44′ 071° 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 LGT Actvt MIRL Rwy
15–33—CTAF.
AIRPORT MANAGER: 207-743-6359
COMMUNICATIONS: CTAF/UNICOM 122.8
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 AUG.
AUGUSTA (VL) (DH) VOR/DME 114.95 AUG Chan 96(Y) N44º19.20’ W69º47.79’ 270º 31.1 NM to fld. 349/18W.
VOR unusable:
005º–015º byd 10 NM blo 7,000’
018º–050º byd 40 NM
055º–058º byd 40 NM
065º–089º byd 40 NM
075º–089º byd 25 NM blo 3,000’
090º–115º byd 15 NM
116º–175º byd 40 NM
116º–189º byd 25 NM blo 3,000’
188º–207º byd 40 NM
190º–205º byd 10 NM blo 5,000’
206º–220º byd 25 NM blo 3,000’
208º–213º byd 40 NM blo 3,000’
208º–213º byd 49 NM blo 7,000’
208º–213º byd 68 NM
225º–245º byd 40 NM
246º–256º byd 40 NM blo 7,000’
246º–256º byd 53 NM
257º–261º byd 40 NM
271º–275º byd 40 NM
300º–353º byd 40 NM
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’

Patten

Shin Pond SPB (85B) 8 NW UTC–5(–4DT) N46°05.60’ W68°33.86’
778 NOTAM FILE BGR
WATERWAY 02W–20W: 6000X200 (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(–4DT)  N44º46.11´ W69º22.47´

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. PAP(P4L)—GA 3.0º TCH 40´. Brush.

SERVICE: S4  FUEL  100LL, JET A1+  LGT

AIRPORT REMARKS: Attended 1200–2200Z‡. 100LL fuel after hrs call

AIRPORT MANAGER: 207-487-3136

COMMUNICATIONS: CTAF/UNICOM 122.8

BANGOR APP/DEP CON 118.925

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

RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.

BANGOR (VH) (H) VORTACW 114.8  BGR  Chan 95  N44º50.51´

W68º52.44´  278º 21.8 NM to fld. 360/19W.

BURNHAM NDB (MHW) 348  BUP  N44º41.86´

W69º21.52´  009º 4.3 NM to fld. 195/18W.

NDB unusable:

Byd 20 NM

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

608  NOTAM FILE BGR

WATERWAY 02W–20W: 5000X500 (WATER)

WATERWAY 15W–33W: 5000X500 (WATER)

SEAPLANE REMARKS: Unattended. Shallow water 2´ to 3´ deep near dock, watch for rocks.

AIRPORT MANAGER: 207-435-4361

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
MAINE 81

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: MALS R. PAPI(P4R)—GA 3.0º TCH 50´. RVR–TMR Tree.

RWY 18–36: H6100X150 (ASPH–GRVD) S–75, D–165, 2D–300 PCN 91 F/C/X/T MIRL

RWY 18: REIL. PAPI(P4L)—GA 3.0º TCH 50´. Thld dsplcd 450´. Tree.


LAND AND HOLD–SHORT OPERATIONS

LDG Rwy HOLD–SHORT POINT AVBL LDG DIST
RWY 11 18–36 5800
RWY 18 11–29 3100

RUNWAY DECLARED DISTANCE INFORMATION

RWY 11: TORA–7200 TODA–7200 ASDA–7200 LDA–7200
RWY 18: TORA–6100 TODA–6100 ASDA–5600 LDA–5150
RWY 29: TORA–7200 TODA–7200 ASDA–5600 LDA–7200
RWY 36: TORA–6100 TODA–6100 ASDA–5650 LDA–5150

SERVICE: S4 FUEL 100LL, JET A

LDG Rwy

LDG Rwy

AIRPORT REMARKS:

Attended 1100–0300Z‡. Birds ocnly on and inv of arpt. For fuel aft hrs call 207–774–6318 or 207–523–0988. Acft emergs btn 0500–1045Z‡ call Portland Air Rescue 207–874–8576. No touch and go ldgs during snow removal. PAEW adj to rwys ngts; gnd vehicles monitor 120.9 when ATCT clsd. Twr occasionally stays open byd 0500Z‡ during adverse wx. Prior to any run–up ctc arpt ops on freq 129.95 or call 207–756–8310. Pushback onto Twy A rqrd fm trml Gates 1–8, Twy C rqrd fm Gate 1A. Acft may not push short of Twy A fm Gates 1–8 nor short of Twy C fm Gate 1A. Ctc Gnd 121.9. Adz pushback opr you have Alpha or Charlie prior to push. Landing rights arpt (LRA): GA cust/img fac lctd at cargo apron. Acft arrg/depg must use extreme ctn when navigating on the cargo apron to minimize jet blast exposure to hngrs and acft. Flight Notification Svc (ADCUS) avbl.

AIRPORT MANAGER: 207-756-8310

WEATHER DATA SOURCES: ASOS 119.05 (207) 874–7914.

COMMUNICATIONS: CTAF 120.9 ATIS 119.05 (207) 775–1039 UNICOM 122.95

APP/DEP CON 119.75 (CASCO) 125.5 (LEWISTON) (1045–0500Z‡)

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.

AIRSPACE: CLASS C svc ctc APP CON svc 1045–0500Z‡; other times CLASS E.

VOR TEST FACILITY (VOT) 111.0

RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.

KENNEBUNK (VH) (DH) VOR/W/N 117.1 ENE Chan 118 N43º25.54´ W70º36.81´ 062º 18.7 NM to fld. 192/17W.

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

VOR unusable:
017º–040º byd 40 NM
130º–133º byd 40 NM
192º–202º byd 40 NM bll 2,500´
192º–202º byd 48 NM bll 5,000´
192º–202º byd 69 NM
203º–294º byd 40 NM
295º–305º byd 40 NM bll 5,000´
295º–305º byd 52 NM
306º–359º byd 40 NM

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

ILS/DME 109.9 I–GCS Chan 36 Rwy 29. Class IIIE.
**PRESQUE ISLE SPB** (83B) 2 NW UTC–5(–4DT) N46º42.36´ W68º03.64´ 500 TPA—1800(1300) NOTAM FILE BGR

**WATERWAY 01W—19W:** 6000X300 (WATER)  
**WATERWAY 01W:** Trees.  
**WATERWAY 19W:** Trees. Rgt tfe.

**SEAPLANE REMARKS:** Unattended. Rising terrain west side of lake. Spb lctd NW and invof Northern Maine Rgnl Arpt.

**AIRPORT MANAGER:** 207-764-2550  
**COMMUNICATIONS:** CTAF/UNICOM 122.8  
**CLEARANCE DELIVERY PHONE:** For CD etc Boston ARTCC at 603-879-6859.

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**PRESQUE ISLE INTL** (PQI)(KPQI) 1 NW UTC–5(–4DT) N46º41.34´ W68º02.69´  
**RWY 01–19:** H7441X150 (ASPH) S–100, D–150, 2D–240  
**RWY 01:** MALSR.  
**RWY 19:** PAPI(P4L)—GA 3.7º TCH 50´. Trees.  
**RWY 10–28:** H6000X100 (ASPH) S–100, D–150, 2D–240  
**SERVICE:** S2 FUEL 100LL, JET A LGT ACTIVATE MALSR Rwys 01, REIL Rwys 19, PAPI Rwys 19 and 28, HIRL Rwys 01–19, MIRL Rwys 10–28—122.6.

**AIRPORT REMARKS:** Attended 1100–0000Z‡. ARFF Index cld to unscheduled air carrier ops with more than 30 passenger seats, exc PPR call arpt manager 207–764–2550. PAEW adjacent to rwys and twys (mowing) May 1 thru Nov 1. Caution small UAS activity fm sfc to 400–AGL (1040–MSL) 3.5 NM south of afld dur dalgt hrs. Flight Notification Service (ADCUUS) available.

**AIRPORT MANAGER:** 207-764-2550  
**WEATHER DATA SOURCES:** AWOS–3PT 118.025 (207) 764–7248.  
**COMMUNICATIONS:** CTAF/UNICOM 122.8  
**CLEARANCE DELIVERY PHONE:** For CD etc Boston ARTCC at 603-879-6859.  
**AIRSPACE:** CLASS E svc 1000–0200Z‡ Mon–Sat, 1300–0200Z‡ Sun; other times CLASS G.  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PQI.

<table>
<thead>
<tr>
<th>(H) (H) VOR/DME</th>
<th>116.4</th>
<th>PQI</th>
<th>Chan 111</th>
<th>N46º46.45´ W68º05.67´</th>
<th>179º 5.5 NM to fld. 592/21W.</th>
</tr>
</thead>
<tbody>
<tr>
<td>DME portion unusable:</td>
<td>180º–200º byd 30 NM b4 3,400´</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ILS</td>
<td>108.7</td>
<td>1–PQI</td>
<td>Rwys 01. Class IE. Unmonitored indef.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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**PRESQUE ISLE** N46º46.45´ W68º05.67´ NOTAM FILE PQI.  
(H) (H) VOR/DME 116.4 PQI Chan 111 179º 5.5 NM to Presque Isle Intl. 592/21W.  
DME portion unusable: 180º–200º byd 30 NM b4 3,400´
PRINCETON MUNI (PNNI/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.

RWY 24: Thld dispclcd 503´. Trees.

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

AIRPORT REMARKS: Unattended. Rwy 06–24 CLOSED to acft indel—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 (ADCUUS) available.

AIRPORT MANAGER: 207-214-5144

WEATHER DATA SOURCES: AWOS–AV 122.7.

COMMUNICATIONS: CTAF/AUNICOM 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.

(L) DME 114.3  PNN  Chan 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 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 –27C.

AIRPORT MANAGER: 207-864-5307

COMMUNICATIONS: CTAF 122.9

BOSTON CENTER APP/DEP CON 124.25

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

RADIO AIDS TO NAVIGATION: NOTAM FILE BML.

BERLIN (H) DME 116.55  BML  Chan 112(Y)  N44°38.01´ W71°11.17´ 049º 29.5 NM to fld. 1730/0E.

DME unusable: 080º–125º blo 10,000´

188º–198º blo 10,000´

275º–292º blo 10,000´
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’.  Tree.

RWY 32:  REIL.  PAPI(P4L)—GA 3.0º TCH 40’.  Tree.

SERVICE:  FUEL  100LL, JET A  LGT ACTVT REIL Rwys 14 and 32; PAPI Rwys 14 and 32; MIRL Rwys 14–32—CTAF.  Rwy 14 VGS unusbl byd 3 NM.


AIRPORT MANAGER:  207-864-3326

WEATHER DATA SOURCES:  AWOS–3PT  118.000 (207) 864–5250.

COMMUNICATIONS:  CTAF/UNICOM  122.8

© BOSTON CENTER APP/DEP CON  124.25

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

RADIO AIDS TO NAVIGATION:  NOTAM FILE BML.

BERLIN (H) DME  116.55  BML Chan 112(Y)  N44°38.01’ W71°11.17’  046º 31.0 NM to fld.  1730/0E.

DME unusable:  080º–125º blo 10,000’  188º–198º blo 10,000’  275º–292º blo 10,000’

ROCKLAND

KNOX CO RGNL  (RKD)(KRKD)  3 S  UTC–5(–4DT)  N44°03.61’ W69°05.98’

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, 25–83  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:  FUEL  100LL, JET A  OX2, 4  LGT ACTVT MALS Rwy 13; REIL Rwys 03 and 31, PAPI Rwys 03, 13, 31; HIRL Rwys 13–31; MIRL Rwys 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 unatndd fm 0300–1100Z‡.  Seagulls and deer on and inof 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  119.025 (207) 594–7946.

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

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

RADIO AIDS TO NAVIGATION: NOTAM FILE AUG.

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

VOR unusable:
- 005º–015º byd 10 NM blo 7,000´
- 018º–050º byd 40 NM
- 055º–058º byd 40 NM
- 065º–089º byd 40 NM
- 075º–089º byd 25 NM blo 3,000´
- 090º–115º byd 15 NM
- 116º–175º byd 40 NM
- 116º–189º byd 25 NM blo 3,000´
- 188º–207º byd 40 NM
- 190º–205º byd 10 NM blo 5,000´
- 206º–220º byd 25 NM blo 3,000´
- 208º–213º byd 40 NM blo 3,000´
- 208º–213º byd 49 NY blo 7,000´
- 208º–213º byd 68 NM
- 225º–245º byd 40 NM
- 246º–256º byd 40 NM blo 7,000´
- 246º–256º byd 53 NM
- 257º–261º byd 40 NM
- 271º–275º byd 40 NM
- 300º–353º byd 40 NM

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 111.7 I–RMZ Chan 54 Rwy 13. Class IT.

SAVO

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.

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

AIRPORT MANAGER: 207-283-1298

COMMUNICATIONS: CTAF 122.9

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

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) D–72, 2S–91  MIRL  0.3% up NW
RWY 14: PAPI(P4L)—GA 4.0º TCH 21’. Thld dspcld 885’. Tree.

RWY 32: PAPI(P4L)—GA 3.0º TCH 34’.

SERVICE: S4  FUEL 100LL, JET A, MOGAS  OX 3, 4  LGT ACTVT ODALS
Rwy 25; REIL Rwy 07; PAPI Rwy 07 and Rwy 25; HIRL 07–25; MRLR
14–32; twy lgts—CTAF. Twy lgts inop dalgt hrs.

AIRPORT REMARKS: Attended Oct–May 1200–2200Z‡, Jun–Sept
1200–0000Z‡. Conds not mnt dly 2100–1200Z‡. Wildlife on and inv of
arpt. Gldr ops on & inv of arpt. High vol fll trg in vcy. 24 hr fll avbl with
major credit card for 100LL, Jet A & MOGAS. Calm wind preferred Rwy
32. FBO aft hrs call–out fee.

AIRPORT MANAGER: 207-324-3172

WEATHER DATA SOURCES: AWOS–3PT

COMMUNICATIONS: CTAF/UNICOM

CLNC DEL 121.725

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

RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.

KENNEBUNK (VH) (DH) VOR/DME 117.1
ENE Chan 118 N43°25.54’ W70°36.81’ 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’

VOR unusable:
017º–040º byd 40 NM
130º–133º byd 40 NM
192º–202º byd 40 NM blo 2,500’
192º–202º byd 48 NM blo 5,000’
192º–202º byd 69 NM
203º–294º byd 40 NM
295º–305º byd 40 NM blo 5,000’
295º–305º byd 52 NM
306º–359º byd 40 NM
ILS 111.5 I–SFM Rwy 07. Class IB.

SHIN POND SPB  (See PATTEN on page 79)

SINCLAIR

LONG LAKE SPB  (92B)  3 NE UTC–(–4DT) N47°11.59’ W68°13.89’

581 B NOTAM FILE BGR

WATERWAY 15W–33W: 25000X4000 (WATER)

WATERWAY 07W–25W: 15800X2640 (WATER)

SERVICE: FUEL MOGAS

SEAPLANE REMARKS: Attended 1400Z–dusk. For arpt attendance after hrs ctc 207–543–7584. For fuel after hrs call

AIRPORT MANAGER: 207-543-7584

COMMUNICATIONS: CTAF 122.9

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

STEPHEN A BEAN MUNI  (See RANGELEY on page 84)
### STONINGTON MUNI (93B) 1 NW UTC–5(–4DT) N44º10.39´ W68º40.82´

<table>
<thead>
<tr>
<th>NOTAM FILE</th>
<th>BGR</th>
</tr>
</thead>
<tbody>
<tr>
<td>RWY 07–25:</td>
<td>H2099X60 (ASPH) 0.3% up W</td>
</tr>
<tr>
<td>RWY 07:</td>
<td>Trees.</td>
</tr>
</tbody>
</table>

**AIRPORT REMARKS:** Unattended. Dalgt use only. Use extreme care seagulls and deer on and invof 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

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

**HELIPAD H1:** H40X40 (ASPH)

### SWANS FLD (See CARRABASSETT on page 64)

### SWANS ISLAND

<table>
<thead>
<tr>
<th>BANKS (ME5)</th>
<th>5 N UTC–5(–4DT) N44º09.92´ W68º25.69´</th>
</tr>
</thead>
<tbody>
<tr>
<td>100 NOTAM FILE BGR</td>
<td></td>
</tr>
<tr>
<td>RWY 10–28:</td>
<td>1500X30 (GRVL) 2.0% up W</td>
</tr>
<tr>
<td>RWY 10:</td>
<td>Tree.</td>
</tr>
<tr>
<td>RWY 28:</td>
<td>Thld dsplcd 300´. Bldg.</td>
</tr>
</tbody>
</table>

**RUNWAY DECLARED DISTANCE INFORMATION**

| RWY 10: | TORA–1500 TODA–1500 ASDA–1500 LDA–1500 |
| RWY 28: | TORA–1500 TODA–1500 ASDA–1500 LDA–1200 |

**AIRPORT REMARKS:** Unattended. Prior to using arpt call 207–460–1113. All ops rstd to dalgt VFR only. Wildlife on or 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 sc 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

<table>
<thead>
<tr>
<th>TWITCHELL (3B5)</th>
<th>4 S UTC–5(–4DT) N44º11.34´ W70º13.97´</th>
</tr>
</thead>
<tbody>
<tr>
<td>355 NOTAM FILE BGR</td>
<td></td>
</tr>
<tr>
<td>RWY 11–29:</td>
<td>2151X100 (TURF)</td>
</tr>
<tr>
<td>RWY 11:</td>
<td>Road.</td>
</tr>
<tr>
<td>RWY 29:</td>
<td>Trees.</td>
</tr>
<tr>
<td>RWY 12–30:</td>
<td>H2104X50 (ASPH) S–8.5 0.3% up W</td>
</tr>
<tr>
<td>RWY 30:</td>
<td>Trees.</td>
</tr>
</tbody>
</table>

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

**AIRPORT REMARKS:** Attended 1300–2200Z†. Turkeys, geese and deer on and invof arpt. For fuel, maintenance or seaplane information call 207–225–3490 or 207–312–4165 for FBO. Emerg phone 207–312–4165. Rwy 12, first 300´ of rwy unmarked. Rwy 12–30 nrs and cntrln faded, non–std len and wid.

**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 87)
VAN BUREN SPB (Q5B) 0 N UTC–5(–4DT) N47°09.54´ W67°55.92´

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.

AIRPORT REMARKS: Unattended. Arpt CLOSED Nov–May, exc for skiing. Rwy 04–22 soft in spring, call prior to ldg 207–754–1372. Acft should monitor 122.8 invof arpt. 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 LAFLEUR (WVL)(KWVL) 2 SW UTC–5(–4DT) N44°32.00´ W69°40.53´

333 B NOTAM FILE WVL MON Airport

RWY 05–23: H5500X100 (ASPH–GRVD) S–40, D–60, 2D–105 HIRL 1.2% up NE

RWY 05: MALSF. VASI(V4L)—GA 3.0º TCH 51´.

RWY 23: 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. 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‡)

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

RADIO AIDS TO NAVIGATION: NOTAM FILE AUG.

AUGUSTA (VL) (OH) VOR/DME 114.95 AUG Chan 96(Y) N44º19.20´ W69º47.79´ 040º 13.8 NM to fld. 349/18W.

VOR unusable:
- 005º–015º byd 10 NM blo 7,000´
- 018º–050º byd 40 NM
- 055º–058º byd 40 NM
- 065º–089º byd 40 NM
- 075º–089º byd 25 NM blo 3,000´
- 090º–115º byd 15 NM
- 116º–175º byd 40 NM
- 116º–189º byd 25 NM blo 3,000´
- 188º–207º byd 40 NM
- 190º–205º byd 10 NM blo 5,000´
- 206º–220º byd 25 NM blo 3,000´
- 208º–213º byd 40 NM blo 3,000´
- 208º–213º byd 49 NM blo 7,000´
- 208º–213º byd 68 NM
- 225º–245º byd 40 NM
- 246º–256º byd 40 NM blo 7,000´
- 246º–256º byd 53 NM
- 257º–261º byd 40 NM
- 271º–275º byd 40 NM
- 300º–353º byd 40 NM

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´
- 246º–256º byd 40 NM blo 7,000´
- 246º–256º byd 40 NM blo 7,000´
- 246º–256º byd 53 NM
- 257º–261º byd 40 NM
- 271º–275º byd 40 NM
- 300º–353º byd 40 NM

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 (IW)(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 LTG 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 inof arpt. 24 hr credit card fuel opr. Rwy 7 apch obstn lghts on 60 ´ poles along right side of apch lctd 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)

CONTINUED ON NEXT PAGE
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 (VL) (DH) 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´
- 018º–050º byd 40 NM
- 055º–058º byd 40 NM
- 065º–089º byd 40 NM
- 075º–089º byd 25 NM blo 3,000´
- 090º–115º byd 15 NM
- 116º–175º byd 40 NM
- 116º–189º byd 25 NM blo 3,000´
- 188º–207º byd 40 NM
- 190º–205º byd 10 NM blo 5,000´
- 206º–220º byd 25 NM blo 3,000´
- 208º–213º byd 40 NM blo 3,000´
- 208º–213º byd 49 NM blo 7,000´
- 208º–213º byd 68 NM
- 225º–245º byd 40 NM
- 246º–256º byd 40 NM blo 7,000´
- 246º–256º byd 53 NM
- 257º–261º byd 40 NM
- 271º–275º byd 40 NM
- 300º–353º byd 40 NM

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´
MARYLAND

ANDREWS  N38°48.43’ W76°51.98’  NOTAM FILE ADW.
(L) (L) VORTACW  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)  N38°56.57’ W76°34.10’
34  B  NOTAM FILE DCA
RWY 12–30: H2500X48 (ASPH)  LIRL
SERVICE:  S4  FUEL  100LL  LGT  Arpt bcn opr dusk–0300Z‡. ACTVT LIRL Rwy 12–30—CTAF. Lighting inop btw
0300–1200Z‡.
AIRPORT REMARKS: Attended 1300–2100Z‡. Arpt CLOSED 0300–1200Z‡, ctc arpt manager for details. Hvy bird and wildlife
act on and inobf 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 tfd after 0300Z‡ daily. Touch and go opr prohibited. VGSi apchs to be flown. Rwy 12 VGSi reliable
on centerline only. No grass crossover fm Rwy 12–30 to twy rollout to end of rwy. No landing on grass. Ldg fee after one
hr or overnight.
AIRPORT MANAGER: 410-956-1280
COMMUNICATIONS: CTAF 122.9
POTOMAC APP/DEP CON 119.7
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-429-5882.
RADIO AIDS TO NAVIGATION: NOTAM FILE BWI.
BALTIMORE  (L) (L) VORTACW  115.1  BAL  Chan 98  N39°10.26’ W76°39.68’  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

WASHINGTON

COPTER  H–10H, 12I, 29E, 34F, 36I, A

NE, 14 JUL 2022 to 8 SEP 2022
Baltimore/Washington Intl Thurgood Marshall (BWI/KBWI) 9S UTC–5(–4DT)

NOTAM FILE BWI


RWY 28: MALS R. PAPI(P4L)—GA 3.0º TCH 75’. RVR–TM Thld dsplcd 700’. Tree. 0.3% up.

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


RWY 15L–33R: H95000X100 (ASPH–GRVD) S–30, D–45 PCN 15 F/A/W/T HIRL 0.5% up NW


RWY 33R: MALS R. REIL. PAPI(P4L)—GA 3.0º TCH 47’. RVR–TR Tree.

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 ocny on and infl of arpt. Major const on arpt dly. Acft movement and parking areas subject to short ntc change/closure. For current info phone BWI ops ctr 410–859–7018. Acft departures from Tway U1 is 9802’. ASDE–X in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Acft departing Rwy 28 exp dep from Tway U1. No apron parking for unscheduled air carriers. General aviation acft ctc UNICOM prior to arr at General Aviation ramp for security purposes. Midfield RVR sensor shared by Rwy 10–28 & Rwy 15R–33L. Taxiing prohibited b/n concourse C and adjacent bldg structure SW of concourse C. Access to gate C12 must be via Tway A. Taxilanes T–1 and H, rstd to Group III acft with max wingspan of 118’. Tway A is rstd to group IV acft wingspan 171’ or less. Tway T b/n Tway H and Tway E rstd to Group IV acft with wingspan less than 171 ft. Tway T b/n Tway E and Tway B rstd to Group V acft with wingspan less than 214 ft; when Group V acft are on Tway T, Tway A is rstd to max wingspans of 110 ft. Tway S, south of Tway P, restricted to aircraft 60,000 lbs & less. Dual parallel taxilanes have been added to the E/E alleyway. Taxislane N and Taxislane N1. Taxislane N1 is designated a Group IV taxilane with a max wingspan of 170’. Rwy 15L–33R rstd to acft producing less than 90 decibels exc for emrgs. Cont mowing operations adj all rwys & twys Apr thru Nov. Distracting lights (golf driving range) right side extd cntrln Rwy 33L fm AER to 1/4 mi final. Acft on visual apchs expect to maintain 3000 ft until 10 DME fm BAL VORTAC; depart acft should expect turns based on Baltimore DME. Rwy 15R deice pad, Position 1 restricted to acft with wingspan of 156 ft 1 inch or less & length of 180 ft 3 inches or less. Positions 2 & 3 are rstd to acft with a wingspan of 156 ft 1 inch or less, Position 3 is rstd to acft with a wingspan of 156 ft 1 inch or less & length of 180 ft 3 inches or less; Position 4 restricted to acft with wingspan of 213 ft or less & length of 229 ft 2 inches or less. Rwy 28 deice pad Lane 1 rstd to acft with wingspan 171 ft or less, Lane 2 rstd to acft with wingspan 135 ft or less, Lane 3 is used by large acft max wingspan 215 ft and when in use Lanes 2 and 4 are unavbl. Lanes 4, 5 & 6 are rstd to acft 135 ft or less. Concourse A alt deicing area is rstd to B737–800 size acft with winglets or smllr on spots 6, 7 and 8. BT737–700 size acft with winglets or smaller are rstd to spots 6A, 7B and 8B. Ldg fee. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER: 410-859-7024

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

COMMUNICATIONS: D–ATIS 115.1 127.8 BALTIMORE RCO 122.2 (LEESBURG RADIO)

® POTOMAC APP CON 119.0 (020º–130º) 119.7 (131º–180º) 124.55 (101º–130º) 128.7 (181º–019º) 119.0 (131º–180º) 119.7 (020º–130º) 125.525 (181º–019º)

BALTIMORE TOWER 119.4 GND CON 121.9 CLNC DEL 118.05

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

CFDLC (LOGON KUSA) PDC

CONTINUED ON NEXT PAGE

NE, 14 JUL 2022 to 8 SEP 2022
MARYLAND
CONTINUED FROM PRECEDING PAGE

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE BWI.

(L) (L) VORTACW 115.1 BAL Chan 98 N39º10.26´ W76º39.68´ at fld. 150/11W.

TACAN AZIMUTH & DME unusable:
- 133º–155º byd 20 NM blo 10,000´
- 300º–349º byd 35 NM

TACAN DME unusable:
- 133º–155º byd 36 NM

VOR unusable:
- 133º–155º byd 20 NM blo 10,000´
- 197º–217º byd 17 NM
- 282º–292º

TACAN AZIMUTH unusable:
- 133º–155º byd 20 NM blo 10,000´
- 300º–349º byd 35 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 blo 10,500´
- 198º–349º byd 36 NM

ILS 109.7 I–BAL Rwy 10. Class IIIE.

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

ILS 111.7 I–FND Rwy 15R. Class IE.

ILS 109.7 I–OEH Rwy 28. Class IE.

ILS 111.7 I–RUX Rwy 33L. Class IIIE.

ILS 111.95 I–BW Rwy 33R. Class ID.

COMM/NAV/WEATHER REMARKS: During ATC zero events, UNICOM 119.4.

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

14 B NOTAM FILE DCA

RWY 16–34: H2081X30 (ASPH) MIRL


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

22 B TPA—See Remarks NOTAM FILE MTN

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

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

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


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 effe.

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

Helicopters not authorized to access the 100LL self svc station under own pwr. Seagulls on and invof arpt. PPR for svc and use of ANG parking ramp only, DSN 243–6375, C410–918–6375. C–5/C–17 acft rstd 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

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

COMMUNICATIONS: CTAF 121.3 ATIS 124.925 UNICOM 122.95

® POTOMAC APP/DEP CON 119.0 119.7 282.275 290.475

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

175 WG COMD POST 139.9 275.7

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

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

RADIO AIDS TO NAVIGATION: NOTAM FILE BWI.

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

TACAN AZIMUTH & DME unusable: 133º–155º byd 20 NM blo 10,000´ 300º–349º byd 35 NM

TACAN DME unusable: 133º–155º byd 36 NM

VOR unusable: 133º–155º byd 20 NM blo 10,000´ 197º–217º byd 17 NM

282º–292º

TACAN AZIMUTH unusable: 029º–042º byd 30 NM 180º–190º byd 17 NM

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

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

HELIPAD H1: H65X65 (CONC) PERIMETER LGTS

HELIPORT REMARKS: Perimeter lgts.


WASHINGTON COPTER NE, 14 JUL 2022 to 8 SEP 2022

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

16 B NOTAM FILE DCA

HELIPORT 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 lgts. Ldg fee.

AIRPORT MANAGER: (443) 500-2355

COMMUNICATIONS: CTAF 123.025

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

**BAY BRIDGE** (See STEVENSVILLE on page 118)

**BENNETT** (See SALISBURY on page 116)

**BOWIE**

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

168  B  TPA—See Remarks  NOTAM FILE DCA

**Rwy 18–36:** H2420X40 (ASPH)  MIRL  0.7% up N

**Rwy 18:** PAPI (P2R)—GA 6.0º TCH 47’. P–line.

**Rwy 36:** PAPI (P2L)—GA 5.5º TCH 26’. Thld dsplcd 230’. Trees. Rgt tfr.

**SERVICE:**  S4  FUEL  100LL  LGT  ACTVT PAPI Rwy 18 and 36; MIRL Rwy 18–36—CTAF.

**AIRPORT REMARKS:**  Attended 1300–2200Z‡. Unattended major holidays.

100LL avbl when atndd. –15 ft drop 80 ft from apch to Rwy 36. –7 ft drop 50 ft fm apch end Rwy 18. Unlgtd antenna 135 ft AGL 600 ft NW AER 18. TPA—1000(832) for acft less than 4000 lbs max gross weight. TPA—1200(1032) for acft greater than 4000 lbs. Twy runup area for Rwy 36 clsd.

**AIRPORT MANAGER:**  301-390-6424

**COMMUNICATIONS:**  CTAF/UNICOM 128.0

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

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

**NOTTINGHAM (L) (L) VORTAC**

113.7  OTT  Chan 84  N38º42.35´ W76º44.68´ 005º 14.2 NM to fld. 210/10W.

**TACAN AZIMUTH unusable:**

006º–194º blo 12,500´

DME portion unusable:

031º–050º 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´

250º–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
MARYLAND

CARROLL CO RGNL/JACK B POAGE FLD (See WESTMINSTER on page 119)

CHURCHVILLE

HARFORD CO (0W3) 3 E UTC–5(–4DT) N39°34.09’ W76°12.18’

Rwy 01–19: H2856X75 (ASPH) MIRL 0.5% up S

Rwy 01: REIL. P–line.


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 dispcl 100’. Trees.

SERVICE: S4 FUEL 100LL, JET A LGT Arpt bcn sked: dusk–0600Z‡. ACTVT REILs Rwy 01 and Rwy 19; MIRL Rwy 01–19—CTAF. Rwy 10–28 LIRL NSTD; no dispcl thr lghts.


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) (L) VORTAC 114.0 DQQ Chan 87 N39º40.69’ W75º36.43’ 267º 28.4 NM to fld. 70/10W.

VOR unusable: 230º–265º byd 20 NM

TACAN AZIMUTH unusable: 230º–265º byd 20 NM

DME unusable: 230º–265º byd 20 NM

CLAREMONT (See ELKTON on page 101)

CLEARVIEW AIRPARK (See WESTMINSTER on page 119)
WASHINGTON EXEC/HYDE FLD  (W32)  2 SW  UTC–5(–4DT)  N38°44.90´  W76°55.97´

AIRPORT REMARKS: Attended Mon–Fri 1500–1900Z‡, Sat–Sun 1400–2200Z‡. Birds and wildlife on and in env of arpt. Self serve credit card fueling avbl 24 hrs. Compliance with CFR 93.335 is req before pilots may op from this arpt. Rwy 05–23—no line of sight between rwy ends. +70´ powerline 1300´ fm AE R 23. For flight restriction zone (FRZ) flight plan filing ctc 703–771–3476. Soft shoulders all twys. Rgt tfc pat for helicopters. TPA—1049(800), helicopters 849(600).

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

OXONN 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’
WASHINGT0N
COPTER
48 B NOTAM FILE CGS
L–29E, 34F, 36I, A
RHWY 15–33: H2607X60 (ASPH) MIRL 0.4% up NW
RWY 15: Thld dsplcd 416’. Trees.
RWY 33: Thld dsplcd 201’. Trees.
SERVICE: FUEL 100LL, JET A1+ LGT Actvt MIRL Rwy 15–33—CTAF.
AIRPORT REMARKS: Attended 1200–0300Z‡. Deer and other wildlife on and in
vo of arpt. Compliance with 14 CFR Section 93.335 is rqr before pilots
may opf from this arpt. AER 15 heavy smoke and firefighting training
ops intermittently in progress. No student touch and go ldg or solo ops
permitted. No acft over 12,500 lbs manufacturer GWT, helicopters only
with 24 hr PPR, call arpt mgr 301–864–5844. No tkfs 0300–1200Z‡, ldg only.
Bldg 0.1 NM S of arpt 23´ AGL lgtd. 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. Actf handling fee if
relocation to/from fuel area rqr by arpt pers.
AIRPORT MANAGER: 301-864-5844
COMMUNICATIONS: CTAF/UNICOM 122.975
® POTOMAC APP/DEP CON 127.2 124.7 CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-599-3874.
RADIO AIDS TO NAVIGATION: NOTAM FILE BWI.
BALTIMORE (L) (L) VORTACW 115.1 BAL Chan 98 N39°10.26´ W76º39.68´ 238º 16.7 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
CRISFIELD–SOMERSET CO (W41) 3 NE UTC–5(–4DT)  N38°01.09’ W75º49.61’
WASHINGTON
L–34F, 36I
IAP
4 B NOTAM FILE DCA
RHWY 14–32: H2397X75 (ASPH) S–12 MIRL
RHWY 32: REIL. PAPI(P2L)—GA 3.25º TCH 33´. Trees.
RHWY 06–24: 1060X120 (TURF)
RHWY 06: Trees.
RHWY 24: Trees.
SERVICE: FUEL 100LL LGT Actvt REIL Rwy 14 & 32; MIRL Rwy 14–32—CTAF.
AIRPORT REMARKS: Attended 1330–2130Z‡. Rwy 06–24 clsd indefly. If atte
endant not present for fuel during attended hrs call 410–968–1333 or 410–458–4923. Birds and wildlife on and in vo of arpt. Turf areas of arpt may be soft.
AIRPORT MANAGER: 410-968-3062
COMMUNICATIONS: CTAF/UNICOM 122.8
® PATUXENT APP/DEP CON 127.295 (1200–0400Z‡ Mon–Sun. Other times by NOTAM) other times ctc
® POTOMAC APP/DEP CON 127.2 CLEARANCE DELIVERY PHONE: For CD ctc Patuxent Apch at 301-342-3740, when Patuxent Apch is clsd ctc Potomac Apch at 866-640-6124.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
SNOW HILL (L) (L) VORTACW 112.4 SWL Chan 71 N38º03.40´ W75º27.83´ 270º 17.4 NM to fld. 34/BW.
VOR unusable: 005º–020º byd 25 NM blo 1,500´
020º–040º byd 20 NM blo 1,700´
040º–045º byd 10 NM blo 2,000´
210º–225º byd 13 NM blo 4,000´
210º–225º byd 18 NM blo 6,000´
210º–225º byd 37 NM
225º–265º byd 10 NM blo 2,500´
225º–265º byd 30 NM blo 9,000´
265º–005º byd 20 NM blo 1,500´
TACAN AZIMUTH OTS

NE, 14 JUL 2022 to 8 SEP 2022
CUMBERLAND

GREATER CUMBERLAND RGNL (CBE/KCBE)  2 S  UTC–5(–4DT)  N39°36.92´ W78°45.69´  

RWY 05–23:  H5047X150 (ASPH)  S–38, D–52  HIRL  1.1% up NE
RWY 05:  Trees. Rgt tfc.
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


AIRPORT MANAGER:  304-738-0002

COMMUNICATIONS:  CTAF/UNICOM  122.8

COMM/NAV/WEATHER REMARKS:  UNICOM 122.8 shared with Cumberland Muni 0.5 mi due N.

MEXICO FARMS (1W3)  3 S  UTC–5(–4DT)  N39°36.36´ W78°45.63´  

RWY 09–27:  2120X190 (TURF)
RWY 09:  Trees. Rgt tfc.


AIRPORT MANAGER:  301-724-5231

COMMUNICATIONS:  CTAF/UNICOM  122.8

COMM/NAV/WEATHER REMARKS:  UNICOM 122.8 shared with Cumberland Muni 0.5 mi due N.
EASTON/NEWNAM FLD (ESN)(KESN) 2 N UTC–5(–4DT) N38º48.25´ W76º04.14´

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 45º. Trees.
RWY 33: REIL. PAPI(P2L)—GA 3.5º TCH 45º. 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
LGT When twr clsd actvt REILS Rwy 15, 22, & 33; HIRL Rwy 04–22; MIRL 15–33—CTAF.

NOISE: Noise abatement; dep Rwy 22 avoid overflight of town of Easton;
dep Rwy 04 left turn at end of rwy end to parallel Hwy 50 until passed trailer park.
See Special Notices—Easton, Maryland Noise Abatement Procedure.

AIRPORT REMARKS: Attended 1300–dusk. Deer, birds and other wildlife on
and invof arpt. TPA for jet act 1598(1526), all other act 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: CTAF 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:

PATUXENT (L) (L) VORTAC 117.6 PXT Chan 123 N38º17.27´ W76º24.01´ 037º 34.7 NM to fld. 18/10W.
VOR unusable:
023 byd 10 NM blo 2,500’
024º–174º byd 11 NM blo 2,500’
175º–239º byd 10 NM blo 5,000’
240º–347º
348º–022º byd 11 NM blo 2,500’
TACAN AZIMUTH unusable:
150º–155º byd 25 NM blo 2,500’
155º–237º byd 11 NM blo 2,500’
DME unusable:
150º–155º byd 25 NM blo 2,500’
155º–237º byd 11 NM blo 2,500’

ILS/DME 109.35 I–FGH Chan 30(Y) Rwy 04. Class IT. Unmonitored when ATCT clsd. Glideslope unusable blw
600’. Autopilot cpd apch na blw 1,000’.
**ELKTON**

**CLAREMONT (58M)** 3 SW UTC–5(–4DT) N39º34.45’ W75º52.19’

106 B NOTAM FILE DCA

RWY 13–31: H2989X70 (ASPH–AFSC) MIRL 1.5% up NW


RWY 31: REIL. PAPI(P2L)—GA 4.0º TCH 6’. Thld dsplcd 601’. Trees.

**SERVICE:**

FUEL 100LL LGT

**AIRPORT REMARKS:**


**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 N39º13.90’ W75º30.96’ 330º 26.3 NM to fld. 15/9W.

**TACAN AZIMUTH unusable:**

140º–150º byd 36 NM b 2,000’

200º–300º byd 36 NM b 3,000’

**VOR unusable:**

159º–169º byd 3,000’. 325–335 byd 15NM b 4,900’

**DME unusable:**

140º–150º byd 36 NM b 2,000’

200º–300º byd 36 NM b 3,000’

**ELLICOTT**

N39º17.24’ W76º46.62’ NOTAM FILE BWI.

NDB (MHW) 371 FND 154º 8.4 NM to Baltimore/Washington Intl Thurgood Marshall. 381/11W.

NDB unusable:

140º–320º byd 12 NM b 10,500’

**ESSEX SKYPARK** (See BALTIMORE on page 93)

**FALLSTON (W42)** 1 S UTC–5(–4DT) N39º30.08’ W76º24.68’

460 NOTAM FILE DCA

RWY 04–22: H2200X50 (ASPH) S–12 LIRL(NSTD)

RWY 04: Thld dsplcd 315’. Trees.


**SERVICE:**

FUEL 100LL LGT For NSTD LIRL Rwy 04–22 ctc arpt manager 410–877–9889.

**AIRPORT REMARKS:**


**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 tlc.

RWY 28:  REIL. PAPI(P2L)—GA 4.0º TCH 57´. Trees.

SERVICE:  S2  FUEL  100LL, JET A+

AIRPORT REMARKS:  Attended 1330–2300Z+. Deer on rwys and twys. PAEW adj all twys and Rw 10–28 indefly. Be alert for nmrs BWI tbjt arr/dep in the area. Fly tpc pattern south of the field to avoid BWI Class B Asp. Remain clear of BWI Class B Asp until clnc is obtained.

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 PCN 30 F/C/X/T

HIRL  0.5% up SW

RWY 05:  REIL. PAPI(P4L)—GA 3.0º TCH 43´. Trees. Rgt tlc.

RWY 23:  ODALS. REIL. PAPI(P4L)—GA 3.0º TCH 54´. Trees.

AIRPORT REMARKS:  Attended 1200–0200Z‡. Arpt unattended Christmas Day. Fuel self serve 100LL avbl H24 with credit card. Rw 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

WASHINGTON COPTER L–29E, 34F, 36I, A

WASHINGTON H–10H, 12I, L–29E, 34F, A

WASHINGTON IAP, AD
MARYLAND
CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
WESTMINSTER (H) (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 NMblo 6,500’
221°–231° blo 4,500’
221°–231° byd 13 NMblo 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) VORW 109.0 FDK N39°24.73’ W77°22.51’ at fld. 303/8W. NOTAM FILE FDK.
VOR unusable:
150°–160° byd 10 NM blo 3,000’
180°–190°
ILS 110.3 I–FDK Rwy 23. Class IT.

FREEWAY
(See BOWIE on page 95)

FRIENDLY
POTOMAC AIRFIELD (VKX/KVXX) 0 NE UTC–5(–4DT) N38°44.92’ W76°57.36’
118  B  NOTAM FILE DCA
RWY 06–24: H2665X40 (ASPH) MIRL 0.3% up NE
SERVICE: 54  FUEL 100LL  LGT REIL Rwy 06 and 24; MIRL Rwy 06–24 opr SS–SR; To ACTVT dtr times and ACTVT PAPI Rwy 06 and 24—CTAF. Rwy 06 PAPI unusable 3° right of course.
NOISE: Noise abatement procedures: avoid takeoff 0300–1200Z‡.
AIRPORT REMARKS: Attended 1200–0300Z‡. Arpt within Flight Restricted Zone. Expect 24 hr security from police, military and others on the ground and in the air. Unlimited vehicle access to acft movement areas. Rotating bcn located 1000’ north of arpt. Rentals avbl 301–292–9700.
AIRPORT MANAGER: 301-248-5720
COMMUNICATIONS: CTAF/UNICOM 122.8
POTOMAC APP/DEP CON 124.7 125.65 (DC–FRZ)
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-599-3874.
RADIO AIDS TO NAVIGATION: NOTAM FILE ADW.
ANDREWS (L) (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°–182°
183°–227° blo 4,000’
230°–236° byd 20 NM
237°–270°
333°–048°
TACAN AZIMUTH unusable:
035°–045° blo 2,500’
220°–280°
295°–310°
DME unusable:
035°–045° blo 2,500’
220°–280°
COMM/NAV/WEATHER REMARKS: Automated UNICOM; 3 clicks adzy and wx, 4 clicks radio check. Visitors please tune 122.85 for parking instructions and gnd svcs.
GAITHERSBURG

MONTGOMERY CO AIRPARK (GAI/KGAI) 3 NE UTC–5(–4DT) N39°10.10´ W77°09.96´

539 B. TPA—See Remarks NOTAM FILE DCA

R WY 14–32: H4202X75 (ASPH) MIRL 1.1% up SE
R WY 14: REIL. VASI(V4L)—GA 3.0º TCH 53´. Trees.

SERVICE: S6 FUEL 100LL, JET A OX 4 LTG Actvt REIL Rwy 14 & 32; MIRL Rwy 14–32—CTAF. Rwy 32 PAPI baffled byd 5 deg L of crs due to bldg.

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


AIRPORT MANAGER: 301-978-7009
WEATHER DATA SOURCES: AWOS–3PT 128.275 (301) 977–2971.
COMMUNICATIONS: CTAF/UNICOM 123.075

® POTOMAC APP/DEP CON 128.7
CLNC DEL 121.6

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

RADIO AIDS TO NAVIGATION: NOTAM FILE IAD.

ARMEL (L) VOR/DME 113.5 AML Channel 82 N38°56.08´ W77°28.00´ 053º 19.8 NM to fld. 296/BW.

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

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

FREDERICK (T) VORW 109.0 FDK N39°24.73´ W77°22.51´ 154º 17.6 NM to fld. 303/BW. NOTAM FILE FDK.

VOR unusable:
150º–160º byd 10 NM blo 3,000´
180º–190º

GOODEN AIRPARK (See RIDGELEY on page 116)

GRANTSVILLE N39°38.10´ W79°03.03´ NOTAM FILE EKN.

(L) DME 112.3 GRV Channel 70 095º 13.5 NM to Greater Cumberland Rgnl. 2640/0W.

DME unusable:
071º–306º byd 20 NM blo 6,000´
108º–113º byd 38 NM
307º–070º byd 20 NM blo 5,000´
325º–345º byd 35 NM

GREATER CUMBERLAND RGNL (See CUMBERLAND on page 99)
HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR) (KHGR) P (AR) 4 N UTC–5(–4DT)  
N39º42.51’ W77º43.59’
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–100, D–150, 2S–175, 2D–250 PCN 62 F/B/X/T HIRL 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–7000 TODA–7000 ASDA–7000 LDA–7000

SERVICE: S4 FUEL 100LL, JET A, A1 OX 1, 2, 3, 4 LGT When ATCT clsd ACTVT 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 O–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: 
ST THOMAS (L) (L) VORTACW 115.0 THS Chan 97 N39º55.99’ W77º57.06’ 149º 17.0 NM to fld. 2338/7W.
(L) VORW 109.8 HGR N39º41.86’ W77º51.34’ 091º 6.0 NM to fld. 563/7W. NOTAM FILE HGR. VOR unusable:
251º–280º byd 16 NM bld 4,000’
281º–300º byd 24 NM bld 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 I E. OM/LOM OTS indef.

HARFORD CO (See CHURCHVILLE on page 96)

HAVRE DE GRACE SPB (M06) 1 E UTC–5(–4DT) N39º32.49’ W76º04.18’


AIRPORT MANAGER: (410) 258-9648
COMMUNICATIONS: CTAF/UNICOM 123.0
INDIAN HEAD

MARYLAND (2W5) 4E UTC–5(–4DT) N38º35.82´ W77º04.35´
175° B TPA–1005(830) NOTAM FILE DCA
RWY 02–20: H3740X75 (ASPH) MIRL 0.4% up N
RWY 02: REIL PAPI(P4L)—GA 3.0º TCH 40’.
RWY 20: Trees.
SERVICE: S2 FUEL: 100LL, JET A
LGT Actvt REIL Rwy 02; PAPI Rwy 02;
MIRL Rwy 02–20—CTAF. Arpt deactivates PAPI Rwy 02 when winds
favor Rwy 20.
AIRPORT REMARKS: Attended Mon–Sun 1400–2200Z‡. Unatndd
Thanksgiving, Christmas and New Year’s Days. Birds and wildlife on
and invof arpt.
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) (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´
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´
076º–096º byd 20 NM blo 5,000´
097º–106º byd 20 NM blo 5,000´
107º–122º byd 20 NM blo 7,000´
123º–143º byd 36 NM
144º–158º byd 20 NM blo 5,000´
159º–180º byd 20 NM blo 2,500´
260º–300º byd 20 NM blo 3,000´
VOR unusable:
006º–194º blo 12,500´
072º–138º blo 6,000´
139º–234º blo 10,000´
311º–349º
JOINT BASE ANDREWS  (ADW)(KADW)  AF (A ANG AFRC DOE MC NAF)  3 E  UTC-5(–4DT)  
N38°48.65′ W76°52.02′

280  B  NOTAM FILE ADW  Not insp.

RWY 01R–19L:  H9756X150 (ASPH–CONC–GRVD)  PCN 54 R/B/W/T  HIRL
  RWY 01R:  ALSF1. PAPI(P4L)—GA 3.0° TCH 62′. RVR–T
  RWY 19L:  ALSF1. PAPI(P4L)—GA 3.0° 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 3.0° TCH 72′. RVR–TMR
  RWY 19R:  ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 71′. RVR–TMR

ARRESTING GEAR/SYSTEM
  RWY 01R BAK–14 BAK–12B(B) (1500′).
  RWY 01L BAK–14 BAK–12B(B) (1500′).
  RWY 19L BAK–14 BAK–12B(B) (1537′).
  RWY 19R BAK–14 BAK–12B(B) (2240′).


FUEL  A++ . Exp 30 min delay. Aircrew of tran acft rqr pwr on refuel must assist in refuel.

CONTINUED ON NEXT PAGE
Extreme heavy VFR

Because of extremely heavy VFR, East/Navy side tran svc not avbl. All tran acft will hold Customs Border Protection hrs 1100–2300Z‡, after 2300Z‡ ctc 108 MARYLAND MILITARY REMARKS: RSTD

NOISE:


Navy hq bldg open 1230–2130Z‡ Mon–Fri. For after hr arrivals ctc NAFW at https://www.cbp.gov/newsroom/publications/forms. forms for arrival acft. CBP form 7507 (11/12) general decl Comd Post. OT agents drive to Andrews AFB. No notice acft that rqr Customs can exp min 2 hr delay. CBP rqr the following DSN 858–9442 or C301–981–9442.

Noise abatement

Navy Ramp:Turboprop taxi low idle and secure outboard engines prior to ramp entry, exempt dur ice cond.

MILITARY REMARKS: RSTD Official Business Only. PPRs for all aircraft. DVS, SAM, EVAC are exempt from restrictions however require PPR for tracking and ramp avbl. DSN 858–3411. All tran acft must obtain PPR NR for tracking and ramp availability via e-mail: 89OSS.OSA@US.AF.MIL or DSN 858–3411/9442 or C301–981–3411/9442 no earlier than 72 hr and not less than 48 hr prior to arr. Effective Rwy 01L–19R (tbn dispd thld) avbl for tfd and ldg is 9,318’ . Do not land prior to mrdk nwy thld; dispd thld may not be used for tfd or ldg roll out. Ofi TERRPS end of nwy for obst protection is mrdk thld. Do not use opposite end dispd thld for tfdt computions or tfd roll. Rwy 01L–19R len of 11,318’ is for presidential airlift GP (PAG), 459 ARW acft, 1 accs and other 89 OG/CC apv acft ops. OGP/CC apvl rqrd for use of the dispd thlds for tfd or ldgs. Rwy 01L–19R Len of 11,318’ is for Presidential Airlift GP(PAG), 459 ARW acft and 1 ACCS acft and other 89 OG/CC apvd acpt ops. Apvl for use of the dispd thlds for tfd 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 tfd and/or ldg rollout specifically authorized for Presidential Airlift Group (PAG), 459 ARW acft, 1 accs and other 89 OG/CC apvd acpt. Northernmost 400’ of own displaced threshold areas can accommodate only idle thrust jet blast. Only southernmost 600’ of Rwy 19R displaced threshold areas (noth end of Rwy 01L–19R is usable for tfd (i.e. point at which tfd power can be applied) due to proximity of localizer antenna array install 1,200’ fm Rwy 19R ldg thld. PPR must be req 72 hr prior to arr, DSN 858–3411. No arr/dep of tran fighter acft with live forward firing munitions. All inbld acft ctc Andrews Comd Post (316 WG comd Post) 1 hr out with DV codes, load msg, blocktime, ETD and rqr. AMC acft opr rtfd dur bird watch condition moderate (tkof or ldg perms only when dep/arr rtfd avbl for ident bird act, no lcl IFR/VFR tcf pat act) and severe (tkof or ldg proh w/o OG/CC), ctc baseops for current bird watch cond. Current bird watch cond. E–4 acft rqr afld mgp acpt to use. Rwy 01R–19R South end underrun/overrun usable due to pavement degradation. Rwy 01R–19L due to weak feature at aphp end Rwy 01R. All twys are 75’ wide exc Twy E1 and Twy E2. Twy E tbn Twys E1 and E4 are only 50’ wide. Twy E, N, of E3 cld to acft w/ wg span greater than 165’ (C5, B747, C17 KC10, etc). For RON svc cal 316 WG Comd Post DSN 858–5058 or C301–981–5058.Wx flight DSN 858–2840/5826. ASDE in use. Opr transponders with all reporting mode and ADS–B (if equipped) enable in ctrl movement area. Rwy 01R–19L B–747/AN–124 op proh, exc 89AW acft, due foreign object damage potential; waiver authority is 316 OG/CC. PPR exc AMC, SAM, DOD courier svc, and evac MSN DSN 858–3411. All acft filing to ADW must call for ramp freeze info, ramp freezes close afld up to 30 min, delays are possible. CAUTION Extremely heavy VFR conflicting tcf North and South quadrants. Visibility byd 3 miles rstd by trees. Wind flow from 200º–300º disrupted by hangar on SE side of afld. Deer haz. pilots report any activity to twr/PTD. Obstruction (acft 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 acft must ctc. Transportation Security Administration for SFRA Waiver IAW ZDC NOTAMS 5–7 days prior. TFC PAT Because of extremely hvy air trf to the W, all acft on overhead pat will enter fm the east, regardless of ldg rwy. Overhead pat 2000’, rectangular pat 1500’, lgt acft 1000’ ‘copter 800’. Acft req VFR multi patterns must use twr VHF freq. MISIC All tran acft will hold on Twy W for flw me veh prior to entering prk ramp. First 4300’ and last 325’ of Rwy 01R concrete. Ft/trtng acft bring eng covers. Acft 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 lctd at http://www.fly.faa.gov/mtt/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/ANDREWSLOGIN.PHP after retrieving the login information from AM ops at DSN 858–9442 or C301–981–9442. CBP/AG/IMG Customs Border Protection hrs 1100–2300Z‡, after 2300Z‡ ctc Andrews Comd Post. OT agents drive to Andrews AFB. No notice acft that rqr Customs can exp min 2 hr delay. CBP rqr the following forms for arrival acft. CBP form 7507 (11/12) general declaration, CBP form 6059B (04/14) customs declaration lctd http://www.cbp.gov/newsroom/publications/forms. MISC Navy East/Navy side tran svc not avbl 24/7. Exc for DV flights Navy hq bldg open 1230–2130Z‡ Mon–Fri. For after hr arrivals ctc NAFW at C240–857–9259/C240–381–2739/C202–340–5954. MISC PPR for svg and use of prk ramps. No AVGAS or reciprocating eng oil avbl, lctd maint. Ctc 201 OPS DSN 857–7161/62, UHF 314.25, lctd w side ADW. 113 WG, DCANG DSN 857–4190/91, UHF 234.8 lctd east side ADW. No tran maint avbl.

AIRPORT MANAGER: 301-981-9442
WEATHER DATA SOURCES: TDWR.
COMMUNICATIONS: D–ATIS
© 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. Afdl wx monitored by AN/FMQ–19 ASOS, Augmented by human observations during systems outage. Supported by 15th opr Wx Squadron DSN 576–9755 C618–256–9755. AFRC OPS 143.8 351.2 A/G See Global HF Systems list in FIH.
AIRSPACE: CLASS B See VFR Terminal Area Chart.
RADIO AIDS TO NAVIGATION: NOTAM FILE ADW.
ANDREWS (L) (L) VORTACW 113.1 ADW Chan 78 N38º48.43´ W76º51.98´ at fld. 263/10W.
VOR unusable:
035º–045º blo 2,500´
089º–182º
183º–227º blo 4,000´
230º–236º byd 20 NM
237º–270º
333º–048º
TACAN AZIMUTH unusable:
035º–045º blo 2,500´
220º–280º
295º–310º
DME unusable:
035º–045º blo 2,500´
220º–280º
ILS 111.5 I–RWS Rwy 01L. Class IIIE.
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 III E. LOC unusable 25º right of course.
COMM/NAV/WEATHER REMARKS: PTD: OTS UFN.

KENTMORR AIRPARK  (See STEVENSVILLE on page 118)

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: Trees.
SERVICE: 52 FUEL 100LL
AIRPORT MANAGER: 301-253-2897
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-429-5882.
COMM/NAV/WEATHER REMARKS: UNICOM unmon.

LEE  (See ANNAPOLIS on page 91)

NE, 14 JUL 2022 to 8 SEP 2022
LEONARDTOWN

ST MARY'S CO RGNL  (2W6)  4 NE  UTC–5(–4DT)  N38º18.92´ W76º33.01´
142  B  NOTAM FILE DCA
RWY 11–29:  H4150X75 (ASPH)  S–12.5  MIRL  0.4% up W
RWY 11:  REIL  PAP(P2L)—GA 3.0º TCH 37´. Trees.
RWY 29:  REIL  PAP(P2L)—GA 3.0º TCH 32´. Trees.
SERVICE:  S4  FUEL  100LL, JET A
LGT  ACTIVATE MIRL Rwy 11–29, REIL Rwys 11 and 29—CTAF.
AIRPORT REMARKS:  Attended 1300–2200Z‡. Deer on & invof Rwy 11–29
SS–SR. Glider and ultralight activity on and invof arpt. Mil act on inst
app to Pax River NAS may overfly arpt at 1600 MSL & not mon CTAF.
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 acfts within R–4007 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 ctc Patuxent Apch at 301-342-3740, when Patuxent Apch is clsd ctc Potomac Apch at
B66-640-4124.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
PATUXENT (L) (L) VORTACW 117.6  PXT Chan 123 N38º17.27´ W76º24.01´
VOR unusable: 023º 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 94)

MARYLAND (See INDIAN HEAD on page 106)

MASSEY AERODROME  (MD1)  2 E  UTC–5(–4DT)  N39º17.96´ W75º47.96´
73  NOTAM FILE DCA
RWY 02–20:  3000X100 (TURF)
RWY 02:  Trees.
RWY 20:  Thld dsplcd 120´. Trees.
AIRPORT REMARKS: Attended 1500–2200ZI. Gliders, hang–gliders, powered prchts, ultralight act, on and invof arpt. Rwy thr
and sides marked with white cones. Rwy 20 dsplcd thr marked with 3 white cones on both sides.
AIRPORT MANAGER:  410-928-5270
COMMUNICATIONS: CTAF 122.9

MEXICO FARMS  (See CUMBERLAND on page 99)

MONTGOMERY CO AIRPARK  (See GAITHERSBURG on page 104)
NOTTINGHAM  N38°42.35’ W76°44.68’  NOTAM FILE DCA.
(L) (L) VORTAC W 113.7  OTT  Chan 84  328º 8.5 NM to Joint Base Andrews. 210/10W.
TACAN AZIMUTH unusable:
  006º–194º blo 12,500’
DME portion unusable:
  031º–050º byd 20 NM blo 4,000’
  051º–065º byd 20 NM blo 5,000’
  066º–076º byd 20 NM blo 3,000’
  077º–086º byd 20 NM blo 5,000’
  087º–122º byd 20 NM blo 7,000’
  087º–143º byd 36 NM
  123º–143º byd 20 NM blo 6,000’
  123º–143º byd 32 NM blo 7,000’
  144º–180º byd 20 NM blo 5,000’
  181º–259º byd 20 NM blo 2,500’
  260º–303º byd 20 NM blo 3,000’
VOR unusable:
  006º–194º blo 12,500’
  072º–138º blo 6,000’
  139º–234º blo 10,000’
  311º–349º

OAKLAND

GARRETT CO  (2G4)  13 NE  UTC–5(–4DT)  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
RWY 09 and 27; MIRL Rwy 09–27—CTAF.
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 Apc at 304-842-2011, when Apc 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’  256º 13.6 NM to fld. 2640/0W.
DME unusable:
  071º–306º byd 20 NM blo 6,000’
  108º–113º byd 38 NM
  307º–070º byd 20 NM blo 5,000’
  325º–345º byd 35 NM
OCEAN CITY MUNI  (OXB/KOXB)  2 SW  UTC–5(–4DT)  N38°18.63’- W75°07.44’

12  B  NOTAM FILE OXB

RWY 14–32: H4074X75 (ASPH)  S–20  MIRL

RWY 14: VASI(V4L)—GA 3.0º TCH 47’. Trees.

RWY 32: VASI(V4L)—GA 3.0º TCH 39’.

RWY 02–20: H3204X75 (ASPH)  MIRL

RWY 02: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Trees.

RWY 20: REIL. PAPI(P2L)—GA 4.0º TCH 42’. Trees.

SERVICE: S4  FUEL  100LL, JET A  LGT

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

WEATHER DATA SOURCES: ASOS

119.025 (410) 213–1530.

COMMUNICATIONS: CTAF/UNICOM

123.05

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

PATOMAC APP/DEP CON 127.2

CLNC DEL 127.25 (When NHK apch clsd)

CLEARANCE DELIVERY PHONE: For CD ctc Patuxent Apch at 301-342-3740, when Patuxent Apch is clsd ctc Potomac Apch at 866-640-4124.

RADIO AIDS TO NAVIGATION: NOTAM FILE SBY.

SALISBURY (L) (L) VORTACW 111.2  SBY  Chan 49  N38°20.70’- W75°30.63’  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’

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

PATUXENT  N38°17.37’- W76°25.45’

RCO 122.5 (LEESBURG RADIO)

WASHINGTON

L–36J, A

IAP
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.

RWY 06–24: H11799X200 (ASPH) PCN 70 R/B/W/T HIRL CL

RWY 06: ALSF1. OLS. TDZL.

RWY 24: OLS.

RWY 14–32: H9732X200 (ASPH) PCN 67 R/B/W/T HIRL

RWY 14: OLS.

RWY 32: OLS.

RWY 02–20: H5021X75 (ASPH) PCN 79 R/B/W/T ARRESTING GEAR/SYSTEM

RWY 06 HOOK E28(B) (2180 FT). HOOK E28(B) (1499 FT). RWY 24

RWY 14 HOOK E28(B) (1280 FT). HOOK E28(B) (3050 FT). RWY 32

SERVICE: MILITARY—JASU (NCPP–105) (NC–8A) (NC–10C) FUEL J5, 100LL, A FLUID SP LHOX LOX OIL


NOISE: 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.

MILITARY REMARKS: Opr Class D svc Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays. OT by NOTAM. See FLIP AP/1 Supplementary Arpt Remarks. RSTD PPR, no NOTAM terminal facilities avbl. DSN 342–3836, C301–342–3836. Acft must make prior arrangement and receive PPR from host Squadron, or NAS Air Ops. Ltd ramp space, and ltd tran svc avbl expect delays. Tran svc avbl expect delays. Tww all exp dly due to acft wt limitations. CAUTION Deer and bird haz. Stopping in rstd area on Tww A, W tww is proh. Portions of rwy, tww and acft ramps not vis fr twr.

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

AIRPORT MANAGER: 301-863-3339

COMMUNICATIONS: SFA ATIS 322.425

APP/DEP CON 120.05  281.8  (150º–055º abv 3000) 121.0  250.3  (165º–055º 3000 and ble) 127.95  314.0 (056º–164º) (1200–0400Z‡ Mon–Sun. Other times by NOTAM.)

POTOMAC APP/DEP CON 135.625  269.625  (0400–1200Z‡ Mon–Sun. Other times by NOTAM.)

TOWER 123.7  343.65  340.2X (24hrs + Mon–Sun. Other times by NOTAM.) GND CON 120.6  336.4 CLNC DEL 135.2  316.125 PMSV METRO 356.2 BASE OPS 302.55

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

AIRSPACE: CLASS D svc 1200–0400Z‡ Mon–Fri, 1300–2300Z‡ Sat–Sun, clsd hol; other times CLASS E.

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

(L) (L) VORTAC W 117.6 PXT Ch 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 (MHK) 400 NHK N38°17.16’ W76°24.20’ at fld. 20/10W.

Unusable:
- Byd 10 NM
- ILS/DME 108.7 I–NHK Ch 24 Rwy 06. Class IT. Glideslope unusable byd 9 NM. Autopilot cpd apch na blw 380’ MSL.

ASR/PAR Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima. For ASOS ctc C301–342–3398.
**PHILLIPS AAF** (APG)(KAPG) A 2 S UTC–5(–4DT) N39º27.93´ W76º10.10´

<table>
<thead>
<tr>
<th>45 B</th>
<th>NOTAM FILE DCA</th>
<th>Not insp.</th>
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**RWY 04–22:** H7998X200 (ASPH) PCN 44 F/A/W/T HIRL

**RWY 22:** REIL. PAPI(P4L)—GA 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 0–113–156(Mil)

**NOISE:** Noise abatement: Noise sensitive area. Use ns abtmnt opr procedure.

**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 yd S of Rwy 04–22 and 2.5 miles SWt of dep end of Rwy 22. Deer haz. Ctc twr 15 min prior to arr to amng deer sweep. If twr clsd use extreme caution. **MISC:** ARFF protection not lctd on afld. 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) (L) VORTAC** 114.0 DQO Chan 87 N39º40.69´ W75º36.43´ 254º 29.0 NM to fld. 70/10W.

VOR unusable:

- 230º–265º byd 20 NM

TAGAN AZIMUTH unusable:

- 230º–265º byd 20 NM

DME unusable:

- 230º–265º byd 20 NM

**PIER 7 HELIPORT** (See BALTIMORE on page 94)

**POTOMAC AIRFIELD** (See FRIENDLY on page 103)
RIDGELEY

GOODEN AIRPARK  (RJD)(KRJD)  2 NE  UTC–5(–4DT)  N38º58.21´ W75º51.98´
64  B  NOTAM FILE DCA
RWY 12: REIL, P–line.
SERVICE:  S4  LGT Actvt aprt beacon—CTAF. Actvt REIL Rwy 12 & 30; LIRL Rwy 12–30—CTAF.
AIRPORT REMARKS:  Unattended. Birds, deer and wildlife on and invof arpt.
   Unlimited vehicle access to acft movement areas. Turf areas adjacent to acft movement areas soft when wet.
   Wet/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 110)

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 Dusk–0400Z‡. ACTVT LIRL Rwy 17–35 and bcn—CTAF.
AIRPORT MANAGER:  (443) 880-7428
COMMUNICATIONS:  CTAF/UNICOM 122.8

WASHINGTON

L–34F, 36J, A
IAP
MARYLAND

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: REIL. PAPI(P4L)—GA 3.0º TCH 45'.
RWY 32: MALSR. PAPI(P4L)—GA 3.0º TCH 54'.
PCN 21 F/C/X/T  MIRL
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  TODA–5000  ASDA–5000  LDA–5000
RWY 14: TORA–6400  TODA–6400  ASDA–6400  LDA–6400
RWY 23: TORA–5000  TODA–5000  ASDA–5000  LDA–6400

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 inv of arpt. FBO hrs 1200–0000Z‡. For services after hrs call 410–749–0323. 24 PPR hr rqr for unsked acr ops ctc amgr. Rwy 05, Rwy 23, and Rwy 32 has mil assault ldg zone & basic mkgs with aiming points.

AIRPORT MANAGER: 410-548-4827

WEATHER DATA SOURCES: AGOS 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 ctc Patuxent Apch at 301-342-3740, when Patuxent Apch is 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) (L) VORTACW 111.2  SBY  Chan 49  N38°20.70’ W75°30.63’ at 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’

ILS 108.7  I–SBY  Rwy 32.  Class IA.

SOW HILL  N38º03.40’  W75º27.83’  NOTAM FILE DCA.

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

VOR unusable:

005º–020º byd 25 NM blo 1,500’
020º–040º byd 20 NM blo 1,700’
040º–045º byd 10 NM blo 2,000’
210º–225º byd 13 NM blo 4,000’
210º–225º byd 18 NM blo 6,000’
210º–225º byd 37 NM
225º–265º byd 10 NM blo 2,500’
225º–265º blo 30 NM blo 9,000’
265º–006º byd 20 NM blo 1,500’

TACAN AZIMUTH OTS
**STEVENSVILLE** (W29) 1 W UTC–5(–4DT) N38°58.59’ W76°19.80’

- **BAY BRIDGE**: 
  - 15B TPA—1215(1200) NOTAM FILE W29
  - RWY 11–29: H2713X60 (ASPH) MIRL 0.3% up E
  - RWY 11: REIL. PAPI(P2L)—GA 3.0° TCH 39°
- **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 inv of arpt. Service 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) (L) VORTAC**: 115.1 BAL Chan 98 N39º10.26’ W76º39.68’ 138º 19.4 NM to fld. 150/11W.
- **TACAN AZIMUTH & DME unusable**: 133º–155º byd 20 NM b/o 10,000’
  - 300º–349º byd 35 NM
- **TACAN DME unusable**: 133º–155º byd 36 NM
- **VOR unusable**: 133º–155º byd 20 NM b/o 10,000’
  - 197º–217º byd 17 NM
  - 282º–292º
- **TACAN AZIMUTH unusable**: 029º–042º byd 30 NM
  - 180º–190º byd 17 NM

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**KENTMOR AIRPARK** (3W3) 5 SW UTC–5(–4DT) N38°55.09’ W76º21.53’

- **RWY 10–28**: 2400X75 (TURF) 10 TPA—1000(990) NOTAM FILE DCA
- **NOISE**: Preferred calm or crosswind Rwy 28, for noise abatement. Preferred 90º crosswind Rwy 28, for noise abatement.
- **AIRPORT REMARKS**: Unattended. Numerous birds, deer, other wildlife on and inv of arpt. No ngt ops. Unlimited vehicle access to act movement areas. Rwy 10–28 may be soft and wet. Rwy 10–28 dsplcd thrs mkd with orange cones. Helicopters requested to use standard tfc pattern. Taxi and park on north side of rwy.
- **AIRPORT MANAGER**: 410-643-1785
- **COMMUNICATIONS**: CTAF 122.9
- **CLEARANCE DELIVERY PHONE**: For CD ctc Potomac Apch at 866-429-5882.

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**TIPTON** (See FORT MEADE(ODENTON) on page 102)

**WASHINGTON EXEC/HYDE FLD** (See CLINTON on page 97)

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**WASHINGTON**

COPTER L–29E, 34F, 36I A

IAP NE, 14 JUL 2022 to 8 SEP 2022
WESTMINSTER

CARROLL CO RGNL/JACK B POAGE FLD  (DMW)(KDMW)  3 N UTC–5(–4DT)  N39º36.50´

W7º00.46´

789  B  TPA—See Remarks  NOTAM FILE DMW

RWY 16–34: H5100X100 (ASPH–GRVD)  S–22, D–50  MIRL

0.3% up NW

RWY 16: REIL  PAPI(P4L)—GA 3.0º TCH 45´.  Rgt tcf.

RWY 34: REIL  PAPI(P4L)—GA 3.0º TCH 40´.  Lgt tcf.

SERVICE:  S4  FUEL  100LL, JET A  OX

LGT Actvt REIL Rwys 16 & 34; MIRL Rwys 16–34, twy lgts—CTAF. PAPI Rwy 16 unusbl by d 5 deg R of cntrl.


Wildlife on and inv of arpt. Fuel self–serve 100LL avbl with credit card.

TPA—Fixed wing 1599(810), turbo prop and jet 2099(1310). Rwy 16–34 distance markers every 1000 ft west side of rwy. Rwy 16 centerline markings faded. Rwy 34 centerline markings faded.

AIRPORT MANAGER:  410-876-9885

WEATHER DATA SOURCES:  AWOS–3  121.25 (410) 876–1281.

COMMUNICATIONS:  CTAI/UNICOM  122.7

® POTOMAC APP/DEP CON  125.525

CLEARANCE DELIVERY PHONE:  GCO avbl on freq 121.725. If una, for CD ctc Potomac Apch at 866-429-5882.

RADIO AIDS TO NAVIGATION:  NOTAM FILE DCA.

WESTMINSTER  (H) (H) VORTAC  117.9  EMI Chan 126  N39º29.70´ W7º58.71´  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 blo 35 NM blo 3,000´

CLEARVIEW AIRPARK  (2W2)  7 S UTC–5(–4DT)  N39º28.02´ W7º01.05´

799  B  NOTAM FILE DCA

RWY 14–32: H1840X30 (ASPH)  LIRL(NSTD)  2.1% up SE


RWY 32: APAP(PNIL)—GA 7.0º TCH 34´. Thld dsplcd 277º. Trees.

SERVICE:  FUEL  100LL  LGT

Rwy 14–32 LIRL NSTD lgts 20 ft fm rwy edge. ACTVT LIRL Rwy 14–32 and rotg bcn—CTAF.

AIRPORT REMARKS:  Attended 1400–2200Z‡. Arpt unattended Thanksgiving, Christmas, and New Years Day. Unl vehicle aces to acft movement areas. 60´ drop off 125´ from AER 14. Ultralight act on and inv of arpt.

AIRPORT MANAGER:  410-795-1176

COMMUNICATIONS:  CTAI/UNICOM  122.8

WESTMINSTER RCO  122.1R 117.9T (LEESBURG RADIO)

® POTOMAC APP/DEP CON  125.525

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

RADIO AIDS TO NAVIGATION:  NOTAM FILE DCA.

WESTMINSTER  (H) (H) VORTAC  117.9  EMI Chan 126  N39º29.70´ W7º58.71´  235º 2.5 NM to fld. 820/8W.

VOR portion unusable:

128º–161º byd 20 NM blo 6,500´

221º–231º blo 4,500´

221º–231º byd 13 NM blo 16,000´

295º–334º blo 5,500´

TACAN AZIMUTH unusable:

281º–055º byd 35 NM blo 3,000´

DME unusable:

281º–055º blo 35 NM blo 3,000´
WESTMINSTER  N39°29.70′ W76°58.71′ NOTAM FILE DCA.

(H) (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

COPTER

H–10H, 12I, L–29E, 34F, 36J, A

NE, 14 JUL 2022 to 8 SEP 2022
BARRE/BARRE PLAINS

TANNER–HILLER (8B5) 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 dsplcd 150’. Trees.

SERVICE: S2

AIRPORT REMARKS: Unattended. Arpt CLOSED except PPR–ref NOTAMS. Wildlife on and inof arpt. Fuel not avbl. Gliders opr from arpt on intermittent basis. Gliders and powered acft: follow left hand tfc pat on both rwys. Rwy 24 has grvl 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:

GARDNER (L) (L) VOR/DME
110.6 GDM Chan 43 N42º28.20´ W71º17.34´

BEDFORD

LAURENCE G HANSCOM FLD (BED)(KBED) P (AF) 0 NE UTC–5(–4DT) N42°28.20´

132 B TPA—See Remarks LRA Class I, ARFF Index B NOTAM FILE BED

RWY 11: MALSR. PAPI(P4L)—GA 3º TCH 67’. RVR—T Hill.
RWY 29: MALSR. PAPI(P4R)—GA 3º TCH 52’. RVR–R

RWY 05: REIL. PAPI(P4L)—GA 3º TCH 55’.
RWY 23: REIL. PAPI(P4R)—GA 3º TCH 55’.

LAND AND HOLD–SHORT OPERATIONS

LDG RWY HOLD–SHORT POINT ABVL 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

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


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

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

**BOSTON (H) (H) VOR/DME 112.7 BOS Chan 74 N42º21.45´ W70º59.37´ 313º 14.9 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´

**LAWRENCE (L) DME 112.5 LWM Chan 72 N42º44.43´ W71º05.69´ 208º 18.4 NM to fld. 306/0W. NOTAM FILE LWM.**

DME unusable:
- 160º–195º 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.**

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**BERKLEY**

**MYRICKS (1M8)  3 SE UTC–5(–4DT) N41º50.34´ W71º01.59´ 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 inof arpt. Aerial banner pickup and drop ops on and inof 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.**

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**NEW YORK**

NE, 14 JUL 2022 to 8 SEP 2022
MASSACHUSETTS

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 displaced 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.


LAND AND HOLD–SHORT OPERATIONS

LDG Rwy 16

HOLD–SHORT POINT  AVBL LDG DIST

LDG 16  16–34  3450
LDG 16  09–27  4000

SERVICE:  S4  FUEL  100LL, JET A, A+  OX 3, 4  LOT Rwy 16 nstd MALS–800 ft. When twr clsd ACTVT MALS Rwy 16; REIL Rwy 34; PAPI Rwy 16, 09 and 27; MIRL Rwy 09–27 and 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 DER 27 to the W, SW, & S and off the DER 34 to the NW.


AIRPORT MANAGER:  978-921-6072

WEATHER DATA SOURCES:  ASOS  119.2 (978) 921–5042. LAWRS.

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´  140.0 12.3 NM to fld. 306/0W.

DME unusable:

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 opn, close flight plan with Boston apch—121.6.

BOMDE  N41º43.93´ W70º26.48´ NOTAM FILE FMH.

NDB (LOM) 362 FM 235º 5.7 NM to Cape Cod Coast Guard Air Station.

NE, 14 JUL 2022 to 8 SEP 2022
NEW YORK
COPTER
H–10J, 11D, 12K, L–33D, 34J
IAP, AD

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 04L–22R: H7864X150 (ASPH–GRVD) S–120, D–250, 2S–175, 2D–550 PCN 90 F/C/W/T HIRL CL
RWY 04L: REIL. PAPI(P4L)—GA 3.0º TCH 50´. RVR–TR Boat.

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 27: REIL. PAPI(P4L)—GA 3.0º TCH 45´. RVR–TR Boat.

RWY 14–32: H5000X100 (ASPH–GRVD) S–120, D–250, 2S–175, 2D–490 PCN 85 F/C/W/T HIRL CL
RWY 14: Bldg.
RWY 32: REIL. PAPI(P4L)—GA 3.0º TCH 40´.

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 22L: TORA–10006 TODA–10006 ASDA–10006 LDA–8806
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 OX 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 inof arpt. Numerous cranes on and inof 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 with prior Massport permission. ASD–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.

CONTINUED ON NEXT PAGE

NE, 14 JUL 2022 to 8 SEP 2022
MASSACHUSETTS

CONTINUED FROM PRECEDING PAGE

AIRPORT MANAGER: 617-567-5400
WEATHER DATA SOURCES: ASOS 135.0 (617) 567–5762. TDWR.
COMMUNICATIONS: D–ATIS APP 135.0 D–ATIS DEP 135.0 (617) 455–3003 UNICOM 122.95
BOSTON RCO 122.4 122.1R 112.7T (BRIDGEPORT RADIO)
BOSTON APP/DEP CON 127.2 (South) 120.6 (West) 118.25 (North)
BOSTON DEP CON 133.0
BOSTON TOWER 128.8 (West) 132.225 (East) 124.725 (Helicopters)
GND CON 121.9 121.75 CLNC DEL 121.65
PRE TAXI CLNC 121.65 RAMP CTL 134.05
CPDLC (LOGON KUSA)
PDC
AIRSPACE: CLASS B See VFR Terminal Area Chart.
VOR TEST FACILITY (VOT) 111.0
RADIO AIDS TO NAVIGATION: NOTAM FILE BOS.
BOSTON (H) (H) VOR/DME 112.7 BOS Chan 74 N42º21.45´ W70º59.37´ at fld. 18/16W.
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 I E.
ILS/DME 110.7 I–LIP Chan 44 Rwy 33L. Class IIIE. LOC unusbl 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 133)

CAPE COD COAST GUARD AIR STATION (FMH(KFMH) CG UTC–5 (–4DT) N41º39.55´
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 51º. RVR–R
RWY 23: MALSR. PAPI(P4L)—GA 3.0º TCH 53´. RVR–T
SERVICE: FUEL. J5 OX
MILITARY REMARKS: Attended continuously. See FLIP AP/1 Supplementary Arpt Information. ANG is only apn cpbl of acptg C5at GWT. RSTD. No PPR for mil/law enforcement/ med flt. Ctc aprt mgmt C508–968–6674 24 hr prior if prkg/RON (excldg active MEDEVAC). No ctc aprt mgmt. No tsnt svc incl fuel. CAUTION Extsw bird act all quads. Ck ATIS for UAS act in Class D asp. Non–std obst lgtd 368´ twrs 4 nm NNE of arpt. TFC PAT Rotary Wing 970’ AGL, Fixed Wing Conventional 1470’ AGL, jet overhead 1970’ AGL. MISC First 350’ Rwy 05 conc, remaining 7650’ asph. First 2800’ Rwy 14 and first 500’ Rwy 32 conc, mid portion asph. Rwy 14–32 and Rwy 05–23 have 25’ shoulders. PPR rqr for USCG ramp, ltd svc avbl with prior coordn. Ctc Bosox ops 10 min prior to arr on 341.675, 138.5, 46.85. Flt briefing rqr prior to ops in R–4101. Ctc OSA F/W det C508–968–5292 to coord JOSAC pax arr/dep. USCG PPR rqr for USCG ramp, ltd svc avbl with prior coordn C508–968–6674/6631. DSN 557–6360/6361 or C800–673–1056. Arr acft ctc USCG ops (Cape Air) 345.0, 122.975 or 164.55 15 min prior to arr.
AIRPORT MANAGER: 508-968-6674
WEATHER DATA SOURCES: AWOS–4 (508) 968–6563
COMMUNICATIONS: ATIS 120.475 236.825
BOSTON APP/DEP CON 118.2 1000–0500Z‡, other times ctc
BOSTON CENTER APP/DEP CON 128.75 290.3
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.

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RADIO AIDS TO NAVIGATION: NOTAM FILE MVY.
MARThAS VINEYARD (L) VOR/DME 114.5 MVY Chan 92 N41°23.77´ W70°36.76´ 029° 16.3 NM to fld. 62/15W.
BOMDE NDB (L0M) 362 FM N41°43.93´ W70°26.48´ 235° 5.7 NM to fld.
ILS/DME 109.55 I–FMH Chan 32(Y) Rwy 23. Class IT. LOM BOMDE NDB.
ILS/DME 110.75 I–BNX Chan 44(Y) Rwy 32. Class IE.

CAPE COD GATEWAY (See HYANNIS on page 130)

CHATHAM MUNI (CQX)(KCQX) 2 NW UTC–5(–4DT) N41°41.30´ W69°59.38´
64 B NOTAM FILE CQX
RWY 06–24: H3001X100 (ASPH) S–30 MIRL 0.5% up NE
RWY 06: REIL. PAPI(P2L)—GA 3.5º TCH 39´. Trees.
RWY 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 opns. 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 tcf 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 (1000–0500Z‡)
CLNC DEL 127.3
® BOSTON CENTER APP/DEP CON 128.75 (0500–1000Z‡)
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´ 190° 19.8 NM to fld. 151/13W.
NAUSET NDB (MHW) 279 CQX N41°41.52´ W69°59.26´ at fld. 56/16W. NOTAM FILE CQX.
NDB unusable: 220º–280º byd 20 NM

NE, 14 JUL 2022 to 8 SEP 2022
EDGARTOWN

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

18  NOTAM FILE BDR
RWY 03–21: 3700X50 (TURF)
  RWY 03: Thld dsplcd 245´. Road.
  RWY 21: Thld dsplcd 300´. Pole.
RWY 06–24: 2700X50 (TURF)
  RWY 06: Thld dsplcd 300´. Road.
  RWY 24: Road.
RWY 17–35: 2600X50 (TURF)

SERVICE:  S2  FUEL  100LL


AIRPORT MANAGER:  (508) 627-0421

COMMUNICATIONS:  CTAF/UNICOM  122.8
®  BOSTON APP/DEP CON  119.7 (1000–0500Z‡)
®  BOSTON CENTER APP/DEP CON  128.75 (0500–1000Z‡)

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

FALMOUTH AIRPARK  (5B6)  4 NE  UTC–5(–4DT)  N41º35.14´ W70º32.42´

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. Actvt rwy lgts with 5 clicks on Freq 122.7.

AIRPORT REMARKS:  Attended 1300–2100Z‡. Wildlife invof arpt. Watch for pedestrians or animals invof rwy. 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. Tsnt ops daytime only. No night tsnt tkofs or lndgs. No tran student activities, solo or dual at Falmouth Airpark. Full stops on ly. TGL ops prohibited. Prop–locks rqrd for all acft remaining overnight.

AIRPORT MANAGER:  508-548-9617

COMMUNICATIONS:  CTAF/UNICOM  123.075
®  BOSTON APP/DEP CON  118.2 (1000–0500Z‡)
®  BOSTON CENTER APP/DEP CON  128.75 (0500–1000Z‡)

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

FITCHBURG MUNI  (FIT)(KFIT)  3 SE  UTC–5(–4DT)  N42º33.23´ W71º45.55´

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 3.5º TCH 46´. Thld dsplcd 300´. Trees.

RUNWAY DECLARED DISTANCE INFORMATION
  RWY 14: TORA–5001 TODA–5001 ASDA–4701 LDA–4538
  RWY 32: TORA–5001 TODA–5001 ASDA–4838 LDA–4538

SERVICE:  S4  FUEL  100LL, JET A, 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. Rwy 14 PAPI unusbl byd 5 degs L and R of cntrln.

AIRPORT REMARKS:  Attended 1300–2200Z‡. Wildlife on and invof arpt. Ldg fee for corporate and commercial flts only.

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

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

GARDNER  (L)  (L) VOR/DME  114.5  MVY  Chan 92  N42º23.77´ W70º36.76´  031º 11.8 NM to fld. 62/15W.
GARDNER MUNI  (GDM)(KGDM)  2 SW  UTC–5(–4DT)  N42º32.99´ W72º00.96´

954  B   NOTAM FILE BDR

RWY 18–36:  H3000X75 (ASPH)  S–25  MIRL  1.0% up N

RWY 18:  Trees.

RWY 36:  Trees.

SERVICE:  S2  FUEL  100LL  LGT ACTIVATE MIRL Rwy 18–36—CTAF.

AIRPORT REMARKS:  Attended irregularly. No radio act on and inv of arpt.

Wildlife on and in vcnty of arpt.

AIRPORT MANAGER:  978-852-1331

COMMUNICATIONS:  CTAF/UNICOM  122.8

RCO  122.1R 110.6T (BRIDGEPORT RADIO)

®  BOSTON CENTER  APP/DEP CON  123.75

RADIO AIDS TO NAVIGATION:  NOTAM FILE BDR.

(L) (L) VOR/DME  110.6  GDM  Chan 43  N42º32.76´  W72º03.49´  097º 1.9 NM to fld. 1280/14W.

MIRL Chan 43

GENERAL EDWARD LAWRENCE LOGAN INTL  (See BOSTON on page 124)

GREAT BARRINGTON

WALTER J KOLADZA  (GBR)(KGBR)  2 W  UTC–5(–4DT)  N42º11.05´ W73º24.19´

739  B   NOTAM FILE BTV

RWY 11–29:  H2579X50 (ASPH)  S–8  LIRL


RWY 29:  Thld dsplcd 75´. Trees.

SERVICE:  S4  FUEL  100LL  OX  LGT Actvt REIL Rwy 11; LIRL Rwy 11–29—121.6.

AIRPORT REMARKS:  Attended dalgt hrs. Wildlife on and inv of arpt. Practice VFR GPS Rwy 11 not authorized when Rwy 29 is in use for student tflc. Touch and go ldg not authorized. Rwy 11 lgd th relctd 170´, 2409´ of nwy usbl for ngt ops. Cold temperature airport. Altitude correction required at or below –20C.

AIRPORT MANAGER:  413-528-1010

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.

CHES  (L) (L) VOR/DME  115.1  CTR Chan 98  N42º17.48´  W72º56.96´  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′
52  NOTAM FILE BDR
WATERWAY 17W–35W: 4600X500 (WATER)
  WATERWAY 17W: Trees.
WATERWAY 10W–28W: 3200X300 (WATER)
  WATERWAY 10W: P–line.
  WATERWAY 28W: Trees.
SERVICE: S2
SEAPLANE REMARKS: Attended irregularly. Use caution—Cranland Arpt (28M) 1 mile north, conflicting tfc pat.
AIRPORT MANAGER: 781-293-2181
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5551.

HANSON

CRANLAND (28M) 3 SE UTC–5(–4DT) N42°01.51′ W70°50.29′
71  NOTAM FILE BDR
RWY 18–36: H1760X60 (ASPH) S–8
  RWY 18: Trees.
  RWY 36: Trees.
AIRPORT MANAGER: 508-378-7134
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5554.

HARRIMAN–AND–WEST (See NORTH ADAMS on page 136)

HOPEDEALE INDUSTRIAL PARK (1B6) 3 SE UTC–5(–4DT) N42°06.39′ W71°30.61′
269  NOTAM FILE BDR
RWY 18–36: H3172X90 (ASPH) S–12  LIRL  1.0% up N
  RWY 18: Trees.
  RWY 36: Thld dsplcd 110′. Trees.
SERVICE: S2  FUEL 100LL  LGT Rwy lgts opr dusk–0300Z‡.
AIRPORT MANAGER: 508-478-1726
COMMUNICATIONS: CTAF/UNICOM
CLEARANCE DELIVERY PHONE: For CD ctc Yankee Apch at 860-386-3597.
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
PUTNAM (H) (H) VOR/DME 117.4 PUT Chan 121 N41°57.33′ W71°50.65′ 073° 17.5 NM to fld. 652/14W.
DME unusable: 265°–301° byd 36 NM blo 3,000′
HYANNIS

CAPE COD GATEWAY  (HYA)(KHYA)  1 N  UTC–5(–4DT)  N41º40.16´  W70º16.82´

PCN 32 FA/XT  HIRL

RWY 06:  REIL. PAPI(P4L)—GA 3.0º TCH 37’ RVR–R Thld dsplcd 406’. Tree.


RWY 15–33:  H5255X150 (ASPH–GRVD) S–30, D–108  PCN 43 FA/XT  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:  TOR–5425  TODA–5425  ASDA–5425  LDA–5019
RWY 33:  TOR–5255  TODA–5255  ASDA–5255  LDA–5105

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. Tgl opns prohibited btb 0200–1059Z‡ PPR by AMGR.

AIRPORT REMARKS:  Attended continuously. Birds, coyotes on and inovf arpt. AVGAS unavailable btb 0000Z‡ and 1100Z‡ daily.
Call Griffin aft hrs 508–367–2140. Clsd to unsked acr ops with more than 9 pax seats 0500–1100Z‡ excp 1 hr PPR AMGR 508–778–7770. Be aware of high–spd mil jet & hvy hel tcf vcrty of Joint Base Cape Cod. Do not confuse Joint Base Cape Cod, 10 NM W with Cape Cod Gateway. Ant on tank 4,600’ SE elev 208’; standpipe 7.050’ N 236°; obstn lghtd. Class I, ARFF Index A. Index B ARFF equip avbl durg all sked acr ops. Twy B clsd to acft with wingspan gtr than 118’. Twy B b/tw Twy D and Rwy 06–24 clsd to acft with wingspan gtr than 78’. Twy B from Rwy 33 to east ramp has soft shoulders and marked. Ldg fee for all acft over 6000 lbs.

AIRPORT MANAGER:  508-775-2020

WEATHER DATA SOURCES:  ASOS (508) 862–2601 LAWRS.

COMMUNICATIONS:  CTAF

HYANNIS TOWER  119.5 (1100–0300Z‡)

COMM/NAV/WEATHER REMARKS:  Emerg frequency 121.5 not avbl at twr. All tsnt and GA pilots must ctc arpt ops on freq 122.95 prior to eng shtdn for airfield escort btb 0300–1059Z‡.

KATAMA AIRPARK  (See EDGARTOWN on page 127)

LAURENCE G HANSCOM FLD  (See BEDFORD on page 121)
LAWRENCE MUNI (LWM)(KLWM) 2 E UTC–5(–4DT) N42°43.02′ W71°07.41′
148 B LRA NOTAM FILE LWM
RWY 05–23: H5001X100 (ASPH) S–45, D–62, 2D–110 HIRL
RWY 05: REIL. PAPI(P4R)—GA 3.0º TCH 55′.
RWY 23: REIL. PAPI(P4L)—GA 3.7º TCH 55′. Trees.
RWY 14–32: H3654X100 (ASPH) S–30, D–34, 2D–53 MIRL
0.7% up SE
RWY 32: REIL. PAPI(P4L)—GA 4.0º TCH 32′. Thld dpld 80′. Trees.
SERVICE: S4 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. Use reasonable efforts to maintain manufacturer’s recommended best rate of climb. Clsd tfc pat initiate turn out at 700′ AGL. 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 (ADCUS) available.
AIRPORT MANAGER: 978-794-5880
WEATHER DATA SOURCES: ASOS (978) 687–8017 ASOS hrs 0300–1200Z‡. LAWRS.
COMMUNICATIONS: CTAFL 119.25 ATIS 126.75 UNICOM 122.8
® BOSTON APP/DEP CON 124.4
TOWER 119.25 (1200–0300Z‡) GND CON 124.3 CLNC DEL 124.3 12b.15 (When twr clsd)
AIRSPACE: CLASS D svc 1200–0300Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE LWM.
(L) DME 112.5 LWM Chan 72 N42°44.43′ W71°05.69′ 222° 1.9 NM to fld. 306/0W.
DME unusable: 160°–195° byd 23 NM blo 2,500′
ILS 111.7 I–LWM Rwy 05. Class IB. ILS unmntd when ATCT clsd.
MANSFIELD MUNI — GEORGE HARLOW FLD (GHG/KGHG) 2 E UTC–5(–4DT) N42°05.85' W70°40.38'

2   NOTAM FILE BDR
RWY 06–24: H3900X100 (ASPH–GRVD) S–12.5 MIRL
RWY 06: REIL. PAPI(P4R)—GA 3.0º 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+ 0x 1, 3 LGT ACTVT PAPI Rwy 06 and 24—CTAF.

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


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

VOR unusable:
061°–104° byd 18 NM flt 2,000’
061°–104° byd 18 NM flt 2,000’
271°–060° byd 25 NM flt 2,000’
271°–060° byd 25 NM flt 3,500’
MARSHFIELD 

CAPE COD (2B1) 5 SE UTC–5(–4DT) N41°41.12’ W70°24.14’
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
® BOSTON APP/DEP CON 118.2 (1000–0500Z‡)
® BOSTON CENTER APP/DEP CON 128.75 (0500–1000Z‡)
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5554.

MARSHFIELD (See VINEYARD HAVEN on page 142)

MINUTE MAN AIR FLD (See STOW on page 140)

MONPONSET POND SPB (See HALIFAX on page 129)

MONTAUK

TURNERS FALLS (0B5) 3 N UTC–5(–4DT) N42°35.50’ W72°31.38’
359 B NOTAM FILE BTV
RWY 16–34: H3200X75 (ASPH) S–30 MIRL
RWY 16: REIL, PAPI(P4L)—GA 3.0º TCH 40’. Trees.
RWY 34: Thld 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) (L) VOR/DME 110.6 GDM Chan 43 N42°32.76’
W72°03.49’ 292º 20.8 NM to fld. 1280/14W.

MYRICKS (See BERKLEY on page 122)
NANTUCKET MEML  (ACK)(KACK)  3 SE UTC–5(–4DT)  N41°15.18´ W70°03.59´  

47  B  ARFF Index—See Remarks  NOTAM FILE ACK

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 dspcld 573’.

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; twy lgts—CTAF. PAPI Rwy 06, 24 and 33 opr 24 hrs. Rwy 12–30 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. Rwy 12–30 CLOSED permly. Class I, ARFF Index B. PPR 2 hrs for unskd acr ops with more than 9 pax seats. Call AMGR 508–325–5300. Tfw F rstrd to sml acft 12,500 lbs or less. Tfw G btt Tfw H & Tfw E runup pad for Rwy 24 rstrd to acft wingspan 94 ft or less when twr clsd. Tfw G btt Tfw H & sec rtl ramp rstrd to acft wingspan 78 ft or less. Txl F btt Tfw B & Tfw H clsd to acft with wingspan more than 79 ft. Fee for non–commercial acft parking. NOTE: See Special Notices—VFR Noise Abatement Procedures.

AIRPORT MANAGER:  508-325-5300

WEATHER DATA SOURCES:  ASOS (508) 325–6082 LAWRS.

COMMUNICATIONS:  CTAF 118.3 ATIS 127.5 (508) 228–5375 UNICOM 122.95

RCO 122.1R 116.2T (BRIDGEPORT RADIO)

Re BOSTON CONSOLIDATED TRACON APP/DEP CON 126.1 (1000–0500Z‡)

BOSTON CENTER APP/DEP CON 128.75 (0500–1000Z‡)

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 twr clsd & una to ctc FSS freq, ctc Boston Apch at 603-594-5554. when Apch clsd 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) (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.


NAUSET  N41°41.52´ W69°59.26´  NOTAM FILE CQX.

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

NDB unusable: 220º–280º byd 20 NM
NEW BEDFORD RGNL (EWB/KEWB)  2 NW UTC–5(–4DT) N41º40.59´ W70º57.47´

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: H5002X75 (ASPH) S–33, D–48, 2D–95  MIRL
RWY 14: PAPI(P4L)—GA 3.42º TCH 50´. Tree.
RWY 32: REIL. PAPI(P4L)—GA 3.5º TCH 50´. Trees.

SERVICE: S4  FUEL 100LL, JET A OX

ACTIVATE MALSR Rwys 05 and Rwy 23, REIL Rwy 32, HIRL Rwy 05–23, MIRL Rwy 14–32—CTAF. PAPI Rwy 14, Rwy 23 and Rwy 32 ops 24 hrs.

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 (ADCS) 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

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

RADIO AIDS TO NAVIGATION:

NEWBURRYPORT

PLUM ISLAND (2B2)  1 SE UTC–5(–4DT) N42º47.72´ W70º50.37´

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


COMMUNICATIONS: CTAF/UNICOM 123.0

BOSTON APP/DEP CON 124.4

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

NE, 14 JUL 2022 to 8 SEP 2022
NORTH ADAMS


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   OK 3   LGT ACTIVATE MIRL Rwy 11–29—CTAF.

AIRPORT REMARKS: Attended 1300–2130Z‡. Aft hrs/emerg, ctc amgr prim

141–207–2022 or 802–823–4639. Wildlife on and inv of arpt. Extsw

glider ops dawn–dusk sfc–18,000 ′ year round; primarily weekends

and hols. Mt ranges 9100 ft N at el

elev 1894 ft; 4300 ft N at elev 2254

ft; 10,800 ft S at elev 2951 ft; 12,800 ft S at elev 2690 ft. Rgt tfc

when landing Rwy 29.

AIRPORT MANAGER: 413-412-9595

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) (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′

RWY 14–32: H3335X50 (ASPH) S–7.5 MIRL

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

RWY 32: Thld dsplcd 220 ′. Trees.

SERVICE: S4 FUEL 100LL LGT Actvt MIRL Rwy 14–32—CTAF.

AIRPORT REMARKS: Attended 1300–2300Z‡. Gldr act on and inv of arpt

May–Oct. Fuel is 24 hr self–serve. Arpt clsd to acft and hel crtfy for

12,500 lbs and ovr. Fee and PPR for coml bln ops. Ldg fee for

commercial acft.

AIRPORT MANAGER: 860-833-7602

COMMUNICATIONS: CTAF/UNICOM 122.7

YANKO 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) (L) VORTACW 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 ′

NE, 14 JUL 2022 to 8 SEP 2022
NORWOOD MEML (OWD)(KOWD) 2 E UTC–5(–4DT) N42°11.43′ W71°10.38′

LAND AND HOLD–SHORT OPERATIONS
LDG Rwy HOLD–SHORT POINT AVBL LDG DIST
Rwy 35 10–28 3320

RUNWAY DECLARED DISTANCE INFORMATION
Rwy 10: TORA–3995 TODA–3995 ASDA–3782 LDA–2795
Rwy 28: TORA–3995 TODA–3995 ASDA–3808 LDA–3595

SERVICE: S4 FUEL 100LL, JET A OX LGT When ATCT clsd actvt
MALSF Rwy 35; PAPI Rwy 10, 17, 35; MIRL Rwy 17–35—CTAF.

NOISE: All acft exceeding 87 eff perceived noise level in dbs or 75 dbs, as measured in Part 36 prohibited fm using arpt.

AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. Bird activity and wildlife inv of arpt. Snow removal equipment building (abutting south apron). 1349(1199) and 1349(1249) TV twr 8 NM north–northwest. 125′ flagpole 1 mi NW of Rwy 17 apch. 1184(1063.5) twr 8.5 NM north–northwest. Rwy 28 and 35 rgt tfc for touch and go ldg only. Gate 2 taxilane limited to acft with wingspans of 50′ or less. Gate 3 taxilane limited to actd with wingspans of 45′ or less. Ldg fees for transient fixed–wing acft with more than 5000 lbs max to, as well as transient hels regardless of weight.

AIRPORT MANAGER: 781-255-5615

WEATHER DATA SOURCES: ASOS
COMMUNICATIONS: CTAF

ORANGE MUNI (ORE)(KORE) 1 SE UTC–5(–4DT) N42°34.20′ W72°17.31′

SERVICE: S4 FUEL 100LL, JET A LGT Dusk–Dawn. ACTVT MIRL Rwy 01–19 and 14–32—CTAF.


AIRPORT MANAGER: 978-544-8189

WEATHER DATA SOURCES: ASOS
COMMUNICATIONS: CTAF/UNICOM

BOSTON CENTER APP/DEP CON 123.75 CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

NE, 14 JUL 2022 to 8 SEP 2022
PITTSFIELD MUNI (PSF)(KPSF)

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’. Rgt tfc.

RWY 14–32: H3496X100 (ASPH) S–25 PCN 7 F/D/X/T
MIRL 0.8% up NW

RWY 14: Trees.


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

NOISE: Noise abatement proc in efct 0400–1200Z‡.

AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡, Sat–Sun 1300–2200Z‡. Birds & wildlife on & invof arpt. FBO atndd Mon–Fri 1300–2300Z‡, Sat–Sun 1300–2200Z‡. For fuel aft hrs call 413–443–6700. Obstn lgtd poles 0.9 NM SE at 1960 ft; 1.1 NM SE at 1470 ft; 1.7 NM SW at 2171 ft (OTS indefly); 1.3 NM NE at 1330 ft; 2.3 NM NW at 1890 ft (OTS indefly). Airfield sfc cond not mnt. Snow removal not guaranteed btwn 2000–1200Z‡. All acft use Twy A, C & D for Rwy 08–26. Twy A use ltd to acft with wingspan less than 79 ft. Alt back tax Rwy 26 use Twy D. Ldg and parking fees. Lndg fee: refer to rates and charges on arpt website.

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.

CHESER (L) VOR/W/DME 115.1 CTR Chan 98 N42º17.48´ W72º56.96´ 311º 17.2 NM to fld. 1600/13W.

VOR unusable:

248º–274º

LOC/DME 108.3 I–EIF Chan 20 Rwy 26. LOC unmonitored.

PLYMOUTH MUNI (PYM)(KPYM)

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 2, 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 acft 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 tfc 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

CNC DEL 127.75

CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5554. when Apch clsd ctc Boston ARTCC at 603-879-6859.

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

MARCONI (H) VOR/W/DME 114.7 LFV Chan 94 N42º01.03´ W70º02.23´ 274º 31.6 NM to fld. 151/16W.

ILS/DME 109.35 I–PYM Chan 30(Y) Rwy 06. Class IT.
PROVINCETOWN MUNI  (PVC)(KPVC)  2 NW  UTC–5(–4DT)  N42°04.34′ W70°13.24′

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; REIL Rwy 25; PAPI Rwy 07 & 25; HIRL Rwy 07–25—122.85.


AIRPORT MANAGER: 508-487-0241

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION:

NOTAM FILE BDR.

MARCONI (H) (H) VORW/DME 114.7 LFV Chan 94 N42º01.03´ W70º02.23´ 308º 8.8 NM to fld. 151/16W.

NDB (MHW) 389 PVC N42º04.13´ W70º13.41´ at fld. 9/16W. NOTAM FILE PVC.

ILS/DME 111.1 I–VQO Chan 48 Rwy 07. Class IIB. Unmonitored.

SOUTHBRIDGE MUNI  (3B0)  2 N  UTC–5(–4DT)  N42°06.07´ W72°02.33´

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 Activate 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

RADIO AIDS TO NAVIGATION:

NOTAM FILE BDR.

PUTNAM (H) (H) VORW/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 blw 3,000’

SPENCER  (60M)  2 NE  UTC–5(–4DT)  N42°17.43´ W71°57.88´

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 (3B3) 2 SW UTC–5(–4DT) N42°25.56’ W71°47.57’

459 B NOTAM FILE BDR

RWY 16–34: H3086X40 (ASPH) S–8 LIRL(NSSTD) 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 REMARKS: Attended Thu–Sun 1300–2300Z†, Wildlife invof arpt.

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´ 135º 13.8 NM to fld. 1280/14W.

STOGE N42º07.18´ W71º07.71´ NOTAM FILE OWD.

NDB (LOMW) 397 OW 350º 4.7 NM to Norwood Meml. 181/15W.

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 21: REIL. PAPI(P2L)—GA 3.5º TCH 24’, Trees.
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

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.

TANNER–HILLER (See BARRE/BARRE PLAINS on page 121)
TAUNTON MUNI – KING FLD (TAN)(KTAN) 3 E UTC–5(–4DT) N41º52.47´ W71º00.98´

RWY 12–30: H3500X75 (ASPH) S–21 MIRL
RWY 12: Trees.
RWY 30: REIL, PAPI(P4R)—GA 4.0º TCH 45’. Trees.
RWY 04–22: 1900X60 (TURF–GRVL)
RWY 04: Trees.
RWY 22: Trees.

SERVICE: S4 FUEL 100LL LGT Actvt PAPI Rwy 30; MIRL Rwy 12–30; lgtd windsock—CTAF.

AIRPORT REMARKS: Attended 1300–2200Z‡. Parachute jumping. Caution wildlife, deer and geese on or infor apt and runys. 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 apt.

AIRPORT MANAGER: 508-821-2973

WEATHER DATA SOURCES: ASOS 132.675 (508) 824–5005.

COMMUNICATIONS: CTAF/UNICOM 122.7

© PROVIDENCE APP/DEP CON 128.7 (Sun–Fri 1030–0530Z‡, Sat 1030–0500Z‡) other times ctc

BOSTON CENTER APP/DEP CON 124.85

CLEARANCE DELIVERY PHONE: For CD ctc Providence Apch at 401-738-8945, when Apch clsd ctc Boston ARTCC at 603-879-6859.

RADIO AIDS TO NAVIGATION: NOTAM FILE PVD.

PROVIDENCE (H) (H) VOR/DME 115.6 PVD Chan 103 N41º43.46´ W71º25.78´ 078º 20.6 NM to fld. 49/14W.

VOR portion unusable:
085º–105º byd 12 NM blo 5,500´
085º–105º byd 8 NM blo 3,000´
106º–294º 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´

TURNERS FALLS (See MONTAGUE on page 133)
VINEYARD HAVEN

MARTHA’S VINEYARD (MVY)(KMVY)  3 S  UTC–5(–4DT)  N41º23.61’ W70º36.83’

67  B  ARFF Index—See Remarks  NOTAM FILE MVY


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.


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 procs. Ctc opns 508–693–7022. Avoid residential areas SW of arpt.

AIRPORT REMARKS: Attended continuously. Class I, ARFF Index B. 24 hr PPR for unsked acr ops with more than 9 pax seats call AMGR 508–693–7022. Rwy 15–33 not avbl for skedd acr ops more than 9 pax seats or unsked acr ops at least 31 pax seats. Twy D clsd to acft with ovr 9 psgrs. 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 CONS 133.75 (1000–0500Z)

CLNC DEL 119.7 (When twr clsd)

® BOSTON CENTER APP/DEP CONS 128.75 (0500–1000Z),

VINEYARD TOWER 121.4 (May 15–Oct 31 1100–0300Z‡, Nov 1–May 14 1200–2200Z‡)

GDN CON 124.35 CLNC DEL 124.35

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

RADIO AIDS TO NAVIGATION: NOTAM FILE MVY.

MARTHAS VINEYARD (L) (L) VORW/DME 114.5  MVY Chan 92  N41º23.77’ W70º36.76’ at fld. 62/15W.

ILS/DME 108.7  I–MVY  Chan 24  Rwy 24. Class IE. Unmonitored when ATCT clsd.

WALTER J KOLADZA  (See GREAT BARRINGTON on page 128)

WESTFIELD–BARNES RGNL  (See WESTFIELD/SPRINGFIELD on page 143)
WESTFIELD–SPRINGFIELD

WESTFIELD–BARNES RGNL (BAF)(KBAF) P (ANG ARNG)  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/W/T HIRL

RWY 02: PAPI(P4L)–GA 3.0º TCH 50´. Trees.

RWY 20: MALSR. PAPI(P4L)–GA 3.0º TCH 50´. RVR–T Trees.

RWY 15–33: H5000X75 (ASPH–GRVD) S–51, D–60, 2D–155

PCN 26 F/A/X/U MIRL 0.3% up NW

RWY 15: REIL. PAPI(P4L)–GA 3.5º TCH 41´. Thld dsplcd 490´. 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–12B(B) (1420 FT).

Bak–14 BAK–12B(B) (1450 FT). RWY 20

SERVICE: S4 FUEL 100LL, JET A DX1, 2 LGT Dusk–Dawn; When ATCT clsd ACTVT MALSR Rwy 20; PAPI Rwy 15 and 33; HIRL Rwy 02–20; MIRL Rwy 15–33—CTAF. Rwy 15 VGSi unusbl byd 4 NM.

MILITARY—A–GEAR

Req thru twr thru ANG CP, Whip on UHF 309.0. Rwy 02–20, mil acct arst barriers may fail in the up posn. Verif 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: Actv and hel noise abatement proc in effect–AMGR.

AIRPORT REMARKS: Attended 1200–0000Z‡. Birds and other wildlife on and inf of 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 skedd acr ops more than 9 pxn seats or unsked acr ops at least 31 pxn seats. Twy G clsd to civ ops. Be aware wing tip clearance south runoff D–arm pad twy centerline markings for F–15 acct only. TPA–1300 (1029) lgt acf; 1800 (1529) lvy and mil acct. Expd mil ovhd and clsd pat tcf. PPR 24 hr for acr ops with more than 9 pxn–AMGR. Jet acct starting units avbl. Rwy 02–20 military acct arst barriers may fail in the up position. Smi QA acct should use ctn, spcly at ngt, and if poss cfm the actualsts of the barriers prior to ldg. Rwy 02–20 200 ft ovrn NE end and SW end. Cold temperature rstd arpt. Altitude correction required at or above –21C. Ldg fee for co ml, corporate; acft ovr 7500 lbs. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER: (413) 572-6275

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

COMMUNICATIONS: CTAF 118.9 ATIS 127.1 413–572–4561

VOY AGS DEP CON 125.35 CLNC DLY 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 W 113.0 BAF Chan 77 N42°09.72´ W72°42.97´ at fld. 267/14W.

VORTAC unusbl:

310º–340º byd 25 NM blo 6,500´

VOR unusbl:

249º–260º byd 10 NM blo 10,000´

ILS 111.9 I–BAF Rwy 20. Class IA. Unmonitored when ATCT clsd. LOC unusbl byd 25º left and r of course
WESTOVER ARB/METRO (CEF)(KCEF) MIL/CIV AF 3 NE UTC–5(–4DT) N42°11.64’ W72°32.09’

REW 05–23: H11597X300 (ASPH) 25–175, C5–840 PCN 37 F/A/W/T HIRL
REW 05: ALSF1. PAPI(P4L)—GA 3.0º TCH 72’ , RVR–T Thld dsplcd 1202’. Rgt tfc.
REW 23: ALSF1. PAPI(P4L)—GA 3.0º TCH 64’ . RVR–T
REW 15–33: H7085X150 (ASPH) PCN 21 R/C/W/T HIRL
REW 15: PAPI(P4L)—GA 3.0º TCH 77’.
REW 33: PAPI(P4L)—GA 3.0º TCH 75’ . RVR–T Rgt tfc.

SERVICE: FUEL 100LL, JET A

AIRPORT REMARKS: Attended 1200–0400Z‡. Fuel opr hrs 1200–0400Z‡ wkdays, 1200–2000Z‡ Sat–Sun exc hol. 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. Heavy VFR tfc blo 10,000’ along river and highway 5 NM southwest of afld. Lgt acft tfc, hang glider ops and hot air ballooning activity along river west and northwest of arpt. Westover ARB is a joint–use afld. IFR tkof & landing min as prescribed by USAF regulations apply, call FBO mgr at C413–593–5543 for clarification. Civ trng ltd to low apchs only; TGL not auth. TPA rectangular tfc pat: 1000´ AGL lgt acft, 2000´ AGL large/heavy acft; overhead: 2500´ AGL. Rwy 15 wind data est avbl at all times. Rwy 15 no RVR avbl. Ldg fee.

MILITARY REMARKS: Opr 1200–0400Z‡. Arpt clsd 0400–1200Z‡. Acft on a JA/ATT, JCS, tactical exer, mil chtr mission ctc 439 LRS/LGRDX DSN 589–2944. RSTD Westover ARB is a joint–use afld. IFR ltd and ldg minimums are prescribed by USAF regulations apply. Call arpt mgr at C413–593–5543 for clarification. PPR DSN 589–2951, C413–557–2951, fax exten 2156. AMC, AMC–GAINED and AFRC acpt opr rstd dur Bird Watch Conditions Moderate (tkf or ldg permissions only when dep/arr rt avoid identified bird activity, no lcl tfc pat activity) and Severe (tkf and ldg prohibited without OG/CC apvl), ctc PTD/ATIS for current Bird Watch Condition Code. Civ pilots are reminded to check mil NOTAMS by visiting the Federal NOTAM System (FNS) Website (https://NOTAMS.AIM.FAA.GOV/NOTAMSEARCH/) or contacting flight service. Aft hrs dep/arr 24 hr PPR notice 413–593–5543. CAUTION VMC departing acft remain at or blo 1000´ until past departure end of rwy to ensure separation from VFR overhead and clsd pat tfc. Strobe lgt ltd atop stacks 4000´ left Rwy 23 thld, ocnl steam cloud. Uncld vehicular tfc on ramps and twy. Potential for hydroplaning after any precipitation. Pending at int Rwy 05–23 and Rwy 15–33 measured in 1/10th inches. See NOTAMS for CKEF. Heavy VFR tfc blo 10,000’ along river and highway 5 NM SW afld. Lgt acft tfc, hang glider ops and hot air ballooning activity along river West and NW of arpt. Extv hang glider and glider in the Mt. Greylock area apx 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. FPC TAT PTA rectangular lgt acft 1000’, large/heavy acft 2000’, overhead 2500’. CSTMS/AG/IMG Pilot must arng cust 860–292–1314.

COMMUNICATIONS: CTAF 134.85 ATIS 127.525 (1200–0400Z‡) UNICOM 122.95 PTD 372.2

NE, 14 JUL 2022 to 8 SEP 2022
RADIO AIDS TO NAVIGATION: NOTAM FILE CEF.

(L) TACAN Chan 87 CEF (114.0) N42º11.85´ W72º31.58´ at fld. 240/14W. 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.

VOR unusable: 310º–340º byd 25 NM blo 6,500’
VORT 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: ATCT ops extns/ireg hrs by NOTAM.
ATIS No NOTAM MP Thu 1400–1600Z‡.

Worcester Rgnl (ORH) (KORH) 3 W UTC–5(–4DT) N42º16.03´ W71º52.54´
1009 B LRA Class I, ARFF Index B NOTAM FILE ORH
Rwy 11: ALSF2. TDZL. PAPI(P4R)—GA 3.0º TCH 55’. RVR–TR Hill.
Rwy 29: REIL. PAPI(P4L)—GA 3.0º TCH 54’. RVR–TR
Rwy 15–33: H5000X100 (ASPH–GRVD) S–85, D–120, 2S–138, 2D–210 PCN 35 F/C/W/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 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 Actvt REIL Rwy 15, 29 and 33; HIRL Rwy 11–29; MIRL Rwy 15–33—CTAF. Rwy 11 ALSF–2 becomes SSALS preset on med inst only when trwr clsd. Rwy 15 VASI unubl byd 9º left of crs.

Flight Notification Service (ADCUS) available. 2 hours advance notice for customs.
Airport Manager: (508) 849-5550
Weather Data Sources: ASOS (508) 795–7546
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
Airspace: CLASS D svc 1130–0200Z‡; other times CLASS E.
VOR Test Facility (VOT) 108.2

Continued on Next Page

NE, 14 JUL 2022 to 8 SEP 2022
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

GARDNER (L) (L) VOR/DME 110.6 GDM Chan 43 N42°32.76’ W72°03.49’ 168° 18.6 NM to fld. 1280/14W.

ILS/DME 110.9 I–RSR Chan 46 Rwy 11. Class III/E. Unmonitored when ATCT closed. DME unusable byd 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.

COMM/NAV/WEATHER REMARKS: Durg sn removal ops, 30 min PPR, freq 120.50 durg twr hrs, freq 119.0 durg non twr hrs or call 508–799–1325. Tsnt acft ctc FBO on 122.95 for svcs.
NEW HAMPSHIRE 147

ALTON BAY SPB (B18) 2 N UTC–5(–4DT) N43°28.66´ W71°14.22´

504 NOTAM FILE BGR
WATERWAY 01W–19W: 2600X100 (WATER)
WATERWAY 01W: Bldg.

SEAPLANE REMARKS: Unattended. Rwy 01W–19W has ice in winter plowed to approx 2730 ft. Ck NOTAMs for ice rwy conds. Rwy 01W thd apx 100 ft NE of floating bandstand. All seaplane tkfs 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 thd at south end, less than 30´ height along roadway. For seaplane prkg and ice rwy conds call AMGR (603) 455–7817. Ttokf and ldg using Rwy 19W prohibited Jan–Mar.

AIRPORT MANAGER: 603-545-2315
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch 603-594-5552.

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

1161 B NOTAM FILE BML
RWY 18–36: H5200X100 (ASPH) S–53, D–82, 25–104, 2D–140
HIRL 0.5% up N
RWY 18: REIL. PAPI(P4L)—GA 3.5º TCH 65º. 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.

DME unusable:
080º–125º blo 10,000´
188º–198º blo 10,000´
275º–292º blo 10,000´

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 156)

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.


Rwy 03 rwy designator unrdbl. Rwy 21 rwy designator and cntrln unrdbl.

AIRPORT MANAGER: 603-744-8334
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5552.

NEW YORK

MONTREAL
CLAREMONT MUNI  (CNH)(KCNH)  1 W  UTC–5(–4DT)  N43º22.23’ W72º22.09’

544  B  NOTAM FILE BGR

RWY 11–29: H3098X100 (ASPH)  S–30  MIRL  0.3% up E

RWY 11: Thld dsplcd 1055’. Tree.

RWY 29: REIL. PAPI(P2L)—GA 4.0º TCH 31’. Trees.

SERVICE: S2  FUEL 100LL  LGT Rotg bcn dfclt to see fm the N when foliage is on the trees. Actvt REIL Rwy 29; MIRL Rwy 11–29—CTAF.


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  N43º22.15’ W72º22.27’ at fld. 527/16W.

NDB unusable:
005º–049º byd 20 NM
050º–004º byd 15 NM

LEBANON  (L) DME 113.7  LEB Chan 84  N43º40.73’ W72º12.96’ 200º 19.7 NM to fld. 1443/0W. NOTAM FILE LEB.

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

NE, 14 JUL 2022 to 8 SEP 2022

COLEBROOK

MONTREAL

GIFFORD FLD  (4C4)  1 SW  UTC–5(–4DT)  N44º53.25’ W71º30.46’

1017  NOTAM FILE BGR

RWY 04–22: 2423X60 (TURF)  0.5% up NE

RWY 04: Thld dsplcd 433’. Trees.

RWY 22: Road.

AIRPORT REMARKS: Unattended. Rwy 04–22 CLOSED Nov–May exc ski acft. Call 603–237–4914 for arvl conditions. Rwy 04–22 strip soft in spring. DT wet areas all year. Road traverses rwy 425’ from Rwy 04 thld. Rwy 04 edges and ends marked with yellow cones. Rwy 04 dsplcd thld marked with three yellow cones aligned perpendicular to each rwy edge. 7’ crops immediately west of rwy dur summer. Rwy 22 edges and ends marked with yellow cones.

AIRPORT MANAGER: 603 237-4914

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
CONCORD MUNI  (CON)(KCON) P (ARNG)  2 E  UTC–5(–4DT)  N43°12.16´ W71°30.14´

342  B  NOTAM FILE CON

RWY 17–35: H6005X100 (ASPH)  S–43, D–60  HIRL
RWY 17: PAPI(P4L)—GA 3.0º TCH 50´. Thld dpstdc 641´. Tree.
RWY 35: MALSR, VASI(V4L)—GA 3.0º TCH 50´. Trees.
RWY 12–30: H3200X75 (ASPH)  S–30  MIRL
RWY 12: PAPI(P2L)—GA 3.32º TCH 52´. Trees.
RWY 30: Trees.

SERVICE:  S4  FUEL  100LL, JET A  LGT ACTIVATE MALSR Rwy 35, HIRL Rwy 17–35, MIRL Rwy 12–30—CTAF. MILITARY— FUEL J8(Mil)–PPR (NC–100LL – Avbl H24 with credit card; A – Avbl 1230–2200Z‡, OT fone C603–228–2267 and flw prompts.)


AIRPORT MANAGER:  603-228-2267

WEATHER DATA SOURCES: ASOS 132.325 (603) 224–6558.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.2 (BANGOR RADIO)
® 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) (L) VOR/DME 112.9  CON  Chan 76  N43°13.19´ W71°34.53´  123º 3.4 NM to fld. 715/15W.

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

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

EPSOM NDB (LOM) 216 CO  N43°07.13´ W71°27.16´  353º 5.5 NM to fld. NDB unusable byd 20 NM.

ILS 108.7  I–CON  Rwy 35. Class IA. LOM EPSOM NDB. NDB unusable byd 20 NM.

DEAN MEML  (See HAVERHILL on page 151)

DILLANT/HOPKINS  (See KEENE on page 152)

EPSOM  N43°07.13´ W71°27.15´ NOTAM FILE CON.
NDB (MHW/LOM) 216 CO  353º 5.5 NM to Concord Muni. 355/16W.
NDB unusable:
Byd 20NM

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.


AIRPORT MANAGER:  603-616-8602

COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

HELIPAD H1: H61X61 (ASPH)
HELIPORT REMARKS: ACTIVATE helipad flood lgt and lighted windcone—CTAF.
FITZY  N42°51.85´  W71°31.73´  NOTAM FILE MHT.
NDB (LOWM)  209  MJ  060°  5.8 NM to Manchester Boston Rgnl. 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: Tkofs and ldgs not adzd fm 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 148)

GORHAM  (2G8)  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.
SERVICE: S3  FUEL  100LL, MOGAS  LGT
RWY 02–20 Non–STD LIRL. CTC AMGR at 603–817–6617 for activation instructions.
AIRPORT MANAGER: 603-964-6749
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5552.

HANOVER  N43°42.14´ W72°10.65´  NOTAM FILE LEB.
NDB (MIHW)  276  LAH  245°  7.2 NM to Lebanon Muni. 1190/15W.
NDB unusable:
Byd 20 NM

NE, 14 JUL 2022 to 8 SEP 2022
HAVERHILL

DEAN MEML (5B9)  3 NE  UTC–5(–4DT)  N44°04.81´ W72°00.47´

582 NOTAM FILE BGR
RWY 01–19: H2511X58 (ASPH) S–8.5 LIRL(NSTD)  1.4% up S
RWY 01: Thld dsplcd 185´. Road.
RWY 19: Pole.

SERVICE: FUEL  100LL LGT 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 603–616–1247 24 hrs bfr use. Must call in advn for
fuel. Call 603–809–2567 or 603–616–1247.

AIRPORT MANAGER: (603) 809-2567

COMMUNICATIONS: CTAF/UNICOM 122.8

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

RADIO AIDS TO NAVIGATION: NOTAM FILE MPV.

HAWTHORNE–FEATHER AIRPARK (See HILLSBORO on page 151)

HILLSBORO

HAZTHORNE–FEATHER AIRPARK (8B1)  3 S  UTC–5(–4DT)  N43°03.68´ W71°54.32´

600 B NOTAM FILE BGR
RWY 02–20: H3260X75 (ASPH) S–B MIRL
RWY 02: Trees.

SERVICE: FUEL  100LL LGT Lights OTS indefly.

AIRPORT REMARKS: Unattended. Wildlife on & invof arpt. Prior to using arpt
call 603–588–6868 for arpt conds. Self serve fuel avbl 24 hrs with
credit card. 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 603-594-5552.

RADIO AIDS TO NAVIGATION: NOTAM FILE CON.

CONCORD (L) (L) VOR/DME 112.9 CON Chan 76 N43°13.19´ W71°34.53´ 252º 17.3 NM to fld. 715/15W.

VOR unusable:
022º–032º byd 20 NM b1o 8,000´
190º–210º byd 12 NM b1o 4,000´
318º–326º byd 30 NM b1o 12,000´

DME unusable:
022º–032º byd 20 NM b1o 8,000´
082º–110º byd 30 NM b1o 5,000´
190º–210º byd 12 NM b1o 4,000´
290º–300º byd 30 NM b1o 7,000´
318º–326º byd 30 NM b1o 12,000´
JAFFREY/SILVER RANCH (AFN)/KAFLN) 1 SE UTC–5(–4DT) N42°48.31´ W72°00.18´

1040 B NOTAM FILE AFN

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

RWY 16: Trees.

RWY 34: Thld dspcld 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

® 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) (L) VOR/DME 110.6 GDM Chan 43 N42º32.76´ W72º14.0W

KEENE

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

488 B NOTAM FILE EEN

RWY 02–20: H6201X100 (ASPH) D–60 PCN 40 F/C/X/T HIRL

RWY 02: MALSR, PAPI(P4L)—GA 3.0˚ TCH 39˚. Tree.


RWY 14–32: H4001X75 (ASPH) S–25 PCN 8 F/C/X/T MIRL 0.3˚ up SE

RWY 14: REIL.


SERVICE: S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LGT PAPI Rwy 20 OTS indefly. ACTVT MALSR Rwy 02; HIRL Rwy 02–20 and MALSR 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 aft hrs call 603–357–7600. Ldg fee for all turbine powered acft. Cold temperature airport. Altitude correction required at or below –21C.

AIRPORT MANAGER: 603-357-9835


COMMUNICATIONS: CTAF/UNICOM 123.0

® KEENE RCQ 122.6(BANGOR RADIO)

® BOSTON CENTER APP/DEP CON 123.75

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 BDR.

ILS 108.9 I–EEN Rwy 02. Class IA. Localizer unusable 25˚ right of course.
LACONIA MUNI (LCI)(KLCI) 3 NE UTC—5(—4DT) N43º34.38´ W71º25.07´

545 B NOTAM FILE LCI

RWY 08–26: H5890X100 (ASPH—GRVD) S–85, D–110, 2D–175
PCN 35 F/D/X/T HIRL 0.5% UP W

RWY 08: MALSR. PAPI(P4L)—GA 3.0º TCH 44´. Trees.
RWY 26: REIL. PAPI(P4R)—GA 4.0º TCH 55´. Thld dsplcd 244´. Trees.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 08: TORA–5890 TODA–5890 ASDA–5646 LDA–5646
RWY 26: TORA–5890 TODA–5890 ASDA–5530 LDA–5286

SERVICE: S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LGT Actvl MALSR Rwy 08; REIL Rwy 26; HIRL Rwy 08–26; windsock lgts—CTAF. Rwy 26 PAPI unusbl byd 6 degs L of cntrln.

NOISE: Voluntary noise abatement proc: avoid overflying Varney Point 1NM NE of arpt. See Laconia Arpt Website for dtls.


AIRPORT MANAGER: 603-524-5003

WEATHER DATA SOURCES: AWOS–3PT 133.525 (603) 524–5134.

COMMUNICATIONS: CTAF/UNICOM 123.0

CLNC DEL 119.85
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5552.

RADIO AIDS TO NAVIGATION: NOTAM FILE CON.

CONCORD (L) (L) VOR/DME 112.9 CON Chan 76 N43º13.19´ W71º34.53´ 033º 22.3 NM to fld. 715/15W.

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

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

BLNAP NDB (MHW/LOM) 328 LC N43º32.20´ W71º32.22´ 083º 5.6 NM to fld. 740/16W. NOTAM FILE LCI.

ILS/DME 108.5 I–LCI Chan 22 Rwy 08. Class IB. LOM BLNAP NDB. DME unusbl byd 25º right of course.
LEBANON MUNI (LEB)(KLEB)  3 W UTC–5(–4DT)  N43º37.57´ W72º18.25´

603 B NOTAM FILE LEB

RWY 07–25: H5496X100 (ASPH–GRVD) S–42, D–60 MIRL
    RWY 07: REIL. PAPI(P4L)—GA 4.0º TCH 50´.
    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: S4 FUEL 100LL, JET A OX 
    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 acft 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
    ® BOSTON CENTER APP/DEP CON 134.7
    TOWER 125.95 (1100–0300Z†) GND CON 121.6

CLEANER DELIVERY PHONE: For CD if twr clsd & una to ctc 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 20º left of course; byd 30º r of course; inside .5 NM inbd. DME unusable byd 30º left of course; byd 30º r of course

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

MAHN N44º21.74´ W71º41.15´ NOTAM FILE HIE.

NDB (MHW) 386 GMA 104º 6.0 NM to Mount Washington Rgnl. 1425/17W. NDB unmonitored.

NDB unusable:
    Byd 15 NM blo 9,000´
MANCHESTER BOSTON RGNL (MHT)(KMHT)  3 S  UTC–5(–4DT)  N42º55.97´ W71º26.15´

266  B  LRA  Class I, ARFF Index C  NOTAM FILE MHT


RWY 17: MALSR. 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

RWY 06: REIL. PAPI(P4L)—GA 3.0º TCH 50´. RVR–TR Trees.

RWY 24: REIL. PAPI(P4L)—GA 3.0º TCH 50´. RVR–TR Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06:
TORA–7650  TODA–7650  ASDA–7650  LDA–7208

RWY 17:
TORA–9250  TODA–9250  ASDA–9250  LDA–8914

RWY 24:
TORA–7650  TODA–7650  ASDA–6850  LDA–6850

RWY 35:
TORA–9250  TODA–9250  ASDA–8500  LDA–7650

ARRESTING GEAR/SYSTEM

RWY 06
EMAS

SERVICE:
FUEL
100LL, JET A  OK  LGT
Rwy 06 PAPI unusbl byd 6 degs R of cntrln.

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 snw removal opr. Twy A safety area S of Twy E to Twy A2 is 65 ft. Jet acct taxiing wb acrs Rwy 17–35 at Twy E must use ctn and low settings due to lgt actp prkg on the E ramp. No taxing between pushed back acft and the airline terminal or cargo ramps. Acft not permitted to taxi between airline terminal bldg and actc that have pushed back or are taxing on Twy G or Twy N. Air carrier actc only permitted to opr on airline terminal ramp. Air carriers excluded from Twy L. Actc with wingspan greater than 145´ rstd from Twy G and Twy N. AMMON ramp rstd to acft with wingspan less than 118´. Acft are req to maintain taxilane centerline to avoid parked general aviation acct tiedowns. Acft with wingspan 118´ or grtr req ground crew assistance for taxi and parking. LGT fee. U.S. Customs user fee arpt.

AIRPORT MANAGER:
603-624-6539

COMMUNICATIONS:
ATIS  119.55  603–621–1766
UNICOM  122.9

AIRSPACE:
CLASS C  svc ctc APP CON.

RADIO AIDS TO NAVIGATION:
(L) (L) VOR/DME 114.4  MHT  Chan 91  N42º52.11´ W71º22.17´  338º 4.8 NM to fld. 470/15W.
FITZY NDB  (LOMW) 209  MJ  N42º51.85´ W71º31.73´  060º 5.8 NM to fld. 234/15W.

ILS 109.95 I–MJE  Rwy 06.  Class IT.  LOM FITZY NDB.

ILS/DME 109.95 I–MNA  Chan 28  Rwy 17.  Class IE.  DME also serves Rwy 35.  DME unusable 10º right of course

ILS/DME 109.95 I–MHT  Chan 28  Rwy 35.  Class IIIE.  DME also serves Rwy 17.

MOULTONBOROUGH (4MB)  1 NE  UTC–5(–4DT)  N43º46.05´ W71º23.26´

576  B  NOTAM FILE BGR

RWY 02–20: H9505X50  (ASPH)  S–B  RWY LGTS(NSTD)

RWY 02: P-line.

RWY 20: Trees.

SERVICE:
FUEL
100LL  LGT
Actvt rotg bcn—CTAF. 5 clicks on, 3 clicks off. Actvt non–std LIRL Rwy 02–20 & windsock lgts—CTAF. 5 clicks on, 3 clicks off. Rwy 02–20 non–std LIRL, lgts are 4 ft high. Lgtd only btwn dthrs, vrb spacing, 2890 ft of rwy lgtd. Rwy thr lgts non–std, clear lenses only.

AIRPORT REMARKS:

AIRPORT MANAGER:
603-387-1694

COMMUNICATIONS:
CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE:
For CD ctc Boston Apch at 603-594-5551.
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, 25–102, 2D–133 HIRL

RWY 14: MALSR. PAPI(P4R)—GA 3.0º TCH 45’. Trees.

RWY 32: REIL. PAPI(P4L)—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–6050

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 inv of arpt. Ramp btw Twy D & Twy E clsd to acft with wingspan gt than 48 ft unless auzd by ATCT. Ldg fee for acft ov 12,500 lbs, fee per 1000 lbs.

AIRPORT MANAGER: 603-882-0661

WEATHER DATA SOURCES: AWOS–3PT 125.1 (603) 578–0473.

COMMUNICATIONS: CTR/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’ 176º 31.5 NM to fld. 304/0W.

DME unusable:

045º–075º byd 23 NM blo 10,000’

091º–119º byd 30 NM blo 7,500’

161º–304º byd 30 NM blo 6,300’

NEWFOUND VALLEY (See BRISTOL on page 147)

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: CTR/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’ 176º 17.5 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’
PARLIN FLD (See NEWPORT on page 156)

PEASE

NEW HAMPSHIRE

(L) DME 116.5  

PSM Chan 112 at Portsmouth Intl at Pease. 108/0W.

DMC unusable:

029º–071º byd 35 NM blo 2,500´

080º–085º byd 35 NM blo 2,500´

115º–120º byd 37 NM blo 2,500´

190º–205º byd 35 NM blo 2,500´

225º–240º byd 25 NM blo 2,500´

PLYMOUTH MUNI

(1P1)  

3 NW UTC–5(–4DT)  

N43º46.70´ W71º45.23´

506 NOTAM FILE BGR

RWY 12–30: 2347X90 (TURF)

RWY 12: Road.

RWY 30: Thld dsplcd 298´. Road.

AIRPORT REMARKS: Attended irregularly, call 603–536–1731. Wildlife on and inv of arpt. Rwy 12–30 strip 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 dsplcd thld marked by three yellow cones aligned perpendicularly to each rwy edge. +3´ drainage swales located 15´ from rwy edge, both sides of rwy beginning at midfield then west for 700´. Numerous non–radio equipment acft operating from afld.

AIRPORT MANAGER: (603) 536-5818

WEATHER DATA SOURCES: AWOS–3

118.45 (603) 536–1698.

COMMUNICATIONS: CTAF/UNICOM

122.8

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

PORTSMOUTH INTL AT PEASE

KPSM, H–11D, 12K, L–32H, 33D

P

ANG)

1 W UTC–5(–4DT) N43º46.70´ W71º45.23´

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


RWY 16: MALSR. PAPI(P4L)—GA 3.0º TCH 72´. RVR–T Thld dsplcd 803´. Trees. Rgt tfc. 0.3% down.

RWY 34: MALSR. PAPI(P4L)—GA 3.0º TCH 80´. RVR–T

RUNWAY DECLARED DISTANCE INFORMATION

RWY 16: TORA–11321 TODA–11321 ASDA–11321 LDA–10518

RWY 34: TORA–11321 TODA–11321 ASDA–11321 LDA–11321

SERVICE: S4 FUEL 100LL, JET A, JB OX 3, 4 JASU (A/M 32A–86)

9(AM32–95) 5(MA–1A) FUEL JB(Mil) (avbl at ANG 603–430–2459) A, A+ (C603–821–5502; overnight C603–821–5502) (NC–100LL)

FLUID PRESAIR De–Ice LHXO OIL O–148 SOAP; RQR 48 HR processing time. TRAN ALERT Maint and parts support extremely ltd. No drag chute repack. Nmnl 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 inv of arpt. Turbulence AER 34 in strong cross winds. 200´ blast pad each rwy end. Rwy 34 is preferred when tail wind component is less than 5 kts. Rwy 16 is preferred for tfk b/t 0300–1159Z‡, when tail wind component is 5 kts or less. All inbnd act with hazardous cargo info call twr 60 NM out. Customs 24x7x365 customs clearing availability. Strd 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 603–430–1111/128.25 ARINC. No practice low apch or touch and go ldg 0400–1200Z‡ for lcl based act or before 1700Z‡ Sun for all act. Dur snow removal ops PPR 15 minutes on 128.4 and no practice low apch or touch and go ldg. On other than a published IAP arr act should establish themselves on final apch at least 2 NM from the rwy thld at a minimum of 700´ MSL. Littlebrook Airpark lctd 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 act 1100(1000). Rwy 16 fist 600´ conc–grooved. No 180º turns for act 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 lgs are 24´ tall, 85´ from cntrln. Caution: Height group 1 WCH 54º. Index E ARFF capability avbl 24/7. 157 ARW is fully opr KC46 Base.

AIRPORT MANAGER: 603-433-6536

CONTINUED ON NEXT PAGE

NEW YORK

H–11D, 12K, L–32H, 33D

NE, 14 JUL 2022 to 8 SEP 2022
COMMUNICATIONS: ATIS 132.05 603–334–6070  UNICOM 122.95
BOSTON APP/DEP CON 125.05
TOWER 128.4  GND CON 120.95

AIRSPACE: CLASS D.

RADIO AIDS TO NAVIGATION: NOTAM FILE PSM.

PEASE (L) DME 116.5 PSM Chan 112 N43°05.07´ W70°49.92´ at fld. 108/0W.
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´

ILS 110.1 I–PGQ Rwy 16. Class IA.
ILS 110.1 I–PSM Rwy 34. Class IB.

PAR

ROCHESTER

SKYHAVEN (DAW)(KDAW)  3 SE UTC–5(–4DT)  N43°17.05´ W70º55.77´
322 B TPA—1122(800) NOTAM FILE DAW

RWY 15–33:
H4201X75 (ASPH) S–30 MIRL 0.5% up SE

RWY 15: REIL. Trees.
RWY 33: ODALS. PAPI(P4L)—GA 3.0º TCH 43´. Rgt tfc.

SERVICE: FUEL
100LL
LGT
Bcn lctd 3000 ft NW of arpt. Actvt ODALS Rwy 33; REIL Rwy 15; PAPI Rwy 33; MIRL Rwy 15–33; wind cone lgt—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1230–2100Z‡, exc hols. Deer on & invof arpt aft SS. Ultralight; antique & non–radio tfc in good wx. Self svc 100LL avbl 24 hrs with credit ca

AIRPORT MANAGER: 603-433-6536
WEATHER DATA SOURCES: ASOS 135.275 (603) 332–7814.

COMMUNICATIONS: CTAF/UNICOM

ROLLINS N43°13.21´ W70°49.70´ NOTAM FILE BGR.
NDB (MHW) 260 ESG 168º 5.2 NM to Littlebrook Air Park. 72/16W.

SKYHAVEN (See ROCHESTER on page 158)
NEW HAMPSHIRE

WHITEFIELD

MOUNT WASHINGTON RGNL (HIE/KHIE) 3 E UTC–5(–4DT) N44º22.05´ W71º32.75´

1072 B TPA—3072(2000) NOTAM FILE HIE

RWY 10–28: H4001X75 (ASPH) S–30 MIRL 0.6% up E

RWY 10: REIL. PAPI(P4L)—GA 3.5º TCH 45 ´. Trees.


SERVICE: S4 FUEL 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

WHITEFIELD 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.

MONTPELIER (H) (H) ABVORME 116.9 MPV Chan 116 N44º05.13´ W72º26.96´ 082º 42.5 NM to fld. 2086/16W.

VOR unusable:
010º–020º byd 25 NM blo 7,500´
045º–060º byd 24 NM blo 8,500´

DME unusable:
045º–060º byd 24 NM blo 8,500´

MAHN NDB (MHW) 386 GMA N44º21.74´ W71º41.15´ 104º 6.0 NM to fld. 1425/17W. NOTAM FILE HIE. NDB unmonitored.

NDB unusable:
Byd 15 NM blo 9,000´
Atlantic City Int'l Airport, 7550 Unity Boulevard, Atlantic City, NJ 08401, (609) 486-2300

Atlantic City Int'l (ACY/KACY) P (ANG) 9 NW UTC–5(–4DT) 
N39º27.46´ W74º34.63´ 

Class B, ARFF Index C, NOTAM FILE ACY

Rwy 13–31: H10000X150 (ASPH–GRVD) S–85, D–120, 2S–152, 2D–175, 2D–400, 2D/2D2–900 PCN 78 F/A/W/T HIRL CL
Rwy 13: MALSR TDZL, PAPI(P4L)—GA 3.0º TCH 71 `. RVR–TR Road.
Rwy 31: REIL, PAPI(P4L)—GA 3.0º TCH 69 `. RVR–TR Antenna.
Rwy 04–22: H6144X150 (ASPH–GRVD) S–75, D–175, 2S–175, 2D–200, 2D/2D2–900 PCN 62 R/A/W/T HIRL
Rwy 04: PAPI(P4L)—GA 3.0º TCH 47 `. Tree.
Rwy 22: VASI(V4L)—GA 3.0º TCH 51 `. Tree.

Land and Hold–Short Operations

Ldg Rwy Hold–Short Point Avbl Ldg Dist
Rwy 04 13–31 3550
Rwy 13 04–22 3600
Rwy 31 04–22 5750

Runway Declared Distance Information

Rwy 04: TORA–6144 TODA–6144 ASDA–6144 LDA–6144
Rwy 31: TORA–10000 TODA–10000 ASDA–10000 LDA–10000

Arresting Gear/ System

Rwy 13 BAK–14 BAK–128 (B) (1600’) BAK–14 BAK–128 (B) (1600’)
Rwy 31


Military Remarks: ANG Bash Phase II in effect Apr thru Oct, ctc base ops on 261.0 or 140.7 for current BASH condition. PPR, ctc ANG base ops C609–761–6009, fax C609–761–6482, command post C609–761–6001. Ltd tran svc atvbl 1100–2030Z Tue–Fri, ctd Sat–Mon and hol. STD mark on ANG ramp, blue lines delineate F–16 wing tip clnc, yellow lines at hangar doors for personnel clear zone.

Continued on Next Page

Ne, 14 Jul 2022 to 8 Sep 2022
BELMAR/FARMINGDALE

MONMOUTH EXEC  (BLM)(KBLM)  5 W  UTC–(–4DT)  N40º11.21´  W74º07.47´

RWY 14–32: H7345X85 (ASPH)  MIRL(NSTD)  0.6% up SE

RWY 14: REIL. Trees.

RWY 32: Trees.

RWY 03–21: H3508X50 (ASPH)

RWY 03: Trees.

RWY 21: Tree.

SERVICE: S4  FUEL 100LL, JET A  LGT To prearrange for rwy lgts after 0400Z call 732–751–0044.


AIRPORT MANAGER: (732) 513-8917

NEW YORK

MCGUIRE APP/DEP CON 126.475

NE, 14 JUL 2022 to 8 SEP 2022
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, PVASIS(PSSR)—GA 4.0º TCH 23´. Thld dsplcd 740´.
   Trees.
  RWY 23: REIL, PVASIS(PSSR)—GA 4.0º TCH 40´. Thld dsplcd 239´.
   Trees.
SERVICE: S4 FUEL 100LL, JET A LGT Rwy 05 VGSI OTS indef. Rwy 23
   VGSI OTS indef. Actvt REIL Rwy 05–23; MIRL Rwy 05–23—CTAF.
   Actvt rotg bcn—CTAF.
AIRPORT REMARKS: Attended 1300–2200Z‡. Unattended Christmas and
   New Years Day. Deer and geese on and invof arpt. Trees along NW side
   of Rwy 05–23. Non–standard rwy and twy lgt spacing. Rwy 05–23 rwy
   hold line very faded.
AIRPORT MANAGER: 856-767-1233
COMMUNICATIONS: CTAF/UNICOM 123.0
MC GUIRE APP/DEP CON 126.475
CLEARANCE DELIVERY PHONE: For CD ctc Mc Guire Apch at 609-754-2767.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
CEDAR LAKE (L) (L) VORW/DME 115.2 VCN Chan 99 N39º32.26´
   W74º58.03´ 014º 14.5 NM to fld. 120/10W.

BLAIRSTOWN (1N7) 2 SW UTC–5(–4DT) N40º58.27´ W74º59.85´
372 B NOTAM FILE MIV
RWY 07–25: H3112X70 (ASPH) MIRL
  RWY 07: Thld dsplcd 318´. Trees.
SERVICE: S4 FUEL 100LL OX LGT Actvt MIRL Rwy 07–25 CTAF.
AIRPORT REMARKS: Attended 1200–2300Z‡. Gliders and tow airplanes opr
   from turf area just south of Rwy 07–25. 24 hr self svc fuel. Hill east
   of arpt may require pilots execute steep apch to Rwy 25. Nmrs
   transverse and parallel cracks alg entr length of rwy. Rwy 7 and 25
   markings barely vsb.
AIRPORT MANAGER: 908-362-8965
COMMUNICATIONS: CTAF/UNICOM 123.0
NEW YORK APP/DEP CON 127.6 (from EAST)
ALLENTOWN APP/DEP CON 124.45 (from WEST)
CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
STILLWATER (L) (L) VORW/DME 109.6 STW Chan 33 N40º59.75´
   W74º52.14´ 267º 6.0 NM to fld. 920/11W.
   DME unusable:
     089º–099º within 12 NM blo 10,000’
     210º–320º byd 30 NM blo 4,000’

BRIDGETON
BUCKS (ØN) 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: LGT Actvt LIRL Rwy 18–36—CTAF. NSTD lgt config.
AIRPORT REMARKS: Unattended. Deer and birds on and invof arpt. Rwy 36 +55 to +65 ft trees, 500 ft short of thld, 40–75
   ft R. +46 ft mdk pline, 330 ft short of thld.
AIRPORT MANAGER: 609-805-0408
COMMUNICATIONS: CTAF 122.9
BROADWAY  N40°47.91′ W74°49.31′  NOTAM FILE MIV. (L) (L) VOR/DME 114.2  BWZ  Channel 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 blo 6,000′
297°–307° blo 32 NM blo 8,000′

BUCKS  (See BRIDGETON on page 162)

CALDWELL  
ESSEX CO  (CDW)(KCDW)  2 N  UTC–5(–4DT)  N40°52.51′ W74°16.88′

RWY 04: Thld dsplcd 375′. Tree. Rgt tfc.
RWY 10–28: H3719X75 (ASPH) S–30  MIRL
RWY 10: Thld dsplcd 344′. Tree. Rgt tfc.

SERVICE: 
FUEL  100LL, JET A
LGT  Wvr clsd MIRL Rwy 22 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.

WEATHER DATA SOURCES: ASOS 135.5 (973) 575–4417.
COMMUNICATIONS: CTAF 119.8  ATIS 135.5  UNICOM 122.95
®  NEW YORK DEP CON 127.6
GND CON 121.9  CLNC DEL 121.1

CAMDEN CO  (See BERLIN on page 162)
CAPE MAY CO
(See WILDWOOD on page 184)

CEDAR LAKE
N39°32.26’ W74°58.03’ NOTAM FILE MIV.
(L) (L) VOR/DME 115.2 VCN Chan 99 267º 3.8 NM to Kroleinger. 120/10W.

CENTRAL JERSEY RGNL
(See MANVILLE on page 169)

CHATHAM
N40°44.45’ W74º25.79’ NOTAM FILE MIV.
NDB (MHW) 254 CAT 024º 3.6 NM to Morristown Muni. 251/13W.

COLTS NECK
N40°18.70’ W74º09.58’ NOTAM FILE MIV.
(L) (L) VOR/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) (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 tcf.
RWY 27: Thld dsplcd 200’. Tree.
SERVICE: 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 lgts. Rwy 09–27 LIRL lgts spacing NSTD. Rwy 09 no yellow caution zone lgts.
AIRPORT MANAGER: 856-629-3033
COMMUNICATIONS: CTAF/UNICOM 122.8
® PHILADELPHIA APP/DEP CON 127.35 133.875
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
WOODSTOWN (L) (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
(See WEST CREEK on page 183)

ESSEX CO
(See CALDWELL on page 163)

FLYING W
(See LUMBERTON on page 168)

GREENWOOD LAKE
(See WEST MILFORD on page 184)
HACKETTSTOWN (N85)  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 1300–2300Z‡. Deer and birds on and inv of 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 3.5º TCH 25′ Trees.
RWY 21: REIL. PAPI(P2L)—GA 3.25º TCH 20′ Trees.
SERVICE: S4 FUEL 100LL, JET A LGT
AIRPORT MANAGER: (609) 567-4300
WEATHER DATA SOURCES: AWOS–AV
COMMUNICATIONS: CTAF/UNICOM 122.7
® ATLANTIC CITY APP/DEP CON 134.25
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
CEDAR LAKE (L) (L) VOR/W/DME 115.2 VCN Chan 99 N39°32.26′ W74°58.03′ 061º 12.4 NM to fld. 120/10W.
COMM/NAV/WEATHER REMARKS: Automated UNICOM; 3 clicks wx adzy. GCO avbl on freq 121.725.

JOBSTOWN REDWING (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: 609-915-1280
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 169)

KROELINGER (See VINELAND on page 183)
**LAKEHURST MAXFIELD FLD**  
(NEL)(KNEL) N (A)  3 W  UTC-5(-4DT)  N40°02.15′ W74°21.08′

| RWY 06–24: | H5000X150 (ASPH) PCN 21 F/A/W/T HIRL |
| RWY 24: | MLSR. PAPI(P4L)—GA 3.0′ TCH 52′. Rgt tfc. |
| RWY 15–33: | H5000X150 (ASPH) PCN 13 F/B/W/T |

**NOTAM FILE MIV.** Not insp.

**R W Y 0 6-2 4:**

- H5000X150 (ASPH)  
- PCN 21 F/A/W/T  
- HIRL

**R W Y 2 4:**

- MLSR. PAPI(P4L)—GA 3.0′ TCH 52′. Rgt tfc.

**R W Y 1 5–3 3:**

- H5000X150 (ASPH)  
- PCN 13 F/B/W/T

**SERVICE:**

- **MILITARY.—** LGT  
  
  Rtg 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. Actvt Rwy 06–24 PCL on 120.425 when oper IAW UAO MOU. **FUEL**  
  A++ (Mil)  
  Avbl 1230–2330Z‡.  
  **TRAN ALERT**  
  Svc avbl 1230–2330Z‡ Mon–Fri. Advs prk Navy or Army line.

**MILITARY REMARKS:**

- Opr 1300–0100Z‡ Mon–Fri. Ext hr 0100–0500Z‡ Mon–Thu for scheduled C–17 and C–130 Assault Landing Zone (ALZ) NGT Vision Device (NVD) and 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. CLOSED Sat, Sun and federal hrs, except for scheduled UTA trng. **AIRPORT MANAGER:** 609-754-2714

**COMMUNICATIONS:**

- **SFA ATIS** 276.525  
  
  TOWER 127.775 360.2 340.2 1300–1700Z‡ Mon–Wed, 1300–0100Z‡ Thu–Fri.

**GND CON 118.375 307.375**

**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 (MHW) 396 NEL N40°02.69′ W74°20.13′
  - at fld. 127/11U. unmonitored 2400–1200Z‡Mon–Fri, h24 Sat, Sun and federal hol.
  - nel NDB monitor location: nel ATCT

  - **TACAN** Chan 55 NEL (111.8) N40°02.22′ W74°21.19′
  - at fld. 87/11U. TACAN unmonitored when field clsd.

  - **ROBBINSVILLE (H) (H) VORTACW** 113.8 RBV Chan 85 N40°12.14′ W74°29.70′  
  - 156° 12.0 NM to fld. 248/10W.

  **TACAN AZIMUTH unusable:**

  - 105°–115° byd 30 NM
  - DME unusable:

  - 075°–115° byd 25 NM
  - 130°–160° byd 30 NM bly 4,000′

  **COLTS NECK (L) (L) VOR/DME** 115.4 COL Chan 101 N40°18.70′ W74°09.58′  

  **VOR portion unusable:**

  - 031°–179° byd 15 NM bly 6,000′
  - 030°–300° byd 15 NM bly 3,000′
  - 351°–030° byd 30 NM bly 3,000′
  - Byd 30 NM bly 6,000′

  **DME portion unusable:**

  - 230°–240° byd 18 NM

**CAUTION**

- Bird and wildlife haz. Ancpt concentration of wtr fowl seagulls and sml birds blw 3000 ft. 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 lghts inop, A/D wind cones obst lghts inop Rwys 06 and Rwly 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 flw taci fr twr aatm. Use ctn numerous horizontal cracks 5 in wide and deep starting 50 ft either side fr rwy edge inboard. Nmr horizontal cracks 5 in wide and 5 in deep starting 50 ft either side fr rwy edge inboard. **TFC PAT** Rgt tcf 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 06: REIL. PAPI(P2R)—GA 3.0º TCH 15 ´. Thld dspclcd 261´. Trees.
  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 REMARKS: Attended May–Oct 1300–0100Z‡. Nov–Apr
  1300–2300Z‡. Deer on and inv of arpt. Heavy banner towing ops
  Apr–Oct.
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) (H) VORTACW 113.4  CYN Chan 81 N39º49.04´
  W74º25.90´ 048º 19.0 NM to fld. 203/10W.
VOR unusable: 044º–054º blo 3,800´

LINCOLN PARK  (N87)  2 N  UTC–5(–4DT)  N40º56.86´  W74º18.87´
181  B  NOTAM FILE MIV
RWY 01–19: H2767X40 (ASPH)  HIRL
  RWY 01: Thld dspclcd 690´. Trees.
  RWY 19: PAPI(P2L)—GA 4.0º TCH 30 ´. Thld dspclcd 95´. Stack.
SERVICE: S4  FUEL  100LL, JET A  OX 4  LGT ACTVT HIRL Rwy
  01–19—CTAF.
  Deer and birds inv of rwy. Touch and go landings prohibited. Narrow
taxilanes and twys caused by nsd clearances. Tsnt hel ops allowed
  with pre-apvl only, call 973–628–7186.
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) (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) N40°37.05´ W74°14.68´

22 B TPA—See Remarks NOTAM FILE MIV
RWY 09–27: H4140X100 (ASPH) S–31.5, D–42 MIROL
RWY 09: REIL. VASI(V2R)—GA 3.8° TCH 60´. Thld dsplcd 462´. Pole.
RWY 27: REIL. VASI(V2L)—GA 3.5° TCH 40´. 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 REMARKS: Attended Oct–Apr 1330–2300Z‡, May–Sep 1200–0130Z‡. Deer and birds on and inv of arpt. Touch and go ldgs for base assigned acct, all others ctc arpt manager 908–862–8800 for PPR. TPA—800´ MSL, Rwy 09 enter tfc pat upwind, entries other rwys standard. Main north twy clsd indef. Departing Rwy 27 depart straight out to 800´. Rwy 09 VASI is baffled to cut off the lg beam at 6º each side of rwy centerline extended, total usable width is 12º. Main north twy clsd indefly. Rwy 09–27 rwy shoulder markings NSTD. Ldg fee.
AIRPORT MANAGER: 908-862-5557
COMMUNICATIONS: CTAF/UNICOM 123.0

NEW YORK COPTER

LITTLE FERRY SPB (2N7) 1 E UTC–5(–4DT) N40°51.01´ W74°01.98´
00 TPA—500(500) NOTAM FILE MIV
WATERWAY 01W–19W: 5500X150 (WATER)
WATERWAY 01W: Tower.
WATERWAY 19W: Bridge. Rgt tfc.
SEAPLANE REMARKS: Unattended. DAlg use only. Ldg area usbl; hwvr, dckg cpty is ltd to two seaplanes.
AIRPORT MANAGER: 201-264-6728
COMMUNICATIONS: CTAF/UNICOM 122.8

WASHINGTON L–34G, A

LUMBERTON

FLYING W (N14) 1 SW UTC–5(–4DT) N39°56.06´ W74°48.43´
49 B NOTAM FILE MIV
RWY 01–19: H3496X75 (ASPH) MIROL 0.4% up N
RWY 19: REIL. PAPI(P2L)—GA 3.2° TCH 22´.
SERVICE: S2 FUEL 100LL, JET A LGT ACTVT MIRL Rwy 01–19 PAPI and REIL Rwys 01 and 19, and twy lgts—CTAF.
AIRPORT MANAGER: 609-267-7673
COMMUNICATIONS: CTAF/UNICOM 122.8

WASHINGTON L–34G, A

NE, 14 JUL 2022 to 8 SEP 2022
MANVILLE

CENTRAL JERSEY RGNL (47N) 1 S UTC–5(–4DT) N40º31.47´ W74º35.90´

86 B NOTAM FILE MIV

RWY 07–25: H3507X50 (ASPH) S–30 LIRL 0.6% up SW


SERVICE: S4 FUEL 100LL

AIRPORT REMARKS: Attended 1300Z–dusk except for Christmas and New Year. Banner tow ops SW Rwy 07. Rwy 07 thld located 37´ prior to dsplcd thld, 585´ from pavement end. Deer and birds on and invof arpt.

Rwy 07–25 has sfc cracks transverse and parl, some 2–3 inches wide, 2–3 inches deep. Signs of raveling and alligator cracking. Aft heavy rainfall Rwy 07 had various areas of flooding. Rwy 07 and Rwy 25 mkd faded, barely distinguishable.

AIRPORT MANAGER: 908-526-2822

COMMUNICATIONS: CTAF/UNICOM 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

YARDLEY (L) (L) VORW/DME 108.2 ARD Chan 19 N40º15.20´ W74º54.46´ 051º 21.6 NM to fld. 294/10W.

VOR unusable:

020º–040º

195º–225º byd 25 NM blo 5,000´

250º–265º blo 3,500´

266º–280º byd 20 NM blo 5,000´

281º–300º byd 14 NM blo 6,000´

DME unusable:

225º–275º byd 25 NM blo 5,000´

MC GUIRE FLD (JOINT BASE MC GUIRE DIX LAKEHURST) (WRI)(KWRI) AF (A ANG) 2 SE UTC–5(–4DT) N40º00.94´ W74º35.50´

141 B TPA—See Remarks AOE NOTAM FILE WRI Not insp.

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 tfc.

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 tfc.

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 ovrn. NSTD mrk on victor row for alert MSN, X–RAY Row (PRIM), and Romeo Row (ALTN) for combat off load ops. Extv non–ctl VFR acft within 20 NM of aprt. Rwy 18–36 spot ldg zone markings mid–fld. Use extreme caution for extv UAS ops invof R–5001.

TFC PAT TPA for copter 600(459), Lgt acft 800(659), Rectangular 1600(1459), Overhead 2100(1959). Rgt tfc Rwy 24 and Rwy 18.

MISC


RSTD

Dur fall BASH adv, no sorties will be sked drg BASH window WO 305 OG/CC APVL. NOTE: Waiver apvl to ARR/DEP DRG BASH window does not constitute apvl to ARR/DEP in BWC SEV. No LCL TRSN trng will be accomplished in BASH window. Sked ARR/DEP drg 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. Use 237.15 within 75 NM of arpt. If 237.15 is inop, use 134.1 (call Brickyard) DSN 650–2127.

AIRSPACE: CLASS D.

COMMUNICATIONS: SFA PTD 372.2 D–ATIS 110.6 270.1 DSN 650–2847

REMARKS:

APP/DEP CON 126.475 363.8 (Arr sector for IFR radar pattern when open is 120.25/290.9)

TOWER 118.65 255.6 257.8 GND CON 121.8 275.8 CLNC DEL 135.2 335.8

COMD POST 134.1 237.15 (Use 237.15 within 75 NM of arpt. If 237.15 is inop, use 134.1 (call Brickyard))

108 ANG COMD POST 251.2 321.0 (call Torch Ctl) DSN 650–2127


ARMY OPS 139.3 265.6 41.35 (Ctc 15 min prior to ldg.)

FT DIX RING 34.0 41.0

COMM/NAV/WEATHER REMARKS:

See Terminal FLIP for Radar minima. Radar No NOTAM MP 1100–1300Z‡ Tue, Wed, Fri.
MILLVILLE MUNI  (MIV)(KMIV)  3 SW UTC–5(–4DT) N39º22.07´ W75º04.33´
85  B  NOTAM FILE MIV
RWY 10: MALSR. PAPI(P4L)—GA 3.0º TCH 53´. Trees.
RWY 28: PAPI(P4L)—GA 3.0º TCH 29´.
SERVICE: FUEL 100LL, JET A  LGT ACTIVATE MALSR Rwy 10; MIRL
Rwy 10–28 and Rwy 14–32—CTAF.
AIRPORT REMARKS: Attended 1300–2300Z‡. Birds on and involf arpt. PAEW
within all rwy and tty safety areas daily May–Oct. Arpt CLOSED to
ultralight acft, glider ops and formation flts except PPR (856)
825–1244 Mon–Fri 1300–2100Z‡. Self-svc fuel avbl 24 hrs with
credit card. Main apron clsd to tran acft north of Twy K. Twy G not to be
used by acft with wing span greater than 79´ on Twy G north of Twy A.
Rwy 10 calm wind rwy.
AIRPORT MANAGER: 856-825-1244
WEATHER DATA SOURCES: ASOS
COMMUNICATIONS: CTAF/UNICOM 123.0
ATLANTIC CITY APP/DEP CON 124.6
CLEANANCE DELIVERY PHONE: For Cd if una to ctc on FSS freq, ctc atlantic city approach at 609-485-6193.
AIRSPACE: CLASS E.
RADIO AIDS TO NAVIGATION:
CEDAR LAKE  (L) (L) VOR/DME 115.2 VCN Chan 99  N39º32.26´ W74º58.03´ 216º 11.3 NM to fld. 120/10W.
RAINBOW NDB  (HW) 363 RNB N39º25.09´ W75º08.10´ 147º 4.2 NM to fld. 92/11W.
ILS 110.9 I–MIV Rwy 10. Class IA. Unmonitored. Autopilot cpd apch na blw 300 MSL.
MONMOUTH EXE (See BELMAR/FARMINGDALE on page 161)
MORRISTOWN MUNI  (MMU)(KMMU) P (A) 3 E UTC–5(–4DT) N40º47.96´ W74º24.89´
187  B  TPA—See Remarks AOE  NOTAM FILE MMU
PCN 25 F/C/X/T  HIRL
RWY 05: REIL. Trees.
RWY 23: MALSR.
RWY 13–31: H3997X150 (ASPH–GRVD) S–30 PCN 11 F/C/X/T  MIRL
RWY 13: Trees.
RWY 31: REIL. PAPI(P2L)—GA 3.5º TCH 39´. Trees.
SERVICE: FUEL 100LL, JET A, A+  OX 1, 2, 3, 4  LGT Dusk–Dawn;
ACTVT HIRL Rwy 05–23, MIRL Rwy 05 and 31, MALSR Rwy 23, and PAPI Rwy 31—CTAF. MILITARY—FUEL
(NC–100LL, A+)  NOISE: Noise abatement procedures in effect, ctc Noise Abatement Office
973–538–3366 extension 122. All arrival/departure acft follow
manufacturers recommended procedures for quiet ops and minimum
noise. Voluntary noise abatement proc include avoiding TGL ops on
Rwy 13–31.
AIRPORT REMARKS: Attended 1145–0330Z‡. Birds and deer on and involf
arpt. When twr clsd all acft and vehicles must state intentions on CTAF
before ops on any rwy. ARFF svc avbl 24 hrs daily. For ARFF svcw when
twr clsd ctc ARFF station—CTAF or 973–538–6400. Inbound flt request FBO svcw, instructions, and ramp advisories 30 min prior to
arrival. After ldg ctc FBO again 129.6 for preferred ramp entrance to Twy D or Twy J. No TGL on Rwy 13–31 unless the
crosswind vcty for Rwy 05–23 exceeds 10 kts. No turbojet ldg on Rwy 13 and Rwy 31 unless the cross wind velocity for
Rwy 05–23 exceeds 16 kts. TPA—1200(1013) lgt acft, 1700(1513) heavy acft. Acft carrying explosive cargo PPR before
ldg, call 973–538–6400. Helicopter ops over residential areas blo 1000´ MSL should be avoided. Route 80 visual apch
preferred for Rwy 23. During snow removal ops 15 minute prior notice required on 118.1 and no practice low apchs or
touch and go ldgs. Taxilane K N of FBO ramp, no hel or acft
with a wingspan gtr than 50
ft. US customs avbl Mon–Fri
1300–2100Z‡, between 2101–1259‡ and weekends call 973–267–0302 for appointment. Morristown customs
association fees apply, ctc arpt manager 973–538–6400 for details. U.S. customs user fee arpt. Stage I departure fee
0400–1145Z‡. Ldg fee. Flight Notification Service (ADCUS) avbl.
CONTINUED ON NEXT PAGE
172  NEW JERSEY
CONTINUED FROM PRECEDING PAGE

AIRPORT MANAGER: 973-538-6400
WEATHER DATA SOURCES: AWOS–3 (973) 290–0135 LAWRS.
COMMUNICATIONS: CTAF 118.1 ATIS 124.25
 NEW YORK APP CON 127.6
 NEW YORK DEP CON 119.2
CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc New York Apch at 800-645-3206.
AIRSPACE: CLASS D svc 1145–0330Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE TEB.

TETERBORO (T) (T) VOR/W/DM E 108.4 TEB Chan 21     N40º50.92´ W74º03.73´     271º 16.3 NM to fld. 3/11W.
    DME unusable:
    060º–080º byd 22 NM bio 2,500´
    081º–120º blo 4,000´
    121º–180º blo 3,000´
    236º–246º
    VOR unusable:
    081º–120º blo 4,000´
    121º–180º blo 3,000´
    236º–246º

CHATHAM NDB (MHW) 254 CAT N40º44.45´ W74º25.79´     024º 3.6 NM to fld. 251/13W. NOTAM FILE MIV.

WASHINGTON
L–34G, A

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. PAP(P2R)–QA 3.25º TCH 45´. Tree.
RWY 26: REIL. PAP(P2R)–QA 3.0º TCH 40´. Tree. Rgt tfc.
SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 08–26 and REIL Rwy 08 and Rwy 26—123.3.
AIRPORT MANAGER: 609-267-3131
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) (H) VORTACW 113.8 RBV Chan 85 N40º12.14´ W74º29.70´     236º 22.4 NM to fld. 248/10W.
    TACAN AZIMUTH unusable:
    105º–115º byd 30 NM
    DME unusable:
    075º–115º byd 25 NM
    130º–160º byd 30 NM bio 4,000´

NE, 14 JUL 2022 to 8 SEP 2022
NEWARK LIBERTY INTL (EWR) KEWR 3 S UTC–5 (–4DT) N40º41.55´ W74º10.12´
17 B LRA Class I, ARFF Index E NOTAM FILE EWR
RWY 04L–22R: H10000X150 (ASPH–CONC–GRVD) D–210, 2D–520,
2D/2D–1000 PCN 96 R/B/X/T HIRL CL
RWY 04L: MALS R. TDZL. PAPI(P4L)—GA 3.1° TCH 77´. RVR–TMR
Tld dsplcd 2540´. Tree.
RWY 22R: MALS R. TDZL. REIL. PAPI(P4L)—GA 3.1° TCH 70´.
RVR–TMR Tld dsplcd 1440´. Pole.
RWY 04L–22R: H10000X150 (ASPH–GRVD) D–210, 2D–520,
2D/2D–1000 PCN 96 R/B/W/T HIRL CL
RWY 04L: ALS F2. TDZL. PAPI(P4L)—GA 2.95° TCH 71´. RVR–TMR
Tld dsplcd 1793´. Antenna.
RWY 22L: ALS F2. TDZL. PAPI(P4L)—GA 3.0° TCH 60´. Thld dsplcd
224´. 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–10000 TODA–10000 ASDA–10000 LDA–8810
RWY 04R: TORA–11000 TODA–11000 ASDA–11000 LDA–8207
RWY 11: TORA–6726 TODA–6726 ASDA–6726 LDA–6726
RWY 22L: 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 0X3 LGT Rwy status lgts in opr. Rwy 29 PAPI unusbl 4º left of cntrln.
AIRPORT REMARKS: Special Air Traffic Rules–Part 93. Attended continuously. Flocks of birds on and invorf airport. Para–sail and
banner towing ops 1000´ and blo in upper and lower New York bays including Rockaway Inlet indef. High volume of low
level helicopter tfc arriving and departing Helo Kearny Heliport (65NJ) located 3.5 miles northeast of the arpt. Expect to
leave and re–enter the Class B Airspace during moderate to heavy arrival periods. Rwy 04L–22R, south 1779´ conc, north
1228´ conc, center 7993´ asph. ASDE–X in use. Operate transponders with altitude reporting mode and ADS–B (if
equipped) enabled on all airport surfaces. Rwy 04R and Rwy 04L departures use upper antenna for ATC communications.
Twy Z between Twy Z2 and Twy Z4 clsd to acft with wingspans in excess of 171´. ADG IV acft restriction from passing
Twy Z3 on Twy Z. Twy east of Twy U acft speed restriction of 17kts/20mph max for all acft with wingspans in excess of
171´. All twys surrounding “ballpark” parking area (Twy Y btn Twy S and Twy U, Twy S btn Twy Y and Twy K, Twy K btn
Twy S and Twy B, Twy B btn Twy K and Twy U and Twy U btn Twy B and Twy Y) acft speed restriction of 17kts/20mph
for all acft with wingspans in excess of 171´. Twy Y btn RM and Twy U, speed restriction of 17 kts (20 mph). Twy A btn Twy AA and ramp clsd to acft with wingspans in excess of 171 ft. Twy Z5 clsd to acft with wingspans in excess of 118´. Twy A11 W of Twy A acft
spd rstr of 17 kts/20 mph max for all acft with wingspans in excess of 171´. Act with wingspans in excess of 118´
prohibited from turning S on Twy R from Twy B1. Ldg fee. Flight Notification Service (ADCUS) avbl.
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 (241°–269°) 128.55 (090°–240°) 127.6 (270°–330°) 132.7 (331°–089°)
© NEW YORK APP/DEP CON 119.2
TOWER 118.3 134.05 GND CON 121.8 126.15 CLNC DEL 118.85
PRE TAXI CLNC 118.85 RAMP CTL 132.45
CPBLC DCL (LOGON KUSA)
PDC
CONTINUED ON NEXT PAGE
NE, 14 JUL 2022 to 8 SEP 2022
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 IIE. 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 50′ right and left side of course and .7 NM (300′ MSL) inbound. LOC unusable byd 25° left of course. Autopilot cpd apch not avbl blw 350′ MSL.

ILS/DME 108.7 I–LSQ Chan 24 Rwy 22L. Class IIIE. LOC unusable byd 20° 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 20° left of course.

COMM/NAV/WEATHER REMARKS: Durg ATC zero events; arpt ops will mnt 118.3 and provide emerg notifications to ARFF.

HELIPAD H1: H54X54 (ASPH) PERIMETER LGTS

HELIPORT REMARKS: Helipad H1 perimeter lgts. Brewster pad; H1 located on Twy Z5. Ops limits are D65.

OCEAN CITY MUNI (26N) 2 SW UTC–5(–4DT) N39°15.81′ W74º36.45′

6 NOTAM FILE MIV

RWY 06–24: H2972X60 (ASPH) S–12.5 MIRL

RWY 06: PAP1(P2R)—GA 3.5° TCH 36′.

RWY 24: PAP1(P2L)—GA 3.5° TCH 37′. Tree. Rgt tfc.

SERVICE: FUEL 100LL LGT ACTIVATE MIRL Rwy 06–24—CTAF.

AIRPORT REMARKS: Attended Jun–Sep 1300–2300Z‡, winter 1300–2100Z‡.

Birds on and invof arpt.

AIRPORT MANAGER: (609) 525-9222


COMMUNICATIONS: CTAF/UNICOM 122.7

CLNC DEL 133.6


RADIO AIDS TO NAVIGATION: NOTAM FILE ACY.

ATLANTIC CITY (L) VORTACW 108.6 ACY Chan 23 N39°27.35′ W74°34.58′ 197° 11.6 NM to fld. 67/10W.

VORTAC unusable:
- 290°–300° byd 10 NM blo 4,000′

VOR portion unusable:
- 301°–365° byd 35 NM blo 2,000′

CEDAR LAKE (L) VOR/DME 115.2 VCN Chan 99 N39°32.26′ W74°58.03′ 144° 23.5 NM to fld. 120/10W. NOTAM FILE MIV.
OLD BRIDGE  (3N6)  5 S UTC–5(–4DT)  N40°19.79′ W74°20.81′
87  B  NOTAM FILE MIV
RWY 06–24: H3594X50 (ASPH)  MIRL  0.6% up NE
RWY 06: REIL. PAPI(P2L)—GA 4.0° TCH 25′. Thld dsplcd 600′. Tree.
RWY 24: REIL. PAPI(P2R)—GA 4.0° TCH 40′. Thld dsplcd 400′. Tree. Rgt tfc.
SERVICE: S4  FUEL  100LL  LGT  ACTIVATE REIL Rwy 06 and Rwy 24; MIRL Rwy 06–24—CTAF. ACTIVATE rotating bcn—CTAF.
AIRPORT REMARKS: Attended 1300–2200Z +++. Deer and birds on and inv of arpt. No touch and go. Drag strip park and trees E/W of arpt and inv of apch end Rwy 06–24. Twys poor cond, 2 in cracks, 3 to 4 in deep, mny nr twy hold shrt lines. Twy sfc uneven, bumpy, with some vegetation. All twy markings faded. Ldg fee.
AIRPORT MANAGER: 732-718-0444
COMMUNICATIONS: CTAF/UNICOM 123.075
ROBINSVILLE RCO 122.1R 113.8T (MILLVILLE RADIO)
®  MC GUIRE APP/DEP CON 126.475
CLEARANCE DELIVERY PHONE: For CD use GCO 121.725, if unable ctc Mc Guire Apch at 609-754-2767.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
ROBBINSVILLE  (H) (H) VORTACW  113.8  RBV  Chan 85  N40°12.14′ W74°29.70′  052° 10.2 NM to fld. 248/10W.
TACAN AZIMUTH unusable:
105°–115° byd 30 NM
DME unusable:
075°–115° byd 25 NM
130°–160° byd 30 NM blo 4,000′

OLDMANS TOWNSHIP  (7N7)  2 S UTC–5(–4DT)  N39°44.13′ W75°23.86′
40  B  NOTAM FILE MIV
RWY 07–25: H2419X60 (ASPH)  MIRL
RWY 07: REIL. PAPI(P2L)—GA 4.0° TCH 20′. Thld dsplcd 198′. Tree.
RWY 25: REIL. PAPI(P2R)—GA 4.0° TCH 20′. Tree.
AIRPORT REMARKS: Attended irregularly. Deer and birds on and inv of arpt. Hel training activity on arpt. Arpt access road near AER 07.
AIRPORT MANAGER: 215-219-5600
COMMUNICATIONS: CTAF/UNICOM 122.7
®  PHILADELPHIA APP/DEP CON 119.75
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
WOODSTOWN  (L)  (L) VORTACW  112.8  OOD  Chan 75  N39°38.16′ W75°18.18′  334° 7.4 NM to fld. 147/10W.
VOR unusable:
039°–041° byd 20 NM blo 2,500′
090°–105°
159°–190°
DME unusable:
045°–065° byd 20 NM blo 2,500′
090°–105°
PITTSBURG

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  LGT ACTIVATE MIRL Rwy 08–26 and rotating
bcn—121.8. Rwy 26 PAPI UNSUSB YLD BYD 2nd left of CNTRLN.

jumping Mar–Nov. Parachute drop zone on north side of arpt. Ctc arpt
manager 908–730–9233 prior to conducting helicopter training
activity. Helicopter tkf and tdg rtd to Rwy 08–26 only. Helicopters use
fixed–wing tcf pat and alts. No touch and go landings or straight in
apchs allowed. Rwy 13–31 25’ wide asp strip full length down center
of rwy. Turf portion of rwy unusable. Taxi on pavement only.

AIRPORT MANAGER: 908-399-1820

COMMUNICATIONS: CTAF/UNICOM 122.975

ALLENTOWN APP/DEP CON 124.45 (Above 3000’) 119.65 (3000’ and
blo)

CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SOLBERG (VL) (L) VOR/DME 112.9  SBJ  Chan 76  N40°34.98' W74°44.51'  281º 12.7 NM to fld. 189/10W.
DME unusable:
  167º–040º byd 34 NM
  247º–255º byd 40 NM blo 2,200’
  256º–051º byd 40 NM

SKY MANOR (N40)  2 SW  UTC–5(–4DT)  N40°33.95' W74°58.76'

560  NOTAM FILE MIV

RWY 07–25: H2900X50 (ASPH)  MIRL  0.3% up NE
RWY 07: REIL. PAPI(P2L)—GA 4.0º TCH 31’. Trees.
RWY 25: REIL. PAPI(P2L)—GA 4.0º TCH 29’. P–line.

SERVICE: S4  FUEL 100LL  LGT ACTVT REIL Rwy 07 and Rwy 25, PAPI
Rwy 07 and Rwy 25, MIRL Rwy 07–25 and twy lgts—CTAF. Rwy 07
VGSI and descent angles not coincident. Unsusb byd 4.0º rgt of
centerline. REIL Rwy 25 OTS.

NOISE: Rwy 07 noise abatement procedures VFR dep fly rwy heading
until reaching at least 1,300 ft MSL. Rwy 25 noise abatement
procedures VFR dep safety premitting at dep end of rwy turn right fly
heading 270 until reaching at least 1,300 ft MSL. Avoid overflight of
horse farm (stables) 500’ north of act hangars.

AIRPORT REMARKS: Attended continuously. Deer and birds on and inv of
arpt. Helicopter activity on and inv of arpt. Self–serve fuel system on
north end of tie–down ramp. Apn main ramp clsd to hel air tax and
hover ops near fuel pump.

AIRPORT MANAGER: 908-996-4200

WEATHER DATA SOURCES: AWOS–3 121.725.

COMMUNICATIONS: CTAF/UNICOM 122.975

ALLENTOWN APP/DEP CON 124.45 (Above 3000’) 119.65 (3000’ and
blo)

CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SOLBERG (VL) (L) VOR/DME 112.9  SBJ  Chan 76  N40°34.98' W74°44.51'  275º 10.9 NM to fld. 189/10W.
DME unusable:
  167º–040º byd 34 NM
  247º–255º byd 40 NM blo 2,200’
  247º–255º byd 48 NM
  256º–051º byd 40 NM
PRINCETON  (39N)  3 N  UTC–5(–4DT)  N40º23.95´ W74º39.54´
128  B  NOTAM FILE MIV
RWY 10–28: H3499X75 (ASPH)  S–15  MIRL
RWY 10:  REIL. PAPI(P2L)—GA 3.45º TCH 42´. Tree.
SERVICE:  S4  FUEL  100LL, JET A  LGT Actvt MIRL Rwy 10–28 and REIL
Rwy 10–123.05.
AIRPORT REMARKS: Attended 1300–dusk. Unattended Christmas Day and
New Years Day. Deer and birds on and inv of arpt. Rwy 28 departure no
turns until at least 900´ MSL and beyond Cherry Hill Road. Rwy 10–28
rgt tfc helicopters. Rwy 10–28 nmrs transverse cracks alg entr len of
Rwy.
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) (L) VOR/W/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 spdlc 1301´.
RWY 22: Thld spdlc 1300´. Tree.
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
AIRPORT REMARKS: Attended 1400–2200Z. Arpt unattended all major
holidays and Christmas and New Years eve afternoons. Deer on and
invol arpt. Blimp and hot air balloon activity on and invol arpt, spring
through fall. Dsplc thld Rwy 04 1301´ turf, 180´ wide. Dsplc thld
Rwy 22 1300´ turf, 180´ wide. All rwys no touch and go ldgs.
TPA—1194(1005) for piston acft and 1694(1505) for jet acft. Hel fly
fixed wing trc pat and alt. All rwys 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. Noticeable bump where rwy crosses grvl apch road to VORTAC.
AIRPORT MANAGER:  908-534-4000
COMMUNICATIONS: CTAF/UNICOM 122.8
NEW YORK APP/DEP CON 132.8
SOLBERG RCO 122.1R 112.9T (MILLVILLE RADIO)
GCO 121.725 If unable, ctc NY Apch at 800–645–3206.
RADIO AIDS TO NAVIGATION:  NOTAM FILE MIV.
(VL) (L) VOR/DME 112.9  SBJ Chan 76 N40º34.98´ W74º44.51´ at fld. 189/10W.
DME unusable:
167º–040º byd 34 NM
VOR unusable:
247º–255º byd 40 NM blo 2,200´
247º–255º byd 48 NM
256º–051º byd 40 NM
REDWING (See JOBSTOWN on page 165)

ROBBINSVILLE
TRENTON–ROBBINSVILLE (NB7) 1 E UTC–5(–4DT) N40°12.84´ W74°36.11´ NEW YORK
118 B NOTAM FILE MIV L–34H
RWY 11–29: H4275X75 (ASPH) S–25 MIRL
SERVICE: S4 FUEL 100LL LGT Actvl MIRL Rwy 11–29—123.3.
NOISE: VFR departure Rwy 11 avoid overflt 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 inv of 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. Twp and ramp areas have mult transverse and parl cracks and scattered loose grvl, uneven sfc’s, vegetation. Rwy 11–29 mrrs transverse and parl cracks alg entr len of rwy. Some transverse cracks 2 to 3 inches wide and 3 to 4 ins deep, some spots of rwy 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
RC 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) (H) VORTACW 113.8 RBV Chan 85 N40°12.14´ W74°29.70´ 288º 5.0 NM to fld. 248/10W.
TACAN AZIMUTH unusable:
105º–115º byd 30 NM
DME unusable:
075º–115º byd 25 NM
130º–160º byd 30 NM blo 4,000´
COMM/NAV/WEATHER REMARKS: FAR PART 135 wx svc avbl.

ROBBINSVILLE NEW YORK
N40°12.14´ W74°29.70´ NOTAM FILE MIV.
(H) (H) VORTACW 113.8 RBV Chan 85 288º 5.0 NM to Trenton–Robbinsville. 248/10W.
TACAN AZIMUTH unusable:
105º–115º byd 30 NM
DME unusable:
075º–115º byd 25 NM
130º–160º byd 30 NM blo 4,000´

SEA ISLE WASHINGTON
N39°05.73´ W74°48.02´ NOTAM FILE MIV.
(H) (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´
269º–279º byd 36 NM blo 3,000´
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 176)

SOLBERG–HUNTERDON (See READINGTON on page 177)
SOLBERG  N40°34.98’W74°44.51’  NOTAM FILE MIV.  (VL) (L) VOR/DME  112.9  SBJ  Chan 76  at Solberg–Hunterdon. 189/10W.  
DME unusable:  
167°–040° byd 34 NM  
VOR unusable:  
247°–255° byd 40 NM blo 2,200’  
247°–255° byd 48 NM  
256°–051° byd 40 NM  
RCD 122.1R 112.9T (MILLVILLE RADIO)  

SOMERSET  (See SOMERVILLE on page 179)  

SOMERVILLE  SOMERSET  (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 4.2º TCH 43’. Trees.  
RWY 30: REIL. PAPI(P2L)—GA 4.0º TCH 43’. Thld dsplcd 200’. Trees.  
RWY 08–26: 1923X100 (TURF)  0.4% up E  
RWY 08: Tree.  
RWY 26: Tree. Rgt tfc.  
RWY 17–35: 1700X150 (TURF)  0.6% up N  
RWY 17: Trees.  
RWY 35: Trees.  
SERVICE:  54 FUEL  100LL, JET A  DirectX 1, 2, 3, 4  LTG 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 inv of arpt. Rwy 08–26 550’ west end unsuitable for tkf or ldg due to uneven sfc.  
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  (VL) (L) VOR/DME  112.9  SBJ  Chan 76  N40°34.98’W74°44.51’  062° 4.2 NM to fld. 189/10W.  
DME unusable:  
167°–040° byd 34 NM  
VOR unusable:  
247°–255° byd 40 NM blo 2,200’  
247°–255° byd 48 NM  
256°–051° byd 40 NM  

SOUTH JERSEY RGNL  (See MOUNT HOLLY on page 172)  

SOUTHERN CROSS  (See WILLIAMSTOWN on page 185)  

SPARTA  N41°04.05’W74°32.30’  NOTAM FILE MIV.  (H) (H) VORTACW  115.7  SAX  Chan 104  345° 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) (L) VOR/DME  109.6  STW  Chan 33  094° 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)  N41º12.01´ W74º37.38´
422  B  NOTAM FILE MIV
R0Y 03–21:  H3506X75 (ASPH)  MIRL  0.6% up SW
R0Y 03:  REIL. PAPI(P2L)—GA 4.0º TCH 40´. Thld dsplcd 466´. Trees.
R0Y 21:  REIL. Thld dsplcd 756´. Trees.
SERVICE:  S4  FUEL  100LL, JET A  LGT PAPI and REIL Rwy 03 OTS indef. Rwy 21 REIL OTS indef. ACTIVATE MIRL Rwy 03–21 and REIL Rwy 03 and Rwy 21—CTAF.
AIRPORT MANAGER:  (973) 702-1640
WEATHER DATA SOURCES:  ASOS  118.525 (973) 875–0859.
COMMUNICATIONS:  CTAF/UNICOM  122.7
©  NEW YORK APP/DEP CON  127.6
CLEARANCE DELIVERY PHONE:  For CD ctc New York Apch at 800-645-3206.
RADIO AIDS TO NAVIGATION:  NOTAM FILE MIV.
SPARTA  (H)  (H) VORTAC W  115.7  SAX Chan 104  N41º04.05´ W74º32.30´  345º 8.8 NM to fld. 1400/11W.  VOR unusable:  075º–085º blo 6,500´  155º–165º.
TETERBORO (TEB/KTEB)  1 SW  UTC–5(–4DT)  N40º51.01´ W74º03.65´
8  B  TPA—See Remarks LRA  ARFF Index—See Remarks  NOTAM FILE TEB
R0Y 01–19:  H7000X150 (ASPH–GRVD)  S–50, D–100 PCN 35 F/C/X/T
HIRL  CL
R0Y 01:  REIL. VASI(V4R)—GA 3.46º TCH 59´. Thld dsplcd 771´. Tree.
R0Y 19:  TDZL. REIL. PAPI(P4L)—GA 3.0º TCH 57´. Thld dsplcd 763´. Bldg.
R0Y 06–24:  H6013X150 (ASPH–GRVD)  S–50, D–100 PCN 35 F/C/X/T
HIRL  CL
R0Y 06:  MALS R. TDZL. REIL. RVR–TR Tree.
R0Y 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
R0Y 01:  06–24  4550
R0Y 06:  01–19  3750
RUNWAY DECLARED DISTANCE INFORMATION
R0Y 01:  TORA–7000  TODA–7000  ASDA–6932  LDA–6161
R0Y 06:  TORA–6013  TODA–6013  ASDA–6013  LDA–6013
R0Y 19:  TORA–7000  TODA–7000  ASDA–7000  LDA–6230
R0Y 24:  TORA–6013  TODA–6013  ASDA–6013  LDA–6013
ARRESTING GEAR/SYSTEM
R0Y 06:  EMAS
R0Y 19:  EMAS
R0Y 24:  EMAS
SERVICE:  S4  FUEL  100LL, JET A  OX 1, 2, 3, 4  LGT Rwy 01–19 dsplcd thld centerline lgts OTS indef.
AIRPORT REMARKS:  Attended continuously. CLOSED to motorless acft, uncontrolled acft and ultralight activity exc by prior permission. Deer and bird activity on and invof arpt. All acft avoid hospital 1.7 miles north 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 abv 100,000 lbs must submit certification to arpt manager verifying acft opr weight is less than 100,000 lbs. Ctc arpt ops at 201–288–1775 for forms. ARFF Index B equipment coverage provided. TPA—1500 (1492) for large/turbine acft, 1000 (992) for all others. Rwy 19 VGSI and RNAV glidepath not coincident. RNAV (GPS) X Rwy 06 is prim RNAV aprch 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

CONTINUED ON NEXT PAGE
COMMUNICATIONS: D–ATIS 132.85 114.2 201–288–1690
RCD 122.2 (MILLVILLE RADIO).

New York App Con 127.6 Ramp Ctl 120.675
Tower 119.5 125.1 Gnd Con 121.9 Clnc Del 128.05

New York App/Dep Con 119.2 126.7
CPDLC (Logon Kusa)
PDC

Airspace: Class D.

Radio Aids to Navigation: Notam File TEB.

(t) VOR/DME 108.4 TEB Chan 21 N40º50.92’ W74º03.73’ at fld. 3/11 W.

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

Tower 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 Tower Ndb. Lom unusable byd 10 NM. Loc unusable byd 14º left of course. Gideslope unusable byd 6º left of course.

ILS/Dme 110.15 I–TJL Chan 38(Y) Rwy 19.

Class IE. DME unusable byd 22º left of course.

Comm/nav/weather Remarks: For radar svc blo 1800’ ctc Teterboro twr fr frequency 119.5. Arpt ops frequency 130.575.

Toms River

Ocean Co (Mjx/KmJx) 5 SW Utc–5(–4Dt) N39º55.56’ W74º17.73’

B Notam File Mjx

Rwy 06–24: H5905X100 (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 24: Reil. Papi(P2L)—Ga 3.0º Tch 55’. Thld dsplcd 116’.

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:
Fuel 100LL, Jet A Ox3 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:

Airport Manager: (732) 929–2054

Weather Data Sources: AWOS–3Pt 119.875 (732) 797–2542.

Communications: CTAf/Unicom 122.7

Mc Guire App/Dep Con 126.475

Clearance Delivery Phone: For cd use Gco 121.725, if una ctc Mc Guire Apch at 609–754–2767.


Coye (H) (H) Vortac W 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)


New York

Tower 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) N40º16.60´ W74º48.81´
213 B TPA—See Remarks Class I, ARFF Index B NOTAM FILE TTN
NEW YORK
H–101, L–34G, A IAP

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: MALSР, Tree.
RWY 24: REIL. PAPI(P4L)—GA 3.0º TCH 42˚.
RWY 16–34: H4800X150 (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 3.0º TCH 40˚.
RWY 34: REIL. PAPI(P4L)—GA 3.0º 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 OX 2, 4 LGT When ATCT clsd ACTVT

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 sea gulls and deer on and invof arpt. Fuel avbl continuously. No touch and go ldg or training ops 0300–1200Z‡. TPA—for actv under 12,500 lbs 1200(987), actv over 12,500 lbs 1700(1487). Rwy 24 VGSІ and RNAV glidpath not coincident. Rwy 16 VGSІ and RNAV glidpath not coincident. Voluntary curfew 0500–1100Z‡. ARFF mnts gnd and ATCT freqs durg ATC zero events. Ldg fee for all tran actv. U.S. Customs user fee arpt. Twp view of Twy J obsct cntn ADZ.

AIRPORT MANAGER: 609-882-1601
WEATHER DATA SOURCES: ASOS 126.775 (609) 538–8690. LAWRS.
COMMUNICATIONS: CTA F 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) (L) VOR/DME 108.2 ARD Chan 19 N40º15.20´ W74º54.46´ 082º 4.5 NM to flid. 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 blo 14 NM blo 6,000˚
DME unusable:
225º–275º byd 25 NM blo 5,000˚
ILS 111.3 I–TTN Rwy 06. Class IB. Unmonitored when ATCT closed.

HELIPAD H1: H64X64 (ASPH)
HELIPAD H2: H64X64 (ASPH)
HELIPAD H3: H64X64 (ASPH)
HELIPORT REMARKS: Helipad H1 located at intersection of Twys H and H1. Helipad H2 located at NE end of Twy B.

TRENTON–ROBBINSVILLE (See ROBBINSVILLE on page 178)
NEW JERSEY

VINELAND

KROELINGER  (29N)  3 N  UTC–5(–4DT)  N39°31.44´ W75°02.78´  
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 invof arpt. Rwy 10 trees near apch end and along rwy sides.  
AIRPORT MANAGER: 856-794-2134  
COMMUNICATIONS: CTAF 122.9  
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.  
CEDAR LAKE (L) (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)  N39°32.38´ W75°58.06´  
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 122.8  

WEST CREEK

EAGLES NEST  (31E)  2 N  UTC–5(–4DT)  N39°39.93´ W74°18.48´  
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 ttc.  
SERVICE: S4  FUEL  100LL  LGT ACTVT PAPI Rwy 14 and 32; HIRL Rwy 14–32—CTAF. Rwy 32 PAPI unusable 5 deg left of course.  
AIRPORT MANAGER: 609-296-1229  
COMMUNICATIONS: CTAF 122.9  
APP/DEP CON 134.25  
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.  
COYLE (H) (H) VORTAC 113.4  CYN Chan 81  N39º49.04´ W74º25.50´ 158º 10.8 NM to fld. 203/10W.  
VOR unusable: 044º–054º blo 3,800´  

WASHINGTON  
L–34G, A  
IAP
WEST MILFORD

GREENWOOD LAKE (4N1)
1 E
UTC–5(–4DT)
N41º07.70´ W74º20.79´
790 NOTAM FILE MIV
RWY 06–24: H471X60 (ASPH) MIRL
RWY 06: Trees, Rgt tfr. Rwy 24: PAPI(P2L)—GA 3.5º TCH 44´. Tree.
SERVICE: S4 FUEL 100LL, JET A LGT
ACTVT HIRL Rwy 06–24—CTAF; 5 clicks to actvt. PAPI Rwy 06–24 opr cons.
AIRPORT MANAGER: 973-728-7721
COMMUNICATIONS: CTAF 122.9

NEW YORK APP/DEP CON 127.6
GCO 121.725)

SARTA (H) (H) VORTAC W
115.7 SAX Chan 104 N41º04.05´ W74º32.30´ 078º 9.4 NM to fld. 1400/11W.
VOR unusable: 075º–085º blo 6,500´ 155º–165º
COMM/NAV/WEATHER REMARKS: CTAF: automated UNICOM; 3 clicks to actvt.

WILDFOOD

CAPE MAY CO (WWD)(KWWD)
4 NW
UTC–5(–4DT)
N39º00.50´ W74º54.51´
22 B NOTAM FILE WWD MON Airport
RWY 01–19: H5252X150 (ASPH) S–45, D–75, 2S–95, 2D–120 HIRL
RWY 01: PAPI(P4L)—GA 3.0º TCH 40´. Tree.
RWY 10–28: H4998X150 (ASPH) S–45, D–75, 2S–95, 2D–120 MIRL
RWY 10: PAPI(P4L)—GA 3.0º TCH 45´. Trees.
RWY 28: PAPI(P4L)—GA 3.0º TCH 57´. Tower.
RWY DECLARED DISTANCE INFORMATION
RWY 01: TORA–5252 TODA–5252 ASDA–5036 LDA–5036
RWY 10: TORA–4998 TODA–4998 ASDA–4998 LDA–4998
RWY 19: TORA–5252 TODA–5252 ASDA–5252 LDA–5036
SERVICE: S2 FUEL 100LL, JET A LGT
ACTVT HIRL Rwy 01–19; PAPI Rwy 10 & 28; MIRL Rwy 10–28—CTAF.
AIRPORT REMARKS: Attended 1300–2200Z. Birds on and inv of arpt. PAEW within the safety area of all rwy and twy daily May thru Oct. Arpt clsd to ultralight acct, glider ops and formation flights except PPR (609) 886–8652 Mon–Fri 1300–2000Z. Twy B south of Twy A can only be used by acct with wingspans less than 79´. Twy A west of Twy F can only be used by acct 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 118.275 (609) 886–9089.
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.

CONTINUED ON NEXT PAGE
NEW JERSEY
CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
SEA ISLE (H) (H) VORTAC 114.8 SIE Chan 95 N39°05.73′ W74°48.02′ 233° 7.3 NM to fld. 8/9W.
VOR unusable:
060°–110° byd 20 NM blo 3,900’
269°–279° byd 36 NM blo 3,000’
DME unusable:
065°–110°
238°–048° byd 34 NM blo 1,800’
TACAN AZIMUTH unusable:
065°–110°

WATERLOO (L) (L) VOR/DME 112.6 ATR Chan 73 N38°48.59′ W75°12.68′ 059° 18.5 NM to fld. 5/9W.
DME unusable:
179°–293° byd 30 NM blo 2,000’
VOR unusable:
345°–010°
LOC 108.9 I–CEJ Rwy 19. LOC unmonitored.

WILLIAMSTOWN
SOUTHERN CROSS (C01) 3 SW UTC–(5–(4–DT)) N39°39.33′ W75°00.87′
145 NOTAM FILE MIV
RWY 09–27: 2400X80 (TURF)
RWY 09: P–line.
RWY 27: Tree.
AIRPORT REMARKS: Attended irreg. Deer and birds on and invof arpt. Rwy 09 p–line marked with orange balls.
AIRPORT MANAGER: (609) 820-7987
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Philadelphia Apch at 800-354-9884

WOODBINE MUNI (OBI)(KOBI) 2 SE N39°13.15′ W74°47.69′
41 B NOTAM FILE MIV
RWY 01–19: H304X75 (ASPH) S–45, D–60, 2D–120 MIRL
0.5% up N
RWY 01: Trees.
RWY 19: REIL. PAPI(P2L)—GA 3.7′ TCH 21′. Trees.
RWY 13–31: H3074X75 (ASPH) S–45, D–50, 2D–110 MIRL
RWY 13: REIL. PAPI(P2L)—GA 3.0′ TCH 20′. Trees.
RWY 31: REIL. PAPI(P2L)—GA 3.5′ TCH 25′. Trees.
SERVICE: S4 FUEL 100LL LGT Rwy 19 PAPI high intensity only. Rwy 13 PAPI high intensity only. Rwy 31 PAPI high intensity only. ACTIVATE MIRL Rwy 13–31 and Rwy 01–19 —CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1330–1930Z‡. Banner towing ops Memorial through Labor Day occasionally other times. Medevac helicopter activity all days and hrs. Rwy 01–19 sgfnt nr of longl and transverse cracks on rwy with weeds and grass growing in cracks. Rwy 13–31 sgfnt nr of longl and transverse cracks on rwy with grass and weeds growing in cracks.
AIRPORT MANAGER: 609-861-5301
COMMUNICATIONS: CTAF/UNICOM 123.05
ATLANTIC CITY APP/DEP CON 124.6
GCO 121.725 (ATLANTIC CITY APP CON)
CLEARANCE DELIVERY PHONE: For CD if una via GCO ctc Washington ARTCC at 703-771-3587.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
SEA ISLE (H) (H) VORTAC 114.8 SIE Chan 95 N39°05.73′ W74°48.02′ 011° 7.4 NM to fld. 8/9W.
VOR unusable:
060°–110° byd 20 NM blo 3,900’
269°–279° byd 36 NM blo 3,000’
DME unusable:
065°–110°
238°–048° byd 34 NM blo 1,800’
TACAN AZIMUTH unusable:
065°–110°

NE, 14 JUL 2022 to 8 SEP 2022
WOODSTOWN  N39°38.16′ W75°18.18′  NOTAM FILE MIV.
(L) (L) VORTACW  112.8  OOD  Chan 75  082° 13.2 NM to Cross Keys. 147/10W.
VOR unusable:
039°–041° byd 20 NM blo 2,500′
090°–105°
159°–190°
DME unusable:
045°–065° byd 20 NM blo 2,500′
090°–105°

WASHINGTON  H–101, L–34G, A

NE, 14 JUL 2022 to 8 SEP 2022
AKRON/JESSON FLD  (9G3)  I E  UTC–5(–4DT)  N43°01.27’ W78°28.96’
B40  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’. Trees.
RWY 11–29: 1955X50 (TURF)
  RWY 11: Trees.
  RWY 29: Trees.
SERVICE:  FUEL  100LL  LGT  Actvt PAPI Rwy 07 & 25—CTAF. SS–SR,
  actvt REIL Rwy 25; MIRL Rwy 07–25—CTAF. Rwy 07 VGS 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.  100LL fuel avbl 24 hrs. Call arpt
  mgr. Rwy 11–29 CLOSED indefinitely. 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 F/UNICOM  122.725
BUFFALO APP/DEP CON  126.15
CLEARANCE DELIVERY PHONE:  For CD ctc Cleveland ARTCC at 440-774-0490.
RADIO AIDS TO NAVIGATION:  NOTAM FILE BUF.
BUFFALO (H) DME  116.4  BUF  Chan 111  N42°55.74’ W78°38.78’
  052º 9.1 NM to fld. 730/0E.
DME unusable:
  036º–261º blo 11,000’
  262º–275º blo 2,300’
  276º–359º blo 6,000’
NEW YORK

ALBANY INTL  (ALB)(KALB)  P (ARNG)  6 NW  UTC–5 (–4DT)  N42°44.95’ W73°48.12’

258  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: MALSR. TDZL. PAPI(P4R)—GA 3.0º TCH 53’. RVR–TR

RWY 19: MALSR. PAPI(P4L)—GA 3.0º TCH 53’. RVR–TR Tree.

PCN 67 F/C/X/T  MIRL  CL

RWY 10: REIL. Ground.

RWY 28: REIL. PAPI(P4L)—GA 3.35º TCH 51’. Thld dsplcd 1192’. Tree.

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  FUEL (NC–100LL, A) FLUID
HPOXR

AIRPORT REMARKS: Attended continuously. Birds, deer and other wildlife on and invof arpt. Mowing within safety areas of all rwy and twy 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 Ry 01–19 rstd to acft 12,500 lbs and less. No acft parking between fire station and Twy L. Customs/Imigration’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 (ADCU) avbl. User fee arpt.

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 OPNS 30.1 (FM) 122.775 258.2

COMM/NAV/WEATHER REMARKS:  Class C information avbl on ATIS frequency 20 NM.

NE, 14 JUL 2022 to 8 SEP 2022
**ALBION**

**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) S–12 LIRL(NSTD) 0.6% up E

RWY 10: Tree.

RWY 28: Thdt dsplcd 250’, Road.

**SERVICE:** LGT ACTIVATE rwy lgts at 585–589–7758.

**AIRPORT REMARKS:** Unattended. For arpt conditions winter months or LIRL or REIL Rwy 10, Rwy 28 call 585–589–7758. Parachute Jumping. Rwy 10–28 ltd to acft 12,500 lbs. 245’ twr 1500’ SSE AER 28. 70’–80’ trees 150’ left AER 10. PAEW 75’ east of Rwy 28, Rwy 10–28 LIRL NSTD first 225’ east end unlgtd. Rwy 10 and Rwy 28 markings faded.

**AIRPORT MANAGER:** 585-589-7758

**COMMUNICATIONS:** CTAF/UNICOM 123.0

**CLEARANCE DELIVERY PHONE:** For CD ctc Cleveland ARTCC at 440-774-0490.

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

**BUFFALO (H) DME 116.4 BUF Chan 111 N42°55.74’ W78°38.78’ 048º 22.0 NM to fld. 730/0E.

DME unusable:

- 036º–261º blo 11,000’
- 262º–275º blo 2,300’
- 276º–035º blo 6,000’

**ARCADE TRI–COUNTY** (D23) 2 N UTC–5(–4DT) N42°34.00’ W78°25.57’

1745 NOTAM FILE BUF

RWY 09–27: 3220X60 (GRVL) MIRL

RWY 09: Trees.

RWY 14–32: 2710X80 (TURF)

RWY 14: Tree.

RWY 32: Trees.

**SERVICE:** LGT ACTIVATE MIRL Rwy 09–27—123.0.

**AIRPORT REMARKS:** Unattended. Arpt CLOSED winter months. Ultralgt acft prohibited.

**AIRPORT MANAGER:** 716-537-9172

**COMMUNICATIONS:** CTAF/UNICOM 123.0

**CLEARANCE DELIVERY PHONE:** For CD ctc Cleveland ARTCC at 440-774-0490.

**ARGYLE** (1C3) 2 NE UTC–5(–4DT) 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. Ultralights 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 lndg 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.
BAYPORT AERODROME (23N) UTC–5(–4DT) N40°45.46’ W73°03.16’
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.
COMMUNICATIONS: CTAF/UNICOM 122.7
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.
AIRPORT MANAGER: 631-467-3279
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

BECKS GROVE (See ROME on page 243)
GREATER BINGHAMTON/EDWIN A LINK FLD (BGM)(KBGM) 7 N UTC–5(–4DT)

1636 B TPA—2436(800) Class I, ARFF Index B NOTAM FILE BGM MON Airport

RWY 16–34: H7305X150 (ASPH–GRVD) S–112, D–147, 2S–159,
2D–221 PCN 45 F/D/X/T  HIRL 0.9% up NW

RWY 16: MALS.R. PAPI(P2L)—GA 3.0º TCH 61´. RVR–TR Thld dspld
400´, Antenna.

RWY 34: MALS.R. PAPI(P2L)—GA 3.0º TCH 64´. RVR–TR Thld dspld
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 OX 3, 4 LGT When twr clsd

ACTIVATE MALS.R Rwy 16 and Rwy 34, HIRL Rwy 16–34, MIRL Rwly 10–28 and twy lgts—CTAF.


PPR 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 sfc south of FBO hangar. FBO SVCS AVBL 0930–0300Z‡ SUN to SAT. For AFT HRS FBO SVCS CTC 607–643–1640.

LRG fee for multi–engine and turbine acft over 4000 lbs. U.S. Customs user fee arpt.

AIRPORT MANAGER: 607-763-4471

WEATHER DATA SOURCES: ASOS (607) 729–8335

COMMUNICATIONS: CTAF 119.3 ATIS 128.15 UNICOM 122.95

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**BROCKPORT**

**LEDGEDAIRE AIRPARK (7G0) 3 SE UTC–5(–4DT) N43°10.87′ W77°54.93′**

- 665 B NOTAM FILE BUF
- RWY 10–28: N4206X75 (ASPH) S–12
- RWY 10: Brush.
- RWY 28: Trees.

**SERVICE:** S4 FUEL 100LL, JET A

**AIRPORT REMARKS:** Attended 1500–2100Z on Mon–Fri. For attendance other hrs call 585–233–5117. Deer on and in and migratory birds 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.

(B) ROCHESTER APP/DEP CON 123.7

**BUFFALO AIRFIELD (9G0) 6 SE UTC–5(–4DT) N42°51.72′ W78°43.00′**

- 670 B TPA—1500(830) NOTAM FILE BUF
- RWY 06–24: H2666X60 (ASPH) S–B MIRL 0.3% up NE
- RWY 06: REIL, PAPI(P2R)—GA 3.0º TCH 40´. Thld displcd 68’. Road.
- RWY 24: REIL, PAPI(P2L)—GA 3.0º TCH 28’. Trees.

**SERVICE:** FUEL 100LL, JET A+ LGT ACTVT REIL Rwys 06 and 24; MIRL Rwy 06–24—CTAF.

**AIRPORT REMARKS:** Attend sked on call. Call AMGR 716–560–1836. Deer on and in and 24 hrs self fuel with credit card. Rwys 06 218’ safety area. Rwy 24 76’ safety area. Rwy 24 +9’ to 53’ trees; 0–1000’ fm rwy; left and right of cntrln.

**AIRPORT MANAGER:** 716-560-1836

**COMMUNICATIONS:** CTAF/UNICOM 122.975

(B) 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) DME 116.4 BUF Chan 111 N42°55.74′ W78°38.78′ 218º 5.1 NM to fld. 730/0E.

DME unusable:
- 036º–261º blo 11,000’
- 262º–275º blo 2,300’
- 276º–035º blo 6,000’
BUDDOLO NIAGARA INTL (BUF)(KBUF)  5 E  UTC–(–4DT)  N42º56.43´ W78º43.84´

727  B LRA ARFF Index—See Remarks NOTAM FILE BUF
RWY 05–23:  H8829X150 (ASPH–GRVD) S–120, D–250, 2D–550, 2D/2D2–1120 PCN 81 F/B/W/T  HIRL CL
  RWY 05:  MALSR, TDZL, PAPI(P4L)—GA 3.0º TCH 49´ . RVR–TMR Thld dsplcd 535´. Bldg. 0.9% up.
  RWY 23:  ALSF2, TDZL, PAPI(P4R)—GA 3.0º TCH 52´. RVR–TMR Thld dsplcd 725´. Tree.
RWY 05–23:  H8829X150 (ASPH–GRVD) S–120, D–250, 2D–489, 2D/2D2–1016 PCN 70 F/B/W/T  HIRL
RWY 14–32:  H7161X150 (ASPH–GRVD) S–120, D–250, 2D–550, 2D/2D2–1120 PCN 81 F/B/W/T  HIRL
  RWY 14:  REIL. PAPI(P4L)—GA 3.0º TCH 53´. Thld dsplcd 320´. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:  TORA–8829 TODA–8829 ASDA–8104 LDA–7569

SERVICE:

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

AIRPORT REMARKS:
Attended continuously. Heavy concentration of gulls, blackbirds, and starlings up to 5000´ on and inv of arpt. Deer on and inv of arpt. Class I, ARFF Index C. ARFF Index D equipment coverage provided. Twy K1 clsd 0200–1300Z‡ daily. Twy P btn apch end Rwy 14 and Twy P2 clsd to acft wingspan more than 117 ft. For FBO svcs ctc 131.75, for cargo svcs ctc 122.95. Ldg fee. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER:  (716) 630-6030

WEATHER DATA SOURCES: ASOS 135.35 (716) 635–0532. WSP.

COMMUNICATIONS:

RCO  122.2 (BUFFALO RADIO)
APP/DEP CON  126.15 (053º–233º)  126.5 (234º–052º)
TOWER  120.5  GND CON  133.2  CLNC DEL  124.7  PRE TAXI CLNC  124.7
CPDLC (LOGON KUSA)
PDC

AIRSPACE: CLASS C svc ctc

VOR TEST FACILITY (VOT) 109.0

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

(H) DME 116.4  BUF Chan 111 N42º55.74´ W78º38.78´  280º 3.8 NM to fld. 730/0E.
DME unusable:
  036º–261º blo 11,000´
  262º–275º blo 2,300´
  276º–035º blo 6,000´
KLUMP NDB (LOMW) 231  BU N43º00.02´ W78º39.05´  233º 5.0 NM to fld. 630/9W.
PLAZZ NDB (LOMW) 204  GB N42º52.43´ W78º48.99´  052º 5.5 NM to fld. 593/9W. NOTAM FILE GBD.
ILS 108.5  I–GBI  Rwy 05. Class IA. LOM PLAZZ NDB.
  ILS 111.3  I–BUF  Rwy 23. Class IE. LOM KLUMP NDB. Glideslope unusable byd 5º right of course.
  ILS/DME 109.95  I–BNQ  Chan 36(Y)  Rwy 32.

CLARENCE AERODROME (D51)  5 NE  UTC–(–4DT)  N43º04.00´ W78º40.99´

NOTAM FILE BUF
RWY 10–28:  2500X67 (TURF)  LIRL
RWY 10:  Pole.
AIRPORT REMARKS: Unattended. Ultralights on and inv of arpt.
AIRPORT MANAGER:  (716) 984-7905

COMMUNICATIONS: CTAF/UNICOM 122.7
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.

BUFFALO–LANCASTER RGNL (See LANCASTER on page 216)

CALVERTON  N40º55.78´  W72º47.93´ 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´ W77°19.51´

814 B NOTAM FILE BUF

RWY 13–31: H5500X100 (ASPH–GRVD) PCN 39 F/D/X/T MIRL 0.4% up SE
RWY 13: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Tree.
RWY 31: REIL. PAPI(P2R)—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 svcs and arpt conditions call 585–394–4780. Frequent medivac helicopter opr monitor CTAF.

AIRPORT MANAGER: 585-919-2772

WEATHER DATA SOURCES: AWOS–3P 118.675 (585) 396–5861.

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.

RADIO AIDS TO NAVIGATION:

GENESEO (L) (L) VOR/DME 108.2 GEE Chan 19 N42°50.06´ W77°43.97´ 085º 18.5 NM to fld. 990/9W.

VOR portion usable:
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.

(C) VOR/DME 112.3 CRI Chan 70 084º 5.5 NM to John F Kennedy Intl. 10/11W.

VOR unusable:
047º–175º
224º–035º
NEW YORK

CARMEL  N41°16.81´ W73°34.88´ NOTAM FILE ISP.
(L) VOR/DME 116.6  CMK  Chan 113  051° 7.1 NM to Danbury Muni. 693/12W.
VOR unusable:
001°–155°
195°–225°
245°–270°
325°–355°
DME unusable:
000°–015° byd 20 NM
034°–054° byd 20 NM
055°–135° byd 20 NM blo 5,000´
180°–200°
340°–359° byd 20 NM blo 6,000´

CATTARAUGUS CO–OLEAN  (See OLEAN on page 236)

CHAPIN FLD  (See CAMBRIDGE on page 194)

CHAUTAUQUA CO/DUNKIRK  (See DUNKIRK on page 198)

CHAUTAUQUA CO/JAMESTOWN  (See JAMESTOWN on page 213)

CLARENCE AERODROME  (See BUFFALO on page 193)

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 REMARKS: Attended dalgt hrs. Deer on and inof arpt. Fld soft late fall and early spring. Ski ops in winters. Para- plane activity, evening and weekends. Rw 10 line of trees +95´ high, 55´ left. Rw 01–19 width varies 75´ to 90´. Rw 10–28 width varies 97´ to 136´. Rw 10–28 edges marked with barrels. Rw 01–19 edges marked with barrels. 100´ long parl ditch rt edge of Rw 01 first 300´. Rw 01 20´ ver drop 100 to 400´ fr wy end.
AIRPORT MANAGER: 315-699-5734
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc Syracuse Apch at 315-455-6218.

COLUMBIA CO  (See HUDSON on page 211)

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 ttc.
RWY 20: NSTD. Crops.
SERVICE: S4  FUEL  100LL  LGT ACTIVATE MIRL Rw 02–20—CTAF.
AIRPORT REMARKS: Unattended. 87 octane also avbl. Self svc fueling avbl. Call manager for svcts. Rw 02–20 NSTD MIRL spacing, 2 thld lghts each side. Rw edge denoted by white tires around edge lghts.
AIRPORT MANAGER: 607-437-8308
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
CORNING–PAINTED POST  (7N1)  2 NW  UTC–5(–4DT)  N42º10.81 ´ W77º07.30 ´
962  B  NOTAM FILE BUF

RWY 13–31: H3269X75 (ASPH)  S–30  MIRL
RWY 31: REIL. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

SERVICE:  S3  FUEL  100LL, JET A+
LGT  ACTIVATE MIRL Rwy 13–31 and REIL Rwy 13 and 31—CTAF. Actvt rotg bcn—CTAF.

AIRPORT REMARKS: Attended dalgt hrs.
AIRPORT MANAGER: 607-962-0053

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD etc New York ARTCC at 631-468-1425.

ELMIRA  (L)  VOR/DME 109.65  ULW  Chan 33(Y)  N42º05.65 ´ W77º01.49 ´  332º 6.7 NM to fld. 1632/12W.
VOR unusable:
Blo 10,000´

CORTLAND CO/CHASE FLD  (N03)  2 SW  UTC–5(–4DT)  N42º35.56 ´ W76º12.89 ´

1197  B  NOTAM FILE NO3

RWY 06–24: H3401X75 (ASPH–GRVD)  S–12  MIRL  1.0% up SW
RWY 06: PAPI(P2L)—GA 4.0º TCH 40 ´. Trees.
RWY 24: REIL. PAPI(P2L)—GA 4.0º TCH 45 ´. Trees.

SERVICE:  S4  FUEL  100LL, JET A+
LGT  ACTIVATE MIRL Rwy 06–24,
REIL Rwy 24, PAPI Rwy 06 and Rwy 24, and twy lgts—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1200–2030Z‡, unattended holidays.
Other hrs call arpt manager. Hvy concentration of geese and gulls on
and invof arpt drg spring/fall.
Self svc fuel avbl 24 hrs with credit card. Snow removal during day
only.

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/DEP CON (N) 126.125
SYRACUSE APP/DEP CON (N) 126.125

CLEARANCE DELIVERY PHONE: For CD etc 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´
NEW YORK 197

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
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
GENESEO (L) (L) VOR/DME 108.2 GEE Chan 19 N42º50.06´
W77º43.97´ 180º 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´

DEER PARK N40º47.50´ W73º18.22´ NOTAM FILE ISP.
(L) (L) VOR/DME 117.7 DPK Chan 124 245º 6.3 NM to Republic. 123/12W.
VOR/DME unusable:
Byd 25 NM blo 5,000´
DME unusable:
265º–274º byd 17 NM blo 5,000´
275º–280º
281º–015º byd 17 NM blo 5,000´
RCO 122.2 (NEW YORK RADIO)

DEGRASSE MOORES (1E8) 3 N UTC–5(–4DT) N44º23.28´ W75º03.98´
815  NOTAM FILE BTV
RWY 02–20: 2200X55 (TURF)
RWY 02: Trees.
RWY 20: Trees.
AIRPORT REMARKS: Unattended. Deer on and invof 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 oudns 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 223)
DUNESBURG

198 NEW YORK

DUANESBURG (4B1) 0 S UTC–5(–4DT) N42°45.59’ W74°08.08’

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) (KDKK) 3 E UTC–5(–4DT) N42°29.64’ W79°16.27’

692 B NOTAM FILE DKK

RWY 06–24: H6000X100 (ASPH–GRVD) S–45 HIRL

RWY 06: REIL. PAPI(P4L)—GA 3.0º TCH 43’. Tree.

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 1200–2030Z†, exc federal hols. Attended hrs are subj to chg, call AMGR at 716–581–0062 to cfm. Deer and birds invof arpt. During winter normal attendance hrs snow removal opr are avbl, snow removal may be limited on holidays, airfield rwy/twy

AIRPORT MANAGER: (716) 661-8930


COMMUNICATIONS: CTAF/UNICOM 123.075

RCO 122.25 (BUFFALO RADIO)

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 N42°29.42’ W79°16.45’ at fld. 681/0W.

DME unusable: 094º–221º byd 26 NM bio 8,000’

DUNKIRK

N42°29.42’ W79°16.45’ 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 224)
NEW YORK

EAST HAMPTON TOWN  
(JPX)(KJPX) PVT 3 W UTC–5(–4DT) N40°57.57’ W72°15.10’ NEW YORK
55 B NOTAM FILE FDC Not insp.

AIRSPACE: CLASS D svc 1300–0100Z‡; oprs Sat bfr Memorial Day to Sun aft Labor Day; otr times CLASS E..

EAST MORICHES

LUFKER  
(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: 516-203-5930

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 tfk with no wind; heavy gross weight; and for noise abatement.

AIRPORT REMARKS: Attended May–Oct dalgt hrs. Arpt CLOSED indef. Parachute Jumping. Ultraglts 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 tfc, LUFKER–Left tfc. South ops, Spadaro–Left tfc, Lufker–Rgt tfc. Arrivals, intercept final apch 45º to final apch leg 1500’ from apch end of rwy. Departures, make 45º turn as soon as possible after tfk to intercept crosswind leg. Use south ops for ldg when winds are 5 kts or less, or when winds are more than 5 kts 90º either side of centerline.

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. Ultragl act 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.

NE, 14 JUL 2022 to 8 SEP 2022
ELLENVILLE

JOSEPH Y RESNICK  (N89)  1 NE UTC–5(–4DT)  N41º43.67´ W74º22.64´

RWY 04–22: H3838X75 (ASPH)  MIRL

RWY 04: REIL. PAPI(P2L)—GA 3.5º TCH 40´. Trees.
Rgt tfl.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA–3838  TODA–3838  ASDA–3838  LDA–3538

SERVICE: S2  FUEL  100LL  LGT
ACTIVATE REIL Rwy 04 and Rwy 22, MIRL Rwy 04–22.—CTAF. PAPI Rwy 04 and Rwy 22 opr continuously.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Rwy 04 +60´ trees 200´ from 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) (L) VOR/DME 117.6  IGN  Chan 123  N41º39.93´ W73º49.33´  291º 25.2 NM to fld. 582/12W.

VOR portion unusable:
045º–050º byd 35 NM bio 4,300´
070º–140º byd 30 NM bio 3,400´
ELMIRA/CORNING RGNL (ELM/KELM) 6 NW UTC–5(–4DT) N42º09.59´ W76º53.50´
NEW YORK H–10H, 12I, L–30J, 32F
TPA—See Remarks ARFF Index—See Remarks NOTAM FILE ELM Not insp.
RWY 06–24: H8001X150 (ASPH–GRVD) S–80, D–121, 2S–154,
2D–200 PCN 50 F/C/X T HIRL CL
RWY 06: MALSR. VASI(V4L)—GA 3.0º TCH 51´. RVR–TMR Thld
dspcl 600´. Tree.
RWY 24: MALSR. PAPI(P4L)—GA 3.0º TCH 52´. RVR–TMR Thld
dspcl 202´. Tree.
RWY 10–28: H5404X150 (ASPH–GRVD) S–57, D–90, 2S–114,
2D–150 PCN 17 F/C/X T MIRL
RWY 10: Trees.
RWY 05–23: 2017X150 (TURF)
RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–8001 TODA–8001 ASDA–8001 LDA–7401
RWY 10: TORA–5404 TODA–5404 ASDA–5004 LDA–5004
ARRESTING GEAR/SYSTEM
RWY 06: EMAS
SERVICES: FUEL 100LL, JET A OX 4 LGT
When twr clsd ACTIVATE
MALSR Rw 06 and 24, centerline lghts Rw 06–24, HIRL Rw 06–24, twy lights on Twy A, Twy A1, Twy A2, Twy A3,
Twy B, Twy D, Twy J, Twy L, Twy T and Twy C north of Rw 06–24—CTAF. When twr clsd MIRL Rw 10–28; twy lights
on Twy E, Twy G, Twy H and Twy C south of Rw 06–24 not avbl. PAPI Rw 24 unusable byd 9º rgt of centerline.
AIRPORT REMARKS:
Attended continuously. Extensive glider activity on and inof arpt. Birds and deer on and inof arpt. Blimp
activity rqr PPR, ctc arpt management at 607–426–5621. Clas
s I, ARFF Index B. ARFF index C equipment coverage is
avbl upon req ctc arpt management at 607–426–5621. TPA—2500(1545) reciprocating eng, 3000(2045)
Turbo/prop/Jet. Rw 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 greate
r than 93´ should use extreme care when taxiing on Twy T
adjacent to aprons. Rw 05–23 (southeast of Rw 06–24) unma
rked seasonal use turf clsd 1 Dec through 30 Apr.
For land side access from apron when FBO clsd ctc ELM
arpt attendant at 607–426–5621. Rw 05–23 marked with
asph L corner markers. Winter deicing on glycol apron only. Cold temperature airport. Altitude correction required at or
below –22C. 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 btm Twy L
and Twy D non–movement area.
AIRPORT MANAGER: 607-739-5621
WEATHER DATA SOURCES: ASOS (607) 796–0065
COMMUNICATIONS: CTAF 121.1 ATIS 125.475 UNICOM 122.95
RCO 122.2 (BUFFALO RADIO)
ELMIRA APP/DEP CON 128.425 (1100–0500Z)
NEW YORK CENTER APP/DEP CON 133.35 (0500–1100Z)
ELMIRA TOWER 121.1 (1100–0500Z) GND CON 121.9 CLNC DEL 121.9
CLEANR DELIVERY PHONE: For Cd if una to ctc on FSS freq, ctc New York ARTCC at 631-468-1425.
AIRSPACE: CLASS D svc 1100–0500Z; other times CLASS E.
TRSA svc ctc APP CON (within 15 NM)
RADIO AIDS TO NAVIGATION: NOTAM FILE ELM.
(L) VOR/DME 109.65 ULW Chan 33(Y) N42º05.65´ W77º01.49´ 068º 7.1 NM to fld. 1632/12W.
VOR unusable:
Bio 10,000
ALPINE NDB (MINW) 245 ALP N42º14.32´ W76º45.84´ 242º 7.4 NM to fld. 1287/12W.
ILS 109.1 I–UEK Rw 06. Class IA. Unmonitored when twr clsd.
ILS 109.1 I–ELM Rw 24. Class IB. Unmonitored when twr clsd.
COMM/NAV/WEATHER REMARKS: For Clnc Del when twr clsd ctc Buffalo Radio on 122.2.
ENDICOTT  
(CZG)(KCZG)  3 SW UTC—5(—4DT)  N42º04.71´ W76º05.78´
833 B NOTAM FILE CZG
RWY 03–21: H3900X75 (ASPH) S–30 MIRL
RWY 03: REIL. Road.
RWY 21: REIL. PAPI(P2R)—GA 4.0º TCH 40´. Road.
SERVICE: FUEL 100LL LGT Rotating bcn obscured north and west of arpt due to high terrain. ACTIVATE REIL Rwy 03 and Rwy 21; MIRL Rwy 03–21—CTAF.
AIRPORT REMARKS: Attended, call arpt manager for specific attendance times. 24 hr self-svc fuel avbl with credit card. High terrain all quadrants. Rwy 21 extended safety area has sfc variations/depressions. Grvl access road crosses Rwy 03 apch. High tension towers 2000´ from Rwy 21 thld 60–70´ tall. Microwave tower +600´ 2.8 miles out 3150´ left of Rwy 21; apch–unmarked/unlighted 24:1 slope. Cold temperature airport. Altitude correction required at or below –17C.
AIRPORT MANAGER: 607-785-0467
COMMUNICATIONS: CTAF/UNICOM 122.8
® BINGHAMTON APP/DEP CON 118.6 (1100–0500Z‡)
® NEW YORK CENTER APP/DEP CON 133.35 (0500–1100Z‡)
CLNC DEL 121.7
CLEARANCE DELIVERY PHONE: When Apch clsd, for CD ctc New York ARTCC at 631-468-1425.
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
BINGHAMTON (L) (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´

EVERS SPB  (See NEW YORK on page 224)

FALLN N43º17.25´ W76º18.28´ NOTAM FILE FZY.
NDB (LOMW) 220 FZ 329º 5.3 NM to Oswego Co. 417/13W.
NEW YORK 203

FARMINGDALE

REPUBLIC (FRG)(KFRG) 1 E UTC–5(–4DT) N40º43.76´W73º24.81´
81 B TPA—See Remarks LRA ARFF Index—See Remarks NOTAM FILE FRG
RWY 14–32: H6833X150 (ASPH–GRVD) S–45, D–60 PCN 51 F/B/X/T
HIRL
RWY 14: MALSF. PAPI(P4L)—GA 3.0º TCH 50´. Thld dspclcd 676´. Pole.
RWY 32: REIL. PAPI(P4L)—GA 3.0º TCH 53´. Road. Rgt tflc.
RWY 01–19: H5516X150 (ASPH–GRVD) S–45, D–60 PCN 76 F/C/X/T
MIRL 0.3% up N
RWY 01: REIL. PAPI(P4L)—GA 3.09º TCH 44´. Pole. Rgt tflc.
RWY 19: REIL. PAPI(P4L)—GA 3.1º TCH 43´. Bldg.

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–5116
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: S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LGT
When ATCT clsd actvl REIL Rwys 01, 19, 32; PAPI Rwys 01, 19, 14, and 32; HIRL Rwy 14–32; MIRL Rwy 01–19; tflc—CTAF. PAPI unusbl byd 4 deg left of cntrln.

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 invof arpt. Rwy 01–19 clsd to skd acr ops more than 9 px seats and non skd acr ops more than 30 px seats exc ttax. Class IV ARFF Index A. Index B avbl on request call 631–752–7707. Actvt with wingspan 79´ or larger are advised to taxi or back–taxi on rwys. Twys may not provide adequate width, turning radius, and or separation from obstructions. Actvt with wingspan of 79´ or larger are advised that clnc distances may not be adequate for bd on Rwy 01–19 when actvt 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 maint runks pmtd only in the Twy A, D, F, & G holding bays. TPA—1180(1100) reciprocating eng, 1680(1600) Turboprop/Jet. Actvt parking for US CSTMS is located on the main terminal ramp. All international arrivals must ctc FBO for svc when clearing CSTMS. All international arrivals must not enter the main terminal ramp until FBO personnel are present for marshalling. Ctc arpt ops 122.9 mHz for instructions. Terminal use fees apply. Ldg fee for all acft exc mil and government.

AIRPORT MANAGER: 631-752-7707

WEATHER DATA SOURCES: ASOS (631) 752–8129 LAWRS.

COMMUNICATIONS: CTAF 118.8 ATIS 126.65 UNICOM 122.95

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.

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

DEER PARK (L) (L) VOR/DME 117.7 DPK Chan 124 N40º47.50´W73º18.22´ 245º 6.3 NM to fld. 123/12W.
VOR/DME unusbl:
Byd 25 NM blo 5,000´
DME unusbl:
265º–274º byd 17 NM blo 5,000´
275º–280º
281º–015º byd 17 NM blo 5,000´

FRIKK NDB (LOMW) 407 FR N40º46.59´W73º28.95´ 146º 4.2 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 247)

NEW YORK COPTER

NE, 14 JUL 2022 to 8 SEP 2022
FISHERS ISLAND
ELIZABETH FLD (BB8) 8 SE UTC–5(–4DT) N41°15.13′ W72°01.90′
7 NOTAM FILE BDR
RWY 12–30: H2345X100 (ASPH) MIRL
RWY 12: REIL. PAPI (P2L)—GA 3.0° TCH 20’. Road.
RWY 30: REIL. PAPI (P2R)—GA 3.0° TCH 20’.
RWY 07–25: H1806X75 (ASPH) MIRL
RWY 07: REIL. PAPI (P2L)—GA 3.75° TCH 20’. Road.
RWY 25: REIL. PAPI (P2L)—GA 3.0° TCH 20’. Road.
SERVICE: LGT ACTIVATE MIRL Rwys 07–25 and 12–30, PAPI Rwys 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) (T) VOR/W/DME 110.85 GON Chan 45(Y) N41°19.82′ W72°03.12′ 183º 4.8 NM to fld. 9/14W.
VOR portion unusable:
241º–265º blo 5,000’
DME unusable:
355º–019º blo 3,000’

FLOYD BENNETT MEML (See GLENS FALLS on page 207)

FORT ANN
HARRIS (83K) 2 W UTC–5(–4DT) N43°24.59′ W73°31.96′
261 NOTAM FILE BTV
RWY 04–22: 2200X50 (TURF) 1.7% up SW
RWY 04: Tree. Rgt tfc.
RWY 22: Tree.
AIRPORT REMARKS: Unattended. No flying west of rwy over houses. Upslope at thld Rwy 22.
AIRPORT MANAGER: (518) 361-1380
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

FRANCIS S GABRESKI (See WESTHAMPTON BEACH on page 257)

FRANKFORT–HIGHLAND (See UTICA/FRANKFORT on page 253)

FREDERICK DOUGLASS/GREATER ROCHESTER INTL (See ROCHESTER on page 242)

FREEHOLD (1I5) 1 NW UTC–5(–4DT) N42°21.84′ W74°03.90′
440 NOTAM FILE BTV
RWY 12–30: H2275X22 (ASPH) 0.7% up NW
RWY 12: Trees.
RWY 30: Trees.
AIRPORT MANAGER: 518-966-8503
COMMUNICATIONS: CTAF 122.85
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

FRIKK N40°46.59′ W73°28.95′ NOTAM FILE FRG.
NDB (LOMW) 407’ FR 146° 4.2 NM to Republic. 153/14W.
NEW YORK

FULTON

OSWEGO CO (FZY)(KFZY) 3 NE UTC–5(–4DT) N43°21.05´ W76°23.28´

475  B NOTAM FILE FZY

RWY 15–33: H5196X100 (ASPH–GRVD) S–30 HIRL 0.6% up SE

RWY 15: REIL. Pole.


RWY 06–24: H3997X100 (ASPH–GRVD) S–38, D–70 MIRL 0.3% up NE

RWY 06: REIL. Trees.

RWY 24: REIL. Pole.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 33: TORA–5196 TODA–5196 ASDA–5196 LDA–5196

SERVICE: S4 FUEL 100LL, JET A LGT HIRL Rwy 15–33 and PAPI Rwy 33 preset low ints SS–SR, to increase ints ACTIVATE—CTAF. ACTIVATE REIL Rwy 15–33, MIRL Rwy 06–24, PAPI Rwy 33—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1230–2100Z‡. Attendance other hrs, call arpt manager. Deer and birds on or inv of arpt. Ultralight activity on and inv of arpt. Rwy conditions may not be monitored or reported when arpt is unattended. During periods of snow removal operations Nov 1 thru Apr 1 aoft must ctc aprt on freq 123.0 10 minutes prior to ldg. Actf 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: 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:

SYRACUSE (H) (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 bio 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 214)

GALLUPVILLE

BLUE HERON (N25) 3 NE UTC–5(–4DT) N42º41.84´ W74º11.97´

1200 NOTAM FILE BTV

RWY 09–27: 2600X70 (TURF)

RWY 09: Road.

RWY 27: Trees.


AIRPORT MANAGER: 518-872-2638

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.
GANSEVOORT
HEBER AIRPARK (K38) 2 SE UTC–5(–4DT) N43º11.00´ W73º37.99´
230 NOTAM FILE BTB
RWY 06–24: H2200X24 (ASPH) MIRL (NSTD)
RWY 06: Thld dsplcd 200’, Road. Rgt tfc.
RWY 24: Tree.
SERVICE: LGT ACTIVATE NSTD MIRL Rwy 06–24—CTAF.
AIRPORT MANAGER: 518-793-8983
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

GANSEYNS (See SCHUYLERVILLE on page 247)

GASPORD
ROYALTON (905) 1 SE UTC–5(–4DT) N43º10.92´ W78º33.47´
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‡. Ultralghts on and inv of 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 190)

GENESEO (D52) 1 W UTC–5(–4DT) N42º47.92´ W77º50.55´
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. 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 N42º50.06´ W77º43.97´ NOTAM FILE BUF.
(L) VOR/DME 108.2 GEE Chan 19 324º 12.5 NM to Le Roy. 990/9W.
VOR portion unusable:
208º–224º byd 29 NM bl 5,000´
225º–230º
231º–245º byd 29 NM bl 5,000´
DME unusable:
115º–120º byd 29 NM bl 4,000´
140º–155º byd 30 NM bl 5,000´
RCO 122.1R 108.2T (BUFFALO RADIO)

GEORGETOWN N42º47.34´ W75º49.60´ NOTAM FILE BUF.
(L) TACAN 117.8 GGT Chan 125 085º 12.2 NM to Hamilton Muni. 2040/11W.
GHENT

KLINE KILL (NY1) 2 N UTC–5(–4DT) N42º21.01´ W73º38.22´

380  NOTAM FILE BTV

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 236)

GLENS FALLS

FLOYD BENNET MEML (GFL/KGFL) 3 NE UTC–5(–4DT) N43º20.47´ W73º36.62´

328  B  LRA  Class IV, ARFF Index A  NOTAM FILE GFL


RWY 01: MALSIR. PAPI(P4L)—GA 3.0º TCH 53´. Trees.

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 MALSIR 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 involv arpt. Ultralight activity on and involv 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 during hours May thru Oct. During periods of snow removal 8 hrs of snow removal ops Nov 1–Apr 1 must ctc arpt on frequency 123.0 10 minutes prior to ldg. Rwy conditions may not be monitored or reported when the arpt is unattended. Ultralight acft use 500` AGL left tcf 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

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) (L) VOR/W/DME 115.0  CAM Chan 97  N42º59.66´ W73º20.64´  345º 23.9 NM to fld. 1490/14W.

DME portion unusable:

040º–130º blo 9,000´

GANSE NDB (LMMW) 209  GF  N43º15.30´ 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 (92G)  3 W UTC–5(–4DT)  N42°48.85´ W77°12.18´
1080  NOTAM FILE BUF
RWY 14–32:  1820X55 (TURF)  1.1% up SE
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´ W78°57.04´
830  NOTAM FILE BUF
RWY 09–27:  3430X100 (TURF)
RWY 09:  Tree. Rgt tfc.
RWY 27:  Thld dsplcd 1132´. Rgt tfc.
SERVICE:  FUEL
AIRPORT MANAGER:  716-532-3371
COMMUNICATIONS:  CTAF
CLEARANCE DELIVERY PHONE:  For CD ctc Cleveland ARTCC at 440-774-0490.

GREAT VALLEY (N56)  1 SE UTC–5(–4DT)  N42°12.30´ W78°38.84´
1450  NOTAM FILE BUF
RWY 06–24:  3800X90 (TURF)  LIRL(NSTD)
RWY 06:  Tree. Rgt tfc.
RWY 24:  Tree. Rgt tfc.
SERVICE:  LGT ACTIVATE LIRL Rwy 06–24—CTAF.
AIRPORT 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 191)

GREEN ACRES (See LIVINGSTON on page 217)

GREENE (4N7)  2 SW UTC–5(–4DT)  N42°18.25´ W75°47.23´
935  NOTAM FILE BUF
RWY 07–25:  2665X200 (TURF)  RWY LGTS(NSTD)
RWY 07:  Tree.
RWY 25:  Tree.
AIRPORT REMARKS:  Attended dalgt hrs. Rwy 25 has numerous +30´–90´ trees, both sides at thld. Rwy numbers etched into turf sfc both ends. Deer and geese on and invof arpt. During winter check FSS for NOTAMs.
AIRPORT MANAGER:  (607) 358-5801
COMMUNICATIONS:  CTAF/UNICOM 122.8
NEW YORK

GREENVILLE–RAINBOW  (1H4)  1 E  UTC–5(–4DT)  N42°25.18’ W74°00.41’
840  NOTAM FILE BTV
RWY 01–19: 1801X75 (TURF)
RWY 01:  Trees.
AIRPORT REMARKS:  Attended May–Nov. daigt 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 dspcld 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 243)

HAMBURG  (4G2)  4 W  UTC–5(–4DT)  N42°42.05’ W78°54.89’
751  NOTAM FILE BUF
RWY 01–19:  H2465X30 (ASPH)  LIRL(NSTD)
RWY 01:  Thld dspcld 462’. Trees.
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.

HAMILTON MUNI  (VGCVKVC)  1 NW  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 3.0º TCH 40’. Thld dspcld 300’. Trees.
RWY 35:  REIL. PAPI(P2L)—GA 4.0º TCH 40’. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 17:  TORA–5314 TODA–5314 ASDA–5314 LDA–5014
RWY 35:  TORA–5314 TODA–5314 ASDA–5314 LDA–5014
SERVICE:  S4  FUEL  100LL, JET A, A+  LGT 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
WEATHER DATA SOURCES:  AWOS–3P
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:
GEORGETOWN (L) TACAN
Chan 125  GGT (117.8)  N42º47.34’ W75º49.60’  085º 12.2 NM to fld. 2040/11W.

HAMPTON  N40°55.14’ W72°19.00’  NOTAM FILE HTO.
(H) (H) VORTACW  113.6  HTO  Chan 83  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:
01º–240º
270º–332º
RCO  122.6 (NEW YORK RADIO)

NE, 14 JUL 2022 to 8 SEP 2022
HANCOCK  N42º03.78´ W75º18.98´  NOTAM FILE BUF.  
(H) (H) VOR/DME  116.8  HNK  Chan 115  2070/11W.

HARRIS  (See FORT ANN on page 204)

HAVERSTRAW HELIPORT  (H43)  12  UTC–5(–4DT)  N41º12.66´ W73º58.16´
HELIPAD H1: H50X50 (ASPH)  RWY LGTS (NSTD)
SERVICE: FUEL  JET A  LGT

HOLLANDS INTL FLD  (See NEWFANE on page 232)

HORNELL MUNI  (HTF)(KHTF)  3 N  UTC–5(–4DT)  N42º22.93´ W77º40.93´
RWY 18–36: H5000X75 (ASPH–GRVD)  MIRL  0.5% up N
RWY 18: REIL. Thrd spcld 500´. Hill.
RWY 36: REIL. PAPI(P4L)—GA 3.0º TCH 50´. Trees.
SERVICE: FUEL  100LL, JET A  LGT
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.

HEBER AIRPARK  (See GANSEVOORT on page 206)

HEWESVILLE  (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’ W73°42.62’
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.
SERVICE: 53 FUEL 100, 100LL, JET A1+ OK 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) (L) VORTACW 115.3 ALB Chan 100 N42°44.84’ W73°48.19’ 184º 27.7 NM to fld. 273/13W.
VOR unusable:
045º–069º byd 11 NM
078º–088º byd 20 NM blo 10,000’
109º–121º
121º–131º byd 30 NM
121º–131º wi 30 NM blo 9,900’
131º–168º
184º–189º
226º–269º byd 29 NM blo 15,000’
312º–315º
333º–343º
TACAN AZIMUTH unusable:
032º–042º byd 15 NM
164º–168º
303º–308º byd 37 NM
308º–333º
DME unusable:
303º–308º byd 37 NM
PHILMONT NDB (MHW) 272 PFH N42°15.19’ W73°43.40’ 027º 2.4 NM to fld. 340/13W. NOTAM FILE BTV.

HUDSON VALLEY RGNL (See POUGHKEEPSIE on page 241)

HUGUENOT
N41°24.58’ W74°35.50’ NOTAM FILE ISP.
(H) (H) VOR/DME 116.1 HUO Chan 108 093º 9.1 NM to Randall. 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’
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. 332/14W.

NEW YORK
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, 2S–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: MALS. 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:  S4  FUEL  100LL, JET A  LGT When ATCT clsd ACTVT MALSR
Rwy 32; HIRL Rwy 14–32; twy lgts—CTAF. PAPI Rwy 14 and 32 opr consly.

AIRPORT REMARKS:  Attended 1000–0500Z. Deer and flocks of birds on and
invol arpt. Rwy 15–33 CLOSED nghts, winter months, and after heavy
rain. Class I, ARFF Index C. PPR 24 HRS for unsked acft ops. Call
AMGR 607–257–6666. ARFF avbl 0930–0500Z and/or 15 min prior
to or 15 min aft sked acr opns. Rwy 15–33 thlds marked with white
lime bar, edges marked with reflectors. FBO avbl 1100–0000Z; FBO
svcs ctc 131.6; aft hrs call 607–279–0392 or 800–876–1551. Cold
temperature rstd arpt. Altitude correc

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.
(L) DME 111.8  ITH  Chan 55  N42°29.70´ W76°27.58´ at fld. 1112/0W.
DME unusble:  360º–160º byd 20 NM blo 6,500´
ILS 108.7  I–ITH  Rwy 32. Class IA. Unmonitored when ATCT closed. Glideslope unusble byd 9 NM.
COMM/NAV/WEATHER REMARKS:  UNICOM unmon. For Clnc Del when ATCT clsd ctc Elmira Apch on 124.3.
NEW YORK 213

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: MALSR.
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 MALSR Rwy 25; REIL Rwy 31; PAPI Rwy 13 and Rwy 31; VASI Rwy 07; HIRL Rwy 07–25; MIRL Rwy 13–31 and twy lgts—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1100–1930Z‡. Deer and birds on and inov of arpt. Attendance hrs and svcs 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) (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. Glideslope unusable blw 2,100´.

JOHN F KENNEDY INTL  (See NEW YORK on page 225)

DETROIT
H–10H, L–30H
IAP, AD

NE, 14 JUL 2022 to 8 SEP 2022
JOHNSTOWN
FULTON CO  (NY8)  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:  S3  FUEL  100LL
Rwy 10–28, twy lgts—CTAF. PAPI Rwy 10 and Rwy 28 opr continuously.
Landing fee.
AIRPORT MANAGER:  518-882-6392
COMMUNICATIONS:  CTAF/UNICOM  122.7
ALBANY APP/DEP CON  118.05
CLEARANCE DELIVERY PHONE:  For CD ctc Albany Apch at 518-862-2299.
RADIO AIDS TO NAVIGATION:  NOTAM FILE ALB.
ALBANY  (L) VORTACW  115.3  ALB Chan 100  N42°44.84´ W73°48.19´
W73°48.19´  316º 27.7 NM to fld. 273/13W.
VOR unusable:
045º–069º byd 11 NM
078º–088º byd 20 NM blo 10,000´
109º–121º
121º–131º byd 30 NM
121º–131º wi 30 NM blo 9,900´
131º–168º
184º–189º
226º–269º byd 29 NM blo 15,000´
312º–315º
333º–343º
TACAN AZIMUTH unusable:
032º–042º byd 15 NM
164º–168º
303º–308º byd 37 NM
308º–333º
DME unusable:
303º–308º byd 37 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 200)

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  (I1I)  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)  (H) VOR/DME  115.9  JFK  Chan 106  at John F Kennedy Intl. 11/12W.
VOR unusable:
340º–345º byd 20 NM blo 4,000´
340º–345º byd 30 NM
RCO  122.1R  115.9T (NEW YORK RADIO)
KINGSTON–ULSTER  (28N)  4 N  UTC–5(–4DT)  N41º59.12’ W73º57.86’
147    NOTAM FILE ISP.
RWY 15–33: H3100X60 (ASPH)  S–12.5  MIRL  0.4% up NW
      RWY 15: PAPI(P2L)—GA 4.5º TCH 50’. Thld dsplcd 235’. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
      RWY 15: TORA–3100  TODA–3100  ASDA–3010  LDA–2775
      RWY 33: TORA–3100  TODA–3100  ASDA–2939  LDA–2630
SERVICE: F4  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: NOTAM FILE ISP.
      (L) (L) VOR/DME 117.6  IGN Chan 123  N41º39.93’ W73º49.33’  354º 20.2 NM to fld. 582/12W.
      VOR portion unusable:
      045º–050º byd 35 NM bldg 4,300’
      070º–140º byd 30 NM bld 3,400’

KINGSTON  N41º39.93’ W73º49.33’  NOTAM FILE ISP.
      (L) (L) VOR/DME 117.6  IGN Chan 123  242º 3.6 NM to Hudson Valley Rgnl. 582/12W.
      VOR portion unusable:
      045º–050º byd 35 NM bldg 4,300’
      070º–140º byd 30 NM bld 3,400’
      RCO 122.1R 117.6T (NEW YORK RADIO)

KLINE KILL  (See GHENT on page 207)

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 254)

LA GUARDIA  N40º47.02’ W73º52.12’  NOTAM FILE LGA.
      (L) (L) VOR/DME 113.1  LGA Chan 78 at Laguardia. 9/12W.
      VOR unusable:
      245º–280º bld 6,000’
      DME unusable:
      245º–280º byd 25 NM bld 6,000’

LAGUARDIA  (See NEW YORK on page 228)
LE ROY  (5G0)  2 E  UTC–5(–4DT)  N42º58.88´ W77º56.11´  NEW YORK
780  B  NOTAM FILE BUF
RWY 10–28: H385X60 (ASPH) S–12.5 MIRL
   RWY 10: REIL. PAPI(P2L)—GA 3.0º TCH 31 ´. Tree.
   RWY 28: REIL. PAPI(P2L)—GA 3.5º TCH 53 ´. Tree.
SERVICE: S2  FUEL  100LL  LGT  SS–SR, ACTVT REIL Rwy 10 and 28; PAPI Rwy 10 and 28; MIRL Rwy 10–28—CTAF.
AIRPORT MANAGER: 585-259-9308
COMMUNICATIONS: CTAF/UNICOM 122.8
ROCHESTER APP/DEP CON 123.7
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.
RADIO AIDS TO NAVIGATION:
   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 192)

LIVINGSTON
GREEN ACRES  (1A1)  2 NE  UTC–5(–4DT)  N42º08.97´ W73º45.03´  NEW YORK
297  NOTAM FILE BTV
RWY 03–21: 2275X75 (TURF)
   RWY 03: Trees.
   RWY 21: Tree.
SERVICE: S2
AIRPORT REMARKS: Attended dalgt hours. Rwy 03 has + 15 ´ road across beginning of rwy. Rwy 21 first 400´ of rwy downslopes 20 ´ to low point of rwy.
AIRPORT MANAGER: 518-851-7460
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

LOKKS  NEW YORK
N40º43.74´ W73º11.41´ NOTAM FILE ISP.
   NDB (LOMW) 366  IS  059º 5.7 NM to Long Island Mac Arthur. 12/14W.

LONG ISLAND MAC ARTHUR  (See NEW YORK on page 229)

LONG LAKE
LONG LAKE /HELMS SPB  (NY9)  0 N  UTC–5(–4DT)  N43º58.50´ W74º25.23´  NEW YORK
1629  NOTAM FILE BUF
WATERWAY NE–SW: 15000X1500 (WATER)
SERVICE: S2  FUEL  100LL
SEAPLANE REMARKS: Attended Apr–Nov 1300Z†–dusk. Bridge across lake (Route 30) 500´ NW of base. Do not taxi under bridge at high water levels, possible at low water level, stay to west (high) side of bridge. Water levels may vary +/- 10´. Pline at base and building across from base, +50´ plines along road and bridge (Route 30). One rwy north of bridge and the other rwy south of bridge.
AIRPORT MANAGER: 518-624-3931
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
LONG LAKE SAGAMORE SPB & MARINA SPB (K03)  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 234)

LUFKER (See EAST MORICHES on page 199)

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 MSS (114.1) N44º54.87´ W74º43.36´ 116º 17.2 NM to fld. 198/14W.

MARCY FLD (See KEENE on page 214)

NEW YORK

NE, 14 JUL 2022 to 8 SEP 2022
MASSENA INTL–RICHARDS FLD (MSS)(KMSS) 2 E UTC–5(–4DT) N44°56.17′ W74°50.71′

RWY 05–23: H5601X100 (ASPH–GRVD) S–30, D–50, 2D–76
PCN 18 F/C/X/T HIRL 0.3% up NE
RWY 05: REIL. PAPI(P4L)—GA 3.0º TCH 58´. Pole.
RWY 23: PAPI(P4L)—GA 3.0º TCH 43´.
RWY 09–27: H4000X100 (ASPH–GRVD) S–30, D–50, 2D–76 MIRL
RWY 09: REIL. Trees.
RWY 27: REIL. PAPI(P4L)—GA 3.0º TCH 35´.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–5601 TODA–5601 ASDA–5601 LDA–5601
RWY 09: TORA–4000 TODA–4000 ASDA–4000 LDA–4000
RWY 27: TORA–4000 TODA–4000 ASDA–4000 LDA–4000

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 tbr lghts—CTAF.


AIRPORT MANAGER: 315-769-7605

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

MATTITUCK (21N) 1 SE UTC–5(–4DT) N40°59.22′ W72°31.15′

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 invof arpt. Rwy 19, extensive pavement rutting at centerline, 240º–350º from thld. Segmented circle has no tfc pat indicator.

AIRPORT MANAGER: (631) 445-4348
COMMUNICATIONS: CTAF 122.9
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: Hangar.
RWY 13–31: 2750X60 (TURF)
RWY 13: P–line.
RWY 31: Pole.
RWY 06–24: 1840X80 (TURF)
RWY 06: Trees.
RWY 24: Tree.
**AIRPORT REMARKS:** Attended daght hours. Extensive glider ops on and invof arpt. Ultralight activity on and invof arpt. Pole line running along north side of Rt. 430.
**AIRPORT MANAGER:** 716-753-6711
**COMMUNICATIONS:** CTAF 122.9
**CLEARANCE DELIVERY PHONE:** For CD ctc Buffalo Apch at 716-626-6920, when Apch clsd ctc Cleveland ARTCC at 440-774-0232.

MIDDLESEX VALLEY (4N2) 1 NW UTC–5(–4DT) N42°42.84’ W77°16.32’
770 NOTAM FILE BUF
RWY 03–21: 2130X175 (TURF) 2.1% up NE
RWY 03: Brush.
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 122.7
**CLEARANCE DELIVERY PHONE:** For CD ctc Cleveland ARTCC at 440-774-0490.

MIDDLETOWN  
**RANDALL** (6N) 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. Ultralgt on and invof arpt. Rwy 08–26 sfc treatment, single wheel strength is 12.5. Rwy markings very badly faded.
**AIRPORT MANAGER:** 845-343-5965
**COMMUNICATIONS:** CTAF/UNICOM 122.8
**NEW YORK APP/DEP CON** 132.75
**CLEARANCE DELIVERY PHONE:** For CD ctc New York Apch at 516-683-2448
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ISP.
**HUGUENOT (H) (H) VOR/DME** 116.1 HUO Chan 108 N41°24.58’
W74°35.50’ 093º 9.1 NM to fld. 1300/11W.
VOR unusable:
029º–045º byd 15 NM bio 5,000´
050º–060º byd 10 NM
210º–230º byd 20 NM bio 6,500´

MIDLAKES  (See GORHAM on page 208)
MILLBROOK

SKY ACRES (44N) 6 SW UTC–5(–4DT) N41°42.45′ W73°44.28′

697 NOTAM FILE ISP

RWY 17–35: H3628X60 (ASPH) S–20 MIRL 1.3% up S

RWY 17: Trees.

RWY 35: PAPI(P2L)—GA 3.0º TCH 33´. Trees.

SERVICE: 54 FUEL 100LL LGT ACTIVATE MIRL Rwy 17–35; PAPI Rwy 35–122.8.

AIRPORT REMARKS: Attended 1300–2100Z‡. Self-svc fuel avbl 24 hrs. Rwy 17–35 safety areas have 30´ dropoffs sloping 20´ from thld at both ends. Parallel twy not lgtd. PAPI Rwy 35 unusable 8º right of centerline. Cold temperature airport. Altitude correction required at or below –23C.

AIRPORT MANAGER: 845-677-5010

COMMUNICATIONS: CTAF/UNICOM 122.8

NEW YORK APP/DEP CON 132.75

CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 516-683-2448

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

KINGSTON (L) (L) VOR/DME 117.6 IGN Chan 123 N41°39.93´ W73°49.33´ 068º 4.5 NM to fld. 582/12W.

VOR portion unusable:

045º–050º byd 35 NM bld 4,300´

070º–140º byd 30 NM bld 3,400´

MISSE N44°51.25´ W74°54.95´ NOTAM FILE MSS.

NDB (LONM) 278 MS 045º 5.8 NM to Massena Intl–Richards Fld. 245/14W.

MONTAUK (MTP) (KMTP) 3 NE UTC–5(–4DT) N41°04.60´ W73°55.23´

7 NOTAM FILE MTP

RWY 06–24: H3246X75 (ASPH) MIRL


SERVICE: LGT ACTVT MIRL and PAPI Rwy 06–24—121.7. PAPI Rwy 06 temporarily OTS.

NOISE: Noise abatement, Rwy 24 dep, right turn ASAP.

AIRPORT REMARKS: Attended 15 Apr–Oct dalgt hrs. Deer on or invof arpt.

Arpt clsd to helicopter ops SS–SR; PPR. Helicopters call for prior permission to land on ramp area. Arpt clsd to jet actf exc PPR call arpt manager 631–668–3738. No touch and goes Rwy 06–24. Rwy 06 18´ brush along rwy edge 90´ left, 30´ pole 400´ from thld 79´ left, 31´ pole 216´ from rwy thld 233´ right. Rwy 06, 26´ tree 382´ from thld 21´ left, 25–32´ trees 180´–255´ from thld 60´–90´ left, 11–17´ trees 225´–270´ from thld 4´–95´ right. Rwy 24, 21´ brush along rwy edge 87´ rgt. Ldg fee.

AIRPORT MANAGER: 347-610-2065

COMMUNICATIONS: CTAF/UNICOM 122.7

NEW YORK APP CON 125.975

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

BOSTON CENTER DEP CON 124.85

CLEARANCE DELIVERY PHONE: For CD ctc Providence Apch at 401-738-8945, when Apch clsd ctc Boston ARTCC at 603-879-6859.

RADIO AIDS TO NAVIGATION: NOTAM FILE HTO.

HAMPTON (H) (H) VORTAC 113.6 HTO Chan 83 N40°55.14´ W72°19.00´ 075º 20.3 NM to fld. 22/13W.

DME unusable:

280º–325º byd 35 NM bld 1,700´

326º–355º byd 30 NM bld 2,000´

TACAN AZIMUTH unusable:

280º–325º byd 35 NM bld 1,700´

326º–355º byd 30 NM bld 2,000´

VOR unusable:

010º–240º

270º–332º

NEW YORK 221

L–33B, 34I
MONTGOMERY

NEW YORK

ORANGE CO (MGJ)(KMGJ) 1 SW UTC–5 (–4 DT) 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
0.3% up NE

Rwy 04: REIL. PAPI(P4L)—GA 3.0º TCH 52´. Trees.
Rwy 22: REIL. PAPI(P2L)—GA 3.0º TCH 45´. Rgt tfc.

Rwy 08–26: H3664X100 (ASPH) S–30, D–57, 2D–85 MIRL
0.3% up E

Rwy 08: PAPI(P2L)—GA 3.5º TCH 49´. Trees.
Rwy 26: PAPI(P2L)—GA 3.5º TCH 43´. Thld dsplcd 315´. Fence. Rgt tfc.

SERVICE: S4 FUEL 100LL, JET A OX1, 2, 3, 4 LGT ACTVT HIRL Rwy 04–22; MIRL Rwy 08–26; twy lgs—CTAF. REIL Rwy 04 and 22; PAPI Rwys 04 and 22; 08 and 26 opr consly. PCL only avbl SS–SR.


AIRPORT MANAGER: 845-457-4925

WEATHER DATA SOURCES: ASOS 119.275 (845) 457–1486.

COMMUNICATIONS: CTAF/AUNICOM 122.725

® NEW YORK APP/DEP CON 132.75

MONTGOMERY CLNC DEL 123.85

CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 516-683-2448 or 123.85

RADIO AIDS TO NAVIGATION: NOTAM FILE 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 blw 5,000´
050º–060º byd 10 NM
210º–230º byd 20 NM blw 6,500´

ILS 111.7 I–MGJ Rwy 04. Class IT. Unmonitored when mgj co office clsd.
MONTICELLO

SULLIVAN CO INTL (MSV) 6 NW UTC–5(–4DT) N41°42.10’ W74°47.70’

1403 B ARFF Index—See Remarks NOTAM FILE MSV

RWY 15–33: H6298X150 (ASPH–GRVD) S–95, D–131, 2D–223

PCN 37 F/C/X/T HIRL 0.4% up NW


RUNWAY DECLARED DISTANCE INFORMATION

RWY 15: TORA–6298 TODA–6298 ASDA–6198 LDA–5900

RWY 33: TORA–6298 TODA–6298 ASDA–6098 LDA–5798

SERVICE: S3 FUEL 100LL, JET A

LGT ACTVT HIRL Rwy 15–33, REIL Rwy 15 and Rwy 33, and twy lgts—CTAF. PAPI Rwy 15 and Rwy 33 opr continuously.


AIRPORT MANAGER: (845) 807-0326

WEATHER DATA SOURCES: AWOS–3PT (845) 583–5056.

COMMUNICATIONS: CTAF/UNICOM 122.8

NEW YORK APP/DEP CON 123.75

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: NOTAM FILE ISP.

HUGUENOT (H) VOR/DME 116.1 HUO Chan 108 N41°24.58’ W74°35.50’ 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’

ILS 109.1 I–MSV Rwy 15. Class IB.

MOORES (See DEGRASSE on page 197)

OWASCO AIRFIELD (2N4) 3 NW UTC–5(–4DT) N42°44.19’ W76°29.18’

1380 NOTAM FILE

RWY 11–29: 2333X50 (TURF) LIRL

RWY 11: Trees.

RWY 29: Trees.


AIRPORT MANAGER: 860-526-0809

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Syracuse Apch at 315-455-6218.

NEELY N41°29.15’ W74°13.68’ NOTAM FILE SWF.

NDB (MHW/LOM) 335 SW 093º 5.7 NM to New York Stewart Intl. 408/14W.

NEW YORK DOWNTOWN MANHATTAN/WALL ST HELIPORT (JRB) (KJRB) 3 SE N40°42.07’ W74°00.54’

7 NOTAM FILE ISP

HELIPAD H1: H62X62 (CONC) S–50 PERIMETER LGTS

SERVICE: FUEL JET A


AIRPORT MANAGER: 212-248-7240

WEATHER DATA SOURCES: AWOS–3PT (212) 425–1534.

COMMUNICATIONS: CTAF/UNICOM 120.8

APP/DEP CON 120.8

EAST 34TH STREET HELIPORT (6N5) 0 E  N40°44.56’ W73°58.32’

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 lgts. Ldg fee.

AIRPORT MANAGER: 212-889-6370
COMMUNICATIONS: CTAF/UNICOM 123.075
APP/DEP CON 120.8
CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 800-645-3206.

EVERS SPB (6N6) 12 NE  UTC–S(–4DT)  N40°50.76’ W73°48.97’

SEAPLANE REMARKS: Attended April–Oct 1300–0000Z‡. Dalgt ops only. Unlighted barge approximately 350’ northeast of ldg dock and ramp. Left tfc pat is west, southwest, south, southeast; rgt tfc pat is east, northeast, north, northwest. All turns over water. Min alt 300’ base to final turn.

AIRPORT MANAGER: 718-863-9111
COMMUNICATIONS: CTAF 122.9
NEW YORK 225

JOHN F KENNEDY INTL (JFK) (KJFK) 13 SE UTC–5(–4DT) N40º38.40´ W73º46.72´

13 B LRA Class I, ARFF Index E NOTAM FILE JFK


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/2D2–1100 PCN 90 R/B/W/T HIRL CL

RWY 04L: TDZL. PAPI(P4L)—GA 3.0º TCH 75’. RVR–TR Thld dsplcd 460’. Tree.

RWY 22R: PAPI(P4L)—GA 3.0º TCH 77’. RVR–TR Thld dsplcd 3425’. Tree.


RWY 04R–22L: H8400X200 (ASPH–GRVD) D–210, 2S–175, 2D–550, 2D/2D2–1100 PCN 90 F/B/W/T HIRL CL

RWY 04R: ALSF2. TDZL. PAPI(P4L)—GA 3.0º 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 ASDA–10000 LDA–9093

RWY 13R: TORA–14511 TODA–14511 ASDA–14511 LDA–12468

RWY 22L: TORA–8400 TODA–8400 ASDA–8400 LDA–8400

RWY 22R: TORA–12079 TODA–12079 ASDA–11219 LDA–7794

RWY 31L: TORA–14511 TODA–14511 ASDA–14511 LDA–11248

RWY 31R: TORA–10000 TODA–10000 ASDA–9513 LDA–8486

ARRESTING GEAR/SYSTEM

RWY 04R: EMAS

RWY 22L: EMAS

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

NOISE: For noise abatement restrictions call 212–435–3747 during normal business hours.

CONTINUED ON NEXT PAGE

NEW YORK COPTER
H–10I, 12J, L–33B, 34H IAP, AD

NE, 14 JUL 2022 to 8 SEP 2022

AIRPORT MANAGER: (718) 244-3501

WEATHER DATA SOURCES: ASOS 128.725 (718) 656–0956. LLWAS. TDWR.

CONTINUED ON NEXT PAGE
COMMUNICATIONS: D–ATIS ARR/DEP 128.725 D–ATIS ARR–SW 115.4 D–ATIS ARR–NE 117.7 UNICOM 122.95

KENNEDY RCO 122.1R 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 (Rwys 04L–22R and 13R–31L)

GND CON 121.9 CLNC DEL/PRE TAXI CLNC 135.05 RAMP CTL 125.05

CPDLC (LOGON KUSA)

PDC

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE JFK.

KENNEDY (H) (H) VOR/DME 115.9 JFK Chan 106 N40º37.97´ W73º46.28´ at fld. 11/12W.

VOR unusable:

340º–345º byd 20 NM blo 4,000´
340º–345º byd 30 NM

CANARSIE (T) (T) VOR/W/DME 112.3 CRI Chan 70 N40º36.75´ W73º53.67´ 084º 5.5 NM to fld. 10/11W.

VOR unusable:

047º–175º
224º–035º

ILS/DME 110.9 I–HIQ Chan 46 Rwy 04L. Class IE. Glideslope unusable byd 5º right of course. Auto cpd apchs na blw 500ft MSL.

ILS/DME 109.5 I–JFK Chan 32 Rwy 04R. Class IIIE. DME also serves Rwy 22R.

ILS/DME 111.5 I–TLK Chan 52 Rwy 13L. Class IIE. LOC unusable byd 11 DME. DME unusable byd 30º right of centerline. Glideslope unusable byd 8 NM.

ILS/DME 110.9 I–IWY Chan 46 Rwy 22L.

ILS/DME 109.5 I–JOC Chan 32 Rwy 22R. Localizer offset angle 2.5 deg. DME also serves Rwy 04R.

ILS 111.35 I–MOH Rwy 31L. Class IE.

ILS/DME 111.5 I–RTH Chan 52 Rwy 31R. Class ID. LOC unusable byd 15º left side of course. ILS rth markings obs at twy k indef.

COMM/NAV/WEATHER REMARKS: Use caution for possible radio interference or false instructions on twr frequencies.
LAGUARDIA (LGA)(KLGA) 4E UTC–5–4DT N40º46.64´ W73º52.36´

21 B LRA Class I, ARFF Index D NOTAM FILE LGA

HIRL CL

RWY 13: MALSR. TDZL. PAPI(P4L)—GA 3.1º TCH 55´. RVR–TR

RWY 31: REIL. PAPI(P4R)—GA 3.0º TCH 71´. RVR–TR Bldg.

HIRL CL

RWY 22: MALSR. TDZL. PAPI(P4R)—GA 3.1º TCH 76´. RVR–TR Bldg.

RWY 04: ALSF1. TDZL. PAPI(P4R)—GA 3.0º TCH 67´. RVR–TR

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA–7001 TODA–7001 ASDA–7001 LDA–7001


RWY 31: TORA–7003 TODA–7003 ASDA–7003 LDA–7003

ARRESTING GEAR/SYSTEM

RWY 04: EMAS

RWY 13: EMAS

RWY 22: EMAS

RWY 31: EMAS

SERVICE: S4 FUEL 100LL, JET A OK 1, 2, 3, 4
NOISE: Noise abatement procedures in effect for details ctc afld mgr.


CONTINUED ON NEXT PAGE
Continued from preceding 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 N40º47.02´ W73º52.12´ at flg. 9/12W.
VOR unusable:
245º–280º flg 6,000´
DME unusable:
245º–280º byd 25 NM flg 6,000´

ILS/DME 110.5 I–LGA Chan 42 Rwy 04. Class I. LOC unusable byd 20º left of course.

ILS/DME 108.5 I–GDI Chan 22 Rwy 13. Class IE. Glideslope unusable byd 4º left of course.

ILS/DME 110.5 I–URD Chan 42 Rwy 22. Class II.

LDA/DME 111.15 I–TKD Chan 48(Y) Rwy 22X. LOC unusable byd 25º left of course byd 18º right of course. LOC cpd apch na.

LOC/DME 108.5 I–PZV Chan 22 Rwy 31. Offset loclcr angle 1.7 degrees.

Helipad H1: H60X60 (ASPH) Perimeter Lgts

Heliport Remarks: H1 Icdt 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.

New York Copter

Long Island Mac Arthur (ISP) (KISP) (P) (ARNG) 40E UTC–5 (–4 DT) N40º47.77´ W73º06.04´

RWY 06–24: H7006X150 (ASPH–GRVD) S–100, D–210, 2S–175, 2D–300 PCN 55 F/B/X/U HIRL CL

RWY 06: MALS R. PAPI(P4L)—GA 3.0º TCH 53´. RVR–TR Tree.

RWY 24: MALS R. PAPI(P4L)—GA 3.0º TCH 52´. RVR–TR Rgt tcf.

RWY 15R–33L: H5186X150 (ASPH–GRVD) S–100, D–170, 2S–175, 2D–300 PCN 55 F/B/X/U MIRL 0.4% up NW

RWY 15R: PAPI(P4L)—GA 3.1º TCH 46´. Rgt tcf.

RWY 33L: VASI(V4L)—GA 3.2º TCH 60´. Trees.

RWY 15L–33R: H3175X75 (ASPH) S–25 PCN 19 F/B/X/U 0.3% up NW

RWY 33R: Rgt tcf.

Copter

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–3175 TODA–3175 ASDA–3175 LDA–3175

RwY 33R: TORA–3175 TODA–3175 ASDA–3175 LDA–3175

Service: 54 Fuel 100LL Jet A Ox 1, 2, 3, 4 Lgt Dusk–dawn. When ATCT clsd ACTVT MIRL Rwy 15R–33L; tcf lghts—CTAF, HIRL Rwy 06–24 preset low intst ACTVT—CTAF, MALS Rwy 06 or 24 preset med intst for prevailing wind rwy. Rwy 06 nstd MALS, three outermost flasher lghts exceed std spacing. Military—Fuel 100LL, A


Airport Remarks: Attended continuously. Bird activity on and involv arpt. Advsy, tcf ldg Rwy 33L high density VFC tcf opr 600´ MSL and blo vcnty Bayport Aerodrome 3 miles southeast. Updrafts may be encountered involv powerplant 1.5 NM northeast Rwy 24. Rwy 15L–33R clsd to fixed wing acft at ngt and abvl for taxing. Rwy 15L–33R not abvl for ngt tcf and ldg ops. Lft to 48,000 lbs or less. Rwy 15L–33R clsd to sked acr ops more than 9 px seats and non sked acr ops more than 30 px seats. Twy S unlgtd east of terminal apron. Rwy 15L NSTD markings, thld bar missing on rwy end. Rwy 33R NSTD markings, thld bar missing on rwy end. Ldg fee. Ldg fee for all acft exc mil and government.

Continued on next page
CONTINUED FROM PRECEDING PAGE

AIRPORT MANAGER: 631-467-3300
WEATHER DATA SOURCES: ASOS 120.725 (631) 471–0131. WSP.

COMMUNICATIONS: CTAF 119.3 ATIS 120.725 UNICOM 122.95

® NEW YORK APP/DEP CON 120.05
LONG ISLAND TOWER 119.3 (1100–0500Z‡) GND CON 135.3 CLNC DEL 121.85

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

AIRSPACE: CLASS C svc ctc APP CON svc 1100–0500Z‡; other times CLASS E.

VOR TEST FACILITY (VOT) 109.4

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

DEER PARK (L) (L) VOR/DME 117.7 DPK Chan 124 N40º47.50´ W73º18.22´ 100º 9.3 NM to fld. 123/12W.
VOR/DME unusable:
Byd 25 NM blo 5,000´
DME unusable:
265º–274º byd 17 NM blo 5,000´
275º–280º
281º–015º byd 17 NM blo 5,000´

LOKKS NDB (LOMW) 366 IS N40º43.74´ W73º11.41´ 059º 5.7 NM to fld. 12/14W.

ILS/DME 108.3 I–ISP Chan 20 Rwy 06. Class IIE. LOM LOKKS NDB. Unmonitored when ATCT clsd. LOC unusable byd 22º left of course.

ILS 108.3 I–RXN Rwy 24. Class IT. Unmonitored when ATCT clsd. Autopilot cpd apch na blw 800´.

HELIPAD H1: H50X50 (ASPH)
HELIPAD H2: H50X50 (ASPH)
HELIPORT REMARKS: Helipad H1 lctd on Twy W south of the int of Twy B. Helipad H2 lctd on Twy C north of Twy S.

NEW YORK SKYPORTS INC SPB (6N7) O E UTC–5(–4DT) N40º44.04´ W73º58.37´

NEW YORK COPTER

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 rqr 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(–4)T) N41°30.25′
W74°06.29′

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

RWY 09–27: H11817X150 (ASPH–GRVD) S–85, D–175, 2S–175, 2D–350, 2D/2D2–775 PCN 65 F/A/W/T HIRL CL
RWY 09: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 65´. RVR–TMR Thld dsplcd 2000′. Fence. 0.4% down.

RWY 16–34: H6004X150 (ASPH–GRVD) S–120, D–190, 2S–175, 2D–350, 2D/2D2–800 PCN 65 F/A/W/T HIRL 0.6% up NW

RWY 16: REL. PAPI(P4L)—GA 3.0º TCH 53´.
RWY 34: REL. PAPI(P4L)—GA 3.0º TCH 49´. Trees.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–11817 TODA–11817 ASDA–10817 LDA–9817
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: S4 FUEL 100LL, JET A
MILITARY— JASU 1(MA–1A) 1(M32–60) 1(MD–3) FUEL 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 tfc on Rwys 16 and 27 may be used for noise abatement.

AIRPORT REMARKS: Attended continuously. Birds and deer on and invof arpt. Be aware, extensive glider activity 8 miles east of HUO VORTAC in a 5 mile radius. All svc. Work in progress grass cutting conducted April through October. Hudson Valley Rgnl located 3.3 NM southwest IGN VORTAC, do not mistake for Stewart Intl. TPA—1200(709) hel, 1500(1009) reciprocating eng. 2500(2009) Turboprop/Jet. Twy L clsd exc 20 minutes PPR. Twy L apron follow me vehicle required. Ctc arpt ops 845–838–8237. Twys B and H rstd to acft with wingspan greater than 118´. Twy C between Twy B and Twy F not visible from twr. Twy C rstd to acft with wingspan greater than 125´ between terminal bldg and bldg 118. Actf with wingspan 172´ or more rqr vehicle escort for all Twy C ops south of terminal apron. Ctc arpt ops 845–838–8237.
No jet training 0300–1200Z‡. Rwy 16 and Rwy 34 has mil assa ult ldg zone and basic markings with aiming points. Rwy 09 VGSI and ILS glidepath not coincident. Compass calibration pad located on the Twy G runup apron. User fee charged to all intl flts. Fee for acft $1.53 per 1,000 lbs. Certificated gross maximum tkof weight. Flight Notification Service (ADCUUS) avbl.

AIRPORT MANAGER: (845) 838-8237
COMMUNICATIONS: ATIS 124.575 845–567–9311 UNICOM 122.95
TOWER 121.0 GND CON 121.9
AIRSPACE: CLASS D.

COMM/NAV/WEATHER REMARKS: Durg ATC zero events; arpt ops will mnt 121.0 and provide emerg notifications to ARFF.

••••••••••••••••••
HELIPAD H1: H40X40 (ASPH)
HELIPORT REMARKS: Helipad located intersection Twy B and Twy C and east of Twy C.
NEW YORK HELEIPORT (JRA)(KJRA) 0 N  N40º45.27´ W74º00.43´

HELIPAD H1: H64X64 (ASPH) S–6 PERIMETER LGTS
HELIPAD H2: H44X44 (ASPH) S–6
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


AIRPORT MANAGER: 212-563-4442

COMMUNICATIONS: CTAF/UNICOM 123.05

APP/DEP CON 126.05 127.85


NEWFANE

HOLLANDS INTL FLD (8SN) 3 SW UTC–5(–4DT) N43º15.29´ W78º45.93´

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.
NIAGARA FALLS INTL  (IAG/KIAG) P (AFRC/ANG) 4 E  UTC–5(–4DT)  N43º06.45´ W78º56.75´  DETROIT
H–10H, 11B, L–31E
IAP, DIAP, AD

NEW YORK 233

CONTINUED ON NEXT PAGE
RADIO AIDS TO NAVIGATION:

BUFFALO (H) DME 116.4 BUF Chan 111 N42°55.74’ W78°38.78’ 309° 17.0 NM to fld. 730/0E.

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

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.

NORWICH

LT WARREN EATON (OIC)(KOIC) 2 N UTC–5(–4DT) N42°33.99’ W75°31.45’

1024 B NOTAM FILE OIC

RWY 01–19: H4727X75 (ASPH–GRVD) S–48.5, D–68 PCN 14 F/A/X/T

HIRL 0.3% up N

RWY 01: PAPIL(P2L)—GA 4.0° TCH 34’. Thld dispcl 275’. Trees.

RWY 18: REIL. PAPIL(P2L)—GA 3.75° TCH 50’ Thld dispcl 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.


AIRPORT MANAGER: 607-334-9430


COMMUNICATIONS: CTAF/UNICOM 122.8

BOSTON CENTER APP/DEP CON 133.25

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

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

ROCKDALE (L) VOR/DME 112.6 RKA Chan 73 N42°27.98’ W75°14.35’ 307° 14.0 NM to fld. 2032/11W.
NEW YORK

OGdensBURG INTl (OGS) 2 SE UTC–5/–4 DT) N44°40.94’ W75°27.80’
302 B AOE LRA ARFF Index—See Remarks NOTAM FILE OGS
RWY 09–27: H6400X150 (ASPH–GRVD) S–114, D–151, 2D–225
PCN 46 F/D/W/ HIRL
RWY 09: PAPI(P4L)—GA 3.0º TCH 46’.
RWY 27: REIL. PAPI(P4L)—GA 3.0º TCH 45’.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–6400 TODA–6400 ASDA–6006 LDA–6006
SERVICE: FUEL 100LL, JET A LGT
REIL Rwy 27; PAPI Rwy 09 & 27; HIRL Rwy 09–27; tvy lgts—CTAF.
AIRPORT MANAGER: (315) 869-2676
WEATHER DATA SOURCES: AWOS–3 118.525 (315) 393–8982.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.4 (BURLINGTON RADIO)
© BOSTON CENTER APP/DEP CON 135.25
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE MSS.
MASSENA (H) TACAN Chan 88 MSS (114.1) N44º54.87’ W74º43.36’ 260º 34.6 NM to fld. 198/14W.
OGIVE NDB (LOMW) 358 OG N44º42.09’ W75º21.18’ 269º 4.9 NM to fld. 358/13W. NOTAM FILE OGS.
LOC/DEME 110.7 1–OGS Chan 44 Rwy 27. LOM OGIVE NDB. Loc/LOM unmonitored.
COMM/NAV/WEATHER REMARKS: Acft approaching from the west and landing on Rwy 09 should monitor Brockville Arpt (CNL3) UNICOM on 123.0.
OGIVE N44º42.09’ W75º21.18’ NOTAM FILE OGS.
NDB (LOMW) 358 OG 269º 4.9 NM to Ogdensburg Intl. 358/13W.

MONTREAL

NE, 14 JUL 2022 to 8 SEP 2022
OLCOTT–NEWFANE (D80) 2 SW UTC–5(–4DT) N43°19.25´ W78°43.74´
315 NOTAM FILE BUF
RWY 09–27: 2500X60 (TURF)
RWY 09: Trees.
RWY 27: Pole.
RWY 06–24: 2408X30 (TURF)
RWY 06: Trees.
RWY 24: Trees.
AIRPORT MANAGER: 716-778-6700
COMMUNICATIONS: CTAF/UNICOM 122.7
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.

OLEAN
CATTARAUGUS CO–OLEAN (OLE)(KOLE) 10 N UTC–5(–4DT) N42°14.47´ W78º22.28´
2135 B NOTAM FILE OLE
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 dspclcd 100´. Trees.
RWY 16–34: Rwy 04 and 22; HIRL Chan 51 N42º05.38´ W77º59.97´ 299º 18.9 NM to fld. 2297/0W. LOC
Rwy 04 and 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: NOTAM FILE ELZ.
WELLSVILLE (L) DME 111.4 ELZ Chan 51 N42º05.38´ W77º59.97´ 299º 18.9 NM to fld. 2297/0W. LOC 109.3 I-OLE Rwy 22.

GIERMEK EXEC (8G3) 2 SE UTC–5(–4DT) N42º04.06´ W78º24.33´
1420 NOTAM FILE BUF
RWY 10–28: 3150X80 (TURF)
RWY 10: Brush.
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)  N42°31.49’ W75°03.87’
1763  B  NOTAM FILE BUF
RWY 06–24: H4199K75 (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) (L) VOR/DME 112.6  RKA  Chan 73  N42°27.98’
W75°14.35’  077° 8.5 NM to fld. 2032/11W.

ORANGE CO (See MONTGOMERY on page 222)

OSWEGO CO (See FULTON on page 205)

OID (D82)  2 SE  UTC–5(–4DT)  N42°39.29’ W76°47.78’
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.

OWASCO AIRFIELD (See MORAVIA on page 223)

PAWLING  N41°46.19’ W73°36.03’  NOTAM FILE ISP.
(L) (L) VOR/DME 114.3  PWL  Chan 90  247º 27.7 NM to New York Stewart Intl. 1250/12W.

NE, 14 JUL 2022 to 8 SEP 2022
PENN YAN (PEO/KPEO)  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 3.0’ TCH 28’. Fence.
RWY 19: REIL. PAPI(P2L)—GA 3.0’ TCH 40’. Trees.
RWY 10–28: H3561X50 (ASPH)  S–12.5 PCN 4 F/B/X/U  LIRL  1.6% up E
SERVICE: S4  FUEL  100LL, JET A  OX 3, 4  LGT ACTIVATE PAPI Rwy 01,
Rwy 19, Rwy 10, Rwy 28; MIRL Rwy 01–19; LIRL Rwy 10–28—CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡, Sat 1400–2000Z‡,
Sun 1400–2000Z‡. The pavement section for Rwy 10–28 is greater
than the required thickness for the fleet of acft that currently utilize the
rwy. The PCN listed is the largest acft classification number for the
AIRPORT MANAGER: 315-536-4471
WEATHER DATA SOURCES: ASOS 121.175 (315) 536–4102.
COMMUNICATIONS: CTAF/UNICOM 122.8
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’
NDB (MHW) 260  PYA  N42º38.64’ W77º03.37’  at fld. 857/12W. NOTAM FILE PEO.
NDB ummnt

PERRY–WARSAW (01G)  3 NW  UTC–5(–4DT)  N42º48.48’ W78º03.13’
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 Rws 10 and
28—CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1400–2100Z‡. Call manager for svc. Fuel avbl 24 hrs self serve and credit card only.
Parachute jumping. First 700’ Rwy 28 slopes uphill. First 1,700’ of Rwy 10 slopes uphill. Rwy 28 200’ from thld has
8’ dropoff both sides. Rwy 04 safety area drops off 100’ before rwy beginning, at 125’ left and right of centerline. Rwy
04–22 soft and wet during Mar–Jun, call arpt manager for fld conditions. Turf Rwy 04–22 may be unusable during months
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.
GENESEO (L) (L) VOR/DME 108.2 GEE  Chan 19 N42º50.06’ W77º43.97’ 258º 15.2 NM to fld. 990/9W.
VOR portion unusable:
208º–224º byd 29 NM bio 5,000’
225º–230º
231º–245º byd 29 NM bio 5,000’
DME unusable:
115º–120º byd 29 NM bio 4,000’
140º–155º byd 30 NM bio 5,000’

PHILMONT  N42º15.19’ W73º43.40’ NOTAM FILE BTV.
NDB (MHW) 272  PFH  027º  2.4 NM to Columbia Co. 340/13W.

PINE HILL (See ALBION on page 189)
NEW YORK

PISECO  (K99)  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: PAPI(P2L)—GA 3.0º TCH 44´. Trees. Rgt tfc.
RWY 22: PAPI, 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. Actf arriving maintain rgt downwind heading until past Island checkpoint. Rwy lgts (electric eye over–ride).
AIRPORT MANAGER: 518-548-3415
COMMUNICATIONS: CTAF/UNICOM 122.8
® BOSTON CENTER APP/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) TACAN  Chan 49  UCA (111.2)  N43°01.59´ W75º09.87´  048º 38.3 NM to fld. 1420/0W.

PLATEAU SKY RANCH  (See EDINBURG on page 199)

PLATTSBURGH INTL  (PBG)(KPBG)  3 S  UTC–5(–4DT)  N44°39.06´ W73°28.09´
234  B  LRA  ARFF Index—See Remarks  NOTAM FILE PBG
RWY 17–35: H11759X200 (ASPH–GRVD)  S–119, D–174, 2S–175, 2D–510, 2D/2D2–780
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: S1  FUEL  100LL, JET A  OX 3  LGT ACTIVATE MALSR Rwy 35 REIL Rwy 17, HIRL Rwy 17–35 and twy lgts—CTAF.
AIRPORT REMARKS: Attended 1030–0230Z‡. During periods of snow removal ops Nov 1–May 1 actf ctc 122.7 or 518–335–3279 15 min prior to ldg. Class I, ARFF Index B. PPR 24 hrs for unsked acr opns with more than 30 psgr seats. Index E coverage is avbl upon req. 24 hrs prior notice rqrd. Cal mgr at 518–565–4008 or 518–335–3735. PPR and ARFF Index E call 518–335–3735. Expect downdrafts and turbulence during periods of strong cross winds. Acft arriving or departing PBG must announce intentions on CTAF. Ldg fees for acft over 12,500 lbs max gross ldg weight; no ldg fee for government acft. US Cust avbl Mon–Fri, 1300–2100Z‡. PPR 24 hours for aft hours; ctc CBP Supvr @ 518–324–5617.
AIRPORT MANAGER: 518-565-4794
WEATHER DATA SOURCES: ASOS 132.225 (518) 324–5539.
COMMUNICATIONS: CTAF/UNICOM 122.7
® BURLINGTON APP/DEP CON 121.1 (1030–0500Z‡)
® BOSTON CENTER APP/DEP CON 120.35 (0500–1030Z‡)
CLNC DEL 121.85
CLEARANCE DELIVERY PHONE: For CD ctc Burlington Apch at 802-657-4401, when Apch clsd ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.
BURLINGTON (L) (L) VOR/DME 117.5  BTV  Chan 122  N44°23.83´ W73°10.96´  336º 19.5 NM to fld. 417/15W.
VOR unusable:
075º–132º byd 30 NM b/o 9,000´
133º–165º byd 30 NM b/o 8,000´
DME unusable:
075º–132º byd 30 NM b/o 9,000´
133º–165º byd 30 NM b/o 8,000´
ILS/DME 109.7  I–FQV  Chan 34  Rwy 35. Class IE.

NE, 14 JUL 2022 to 8 SEP 2022
PORT WASHINGTON
SANDS POINT SPB (7N3)  2 NW  UTC–5(–4DT)  N40°49.65´ W73°43.03´

00   NOTAM FILE ISP
WATERWAY 01W–19W: 6000X300 (WATER)
WATERWAY 12W–30W: 6000X300 (WATER)
AIRPORT MANAGER: 516-883-7800
COMMUNICATIONS: CTAF 122.9

POTSDAM MUNI/DAMON FLD (PTD)(KPTD)  2 E  UTC–5(–4DT)  N44°40.60´ W74°56.91´

474  B  TPA—1274(800)  NOTAM FILE PTD
RWY 06–24: H3703X75 (ASPH)  S–30  MIRL
RWY 06: REIL. PAPI(P2L)—GA 3.0º TCH 45´. Tree.
RWY 24: REIL. PAPI(P2L)—GA 3.0º TCH 45´. Tree.
SERVICE: S4  FUEL  100LL, JET A  LGT ACTVT REIL Rwy 06 and 24; PAPI Rwy 06 and 24; MIRL Rwy 06–24; twy lghts—CTAF.
NOISE: Noise abatement procs in effect–left turn when able departing Rwy 24.
AIRPORT MANAGER: 315-268-1000
WEATHER DATA SOURCES: AWOS–3P 118.325 (315) 265–6106.
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE MSS.
MASSENA (H) TACAN Chan 88  MSS (114.1)  N44°54.87´ W74°43.36´ 228º 17.2 NM to fld. 198/14W.
NDB (HW) 400  PTD  N44°43.40´ W74°52.96´ 239º 4.0 NM to fld. 360/14W.  NOTAM FILE PTD.
NDB unusable:
  Byd 20 NM
POUGHKEEPSIE

HUDSON VALLEY RGNL (POU/KPOU) 4 S UTC–5 (–4DT) N41°37.60´ W73°53.05´

RWY 06–24: H5001X100 (ASPH–GRVD) S–50, D–60, 2D–110
PCN 42 F/D/W/HIRL
RWY 06: MALSR, PAPI(4L)—GA 3.0º TCH 57´. Tree.
RWY 15–33: H2744X100 (ASPH–CONC) S–35, D–45, 2D–80
PCN 26 F/D/WT MIRL 0.3% up SE
RWY 15: Trees.
RWY 33: REIL, VASI(4L)—GA 3.75º TCH 64´. Trees.
RWY 07–25: 1358X100 (TURF)
RWY 25: Antenna.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–5001 TODA–5001 ASDA–5001 LDA–5001
RWY 07: TORA–1358 TODA–1358 ASDA–1358 LDA–1358
RWY 15: TORA–2743 TODA–2743 ASDA–2743 LDA–2743
RWY 24: TORA–5001 TODA–5001 ASDA–5001 LDA–4888
RWY 33: TORA–2743 TODA–2743 ASDA–2743 LDA–2743

SERVICE: FUEL 100LL, JET A LGT When twr clsd actvl HIRL Rwy 06–24, REIL Rwy 24, MALSR Rwy 06–CTAF. Rwy 33 use of VASI rstd to category A acft only.

NOISE: Noise abatement procedures in effect, ctc arpt manager for details.

AIRPORT REMARKS: Attended 1200–0230Z. Deer and birds on and invof arpt. Rwy 15–33 CLOSED to air carrier acft. Rwy 07–25 CLOSED ndts, during instrument meteorological conditions and from Nov 1–Apr 15. Rwy 15–33 clsd to sked acr ops with more than 9 px seats and non sked acr ops with more than 30 px seats exp for taxi. Ctc FBO during business hrs at 845–849–3770 for after hrs svc. TPA—1197(1034) small acft 1997(1834) large acft. Rwy 07–25 rstd to act less than 12,500 lbs. Class IV, ARFF Index A. PPR 24 hrs for air carrier ops with more than 30 passenger seats call arpt manager 845–463–6000. Index B coverage is provided. Trees. Rwy 24, Rwy 25, MALSR Rwy 06–CTAF. Rwy 33 use of VASI rstd to category A acft only.

AIRPORT MANAGER: 845-463-6000

WEATHER DATA SOURCES: ASOS 126.75 (845) 462–0648. LAWRS.
COMMUNICATIONS: CTAF 124.0 ATIS 126.75 UNICOM 122.95

POUGHKEEPSIE RCO 122.2 (NEW YORK RADIO)

TOWER 124.0 (1200–0300Z) 15 May–14 Sept, 1200–0200Z 15 Sept–14 May) GND CON 121.8 CLNC DEL 121.8

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc New York Apch at 516-683-2448 or 121.8.
AIRSPACE: CLASS D svc 1200–0300Z 15 May–14 Sep, 1200–0200Z 15 Sep–14 May; other times CLASS E.

RADIO AIDS TO NAVIGATION:
KINGSTON (L) VOR/DME 117.6 IGN Chan 123 N41º39.93´ W73º49.33´ 242º 3.6 NM to fld. 582/12W.
VOR portion unusable:
045º–050º byd 35 NM bly 4,300´
070º–140º byd 30 NM bly 3,400´
ILS 111.3 I–POU Rwy 06. Class IA. Unmonitored when ATCT clsd.

POUGHKEEPSIE N41°37.60´ W73°53.02´
RCO 122.2 (NEW YORK RADIO)

PRATT’S EASTERN DIVIDE (See SHERMAN on page 248)

R & R AERO (See WARSAW on page 254)

RANDALL (See MIDDLETOWN on page 220)

RENSSELAER CO (See TROY on page 253)

REPUBLIC (See FARMINGDALE on page 203)
ROCHESTER

FREDERIC DOUGLASS/GREATER ROCHESTER INTL (ROC)(KROC) P (ARNG) 3 SW

UTC–5(–4DT) N43°07.15’ W77°40.31’

559 B TPA—See Remarks AOE LRA Class I, ARFF Index C NOTAM FILE ROC

PCN 5 R/C/X/T HIRL CL
RWY 04: ALSF2, TDZL. RVR–TR Trees. 0.3% up.
RWY 22: MALSR. PAPI(P4L)—GA 3.0’ TCH 67’. RVR–TR Tree. Rgt tfc. 0.5% down.

PCN 47 R/C/X/T HIRL

RWY 07–25: H4000X100 (ASPH) S–32, D–42 PCN 95 F/C/X/T MIRL
RWY 07: REIL. Pole. Rgt tfc.
RWY 25: REIL. PAPI(P4R)—GA 3.0’ 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 25: TORA–4000 TODA–4000 ASDA–4000 LDA–4000
RWY 28: TORA–6402 TODA–6402 ASDA–6402 LDA–5802

ARRISTING GEAR/SYSTEM
RWY 28: EMAS

SERVICE: S4 FUEL 100LL, JET A, J8 OX 1, 2, 3, 4 LGT REIL Rwy 07, REIL Rwy 10 and Rwy 25 REIL controlled by twr but not monitored. PAPI Rwy 22, PAPI Rwy 10, Rwy 25 and Rwy 28 operate 24 hrs. MILITARY—A–GEAR Rwy 28 EMAS 368’ x 160’ FUEL J8(Mil) (NC–100LL, A)


AIRPORT MANAGER: 585-753-7056

WEATHER DATA SOURCES: ASOS 124.825 (585) 235–7322. WSP.
COMMUNICATIONS: ATIS 124.825 UNICOM 122.95

ROCHESTER RCO 122.6 (BUFFALO RADIO)

APP/DEP CON 119.55 (330º–160º) 123.7 (161º–329º)
TOWER 118.3 GND CON 121.7 CLNC DEL 118.8 PRE TAXI CLNC 118.8
AIRSPACE: CLASS C svc ctc APP CON.

RADIO AIDS TO NAVIGATION: NOTAM FILE ROC.

ROCHESTER (L) VOR/DME 110.0 ROC Chan 37 N43°07.08’ W77°40.37’ at fld. 545/12W.
ILS 110.7 I–MCU Rwy 04. Class III. ILS 110.7 I–MWD Rwy 22. Class IT. OM unmonitored.
ILS/DME 109.5 I–ROC Chan 32 Rwy 28. Class IC.

ROCKDALE
N42°27.98’ W75°14.35’ NOTAM FILE BUF.
(L) (L) VORW/DME 112.6 RKA Chan 73 077º 8.5 NM to Albert S Nader Rgnl. 2032/11W.
(H) H–11I, 11C, 12J, L–32F, 33A

NEW YORK
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 dalght hrs. Large birds (turkeys) and
deer on and invof Rwy 06–24. Rwy edge lights are not centered on
pavement on approach to Rwy 06. Note that bldg, bushes are 45–55˚
north of centerline at 495’ from Rwy 24 thld.

AIRPORT MANAGER:  315-337-3367

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE:  For CD ctc Syracuse Apch at 315-455-6218.

GRIFFISS INTL (RME)(KRME)  1 NE  UTC–5(–4DT)  N43°14.03’ W75°24.42’

504  B  TPA—See Remarks  ARFF Index—See Remarks  NOTAM FILE RME
RWY 15–33: H11820X200 (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:  MALSR. PAPI(P4L)—GA 3.0º TCH 56˚. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 33:  TORA–11820 TODA–11820 ASDA–11820 LDA–11820

SERVICE:  S4  FUEL  100LL, JET A  LGT  When twr clsd ACTIVATE MALSR
Rwy 33, HIRL Rwy 15–33, and twy lgts —CTAF.

AIRPORT REMARKS:  Attended 1200–0400Z‡. Migratory bird alert Aug–Nov
and Apr–May. Class IV, ARFF Index A. PPR 24 hrs for air carrier ops
with more than 9 passenger seats outside of attendance schedule hrs
call arpt manager 315–790–3072 or 315–272–5881. PPR 24 hrs for
air carrier ops with more than 30 passenger seats call arpt manager
315–790–3072 or 315–272–5881. Index B is provided. Index C avbl
upon request 315–790–3072 or 315–272–5881. Rwy 15–33 military
assault ldg zone and precision instrument markings. Rwy 33 designated
calm wind rwy. TPA—2004(1500) reciprocating eng, 2504(2000)
Turboprop/Jet. Portions of apron not visible from twr. International opr
US Customs user fee arpt. US Customs avbl 1300–2200Z‡ Mon–Fri.

AIRPORT MANAGER:  315-736-4171

WEATHER DATA SOURCES: ASOS (315) 337–0379
COMMUNICATIONS: CTAF 118.1  ATIS 118.7  UNICOM 122.95
SYRACUSE APP/DEP CON 127.425
TOWER 118.1 (1200–0200Z‡)  GND CON 121.9
CLEARANCE DELIVERY PHONE:  When ATCT clsd, for CD ctc Syracuse Apch at 315-455-6218

AIRSPACE:  CLASS D svc 1200–0200Z‡; other times CLASS E.

TRSA

RADIO AIDS TO NAVIGATION:  NOTAM FILE BUF.

UTICA (L) TACAN  Chan 49  UCA (111.2)  N43°01.59’ W75°09.87’  319° 16.4 NM to fld. 1420/0W.
ILS/DME 110.1 I–RME  Chan 38  Rwy 33  Class IT.  LOC unusable byd 6.0 NM fm thld abv 4,200’. LOC unusable
within thld abv 1,500’. Unmonitored when twr clsd.
NEW YORK

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:  Tree.
RWY 32:  Trees.


AIRPORT MANAGER:  518-899-6316
COMMUNICATIONS:  CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE:  For CD ctc Albany Apch at 518-862-2299.

WATERWAY 14W–32W:  4000X600 (WATER)

MONTREAL

ROUSES POINT SPB  (K21)  0 E UTC–5(–4DT)  N44°59.50’ W73°21.81’

95  AOE  NOTAM FILE BTV
WATERWAY ALL-WAY:  7900X500 (WATER)

SERVICE:  FUEL
MOGAS


AIRPORT MANAGER:  518-297-7000
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Burlington Apch at 802-657-4401.

ROYALTON (See GASPORT on page 206)

SANDS POINT SPB  (See PORT WASHINGTON on page 240)

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.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 05:  TORA–6573 TODA–6573 ASDA–6573 LDA–6573
RWY 09:  TORA–3997 TODA–3997 ASDA–3997 LDA–3997
RWY 23:  TORA–6573 TODA–6333 ASDA–6333 LDA–6333
RWY 27:  TORA–3997 TODA–3997 ASDA–3997 LDA–3997

SERVICE:  S4  FUEL  100LL, JET A  LGT ACTIVATE HIRL Rwy 05–23, MIRL Rwy 09–27, MALSR Rwy 23, PAPI Rwy 05 and twy lgts—CTAF.

AIRPORT 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 lgts 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.

SARATOGA SPRINGS

SARATOGA CO (See SARATOGA SPRINGS on page 245)

SARATOGA CO (5B2) 3 SW UTC–5(–4DT) N43°03.04’ W73º51.70’

434 B TPA—1201(767) LRA NOTAM FILE 5B2


PCN 46 F/A/X/T MIRL

RWY 05: REIL. Trees.

RWY 23: REIL. PAPI(P2L)—GA 3.0º TCH 43’. Trees.

RWY 14–32: H4000X100 (ASPH–CONC) S–83, D–126

PCN 30 F/A/X/T MIRL

RWY 14: Trees.

RWY 32: Trees.

SERVICE: 54 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 Kanner 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 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’ 293° 23.0 NM to fld. 1490/14W.

DME portion unusable:
- 040°–130° blo 9,000’
SCHENECTADY CO (SCH)(KSCH) P (ANG) 3 N UTC–5(–4DT) N42º51.16´ W73º55.77´
378 B LRA NOTAM FILE SCH
Rwy 04–22: H7001X150 (ASPH–GRVD) S–95, D–175, 2D–348, 2D/2D–850 HIRL 0.9% up NE
Rwy 04: MALSR. PAPI(P4L)—GA 3.0º TCH 51`. Trees.
Rwy 10: PAPI(P2L)—GA 4.0º TCH 50`. Thld dispcl 200`. Road.
Rwy 28: REIL. PAPI(P2L)—GA 3.0º TCH 50`. Trees.
SERVICE: S6 FUEL 100LL, JET A OX 2 LGT When ATCT clsd, ACTVT MALSR Rwy 04; PAPI Rwy 04, 10, 22 and 28; HIRL Rwy 04–22; MIRL Rwy 10–28—CTAF. MILITARY—JASU (A/M32A–86) (MA–1A) (AM32–95) FUEL A++(Mil) (NC–100LL, A) FLUID SP(Mil) LOX(Mil) OIL 0–148–156(Mil).
NOISE: Noise abatement procedure in effect for large acft remaining in pattern ctc airfield manager for details.
AIRPORT MANAGER: (518) 399–0111
WEATHER DATA SOURCES: AWOS–3 119.275 (518) 399–6586.
COMMUNICATIONS: CATF 121.3 UNICOM 122.95
© ALBANY APP/DEP CON 132.825
TOWER 121.3 (1230–0330Z| Mon–Fri; 1230–0200Z| wknds and hols; clsd Thanksgiving & Christmas; otr times by NOTAM)
GND CON 121.9
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.
AIRSPACE: CLASS D svc 1230–0330Z| Mon–Fri; 1230–0200Z| wknds and hols; clsd Thanksgiving & Christmas; otr times by NOTAM; 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:
045º–069º byd 11 NM 078º–088º byd 20 NM blo 10,000´ 109º–121º 121º–131º byd 30 NM 121º–131º wi 30 NM blo 9,900´ 131º–168º 184º–189º 226º–269º byd 29 NM blo 15,000´ 312º–315º 333º–343º TACAN AZIMUTH unusable:
032º–042º byd 15 NM 164º–168º 303º–308º byd 1000´ 308º–333º DME unusable:
303º–308º byd 37 NM
HUNTER NDB (MHW) 356 HEU N42º51.25´ W73º56.01´ at fld. 332/14W. NOTAM FILE SCH.
ILS 109.7 I–SCH Rwy 04. Class IB. Unmonitored when ATCT clsd.
COMM/NAV/WEATHER REMARKS: UNICOM use 122.95 for svc from FBO.
NEW YORK 247

SCHROON LAKE (B7)  2 N  UTC–5(–4DT)  N43°51.75´ W73°44.43´

834  NOTAM FILE BTV

RWY 16–34: H3000X60 (ASPH)  S–13
RWY 16: Thld dsplcd 100´. Road.
RWY 34: Trees.

AIRPORT REMARKS: Attended daight hrs. Debris from adjacent land fill is occasionally blown onto and across rwy. 25 ft dropoff 30 ft from pavement AER 34. Recommend Idg Rwy 16, tkf Rwy 34.

AIRPORT MANAGER: 518-532-7737

COMMUNICATIONS: CTAF 122.9

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

RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.

BURLINGTON (L) (L) VOR/DME  117.5  BTV  Chan 122  N44°23.83´ W73°10.96´  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´

NEW YORK L–32G

SCHUYLERVILLE

GARNSEYS (B64)  1 S  UTC–5(–4DT)  N43°04.06´ W73°35.03´

100  NOTAM FILE BTV

RWY 02–20: 2500X90 (TURF)
RWY 02: Road.
RWY 20: Road.

AIRPORT REMARKS: Attended May–Sep daight hours. Arpt open daigt hours only. Numerous buildings in apch to Rwy 20. Tiedowns located immediately north of driveway adjacent to Rwy 20 end.

AIRPORT MANAGER: 518-469-9472

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

WATERWAY 02W–20W: 9999X750 (WATER)

NEW YORK L–32F

SENECA FALLS

FINGER LAKES RGNL (B7)  2 SE  UTC–5(–4DT)  N42°53.01´ W76°46.87´

492  NOTAM FILE BUF

RWY 01–19: H4592X75 (ASPH)  S–12.5, D–30  MIRL
  RWY 01: REIL. PAPI(P2L)—QA 3.0º TCH 40´. Thld dsplcd 392´. Trees.
  RWY 19: REIL. PAPI(P2L)—QA 3.0º TCH 40´. Crops.
RWY 11–29: 1850X60 (TURF)  1.3% up W
  RWY 11: Trees.
  RWY 29: Trees.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA–4592  TODA–4592  ASDA–4592  LDA–4199

SERVICE: S4  FUEL  100LL, JET A  LGT  ACTIVATE REIL Rwy 01 and Rwy 19; MIRL Rwy 01–19—CTAF.

AIRPORT REMARKS: Attended 1300–2100Z‡. Medivac heliport flight svc on arpt, monitor CTAF for ops. Ldg fee. Ldg fee for jets and turbo props.

AIRPORT MANAGER: 315-568-0110

WEATHER DATA SOURCES: AWOS–3  120.0 (315) 568–5362.

COMMUNICATIONS: CTAF/UNICOM 122.8

® ELMIRA APP CON 124.3 (SW–SE) (1100–0500Z‡)
® NEW YORK CENTER APP CON 133.35 (SW–SE) (0500–1100Z‡)
® ROCHESTER APP 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  N42°29.70´ W76°27.58´  329º 27.3 NM to fld. 1112/0W.
DME unusable:
  360º–160º byd 20 NM blo 6,500´

NE, 14 JUL 2022 to 8 SEP 2022
SHARON

248 NEW YORK

1508 NOTAM FILE BUF

RWY 13–31: 2570X120 (TURF)


RWY 31: Trees.

AIRPORT REMARKS: Attended irregularly. P–line parallel on SW side of rwy 285 ft from rwy edge. Rwy 13 thld dsplcd ngt ops only. Rwy shortened by 200’ on the west end due to turf holes/crevasses.

AIRPORT MANAGER: 518-284-2081

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Syracuse Apch at 315-455-6218.

SHERMAN

PRATT’S EASTERN DIVIDE

1640 NOTAM FILE BUF

RWY 08–26: 2600X75 (TURF)

RWY 08: Trees.

RWY 26: Trees.

AIRPORT REMARKS: Attended irregularly. Deer on and inv of rwy. Ultralight on and inv of 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

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: MALSR. VASI(V4L)—GA 3.0º TCH 47’. Trees.

RWY 24: REIL. Trees.

SERVICE: S4 FUEL 100LL, JET A LGT All twy lgts opr. Actvt MALSR Rwy 06; REIL Rwys 24, 15 and 33; PAPI Rwys 15 and 33; MIRL Rwys 06–24 and 15–33—CTAF. Rwy 06 VGSI and glidepath not coincident.

AIRPORT REMARKS: Attended 1200–0000Z‡. Parachute Jumping. Deer all areas of arpt especially at ngt. Extensive parachute jumping activity inv of arpt. Upper air balloons launched 3 miles north of arpt 1100Z‡ and 2300Z‡. Glider ops dalgt hrs. Pilots be aware when conducting practice ILS apchs, extensive lgts acft training on and inv of arpt all hrs. Gliders use rgt tfc pat for Rwy 24 and Rwy 33, gliders use left tfc pat for Rwy 06 and Rwy 15. No TGL wknd, hol and non dalgt hrs. Relocated thld is Taxiway Z1. Overnight ramp parking $5.00. No ldg fee.

AIRPORT MANAGER: 631-451-6299

WEATHER DATA SOURCES: ASOS 119.625 (631) 399–7095.

COMMUNICATIONS: CTAF/UNICOM 122.8

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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 (QU) 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.
SIDNEY MUNI  (N23)  1 W  UTC-5(–4DT)  N42º18.16´ W75º24.96´
1027  B  NOTAM FILE BUF
RWY 07–25: H4201X75 (ASPH)  S–25, D–45  MIRL
RWY 07: REIL. Tree.
SERVICE: S4  FUEL  100LL, JET A  OX 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

SKANEATELES AERO DROME  (6B9)  2 SW  UTC-5(–4DT)  N42º54.84´ W76º26.45´
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: REIL. Trees.
SERVICE: FUEL  100LL  LGT Arpt lgts OTS indef. ACTIVATE MIRL Rwy
10–28—CTAF.
AIRPORT REMARKS: Unattended, call manager. Fuel avbl 24 hr self svc credit
card. Rwy 28 two 55´ power poles 70´ either side centerline 700´
MIRL. lgts are 38´ from pavement edge. Rwy 28 has 4 lgts out and 2
lgts very dim. One thld lgts 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) (I) VORTACW 117.0  SYR Chan 117  N43º09.63´ W76º12.27´ 226º 18.1 NM to fld, 453/11W.
TACAN AZIMUTH & DME unusable:
Byd 35 NM bio 4,000´
VOR unusable:
010º–025º
067º–077º byd 30 NM
134º–144º byd 19 NM

SKY ACRES  (See MILLBROOK on page 221)

SOUTH ALBANY  (See SOUTH BETHLEHEM on page 250)
SOUTH BETHLEHEM

SOUTH ALBANY (4B0)  2 N  UTC–5(–4DT)  N42°33.64´ W73°50.04´

196  NOTAM FILE BTB

RWY 01–19:  H2853X60 (ASPH)  LIRL  0.4% up N

RWY 01:  RVR–T Thld displcd 150´. Fence.


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

COMMUNICATION: CTAF

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´ concrete block, 300´ NW of helipad.

COMMUNICATION: CTAF

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.


COMMUNICATION: CTAF

CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.

DETROIT
STAATSBURG

AIRHAVEN (09N) 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.
AIRPORT REMARKS: Unattended. Rwy not plowed in winter. Rwy 02–20 2´ pvc reflective markers, blue markers at thld, all others along edges are white. Rwy 20 has +50´ trees, 30´ from thld, 50´ left. Steep grades and drop-offs located in Rwy 02 safety area.
AIRPORT MANAGER: 845-889-4717
COMMUNICATIONS: CTAF 122.9

STORMVILLE (N69) 1 NE UTC–5(–4DT) N41º34.62´ W73º43.94´
358 NOTAM FILE ISP
RWY 06–24: H3315X50 (ASPH) S–25 0.8% up NE
RWY 06: Trees.
AIRPORT REMARKS: Unattended. Geese on and invof rwy. Rwy 06–24 not plowed. Flee market obstns and material may be next to rwy ends. Rwy 06–24 wide cracks and weeds on rwy.
AIRPORT MANAGER: (845) 227-4444
COMMUNICATIONS: CTAF/UNICOM 122.8
© NEW YORK APP/DEP CON 132.75

SUFFOLK CO N40º50.27´ W72º37.91´ NOTAM FILE FOK.
(T) TACAN 111.0 FOK Channel 47 at Francis S Gabreski. 50/13W. TACAN unmonitored when twr clsd.
No NOTAM MP: 1600–2000Z‡ Mon
TACAN AZIMUTH unusable:
028º–038º byd 8 NM blo 3,500´
090º–155º byd 7 NM
335º–345º byd 7 NM blo 3,500´

SULLIVAN CO INTL (See MONTICELLO on page 223)
SYRACUSE HANCOCK INTL  (SYR/KSYR) P (ANG AR)   4 NE UTC–5(–4DT) N43°06.67’
W76°06.38’
421 B LRA Class I, ARFF Index C NOTAM FILE SYR
PCN 121F/B/W/T HIRL CL
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 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 invof
aprt. 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. Rwy 28 touchdown RVR sensor shared by Rwy 33.
Direct custom notification is required. Hrs of notification are Mon–Sat 1300–2200Z. Arrivals outside of these hrs must
make arrangements during regular work hrs, call 315–455–2271. 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.

(T) (H) VORTACW 117.0 SYR Chan 117 N43°09.63’ W76°12.27’ 135º 5.2 NM to fld. 453/11W.
TACAN AZIMUTH & DME unusable:
Byd 35 NM blo 4,000’
VOR unusable:
010º–025º
067º–077º byd 30 NM
134º–144º byd 19 NM
ILS/DME 109.9 I–MRZ Chan 36 Rwy 10. Class IB. Monitored by ATCT.
ILS/DME 109.9 I–SYR Chan 36 Rwy 28. Class IIIE.

NE, 14 JUL 2022 to 8 SEP 2022
TICONDEROGA MUNI (4B6)  2 NE  UTC–5(–4DT)  N43°52.64’ W73°24.79’

274  NOTAM FILE BTV
RWY 02–20: H4041X60 (ASPH) MIRL
RWY 02: REIL, PAPI(P2L)—GA 3.0º TCH 46’. Fence.
SERVICE: FUEL  100LL  LGT
Rwy 02 2 thld lgts OTS indef. ACTIVATE MIRL Rwy 02–20, PAPI Rwy 02 and Rwy 20, REIL Rwy 02 and Rwy 20—CTAF.
100LL self svc credit. Arpt fees—hangar, tie down, ldg for part 135, jet/turbine. Rwy 02 50´ trees 1150´ from rwy end 50´ left. Wildlife on and inv of arpt.
AIRPORT MANAGER: 518-585-6265
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION:

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
Rwy 31 has 120´ dropoff 90´ from thld on both sides. LIRL Rwy 13–31 not avbl to tran actf.
AIRPORT MANAGER: 315-796-6257
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) TACAN 111.2  UCA  Chan 49  319º 16.4 NM to Griffiss Intl. 1420/0W.
RCO 122.2 (BUFFALO RADIO)
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 inv of arpt. PJE at arpt 3.0 NM radius SFC–14,500`. Rw 03 has access road 16´ from thld both sides. Rw 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. CIsd 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)  N43°59.51′ W76°01.17′
331  B  AOE  LRA  ARFF Index—See Remarks  NOTAM FILE ART  MON Airport

PCN 43 F/C/X/T  MIRL  0.3% up E
RWY 10:  PAPI(P4L)—GA 3.0º TCH 47′. Trees.
RWY 28:  REIL. PAPI(P4L)—GA 3.0º TCH 45′. Trees.

RWY 07–25:  H4999X150 (ASPH–GRVD)  S–105, D–147, 2D–244
PCN 41 F/C/X/T  HIRL  0.3% up NE
RWY 07:  MALS R. PAPI(P4L)—GA 3.0º TCH 52′. Trees.
RWY 25:  PAPI(P4L)—GA 3.0º TCH 44′. 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 Actvt MALS Rwy 07; REIL Rwy 28; PAPI Rwy 10 and 28; HIRL Rwy 07–25; MIRL Rwy 10–28; twy lgts—CTAF.


AIRPORT MANAGER:  315-786-6002

WEATHER DATA SOURCES:  ASOS 132.325 (315) 639–4002.
COMMUNICATIONS:  CTAF/UNICOM 123.0
RCO 122.2 (BURLINGTON RADIO)
RCO 122.1R 109.8T (BURLINGTON RADIO)
WHEELER–SACK APP/DEP CON 124.875
CLNC DEL 120.8

AIRSPACE:  CLASS E.

RADIO AIDS TO NAVIGATION:  NOTAM FILE ART.
(L) (L) VORTAC 109.8  ART  Chan 35  N43°57.13′ W76°03.88′  051° 3.1 NM to fld. 374/12W.
VOR unusable:
090°–111° byd 15 NM
112°–150°
151°–175° byd 20 NM
ILS 111.1  I–ART  Rwy 07.  Class ID.
WEEDSPORT (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 E–W: 2800X100 (TURF)

RWY E: Hill.
RWY W: Trees.

SERVICE: F2 FUEL 100LL

LGT ACTVT MIRL Rwy 10–28—122.7.

Beacon OTS indefly. Beacon dusk—0400Z‡, for rotating bcn after 0400Z‡ call 315–834–9950.


AIRPORT MANAGER: 315-834-9950

COMMUNICATIONS: CTAF/UNICOM 122.8

SYRACUSE APP/DEP CON 126.125

CLEARANCE DELIVERY PHONE: For CD ctc Syracuse Apch at 315-455-6218.

RADIO AIDS TO NAVIGATION: NOTAM FILE SYR.

SYRACUSE (H) (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)(KEZ) 2 SW UTC–5(–4DT) N42°06.57´

W77º59.40´

2124 B NOTAM FILE ELZ

RWY 10–28: H5301X100 (ASPH–GRVD) S–25, D–45 HIRL

0.4% up W

RWY 28: MALS. PAPI(P2L)—GA 3.0º TCH 52´. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 10: TORA–5301 TODA–5301 ASDA–5301 LDA–4901
RWY 28: TORA–5301 TODA–5301 ASDA–5101 LDA–5101

SERVICE: F4 FUEL 100LL, JET A

LOT ACTVT MALS Rwy 28; REIL Rwy 10; PAPI Rwy 10 and 28; HIRL Rwy 10–28—CTAF. PAPI usual byd 9 degs right and left of cntrln. 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 svcsv are avbl call 585–593–3350 for numbers. 24 hr access to the lobby and restrooms. 24 hr self svc AVGAS and Jet-A.

AIRPORT MANAGER: 585-593-3350

WEATHER DATA SOURCES: ASOS 119.275 (585) 593–0203.

COMMUNICATIONS: CTAF/UNICOM 123.0

CLEVELAND CENTER APP/DEP CON 124.325

CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0227.

RADIO AIDS TO NAVIGATION: NOTAM FILE ELZ.
(L) DME 111.4 ELZ Chan 51 N42°05.38´ W77º59.97´ 020º 1.3 NM to fld. 2297/0W.

WEST 30TH ST HELIPORT (See NEW YORK on page 232)

WESTCHESTER CO (See WHITE PLAINS on page 259)
NEW YORK 257

WESTHAMPTON BEACH
FRANCIS S GABRESKI (FOK)/(KFOK) (ANG) 3 N UTC–5(–4DT) N40º50.62´ W72º37.91´

66 6 B LRA NOTAM FILE FOK
RWY 06–24, H9002X150 (ASPH–CONC) PCN 31 F/B/X/T HIRL
0.3% up NE

RWY 06: REIL. PAPI(P2L)—GA 3.0º TCH 66´. Trees.
RWY 24: MALSR. PAPI(P4L)—GA 3.0º TCH 77´. Trees. Rgt tfc.

RWY 01–19: H9001X150 (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 01–19: H5002X150 (ASPH) PCN 42 R/B/Y/T MIRL
0.3% up NW

RWY 01: Trees.
RWY 19: Trees.

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/M–32A–86)
2(MA–1A)

FUEL Avbl dur ANG opr hr. A++(Mil) avbl (NC–100LL, A)

FLUID SP De–Ice LOX

OIL O–148–156(Mil) SOAP

NOISE: Voluntary noise abatement procs in efct; see arpt website. When safety and ops allow, Rwy 24 pref for noise abatement.

AIRPORT REMARKS: Attended 1200–0400Z‡. Parachute Jumping. Birds and deer on and inv of arpt. Extv glider activity. Rcmmd rsvn with FBO prior to arr. 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 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 Management OPS for current Bird Watch cond. Dur Phase II BASH window (+/– 1 hr of SR/SS), not tkof or ldg perm, 106 OG/CC waiver auth. Bird haz (waterfowl) hvy dur Phase II BASH Window. Phase II nml begins 1 Aug and ends 30 Nov. CSTMS/AG/IMG US CSTMS clnc svc avbl with PN (JFK) 718–487–2691 (Mil flts will coor d thru Base Ops 631–733–7362/7364). Mon–Fri minimum 24 hr PN, Sun and hol before 2200Z‡ on regular business day preceding svc req date, maximum rax 15.

AIRPORT MANAGER: 631-852-8095

WEATHER DATA SOURCES: ASOS 119.925 (631) 288–0588.

COMMUNICATIONS: CTA 125.3 UNICOM 122.95

NEW YORK APP/DEP CON 125.975 343.75 343.65
TOWER 125.3 236.6 (1200–0400Z‡) GND CON 121.8 225.4
ANG OPS (RESCUE OPS) 328.475

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

AIRSPACE: CLASS D svc 1200–0400Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

CALVERTON (L) (L) VOR/DME 117.2 CCC Chan 119 N40º55.78´ W72º47.93´ 137º 9.2 NM to fld. 85/13W.
VOR unusable:

106º–116º 280º–290º 25 NM

SUFFOLK CO (T) TACAN Chan 47 FOK (111.0) N40º50.27´ W72º37.91´ at fld. 50/13W. NOTAM FILE FOK.

TACAN unmonitored when twr clsd.
No NOTAM MP. 1600–2000Z‡ TACAN AZIMUTH unusable:

028º–038º 8 NM blo 3,500´
090º–155º 7 NM
335º–345º 7 NM blo 3,500´

ILS/DME 111.7 – FOK Chan 54 Rwy 24. Class IT. Unmonitored when ATCT clsd.
WHEELER–SACK AAF (GTB)(KGTB)  A 1 NE  UTC–5(–DT)  N44º03.34´ W75º43.19´  MONTREAL

690  B  TPA—See Remarks  NOTAM FILE GTB  Not insp.

RWY 03–21: H10000X150 (CONC)  PCN 59 R/B/W/T  HIRL
  RWY 03: ALSF1. PAPI(P4L)—GA 3.0º TCH 64´. RVR–TR Thld dsplcd 1363´.
  RWY 21: ALSF1. PAPI(P4L)—GA 3.0º TCH 72´. RVR–TR Rgt tfc.

RWY 15–33: H5002X144 (CONC)  PCN 43 R/C/W/T  HIRL
  RWY 15: MALSR. RVR–TR Rgt tfc.

RWY 08–26: H4501X150 (ASPH–CONC)  PCN 34 F/A/W/T  LIRL
  RWY 08: Rgt tfc.

SERVICE: MILITARY— FUEL Service–L–AOE JASU–3(ASU600–270–DDP). Fuel A++ OT FLUID SP De–ice Type I and Type IV avbl with 3 hr PN.

TRAN ALERT: Opr 1400–1300Z‡ Mon–Fri; clsd Sat, Sun and Federal Hol ltd; no cathering, lav, trash removal, water, or crew trnsp svc avbl.

NOISE: Noise abatement Quiet hrs 0300–1100Z‡.


COMMUNICATIONS: ATIS 119.525
  APP/DEP CON 124.875 257.6
  TOWER 118.75 290.25 257.6
  GND CON 121.9 229.8
  CLNC DEL 121.9
  PMSV SACK METRO 304.3
  BASE OPS 126.2 280.8
  FORT DRUM FLT FLW 141.025 397.75

AIRSPACE: CLASS D.

RADIO AIDS TO NAVIGATION: NOTAM FILE ART.

WATERTOWN (L) L VOR/LOC 109.8 ART Chan 35 N43º57.13´ W76º03.88´  079º 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 259

WHITE PLAINS

WESTCHESTER CO (HPN)(KHPN) 3 NE UTC–5(–4DT) N41°04.02’ W73°42.45’

439 B LRA Class I, ARFF Index B NOTAM FILE HPN

PCN 34 F/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/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


AIRPORT REMARKS:

Attended continuously. Deer, birds and other wildlife on and invof arpt. Rwy 11–29 clsd to sked acr ops with more than 9 px seats and non sked acr ops with more than 30 px seats exc for tax. Rwy 29 clsd to ldg acr more than 12,500 lbs. Snow removal equipment operating on all acr movement areas Nov thru Apr. Mowing within safety areas of all rws and twys May thru Nov. Equipment and materials staged adjacent to the southern edge of Hangar 6 ramp. Be alert: Ground equipment opr adjacent to east side of Twy A between Twy G and Twy F. Acft opr MGTOW over 120,000 lbs must have prior permission, to be granted by arpt mgr or designee 914–995–4856. All approved acr must ctc arpt ops (open 24/7) on unicom freq 122.95 with actual tkof and ldg weights. ATC clnc rqrd for pushback onto movement areas. Hangar D3 ramp adj to active PAX loading area at main terminal ramp, 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: 914-995-4487

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.

RADIO AIDS TO NAVIGATION:

CARMEL (L) VOR/DME 116.6 CMK Chan 113 N41°16.81’ W73°34.88’ 216º 14.0 NM to fld. 693/12W.

VOR unusable:
001º–155º
195º–225º
245º–270º
325º–355º

DME unusable:
000º–015º byd 20 NM
034º–054º byd 20 NM
055º–135º byd 20 NM blo 5,000’
180º–200º
340º–359º byd 20 NM blo 6,000’

 ils/dme 109.7 I–HPN Chan 34 Rwy 16. Class II.

ils/dme 109.7 I–OJZ Chan 34 Rwy 34. Class IT. LOC unusable byd 28º left of course and 25º right of course.

COMM/NAV/WEATHER REMARKS: ATIS can also be received via CMK VOR frequency 116.6 (CARMEL)

WHITFORDS (See WEEDSPORT on page 256)
WILLIAMSON–SODUS

(See WILLIAMSON/SODUS on page 260)

WILLIAMSON/SODUS

(WILLIAMSON–SODUS) 3 W UTC–5(–4DT)  N43°14.08’ W77°07.17’

RWY 10–28: H3B03X60 (ASPH) S–12 MIRL

RWY 10: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Trees.

RWY 28: REIL. PAPI(P2R)—GA 3.2º TCH 42’. Tree.

SERVICE: FUEL 100LL  IGT 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 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) (L) VOR/DME 110.0 ROC Chan 37

N43°07.08’ W77°40.37’ 086º 25.3 NM to fld. 545/12W.

WURTSBORO/SULLIVAN CO

(WURTSBORO/SULLIVAN CO) 2 NE UTC–5(–4DT)  N41°35.87’ W74°27.55’

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 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) (L) VOR/DME 117.6 IGN Chan 123

N41°39.93’ W73°49.33’ 274º 28.9 NM to fld. 582/12W.

VOR portion unusable:

045º–050º byd 35 NM bio 4,300’

070º–140º byd 30 NM bio 3,400’

NE, 14 JUL 2022 to 8 SEP 2022
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 41´. Pole.
RWY 25: REIL. PAPI(P4L)—GA 3.5º TCH 40´. Pole.
RWY 15–33: H3160X75 (ASPH) S–12 MIRL 0.4% up SE


NOISE: Noise abatement procedures in effect, for details ctc arpt manager.

AIRPORT REMARKS: Attended 1200–2300Z. Deer, groundhogs and birds on and inof arpt. For svc after hrs ctc 610–266–6000.

AIRPORT MANAGER: 610-791-5193


COMMUNICATIONS: CTAF/UNICOM 122.7

RADAR AIDS TO NAVIGATION: NOTAM FILE IPT.

EAST TEXAS  (L) (L) VORW/DME 110.2 ETX Chan 39 N40º34.86´ W75º41.04´ 103º 9.0 NM to fld. 741/9W.

CONTINUED ON NEXT PAGE
AIRSPACE: CLASS C svc ctc APP CON.

RADIO AIDS TO NAVIGATION: NOTAM FILE ABE.

ALLENTOWN (L) (L) VORTACW 117.5 FJC Chan 122 N40°43.60’ W75°27.28’ 182° 4.5 NM to fld. 681/10W.

TACAN AZIMUTH & DME unusable:
061°–299° byd 30 NM blo 4,000’
300°–060° byd 26 NM blo 4,500’

VOR unusable:
021°–189° byd 10 NM
190°–260° blo 9,000’
190°–260° byd 24 NM
261°–306° byd 9 NM blo 4,000’
307°–349°
350°–020° blo 3,500’
350°–020° byd 33 NM blo 4,000’

ILS 110.7 I–ABE Ryw 06. Class IIE.

ILS 111.9 I–BXY Ryw 13. Class IB.


ALLENTOWN N40°43.60’ W75°27.28’ NOTAM FILE ABE.

(TL) (L) VORTACW 117.5 FJC Chan 122 182° 4.5 NM to Lehigh Valley Intl. 681/10W.

TACAN AZIMUTH & DME unusable:
061°–299° byd 30 NM blo 4,000’
300°–060° byd 26 NM blo 4,500’

VOR unusable:
021°–189° byd 10 NM
190°–260° blo 9,000’
190°–260° byd 24 NM
261°–306° byd 9 NM blo 4,000’
307°–349°
350°–020° blo 3,500’
350°–020° byd 33 NM blo 4,000’

ILS 110.7 I–ABE Rwy 06. Class IIE.

ILS 111.9 I–BXY Rwy 13. Class IB.


ALTOONA/BLAIR CO (AOO)(KAOO) 12 S UTC–5(–4DT) N40°17.78’ W78º19.20’

1503 B Class II, ARFF Index A NOTAM FILE AOO

Rwy 03–21: H5465X100 (ASPH–GRVD) S–16, D–44 PCN 13 F/B/X/T
HIRL 0.6% up S
Rwy 03: REIL PAPI(P4L)—GA 3.0º TCH 43’. Trees.
Rwy 21: MALSR. PAPI(P4L)—GA 3.0º TCH 52’. Trees.
Rwy 12–30: H3668X75 (ASPH) S–11.5, D–33 PCN 11 F/B/X/T 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. HIIRL Rwy 03–21 and MIRL Rwy 12–30 preset low intst, incr intst and ACTVT PAPI Rwy 12, 30, 03 and 21, MALSR 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 1230–0302Z, Sun 1330–0302Z daily. Rwy/twy cons unmonitored outside of normal attendance hrs. Specialized actf (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. Excp for taxi, Rwy 12–30 not avbl for sked acr opns with more than 9 Pax and unsked for acr opns with more than 30 pax.

AIRPORT MANAGER: 814–793–2027
WEATHER DATA SOURCES: ASOS 127.125 (814) 793–9655.
COMMUNICATIONS: CTAF 123.6 UNICOM 123.0
RCO 122.2 (ALTOONA RADIO)
® 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 440-774-0213.
BALLY

**BUTTER VALLEY GOLF PORT** (7NB) 1 E UTC–5(–4DT) N40°23.85’ W75°33.79’

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 asph 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: 119 ft tree line 1472 ft fm rwy end; 233 ft right. 12:1 slope to dthr.

**AIRPORT MANAGER:** 610-845-2491

**COMMUNICATIONS:** CTAF

**CLEARANCE DELIVERY PHONE:** For CD ctc Allentown Apch at 800-728-6322.

**BAUER COMMERCIAL** (See BROGUE on page 267)

**BEAVER CO** (See BEAVER FALLS 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
**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, A+  **LGT** When ATCT clsd MIRL Rwy 10–28 and twy lgts oper low inst. Increase inst 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 depts only, ctc arpt manager 1300–2100Z‡ for 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; clsd Sat–Sun)

**GND CON** 121.8 CLNC DEL 124.85 (when twr clsd)

**AIRSPACE:** CLASS D svc 1230–0030Z Mon–Fri, clsd Sat–Sun; other times CLASS G.

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

**ELLWOOD CITY (VH) (H) VOR/DME** 115.8 EWC Chan 105 N40°49.50’ W80°12.69’ 257° 8.8 NM to fld. 1227/8W.

**LOC** 109.3 I–BVI Rwy 10. LOC unmonitored when ATCT clsd

**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not available at twr.
BELLEFONTE (N96) 3 SW UTC–5(–4DT) N40°53.13’ W77°48.97’
1072 B TPA—2101(1029) NOTAM FILE AOO
RWY 07–25: H3632X60 (ASPH) RWY LGTS (NSTD) 0.3% up SW
RWY 07: Tree.
RWY 25: PAPI(P2L)—GA 3.5º TCH 40’. Rgt tfc.
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
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
PHILIPSBURG (H) (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 pvdd 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 289)

BENDIGO (See TOWER CITY on page 314)

BENSALEM

TOTAL RF HELIPORT (00A) 1 E UTC–5(–4DT) N40º04.25’ W74º56.02’
11 NOTAM FILE IPT
HELPAD H1: H80X80 (ASPH) PERIMETER LGTS
AIRPORT MANAGER: 215-990-5300
COMMUNICATIONS: CTAF 122.9
BERMUDIAN VALLEY AIRPARK  (See KRALLTOWN on page 287)

BETHEL

GRIMES  (8N1)  2 E  UTC–5(–4DT)  N40°29.09´  W76°15.81´
582  NOTAM FILE IPT
RWY 11–29: 2720X100 (TURF)
  RWY 11: Thld dsplcd 250´. Road.
  RWY 29: Thld dsplcd 270´. Tree.
AIRPORT MANAGER: 717-933-9566
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Reading ATCT at 610-478-9562. when clsd, ctc Harrisburg Apch at 800-932-0712.

BLOOMSBURG MUNI  (N13)  0 E  UTC–5(–4DT)  N40°59.86´  W76°26.11´
481 B  NOTAM FILE IPT
RWY 09–27: H3200X60 (ASPH)  S–12.5  MIRL
RWY 09: Road.
SERVICE: S4  FUEL  100LL  LGT ACTIVATE MIRL Rwy 09–27—CTAF.
AIRPORT MANAGER: (570) 317-2481
COMMUNICATIONS: CTAF/UNICOM 122.8
® WILKES–BARRE APP/DEP CON 120.95
CLEARANCE DELIVERY PHONE: For CD ctc Wilkes-Barre Apch at 570-655-2084.
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
  MILTON  (L)  (L) VORTACW 109.2  MIP  Chan 29  N41°01.40´  W76º39.92´  107º 10.6 NM to fld. 1000/9W.

BRADEN AIRPARK  (See EASTON on page 274)

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 14–32: H630X150 (ASPH–GRVD)  S–48, D–60, 2D–92  HIRL
RWY 14: REIL, VASI(V4L)—GA 3.0º TCH 42´. Trees.
RWY 32: MALS. Pole.
RWY 05–23: H449X100 (ASPH–GRVD) S–48, D–60  MIRL
0.3% up NE
RWY 05: REIL.
RWY 23: REIL. PAPI(P4L)—GA 3.0º TCH 40´. Trees.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–4499 TODA–4499 ASDA–4499 LDA–4499
RWY 14: TORA–6306 TODA–6306 ASDA–6306 LDA–6306
RWY 32: TORA–6306 TODA–6306 ASDA–6306 LDA–6306

SERVICE: S2  FUEL  100LL, JET A+
LGT ACTIVATE MALSR Rwy 32; REIL Rwy 05, Rwy 23 and Rwy 14; VASI Rwy 14; PAPI Rwy 23; MIRL Rwy 05–23; HIRL Rwy 14–32; twy lghts—CTAF.


AIRPORT MANAGER:  814-368-5928

WEATHER DATA SOURCES: ASOS 133.825 (814) 368–2581.
COMMUNICATIONS: CTAF/UNICOM 123.075
RCO 122.2 (ALTOONACOM)
CLEVELAND CENTER APP/DEP CON 124.325

AIRSPACE: CLASS E svc 1100–0330Z‡ Mon–Fri, 1100–2330Z‡ Sat, 1300–0330Z‡ Sun; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE BFD.
(L) DME 116.6  BFD Chan 113  N41°47.18´ W78°37.16´  317° 1.4 NM to fld. 2110/0W.
ILS 108.3  I–BFD Rwy 32. Class iB.

BRADFORD  N41°47.18´ W78°37.16´  NOTAM FILE BFD.
(L) DME 116.6  BFD Chan 113  317° 1.4 NM to Bradford Rgnl. 2110/0W.
RCO 122.2 (ALTOONACOM)

BREEZEWOOD

GREATER BREEZEWOOD RGNL  (P17)  7 S   UTC–5(–4DT)   N39°52.46´ W78°17.86´
1345  NOTAM FILE AOO
RWY 03–21: 3073X100 (TURF)
RWY 03: Rgt ltc.
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 440-774-0213.
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 dsplcd 476´. Pole.
SERVICE:  S2  FUEL  100LL
AIRPORT MANAGER: (717) 870-4076
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apc 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 AOO
RWY 18–36: H2580X38 (ASPH) S–9 LIRL(NSTD)
RWY 18: Thld dsplcd 180´. Pole.
RWY 36: Thld dsplcd 197´. Trees.
SERVICE:  FUEL  100LL, LGT
ACTIVATE LIRL—CTAF. Arpt bcn ops dusk–1000Z‡. Rwy 18–36 NSTD LIRL 50´ from rwy. Lgtd wind “T” dusk to dawn.
AIRPORT MANAGER: 724-991-2208
COMMUNICATIONS: CTAF/UNICOM 122.7
CLEARANCE DELIVERY PHONE: For CD ctc Pittsburgh Apc 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; REIL Rwy 26; PAPI Rwy 08 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 112.1R 115.8T (ALTOONA RADIO)®
PITTSBURGH APP/DEP CON 124.75
CLNC DEL 119.4
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

BUTTER VALLEY GOLF PORT (See BALLY on page 263)

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´  NEW YORK
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 282)

CARLISLE  (N94)  2 SE  UTC–5(–4DT)  N40º11.27´ W77º10.46´
510  B  NOTAM FILE IPT
RWY 10–28: H4008X60 (ASPH)  S–12.5, D–12.5  LIRL
RWY 10: Tree.
RWY 28: Thld dsplcd 126´. Tree.
SERVICE: S2  FUEL 100LL, JET A+ LGT ACTVT LIRL Rwy 10–28—CTAF.
AIRPORT MANAGER: 717-448-7730
COMMUNICATIONS: CTAF/UNICOM 122.8
HARRISBURG APP/DEF CON 124.1
CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.
RADIO AIDS TO NAVIGATION: NOTAM FILE CXY.
HARRISBURG (L) (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´

CENTRE AIRPARK  (See CENTRE HALL on page 268)

CENTRE HALL

**CENTRE AIRPARK** (N16)  2 SE  UTC–5(–4DT)  N40º48.70´ W77º39.43´
1307  NOTAM FILE AOO
RWY 06–24: 3100X210 (TURF)
   RWY 06: Thld dsplcd 400´. Road.
   RWY 24: Thld dsplcd 400´. Trees.
AIRPORT MANAGER: (814) 364-9188
COMMUNICATIONS: CTAF/UNICOM 122.7
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 inv of 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) N39º58.38´ W77º38.60´

688 B  NOTAM FILE IPT
RWY 06–24: H3300X75 (ASPH) S–12.5 MIRL
RWY 06: PAPI(P2R)—GA 3.0º TCH 40´. Trees.
SERVICE: S2 LGT Actvl 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) (L) VORTAC
115.0 THS Chan 97 N39º55.99´ W77º57.06´ 087º 14.4 NM to fld. 2338/7W.

CHESTER CO G O CARLSON

(See COATESVILLE on page 270)

CLARION CO

(AXQ)(KAXQ) 3 NW UTC–5(–4DT) N41º13.50´ W79º26.53´

1458 B  NOTAM FILE AOO
RWY 06–24: H5003X75 (ASPH) S–15 MIRL  0.5% up NE
RWY 06: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Trees.
RWY 24: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Trees.
SERVICE: FUEL 100LL, JET A+ LGT ACTIVATE MIRL Rwy 06–24, REIL Rwy 06 and Rwy 24 and PAP 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 N41º08.78´ W79º27.48´ 009º 4.8 NM to fld. 1520/OW.

CLARION

N41º08.78´ W79º27.48´ NOTAM FILE AOO.

(L) DME 112.9  CIP Chan 76 009º 4.8 NM to Clarion Co. 1520/OW.
CLEARFIELD–LAWRENCE (FIG)(KFIG)  2 NE  UTC–(–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 3.1° TCH 29′. Tree.
Rwy 30: REIL. PAPI(P4L)—GA 3.0° TCH 27′.


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

Clearance Delivery Phone: For CD ctc New York ARTCC at 631-468-1425.

Radio Aids to Navigation: NOTAM File AOO.

PHILIPSBURG (H)(H) VORTAC 115.5 PSB Chan 102 N40°54.98′ W77°59.56′ 303° 20.8 NM to fld. 2443/10W.

COATESVILLE

CHESTER CO G O CARLSON (MQS)(KMQS)  2 W  UTC–(–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 3.0° TCH 52′. Tree.
Rwy 29: REIL. PAPI(P4L)—GA 3.0° TCH 57′. Tree.
Service. Fuel 100LL, JET A LGT 1, 2, 3, 4 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 and in voar pt. Helicopter ops invof arpt and southwest of Rwy 11 thld. For svc after hrs ctc 610–384–9000. Helicopter tlc requested to land and bld from rwy only. Hover taxi on or off from rwy to ramp side parking spot by crossing perpendicular to Alpha. Helicopter hover taxiing, tkfs and lgds prohibited from Twy A. +164° water twr 1343′ from Rwy 11 thld 1842′ right marked with strobe gtg hrs, standard obstruction gtg 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

Clearance Delivery Phone: For CD ctc Philadelphia Apch at 800-354-9884.

Radio Aids to Navigation: NOTAM File IPT.

MODENA (L)(L) VORTACW 113.2 MXE Chan 79 N39°55.08′ W75°40.25′ 301° 9.7 NM to fld. 473/9W.

VOR unusable:
036°–046°
047°–057° byd 10 NM
058°–085°
170°–248° byd 27 NM blo 7,500′
170°–248° byd 30 NM blo 9,500′
170°–248° byd 8 NM blo 6,000′
268°–278° byd 28 NM
278°–290° blo 10,000′
290°–326°

ILS 108.5 I–MQS Rwy 29. Class IA.
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´. Tree.
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.


AIRPORT REMARKS: Attended 1300–2200Z‡. Deer and birds on and invof arpt. Self svc 100LL avbl 24 hrs; credit card only. Rwy 23 has a 265 ft relocated thr for taxi only. Rwy 14 has a 315 ft relocated thr for taxi only, Rwy 32 has a 260 ft relocated thr for taxi only. Twn B clsd to acft wingspan more than 40´. Ldg fee for all acft over 6,000 lbs gross weight waived for fuel purchase.

AIRPORT MANAGER: 724-628-2276

WEATHER DATA SOURCES: AWOS–3P 133.325 (724) 626–8745.

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.

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

INDIAN HEAD (L) (L) VORTAC W 108.2 IHD Chan 19 N39º58.45´ W79º21.50´ 272º 13.8 NM to fld. 2820/6W.
VOR & TACAN AZIMUTH OTS indef
VOR voice OTS indef
CAMOR NDB (MHW/LOM) 299 VV N39º52.97´ W79º44.68´ 049º 0.3 NM to fld. 1020/8W.

LOC usable:
Byd 10 NM

LOC 110.7 I–VVS Rwy 05. LOM CAMOR NDB. LOC unmonitored indef.

COVE VALLEY

(See WILLIAMSBURG on page 318)
CRESO

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 dsplcd 130’. Trees.


AIRPORT MANAGER: 570-595-2269

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.

DANVILLE (8N8) 3 SW UTC–5(–4DT) N40°56.90’ W76°38.64’

559 B NOTAM FILE IPT

RWY 09–27: H3000X60 (ASPH) MIRL 0.4% up E

RWY 09: Trees.

RWY 27: Trees.

SERVICE: S4 LGT Lighting NSTD. ACTVT MIRL Rwy 09–27 drg periods of darkness only—CTAF. Rwy 27 thld lgts dsplcd 365’ from rwy end for ngt displacement. Rwy end lgtd with two red lgts on left side (NSTD).


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) (L) VORTACW 109.2 MIP Chan 29 N41°01.40’ W76°39.92’ 177º 4.6 NM to fld. 1000/9W.

DECK (See MYERSTOWN on page 294)

DONEGAL SPRINGS AIRPARK (See MOUNT JOY/MARIETTA on page 292)

DOVER

LAZY B RANCH (0P8) 3 E UTC–5(–4DT) N40°01.47’ W76°48.92’

476 NOTAM FILE IPT

RWY 05–23: H2400X60 (ASPH–CONC) LIRL 1.3% up SW

RWY 05: Brush.

RWY 23: Tree.

SERVICE: LGT For LIRL Rwy 05–23 key 122.9 five times.


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: SAVASII(ZL)—GA 5.0. Treq.
RWY 23: REIL. PAPI(P2L)—GA 3.0º TCH 20º. Treq.
SERVICE: S4  FUEL  100LL, JET A
LGT Actvt REIL Rwy 23; MIRL Rwy 05–23—CTAF. MIRL Rwy 05–23 opr consly SS–SR.
AIRPORT MANAGER: 215-340-0707
WEATHER DATA SOURCES: ASOS 118.875 (215) 345–0392.
COMMUNICATIONS: CTAF/UNICOM 122.975
PHILADELPHIA APP/DEP CON 123.8
CLNC DEL 118.55
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
YARDLEY (L) (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 1B FCX/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 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 I–DUJ Rwy 25. Class IE.
EAST STROUDSBURG

STROUDSBURG–POCONO (N53)  3 N  UTC–5(–4DT)  N41°02.15´ W75°09.64´

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 lgts offset from rwy centerline.


AIRPORT MANAGER: 646-650-5863

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) (L) VOR/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) (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  B  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: S2  FUEL  100LL, JET A  LGT Rwy 18–36 NSTD LIRL, lgts spaced at 400´ intervals.

AIRPORT REMARKS: Attended 1400–2200Z. Rwy 18–36 1956´ by 50´ asph aligned in center of 165´ turf strip. Acft may not be visible on all parts of fld. 24 hr self serve fuel avbl.

AIRPORT MANAGER: 610-231-5270

COMMUNICATIONS: CTAF/UNICOM 123.0

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) (L) VORTAC 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 blo 3,500´

350º–020º byd 33 NM blo 4,000´
EBENSBURG (9G8) 3 SW UTC–5(–4DT) N40°27.67´ 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 REMARKS: Attended irregularly. 24 hr self–serve fuel avbl. Deer on
and invof arpt. Rwy 11U–29U for ultralight use only. Rwy 11U–29U
rwy boundary marked with yellow cones. Barrels are rusting and grass
AIRPORT MANAGER: (814) 934-5717
COMMUNICATIONS: CTAF/UNICOM 122.8
® JOHNSTOWN APP/DEP CON 121.2 (1200–0400Z‡) or ctc 814–532–5960.
® CLEVELAND CENTER APP/DEP CON 124.4 (0400–1200Z‡) or ctc Cleveland
ARTCC at 440–774–0234.
CLEARANCE DELIVERY PHONE: For CD ctc Johnstown Aphi at 814–532–5960,
when Aphi clsd ctc Cleveland ARTCC at 440-774-0213.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
REVLOC (L) (L) VORW/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) N40º07.84´ W80º05.77´
1210 NOTAM FILE AOO
RWY 01–19: 2260X100 (TURF–DIRT) 0.3% up N
RWY 01: Hill.
RWY 19: Trees.
AIRPORT REMARKS: Attended irregularly. PAEW adj Rwy 01–19 indefly. 250 ft high terrain 3450 ft north of Rwy 19. Rwy
01–19 marked with flush white bucket lids boundary markers. Rwy 01 150 ft dthr mkd with flush orange bucket lids.
Rwy 19 1330 ft dthr mkd with flush orange bucket lids. Rwy not maintained durg winter months.
AIRPORT MANAGER: 412-877-4584
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Pittsburgh Aphi at 412-472-5591.

ELLWOOD CITY
N40º49.50´ W80º12.69´ NOTAM FILE AOO.
(VH) (H) VOR/DME 115.8 EWC Chan 105 257º 8.8 NM to Harrisburg Intl. 461/11W.
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.

DETROIT
L–29D
IAP

DETROIT
H–10H, L–29C

NEW YORK

NE, 14 JUL 2022 to 8 SEP 2022
ERIE INTL/TOM RIDGE FLD (ERI)(KERI) 5 SW UTC–5(–4DT) N42º04.99´ W80º10.44´


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: HOLD–SHORT POINT AVBL LDG DIST RWY 24 02–20 6550

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02: TORA–3508 TODA–3508 ASDA–3337 LDA–2520

RWY 06: TORA–8420 TODA–8420 ASDA–8420 LDA–7501

RWY 20: TORA–3508 TODA–3508 ASDA–3208 LDA–2902

RWY 24: TORA–8420 TODA–8420 ASDA–7500 LDA–7500

SERVICE:

S2 FUEL 100LL, JET A OX, 3, 4 LGT

When twr clsd ACTIVATE MALSR Rwy 06 and Rwy 24, PAPI Rwy 06 and Rwy 24, HIRL Rwy 06–24, VASI Rwy 20, MIRL Rwy 02–20 and twy lgts—CTAF. Rwy 06 MALSR unmonitored. Rwy 24 MALSR unmonitored. Lgtd 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 pax seats and non sked acr ops more than 30 pax seats excl taxi. Extensive non–radio and ultralight acft opr 3.5–5 NM southwest of arpt at or blo 700´ AGL May 1–Oct 31 annually SR–SS. Ramp usage fee for acft clearing customs. Fee based on acft wgt, ctc aprt for fee sked. Flight Notification Service (ADCSUS) 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‡) GND CON 121.9 CLNC DEL 126.8

CLEARANCE DELIVERY PHONE: For CD ctc Buffalo Apch at 716-626-6920, when Apch clsd ctc Cleveland ARTCC at 440-774-0232.

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

TRSA svc ctc BUFFALO APP CON within 20 NM

RADIO AIDS TO NAVIGATION:

(L) TACAN Chan 31 ERI (109.4) N42º01.04´ W80º17.56´ 059º 6.6 NM to fld. 797/6W.

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.

ILS/DME 110.3 I–AWY Chan 40 Rwy 24. Class ID.

Weather:

Notable:

Thermal–G (03G) 3 W UTC–5(–4DT) N42º01.04´ W80º17.56´

1434 NOTAM FILE AOO

RWY 07–25: 1264X110 (TURF) 1.0% up E

RWY 07: Rgt tlc.

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 w on east end of rwy, 1,000´ turf w 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 dsplcd 365´. Road.
RWY 25:  Tree.
RWY 05G–23G:  1340X200 (TURF)

SERVICE:  S4  FUEL  100LL


AIRPORT MANAGER:  610-847-8494

COMMUNICATIONS:  CTAF/UNICOM  122.8

CLEARANCE DELIVERY PHONE:  For CD ctc Allentown Apch at 800-728-6322.

ESSINGTON

PHILADELPHIA SPB (9N2)  1 S  UTC–5(–4DT)  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


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 aft hrs ctc 570–945–5125. Cold temperature rstd arpt. Altitude correction required at or below –22C.

AIRPORT MANAGER:  570-575-7170

COMMUNICATIONS:  CTAF/UNICOM  122.7

© 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) (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.
RWY 33:  Thld dsplcd 300´. Tree. Rgt tfc.


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.
FINLEYVILLE AIRPARK (G85) 1 SW UTC–5(–4DT) N40°14.73´ W80º00.59´  
1236 B TPA—See Remarks NOTAM FILE AOO  
RWY 14–32: H2497X50 (ASPH) LIRL 1.2% up NW  
SERVICE: S4 FUEL 100LL LGT ACTIVATE LIRL—CTAF. After 0500Z‡  
ACTIVATE rotating bcn—CTAF.  
AIRPORT REMARKS: Attended irregularly. Deer on and inof rwy. Terrain falls  
off rapidly off apch end Rwy 14; terrain rises off apch end Rwy 32.  
Lmtd sight dist down rwy due to hump near apch end of Rwy 14. Tran  
pilots advised to check rwy condition prior to use during winter  
months. Ultralights avoid overflying houses northeast of arpt.  
Helicopters follow fixed wing tfc pat. Rwy 14–32 ultralights fly rgt tfc.  
TPA ultralights 1736(500). Parl twy marked with reflectors. No acft  
parking on SE portion of parl twy next to hangars 16, 17, and 18. Rwy  
14–32 ends not mutually vsb.  
AIRPORT MANAGER: (412) 580-8932  
COMMUNICATIONS: CTAF/UNICOM 123.0  
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) (L) VOR/W/DME 110.0 AGC Chan 37 N40º16.72´  
W80º02.45´ 153º 2.4 NM to fld. 1285/9W.  
VOR portion unusable:  
036º–059º byd 10 NM blo 7,000´  
071º–175º  
226º–261º byd 10 NM  

FLYING DOLLAR (See CANADENSIS on page 268)  
FLYING M AERODROME (See GERMANSVILLE on page 280)  
FORT INDIANTOWN GAP (See MUIR AAF (FORT INDIANTOWN GAP) on page 293)
FRANKLIN

VENANGO RGNL (FKL)(KFKL) 2 SW UTC–5(–4DT) N41º22.65´ W79º51.64´
1540 B Class II, ARFF Index A NOTAM FILE FKL
RWY 03–21 H5200X150 (ASPH–GRVD) S–40, D–70, 2S–89
PCN 19 F/B/X/U HIRL
RWY 03: PAPI(P4L)—GA 3.0º TCH 45 ´. Trees.
RWY 21: MALSR. PAPI(P4L)—GA 3.0º TCH 55 ´. Trees.
RWY 12–30: H3593X100 (ASPH) S–67, D–105, 2S–133
PCN 27 R/B/X/U MIRL
RWY 12: Trees.
RWY 30: PAPI(P4L)—GA 3.0º TCH 41 ´.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–5200 TODA–5200 ASDA–5200 LDA–5200
RWY 30: TORA–3593 TODA–3593 ASDA–3593 LDA–3593
SERVICE: FUEL 100LL, JET A
LGT ACTIVATE HIRL Rwy 03–21, MALSR Rwy 21, MIRL Rwy 12–30, PAPI Rwy 03, Rwy 21, and Rwy 30 and twy lgts—CTAF.
AIRPORT MANAGER: 814-432-5333
WEATHER DATA SOURCES: AWOS–3PT 118.175 (814) 437–2066.
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 bld 9,000´
248º–291º bld 4,000´
355º–005º bld 4,000´
ILS 110.5 F–FKL Rwy 21. Class IB. Unmonitored Sat 0100Z–Sun 1200Z.

FRANKLIN CO RGNL (See CHAMBERSBURG on page 269)

FREDERICKSBURG

FARMERS PRIDE (9N7) 0 W UTC–5(–4DT) N40º26.57´ W76º26.50´
495 B NOTAM FILE IPT
RWY 10–28: 3410X150 (TURF) RWY LGTS(NSTD)
RWY 10: Thld dsplcd 504´. Tree.
RWY 28: Thld dsplcd 590´. Tree.
SERVICE: FUEL 100LL LGT ACTIVATE LIRL Rwy 10–28 on CTA—122.9. ACTIVATE rotating bcn CTA—122.9.
AIRPORT MANAGER: (717) 507-0303
COMMUNICATIONS: CTA—122.9
CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.
FREEPORT

MCVILLE (6P7) 7 NE UTC–5(–4DT) N40°44.07´ W79°35.74´
1105  B  NOTAM FILE A00
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
JOHNSTON 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) (L) VOR/DME 113.0 JST Chan 77 N40°19.00´ W78º50.05´ 312º 42.9 NM to fld. 2279/6W.
VOR unusable:
035º–047º byd 25 NM blo 11,000´
110º–130º
131º–135º blo 17,000´
255º–324º blo 10,000´

GERMANSVILLE

FLYING M AERODROME (P91) 2 N UTC–5(–4DT) N40°44.25´ W75°42.33´
735  NOTAM FILE IPT
RWY 08–26: 2380X100 (TURF) 0.4% up E
RWY 26: Thld dsplcd 300´. Road.
SERVICE: S2
AIRPORT REMARKS: Attended irregularly. Rwy 08–26 marked with white cones. Rwy 26 dsplcd thld marked with cones and 3 lgs each side.
AIRPORT MANAGER: 610-248-8190
COMMUNICATIONS: CTAF/UNICOM 122.725
CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.
RADIO AIDS TO NAVIGATION: NOTAM FILE JST.

GETTYSBURG RGNL (W05) 2 W UTC–5(–4DT) N39°50.48´ W77°16.48´
553  NOTAM FILE IPT
RWY 06–24: H3100X60 (ASPH) MIRL 0.4% up NE
RWY 06: Thld dsplcd 165´. Road.
RWY 24: Thld dsplcd 539´. Pole.
SERVICE: S2  FUEL 100LL  LGT ACTIVATE MIRL Rwy 06–24—CTAF.
AIRPORT REMARKS: Unattended. Deer and birds invof arpt.
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) (H) VORTAC 117.9 EMI Chan 126 N39°29.70´ W76°58.71´ 335º 24.9 NM to fld. 820/8W.
VOR portion unusable:
128º–161º byd 20 NM blo 6,500´
221º–231º 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´

GRAND CANYON RGNL (See WELLSBORO on page 316)

GREATER BREEZEWOOD RGNL (See BREEZEWOOD on page 266)

GREENE CO (See WAYNESBURG on page 316)
GREENSVILLE MUNI (4G1)  3 N  UTC–5(–4DT)  N41º26.81´ W80º23.47´
1206 B  NOTAM FILE A00
RWY 15–33:  H3006X75 (ASPH)  S–12.5  MIRL  1.4% up SE
RWY 15:  REIL. PAPI(P2L)—GA 3.0º TCH 40´.
RWY 33:  REIL. PAPI(P2L)—GA 3.0º TCH 44´. Trees.
RWY 05–23:  2551X118 (TURF)  0.5% up SW
RWY 05:  Thld dsplcd 984´. Trees.
RWY 23:  Trees.
SERVICE:  S4  FUEL  100LL  LGT
ACTIVATE MIRL Rwy 15–33; REIL Rwy 15 and Rwy 33 and PAPI Rwy 15 and Rwy 33—CTAF.
AIRPORT MANAGER:  724-588-1665
COMMUNICATIONS:  CTAF/UNICOM 122.8
\[\text{\textcircled{Y}}\] YOUNGSTOWN APP/DEP CON 133.95 (1100–0500Z|)
\[\text{\textcircled{Y}}\] CLEVELAND CENTER APP/DEP CON 120.775 (0500–1100Z|) or ctc Cleveland ARTCC at 440–774–0227.
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) (L) VORTACW 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 265)

GROVE CITY (29D)  3 W  UTC–5(–4DT)  N41º08.76´ W80º10.07´
1371 B  NOTAM FILE A00
RWY 10–28:  H4500X75 (ASPH)  S–12.5  MIRL  1.6% up W
RWY 10:  REIL. PAPI(P2L)—GA 3.8º TCH 37´. Trees.
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 5º left of rwy centerline. Twy lgts stub to apron.
AIRPORT MANAGER:  724-748-5530
COMMUNICATIONS:  CTAF/UNICOM 122.725
\[\text{\textcircled{Y}}\] YOUNGSTOWN RCO 122.1R 115.8T (ALTOONA RADIO)
\[\text{\textcircled{Y}}\] CLEVELAND CENTER RCO 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.
RADIO AIDS TO NAVIGATION:  NOTAM FILE AOO.
ELLWOOD CITY (W) (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
(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(P4R)—GA 3.0º TCH 55′. RVR–T Trees.
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′.
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 tby 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 tby prior to
Rwy 12 relocated thld, no tlf 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
CAPITAL CITY 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 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 (L) (L) VOR/W/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 bio 9,000′
180º–190º
DME unusable:
320º–30º byd 31 NM bio 8,000′
ILS 109.1 I–CXY Rwy 08. Class IB. LOC unusbl byd 30º r of course.
HARRISBURG INTL  (MDT)(KMDT)  P (ANG)  8 SE UTC–5(–4DT)  N40º11.59´  W76º45.76´  
310  B  TPA—See Remarks  LRA  Class I, ARFF Index B  NOTAM FILE MDT
RWY 13–31: H10001X200 (ASPH–GRVD)  S–155, D–330, 2S–175,  
2D–550  PCN  90 F/C/X/T  HIRL  CL
RWY 13: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 75´. RVR–TMR Thld  
dspcld 993´. Pole.
RWY 31: REL. PAPI(P4L)—GA 3.0º TCH 51´. RVR–TMR Thld dspcld  
RUNWAY DECLARED DISTANCE INFORMATION
RWY 31: TORA–10001 TODA–10001 ASDA–9122  LDA–8129
SERVICE:  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 REMARKS: Attended continuously. Bird flocks on and inv of arpt.  
East apron clsd to tran acft without prior permission, call arpt manager  
717–948–3919. No touch and go ldgs 0400–1100Z‡. Cold  
temperature airport. Altitude correction required at or below –17C.  
TPA—1300(990) props, 1800(1490) jets. Cargo apron parking spot  
9 clsd to acft with a wingspan of more than 52´. Ldg fee. Flight  
Notification Service (ADCUS) avbl.
AIRPORT MANAGER: 717-948-3900
WEATHER DATA SOURCES: ASOS (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 CI 20 NM out
VOR TEST FACILITY (VOT) 110.0
RADIO AIDS TO NAVIGATION:  NOTAM FILE LNS.
LANCASTER (L) VOR/DME 117.3  LRP  Chan 120  N40º07.20´  W76º17.48´  291º 22.1 NM to fld. 399/9W.
VOR unusable:  
195º–273º byd 21 NM blo 9,000´
DME unusable: 
180º–190º  
320º–030º byd 31 NM blo 8,000´
ENOLA NDB (LOMW) 204  MD  N40º14.78´  W76º54.04´  128º 7.1 NM to fld. 461/11W.  NOTAM FILE MDT.
ILS 110.9  I–MDT  Rwy 13.  Class IIIE.  LOM ENOLA NDB.  LOC unusable above 1,800´ at thld; above 4,800´ byd  
OM (6.4 NM).
ILS 110.9  I–HQA  Rwy 31.  Class IB.  Unmonitored when ATCT clsd.
HARRISBURG  N40º18.13´  W77º04.17´  NOTAM FILE CXY.
(L) VORTACW 112.5  HAR  Chan 72  225º 8.4 NM to Carlisle. 1301/10W.
VOR unusable:  
097º–107º byd 10 NM  
146º–168º byd 20 NM blo 7,000´

NE, 14 JUL 2022 to 8 SEP 2022
HAZLETON RGNL  (HZL)(KHZL)  2 NW  UTC–5(–4DT)  N40°59.21 ´  W75°59.68 ´
1603  B  NOTAM FILE IPT
Runway Declared Distance Information
Rwy 10: TORA–5001 TODA–5001 ASDA–5001 LDA–4801
Service: S2  FUEL  100LL, JET A  OX
Airport Manager: (484) 661-8994
Weather Data Sources: AWOS–3 119.975 (570) 459–4901.
Communications: CTAF/UNICOM 122.8
Radio Aids to Navigation: NOTAM FILE AVP.
Wilkes–Barre (L) VORTAC 111.6  LVZ Chan 53  N41°16.37 ´  W75°41.37 ´  229° 22.0 NM to fld. 2118/10W.
VOR unusable: 290º–305º byd 15 NM abv 6,000´.
LOC/DME 110.5  I–HZL Chan 42  Rwy 28. LOC unusable abv 5,000´.

HONESDALE
Cherry Ridge  (N38)  3 S  UTC–5(–4DT)  N41°30.94 ´  W75°15.09 ´
1357  B  NOTAM FILE IPT
Rwy 18–36: H2986X50 (ASPH)  S–10  RWY LGTS(NSTD)  0.6% up N
Rwy 18: Thld dsplcd 519 ´. Tree.
Rwy 36: Thld dsplcd 589 ´. Tree.
Service: S4  FUEL  100LL
Airport Remarks: Attended 1400–2200Z‡.
Airport Manager: 570-253-5833
Communications: CTAF/UNICOM 122.8
Wilkes–Barre (L) VORTAC 111.6  LVZ Chan 53  N41°16.37 ´  W75°41.37 ´  229° 22.0 NM to fld. 2118/10W.
VOR unusable: 290º–305º byd 15 NM abv 6,000´.
Clearance Delivery Phone: For CD ctc Wilkes-Barre Apch at 570-655-2084.
Radio Aids to Navigation: NOTAM FILE AVP.
Wilkes–Barre (L) VORTAC 111.6  LVZ Chan 53  N41°16.37 ´  W75°41.37 ´  063° 24.6 NM to fld. 2118/10W.
VOR unusable: 290º–305º byd 15 NM abv 6,000´.
Clearance Delivery Phone: For CD ctc Philadelphia Apch at 800-354-9884.

HORSHAM VALLEY AIRWAYS INC HELIPORT  (N48)  2 NW  UTC–5(–4DT)  N40°12.12 ´  W75°10.69 ´
250  NOTAM FILE IPT
HeliPad H1: H60X60 (ASPH)
Service: LGT  Heli pad H1: flood lgts fm bldgs. Avbl upon req.
Airport Manager: 215-674-2100
Communications: CTAF/UNICOM 123.075
Clearance Delivery Phone: For CD ctc Philadelphia Apch at 800-354-9884.

INDIAN HEAD  N39°58.45 ´  W79°21.50 ´  NOTAM FILE AOO.
(L) VORTAC 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

HERITAGE FLD  (See POTTSTOWN on page 303)
INDIANA CO/JIMMY STEWART FLD (IDI)(KIDI) 1419 B NOTAM FILE IDI E UTC–5 (–4 DT) N40º37.86´ W79º06.09´

RWY 11–29: H5502X100 (ASPH) HIRL 0.9% up E
RWY 11: REIL. PAPI(P4L)—GA 3.0º TCH 42´. Trees.
RWY 29: PAPI(P4L)—GA 3.0º TCH 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

JOHNSONTOWN 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 440-774-0213.

AIRPORT MANAGER: 412-751-9009

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Pittsburgh Apch at 412-472-5591

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

REVLOC (L) (L) VOR/DME 110.6 REC Chan 43 N40º32.79´ W78º44.82´ 296º 17.0 NM to fld. 2340/8W. VOR unusable: 070º–085º

JAKE ARNER MEML (See LEHIGHTON on page 289)

JEANNETTE

GREENSBURG JEANNETTE RGNL (5G8) 1188 B NOTAM FILE AOO

RWY 02–20: H2605X50 (ASPH) MIRL 0.6% up S
RWY 02: Hill. Rgt tlc.
RWY 20: Trees.

SERVICE: LGT Arpt bcn opr dusk to 0600Z‡. ACTIVATE MIRL Rwy 02–20—CTAF. Rwy 02–20 no twy lgts. NSTD rwy lgt spacing. NSTD thld lgt spacing.

AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡. Parachute Jumping. Deer and birds on and invof arpt with occasional rwy incursions. 240º hill/trees 4,690´ south of Rwy 02. Terrain drops off rapidly on both ends of rwy.

AIRPORT MANAGER: 724-744-2900

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Pittsburgh Apch at 412-472-5591

RADIO AIDS TO NAVIGATION: NOTAM FILE AGC.

ALLEGHENY (L) (L) VOR/DME 110.0 AGC Chan 37 N40º16.72´ W80º02.45´ 082º 20.7 NM to fld. 1285/9W. VOR portion unusable: 036º–059º byd 10 NM blo 7,000´. 071º–175º byd 10 NM

NE, 14 JUL 2022 to 8 SEP 2022
JOHN MURTHA JOHNSTOWN/CAMBRIA CO  (See JOHNSTOWN on page 286)

JOHNSTOWN

JOHN MURTHA JOHNSTOWN/CAMBRIA CO  (JST)(KJST)  P  (ANG ARNG AR)  3 NE  UTC–5(–4DT)

N40°18.93’  W78º50.08’


RWY 15:  VASI(V4L)—GA 3.0º TCH 52’. Trees.

RWY 33:  MALS. PAPI(P4R)—GA 3.0º TCH 53’. Trees.


RWY 05:  REIL. PAPI(P4L)—GA 3.0º TCH 44’. Trees.

RWY 23:  REIL. VASI(V4L)—GA 3.0º TCH 45’. Bldg.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:
TORA–4386  TODA–4386  ASDA–4386  LDA–4386

RWY 15:
TORA–7004  TODA–7004  ASDA–6698  LDA–6698

RWY 23:
TORA–4386  TODA–4386  ASDA–4386  LDA–4386

SERVICE:

FUEL
100LL, JET A

LGT When twr clsd ACTIVATE MALS Rwy 33, HIRL Rwy 15–33, PAPI Rwy 33, twy lgts Twy A, Twy B, Twy G, and main terminal apron—CTAF. MIRL Rwy 05–23 unavailable when twr clsd. MILITARY—FUEL A, A+ (1100–0400Z‡, C814–361–3500; OT 3 hr PN, C814–254–2425. $70 fee per occurrence.) (NC–100LL)

AIRPORT REMARKS:
Attended 1000–0500Z‡. Deer and birds on and invof arpt. 48 hrs PPR for unscheduled air carriers ops with more than 30 passenger seats, call arpt manager 814–536–0002. Twy B between Rwy 05–23 and Twy B2 rstd to acft with wingspan 78’ or less. Ldg fee.

MILITARY REMARKS:
ARNG All fixed wing ramp use PPR ct ARNG 1300–2130Z‡ weekend C814–532–7600. Fixed wing park first 5 pads facing hangar. 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/UNICOM 122.95

JOHNSTOWN APP/DEP CON 128.2 121.2 244.875 (1200–0400Z‡ or ctc 814–532–5960), other times ctc Cleveland ARTCC at 440-774-0234.

TOWER 125.75  253.5 (1200–0400Z‡)  GND CON 126.85

KEYSTONE OPS ARNG 139.15  241.35  36.5

CLEARANCE DELIVERY PHONE:
For CD ctc Johnstown Apch at 814-532-5960, when Apch clsd ctc Cleveland ARTCC at 440-774-0213.

AIRSPACE:
CLASS D svc 1200–0400Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION:
NOTAM FILE JST.

JOHNSTOWN (L) (L) VOR/DME 113.0  JST  Chan 77  N40°19.00’  W78º50.05’  at fld. 2279/6W. VOR usable:
035º–047º byd 25 NM blw 11,000’
110º–130º
131º–135º blw 17,000’
255º–327º blw 10,000’

ILS 110.1  J–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 svcs only.

JOSEPH A HARDY CONNELLSVILLE  (See CONNELLSVILLE on page 271)

KAMPEL  (See WELLSVILLE on page 316)
KEATING

(N41°12.90’ W78°08.57’) NOTAM FILE A00.

H (H) VORTAC

116.0 ETG Chan 107 241° 15.9 NM to Clearfield–Lawrence. 2250/10W.

KELLER BROTHERS (See LEBANON on page 288)

KARRALLTOWN

BERMUDIAN VALLEY AIRPARK (Ø7N) 2 W UTC–5(–4DT) N40°07.34’ W76°17.66’

(RWY 08–26): H6933X150 (ASPH–GRVD) S–65, D–92, 2S–117, 2D–146 HIRL 0.3% up W

RWY 08: MALSR. PAPI(P4R)—GA 3.0° TCH 40’. Thld dsplcd 357’. Road.

RWY 26: PAPI(P4L)—GA 3.0° TCH 47’. Thld dsplcd 59’. Tree.

RWY 13–31: H4102X100 (ASPH) S–65, D–92, 2S–117, 2D–146 MIRL

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

LANCASTER (LNS/KLNS) 4 N UTC–5(–4DT) N40°00.01’ W77°00.23’

(L) (L) VOR/DME 117.3 LRP Chan 120 N40°07.20’ W76°17.48’ at fld. 399/9W.

VOR unusable: 195°–273° byd 21 NM blo 9,000’

DME unusable: 180°–190° 320°–030° byd 31 NM blo 8,000’

NEW YORK

H–10H, L–29E, 34G, A

AIRSPACE: CLASS D svc 1100–0400Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE LNS.

(108.7 I–LNS Rwy 08. Class IE. Unmonitored when ATCT csld.

HARRISBURG APP/DEP CON 126.45

Clearance Delivery Phone: For CD ctc Harrisburg Apch at 800-932-0712.
LATROBE

ARNOLD PALMER RGNL (LBE)(KLBE) 2 SW UTC–(4DT) N40º16.39´ W79º24.62´

1199  B  Class I, ARFF Index B  NOTAM FILE LBE
Rwy 06: REIL. PAPI(P4L)—GA 3.0º TCH 48´. Pole. 1.4% down.
Rwy 24: MALSR. PAPI(P4L)—GA 3.0º TCH 55´. 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
LGT When ATCT clsd, ACTVT MALSR Rwy 24; REIL Rwy 06; HIRL Rwy 06–24; Twy A, B, C and D—CTAF. Rwy 24 PAPI unusbl byd 8 degs right of ctrln.

AIRPORT REMARKS: Attended continuously. Deer and birds on and invof arpt.
Ldg fee. PPR 24 for unscheduled acft ops with more than 9 pax call arpt mgr 724–640–7234.

AIRPORT MANAGER: 724-539-8100

WEATHER DATA SOURCES: AWOS–3 (724) 537–0671
COMMUNICATIONS: CTAF 125.0 ATIS 118.375 (724–537–0671)

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 440–774–0213.

AIRSPACE: CLASS D svc 1115–0300Z‡; other times PPR; other times CLASS G.

RADIO AIDS TO NAVIGATION:

INDIAN HEAD  (L) (L) VORTACW
108.2 IHD Chan 19 N39º58.45´ W79º21.50´ 358º 18.1 NM to fld. 2820/6W.
VOR & TACAN AZIMUTH OTS indef
VOR voice OTS indef
ILS 110.9  L–LBE  Rwy 24. Class IE. Unmonitored when ATCT closed.

LAZY B RANCH (See DOVER on page 272)

LEBANON

KELLER BROTHERS  (Ø8N)  5 SE UTC–(4DT) N40º17.49´ W76º19.72´

550  B  NOTAM FILE ITP
Rwy 07–25: 2692X120 (TURF) LIRL(NSTD)
Rwy 07: Thld dsplcd 701´. Tree.
Rwy 25: Thld dsplcd 793´. Tree.

SERVICE: FUEL 100LL  OX

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  (L) (L) 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 blyo 9,000´
DME unusable: 180º–190º 320º–303º byd 31 NM blyo 8,000´

LEHIGH VALLEY INTL (See ALLENTOWN on page 261)
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: 52
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  B  NOTAM FILE IPT
RWY 08–26: H3000X60 (ASPH)  S–12.5  MIRL  0.8% up W
RWY 08: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Brush.
RWY 26: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Brush.
SERVICE: S4  FUEL  100LL, JET A
LGT  Actvt REIL Rwy 08 and 26; PAPI Rwy 08 and 26; MIRL Rwy 08–26—CTAF.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Deer and geese on and invof arpt. 24 hr self–serve 100LL and JET A.
AIRPORT MANAGER: 570-778-4783
WEATHER DATA SOURCES: AWOS–3PT  119.350 (570) 386–3423.
COMMUNICATIONS: CTAF/UNICOM  123.05
® ALLENTOWN APP/DEP CON  119.65 (3,000´ and blo)  124.45 (abv 3,000´)
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  B  NOTAM FILE IPT
RWY 09L–27R: H3799X75 (ASPH)  S–12.5  MIRL
RWY 09L: REIL. PAPI(P2L)—GA 3.5º TCH 49´. Trees.
RWY 27R: REIL. PAPI(P2L)—GA 4.0º TCH 48´. Thld dspcld 465´.
Trees. Rgt tfc.
RWY 09R–27L: 2179X100 (TURF)
RWY 27L: Rgt tfc.
SERVICE: S4  FUEL  100LL, JET A
LGT  Actvt PAPI Rwy 09L and  27R; MIRL Rwy 09L–27R—CTAF. Rwy 09L PAPI unusable byd 5º left of centerline. Rwy 27R PAPI unusable byd 6º left and 8º right of centerline.
AIRPORT MANAGER: 570-748-5123
COMMUNICATIONS: CTAF/UNICOM  122.8
® NEW YORK CENTER APP/DEP CON  134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
PHILIPSBURG  (H) VORTAC  115.5  PSB  Chan 102  N40º54.98´ W77º59.56´  073º 29.1 NM to fld. 2443/10W.
COMM/NAV/WEATHER REMARKS: Local wx on CTAF (3 clicks).
MCVILLE  (See FREEPORT on page 280)

MEADVILLE  (GKJ)(KGKJ)  3 W  UTC–5(–4DT)  N41°37.59´W80°12.88´
1399 B  NOTAM FILE GKJ

RWY 07–25: H5001X75 (ASPH)  S–12, D–60  MIRL

RWY 01: 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 ACTVT MALS Rwy 25; PAPI Rwy 25; VASI Rwy 07; MIRL Rwy 07–25—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) (L) VORTACW 109.0 YNG Chan 27  N41°19.86´W80°40.48´ 054º 27.3 NM to fld. 1159/5W.

VOR unusable:
015º–179º blo 5,000´
180º–014º byd 25 NM blo 5,000´

LOC 108.5  I–GKJ  Rwy 25.

MID ATLANTIC SOARING CENTER  (See FAIRFIELD on page 277)

MID–STATE  (See PHILIPSBURG on page 300)

MIFFLINTOWN  (P34)  2 N  UTC–5(–4DT)  N40°35.94´W77°24.34´
545 B  NOTAM FILE IPT

RWY 08–26: H2627X50 (ASPH)  LIIRL

RWY 08: Thld dspclcd 232´. Trees.

RWY 26: Trees.

SERVICE: LGT ACTIVATE rotating bcn, LIIRL Rwy 08–26 and wind indicator lghts—CTAF.

AIRPORT REMARKS: Unattended.

AIRPORT MANAGER: 717-436-2725

COMMUNICATIONS: CTAF/UNICOM 122.8

© NEW YORK CENTER APP/DEP CON 134.8


RADIO AIDS TO NAVIGATION: NOTAM FILE SEG.

SELINGS GROVE (L) (L) VOR/W/DME 110.4 SEG Chan 41  N40º47.45´W76º53.04´ 252º 26.4 NM to fld. 610/8W.

VOR unusable:
098º–150º byd 20 NM blo 5,000´
106º–116º byd 20 NM blo 10,000´
151º–185º byd 19 NM
250º–285º byd 10 NM blo 14,000´
295º–300º byd 25 NM blo 4,500´

DME unusable:
098º–150º byd 20 NM blo 5,000´
151º–185º byd 19 NM
255º–265º blo 7,000´
295º–300º byd 25 NM blo 4,500´

MILTON  N41°01.40´W76º39.92´ NOTAM FILE IPT.
(L) (L) VORTACW 109.2 MIP Chan 29  107º 10.6 NM to Bloomsburg Muni. 1000/9W.

NEW YORK
H–10H, L–30J

DETROIT
H–10H, L–30H

NE, 14 JUL 2022 to 8 SEP 2022
**MODENA**

N39°55.08' W75°40.25' NOTAM FILE IPT.

(L) (L) VORTAC 113.2 MXE Chan 79 052° 6.0 NM to Brandywine Rgnl. 473/9W.

VOR unusable:
- 036°–046°
- 047°–057° byd 10 NM
- 058°–085°
- 170°–248° byd 27 NM blo 7,500'
- 170°–248° byd 30 NM blo 9,500'
- 170°–248° byd 8 NM blo 6,000'
- 268°–278° byd 28 NM
- 278°–290° blo 10,000'
- 290°–326°

**MONONGAHELA**

ROSTRAVER (FWQ)(KFWQ) 5 E UTC–5(–4DT) N40°12.58' W79°49.89'

1228 B NOTAM FILE AOO

RWY 08–26: H4002X75 (ASPH–GRVD) S–26, D–30 MIRL

RWY 08: REIL, VASI(V4R)—GA 3.0° TCH 51’. Trees.

RWY 26: REIL, VASI(V4L)—GA 3.0° 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

**MONTOUR**

(L) DME 112.0 MMJ Chan 57 277° 1.8 NM to Pittsburgh Intl. 1193/0E.

DME unusable:
- 126°–165° byd 10 NM blo 5,000'
- 126°–165° byd 15 NM
- 350°–360° byd 30 NM

MORGANTOWN (O03) 1 E UTC–5(–4DT) N40°09.42’ W75°52.23’

600 NOTAM FILE IPT

RWY 10–28: 2500X100 (TURF) LIRL

RWY 10: Thld dispd 435°. Road.

SERVICE: FUEL 100LL LGT ACTIVATE LIRL Rwy 10–28 and wind indicator lgt—CTAF. Bcn inoperative indef.


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)  N40º05.53´ W76º34.46´
458  B  NOTAM FILE:PT

RWY 10–28: H3250X50 (ASPH)  S–12.5  MIRL

RWY 10: Thld dsplcd 300´. Pole.

SERVICE:  S6  FUEL  100LL  LGT ACTIVATE MIRL Rwy 10–28 and rotating bcn—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1300Z–2130Z, Sat–Sun unattended. Parachute Jumping. Rwy 10 dsplcd thld bar 300´ from rwy end, dsplcd thld lghts 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 (L) (L) VOR/DME 117.3  LRP Chan 120  N40º07.20´ W76º17.48´ 272º 13.1 NM to fld. 399/9W.

VOR unusable:

195º–273º byd 21 NM blo 9,000´

DME unusable:

180º–190º  320º–030º byd 31 NM blo 8,000´

MOUNT PLEASANT

MOUNT PLEASANT/SCOTTDALE  (P45)  3 S  UTC-5(–4DT)  N40º06.46´ W79º32.58´
1160  NOTAM FILE: AOO

RWY 06–24: 2037X135 (TURF)  1.8% up NE

RWY 06: Trees.

RWY 14–32: 1625X175 (TURF)  2.6% up SE

RWY 14: Thld dsplcd 565´. Road.

RWY 32: Thld dsplcd 250´. Trees.

SERVICE:  FUEL  100LL

AIRPORT REMARKS: Attended irregularly. Wildlife on and invof rwys. Extensive helicopter activity at adjacent heliport. Ultralight activity on and invof arpt. Ultralight actf use 500´ AGL rgt tfc pat for all rwys. Rwy not monitored during winter months. Rwys unusable during spring thaw and wet periods. Both rwy sfcs are rolling. Rwy 14 road crosses centerline 90´ out, angling to the left side of thld. Rwy 06–24 marked with yellow cones. Rwy 14–32 marked with yellow cones. First 375´ AER 06 has 7% gradient. First 100´ AER 32 has 5.5% gradient. Seasonal crops located around 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 440-774-0213.

W P H S HELIPORT  (P99)  3 S  UTC-5(–4DT)  N40º06.49´ W79º32.88´
1090  NOTAM FILE: AOO

HELIPAD H1: H74X74 (ASPH–CONC)

SERVICE:  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.
MOUNT POCONO

POCONO MOUNTAINS RGNL (MPO)(KMPO) 2 NW UTC–5(–4DT) 1915 B NOTAM FILE MPO
RWY 13–31: H5001X75 (ASPH) S–30, D–45 MIRL
RWY 31: REIL. PAPI(P2L)—GA 3.5º TCH 40´.
RWY 05–23: H5801X75 (ASPH) PCN 24 F/B/W/T MIRL 0.5% up NE
RWY 05: REIL. Thld dsplcd 350´. Rgt tfc.
RWY 23: REIL. PAPI(P2L)—GA 4.0º TCH 53´. Road.

SERVICE: S4 FUEL 100LL, JET A OX 4 LGT Actvt REIL Rwy 05, 13 and 23; PAPI Rwy 05–23 and 31; MIRL Rwy 05–23 and 13–31—CTAF; Rwy 31 VGSI and RNAV glidepath not coincident.

AIRPORT REMARKS: Attended 1200–2200Z‡. Birds, deer and other wildlife on and invof arpt. For svc after hrs call 570–807–8966. 24 hr self svc 100LL avbl.

AIRPORT MANAGER: (570) 839-0258

COMMUNICATIONS: CTAF/UNICOM 122.7

WILKES–BARRE APP/DEP CON 126.3

RADIO AIDS TO NAVIGATION: NOTAM FILE AVP.

WILKES–BARRE (L) (L) VORTAC W 111.6 LVZ Chan 53 N41º16.37´ W75º41.37´ 130º 16.2 NM to fld. 2118/10W. VOR unusable: 290º–305º byd 15 NM bld 6000´

COMM/NV/WEATHER REMARKS: UNICOM 1300Z‡–dusk daily.

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

BELLGROVE NDB (MHW) 328 BZJ N40°26.14´ W76°33.18´ at fld. 480/10W.

HELIPAD H1: H100X100 (CONC)
HELIPAD H2: H100X100 (CONC)
HELIPAD H3: H100X100 (CONC)

MYERSTOWN

DECK (9D4) 1 SW UTC–5(–4DT) N40°21.13´ W76°19.78´
523 B NOTAM FILE IPT

RWY 01–19: H3786X50 (ASPH) S–12 MRL 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 dsplcd 177º.

SERVICE: S4 FUEL 100LL, JET A OX 1, 3 LGT ACTVT REIL Rwy 01 and 19; MIRL Rwy 01–19, and rotating bcn—CTAF. Rwy 01 NSTD REIL, strobe lgts identify rwy ends. Rwy 19 NSTD REIL, strobe lgts identify rwy ends. Rwy 01–19 no amber caution lgts last half of rwy.

AIRPORT REMARKS: Attended 1200–0000Z†. Rwy 01–19 turn around area at dep end of Rwy 01 left side. Aft hangar 57º behind Rwy 01 thld and 212’ left. Aft may be parked 57’ behind Rwy 01 thld and 132’ left. Hovering by large military helicopters not authorized.

AIRPORT MANAGER: 717-866-4388

NEW CASTLE MUNI (UCP) KUCP 4 NW UTC–5(–4DT) N41°01.52´ W80°24.80´
1072 B NOTAM FILE A00

RWY 05–23: H3995X75 (ASPH) S–12.5 MRL 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

RWY 31: Thld dsplcd 108’.

SERVICE: S4 FUEL 100LL LGT ACTIVATE REIL Rwy 05 and Rwy 23; PAPI Rwy 05, Rwy 13, Rwy 23; MIRL Rwy 05–23—CTAF. Rwy 13: 7 ft trees 267 ft out 55 ft left obst PAPI.

AIRPORT REMARKS: Attended 1330–2200Z†. Deer on and inv of arpt.

AIRPORT MANAGER: (724) 651-2100

NEW YORK

L–30J, 34G, A IAP

DETROIT

L–30H IAP

YOUNGSTOWN (L) (L) VORTACW 114.6 RAV Chan 93 N40°33.20´
W76°35.96´ 145º 17.3 NM to fld. 1750/11W.

VOR unusable:
015º–179º blo 5,000´
180º–014º byd 25 NM blo 5,000´

YOUNGSTOWN NDB (MHW) 109.0 YNG Chan 27
N41°19.86´ W80°40.48´ 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 UCP N41°01.38´ W80°24.95´ at fld. 1023/9W. NOTAM FILE A00.

NEW GARDEN (See TOUGHKENAMON on page 313)
PALMYRA

REIGLE FLD (58N)  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 dspclcd 300´. Brush.
SERVICE: S4  FUEL  100LL  LGT ACTIVATE LIRL Rwy 13–31 and rotating bcn—CTAF.  NSTD LIRL, lgts located 125´ left and right of centerline. Rwy 13; first 110´ unlgtd. Rwy 31; first 60´ unlgtd. 1780´ of rwy lgtd. Rwy 31 dspclcd thld identified at ngt by one green lgt each side of rwy.
AIRPORT REMARKS: Attended 1400–2200Z‡.
AIRPORT MANAGER: 717-838-5519
COMMUNICATIONS: CTAF/UNICOM 122.8
HARRISBURG APP/DEP CON 118.25 (001º–079º) 126.45 (080º–210º)
124.1 (211º–000º)
CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.
RADIO AIDS TO NAVIGATION: NOTAM FILE LNS.
LANCASTER (L) (L) VOR/W/DME 117.3  LRP Chan 120  N40º07.20´
W76º17.48´  316º  15.6 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´

PENN VALLEY (See SELINSGROVE on page 308)

PENN’S LANDING HELIPORT (See PHILADELPHIA on page 297)

PENNNRIDGE (See PERKASIE on page 297)

PENNS CAVE (See CENTRE HALL on page 269)

PENUE N40º54.61´W77º44.50´ NOTAM FILE UNV.
NDB (LOMW) 388  UN  244º  6.0 NM to University Park. 942/11W.

NEW YORK L–34G, A

NEW YORK L–34G IAP

DETROIT
PERKASIE (CKZ)(KCKZ) 1 N UTC–5(–4DT) N40°23.35´ W75°17.43´

568 B TPA—See Remarks NOTAM FILE IPT

RWY 08–26: H4211X100 (ASPH–PFC) D–26 MIRL 1.1% up E


SERVICE: S4 FUEL 100LL, JET A LGT ACTVT PAPI Rwy 08 and Rwy 26, MIRL Rwy 08–26—CTAF.


Occasional deer and wild turkeys invof rwy. Skydiving act daily dawn to dusk. Rwy 08–26 clsd to touch and go ldgs. TPA for light acft 1368(800), TPA for turbo prop and jets 1768(1200).

AIRPORT MANAGER: 215-592-2704


COMMUNICATIONS: CTAF/UNICOM 123.0

PHILADELPHIA APP/DEP CON 123.8

CLNC DEL 118.55


RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

EAST TEXAS (L) (L) VOR/DME 110.2 ETX Chan 39 N40°34.86´ W75°41.04´ 131º 21.4 NM to fld. 741/9W.

NE, 14 JUL 2022 to 8 SEP 2022
PHILADELPHIA

PENN'S LANDING HELIPORT (P72)  O N UTC–5(–4DT) N39º56.24´ W75º08.48´

NEW YORK

WASHINGTON

NE, 14 JUL 2022 to 8 SEP 2022
PHILADELPHIA INTL  (PHL/KPHL)  5 SW  UTC–(5–4DT)  N39º52.33´ W75º14.44´
36  B  LRA  Class I, ARFF Index E  NOTAM FILE PHL
PCN 60 F/A/X/T HIRL  CL
Rwy 09R: ALSF2. TDZL. PAPI(P4R)—GA 3.0º TCH 72’. RVR–TMR Treess.
Rwy 09L–27R: H9500X150 (ASPH–GRVD) S–100, D–210, 2D–350
PCN 60 F/A/X/T HIRL  CL
Rwy 09L: MALS R. REIL. RVR–TMR Treess.
Rwy 17–35: H6500X150 (ASPH–GRVD) S–100, D–170, 2S–175, 2D–350
PCN 27 F/A/X/T HIRL
Rwy 17: MALSF. PAPI(P4L)—GA 3.0º TCH 50´. RVR–TR Sign.
Rwy 35: REIL. PAPI(P4L)—GA 3.15º TCH 52´. RVR–TR Boat.
Rwy 08–26: H5001X150 (ASPH–GRVD) D–145 PCN 27 F/A/X/T HIRL  CL  0.5% up E
Rwy 08: RVR–TR Bldg.
Rwy 26: MALSR. PAPI(P4R)—GA 3.15º TCH 50´. RVR–TR Tree.

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 27R: TORA–9500 TODA–9500 ASDA–9500 LDA–8864
Rwy 35: TORA–6500 TODA–6500 ASDA–6500 LDA–6500

SERVICE: S4 FUEL 100LL, JET A
OX 1, 2, 3, 4 LGT Ryw 26 PAPI unusable byd 8º right of cntrln.

NOISE: Arpt is ltd in a noise sensitive area. Arpt noise abatement takeoff procedures are to be used.

AIRPORT REMARKS: Attended continuously. Birds on and inv of arpt. Unltd stack 288´ MSL (271´ AGL) 2.3 NM southwest of arpt. TCAS equiped acft, TCAS alert may be caused by transponder equipped ships ltd by 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 obst transiting east or westbound along the Delaware River reaching heights of 189’, Rwy 26 ship channel reaching heights of 189’, be alert when apch PHL Rwy 35 and whenever circling or visually apch all rwy. Pilots can exp to exit and re-enter the PHL Class B airspace dur moderate to heavy arrival periods.

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´)

®
DEP CON 119.75 (090º–269º) 124.35 (270º–089º)
TOWER 118.5 (Rwys 09R–27L, 17–35, 08–26) 135.1 (Rwy 09R–27L) GND CON 121.9 121.65 CLNC DEL 118.85
CPOLC (LOGON KUSA)
PDC
ARSPACE: CLASS B See VFR Terminal Area Chart.
VOR TEST FACILITY (VOT) 109.8
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

DUPONT (L) (L) VORTAC 114.0 DQO Chan 87 N39º40.69´ W75º36.43´ 065º 20.6 NM to fld. 70/10W.

VOR unusable: 230º–265º byd 20 NM
TACAN AZIMUTH unusable: 230º–265º byd 20 NM
DME unusable: 230º–265º byd 20 NM

ILS/DME 108.95 I–VII Chan 26(Y) Rwy 09L. Class IE. DME also serves Rwy 27R.

ILS/DME 109.3 I–PHL Chan 30 Rwy 09R. Class IIE. DME also serves Rwy 27L.

ILS/DME 108.75 I–MYY Chan 24(Y) Rwy 17. Class IT. 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 IIE.

ILS/DME 108.95 I–PDP Chan 26(Y) Rwy 27R. Class IIE. DME installed on Rwy 09L serves Rwy 09L/27R.
WINGS FLD (LOM)(KLOM) 3 NW UTC–5(–4DT) N40°08.25′ W75°15.91′
302 B NOTAM FILE LOM
RWY 06–24: H3700X75 (ASPH) S–12.5 MIRL 0.6% up SW
  RWY 06: REIL, PAPI(P2L)—GA 3.0º TCH 40°. Thld dispcld 177′. Pole.
  RWY 24: REIL, PAPI(P2L)—GA 3.0º TCH 40°. Trees.
SERVICE: S4 FUEL 100LL, JET A OX 1, 2 LGT Dusk–Dawn. ACTVT
  MIRL Rwys 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 overtlf 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 inv of arpt. For svc after hrs ctc 215–646–0400. PPR all acft 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) (L) VORTACW 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 16,000′
     290º–326º

PHILADELPHIA SPB (See ESSINGTON on page 277)

PHILIPSBURG
ALBERT (1N3) 5 N UTC–5(–4DT) N40°58.30′ W78°14.58′
1784 NOTAM FILE A00
RWY 11–29: 3350X125 (TURF–GRVL) 0.5% up W
  RWY 11: Thld dispcld 750′. Trees.
  RWY 29: Thld dispcld 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 invof arpt. Heavy glider activity during
dalt hrs, all alts, on and invof 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
RCO 122.1R 115.5T (ALTOONA RADIO)
PHILIPSBURG RCO 122.5 (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) (H) VORTAC 115.5 PSB Chan 102 N40º54.98′ W77º59.56′ 256º 4.7 NM to fld. 2443/10W.

COMM/NAV/WEATHER REMARKS: Ctc NG Ops 30.5, 122.85, 242.4.

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PITTSBURGH

ALLEGHENY CO (AGC)(KAGC) 4 SE UTC–5(–4DT) N40°21.27′ W79°55.74′

1252 B LRA NOTAM FILE AGC

RWY 10–28: H6501X150 (CONC–GRVD) S–90, D–120, 2S–152,
2D–210 HIRL
RWY 10: REIL. VASI(V4L)—GA 3.0º TCH 47′. RVR–R Trees.

RWY 13–31: H3825X100 (CONC–GRVD) S–20, D–22 HIRL
RWY 13: REIL. Pole.
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+ 0X 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) (L) VOR/DME 110.0 AGC Chan 37 N40°16.72′ W80°02.45′ 057º 6.9 NM to fld. 1285/9W.

VOR portion unusable:
036º–059º byd 10 NM bio 7,000′
071º–175º
226º–261º byd 10 NM


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HELIPAD H1: H47X45 (CONC)

HELIPORT REMARKS: Heliport H1 located on general aviation apron E of Twy C.
PENNSYLVANIA 301

PITTSBURGH INTL (PIT) (KPIT) P (AFRC ANG) 12 NW UTC–5(–4DT) N40º29.49´ W80º13.96´


RWY 10R: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 71´. RVR–TMR Trees. 0.3% up.


RWY 10C: REIL. PAPI(P4L)—GA 3.0º TCH 50´. RVR–TMR Thld dsplcd 465´.

RWY 28C: TDZL. PAPI(P4L)—GA 3.0º TCH 43´. RVR–TMR Thld dsplcd 602´.


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: PAPI(P4L)—GA 3.0º TCH 67´. RVR–TMR Pole. 0.5% down.

RWY 14: MILITARY— JASU (ANG) – (A/M32A–86) (AM32–95); (AFRC) – 2(A/M32A–86) (AM32–95) FUEL A, A+ (C412–472–6700, 1000–0400Z‡; After hr, 2 hr PPR and call out fee of $250 per occurrence for any delivery in excess of 5000 gal; Call C412–906–8772.) A++ Provided by ANG and AFRC.(Mil) (NC–100LL) FLUID LPOX LHNIT OIL O–156 TRAN ALERT No priority basis.

AIRPORT REMARKS: Attended continuously. Deer and birds on and inovf arpt. Twr is authorized to have acct 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 tdf power. Acft using Twa 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 AA 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 clnc required fr gates A100 and A101 at Cargo A. Ctc GC. Pushback fr 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 hdg 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 oprs 293.7 before crossing Rwy 28L to obtain clnc to enter. AFRC–PPR/offl bus min 48 hr ctc afld mgmt DSN 277–8163, C412–474–8163. Ltd tran svc. Afld mgmt 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 dfr–dty hr. No svc avbl for space avbl pax dur of f–duty hr. Call Pitt Comd Post (Iron City) by RDO prior to entry to AFRC ramp. Afld mgmt does not or store COMSEC. COMSEC storage ctc comd post DSN 911OG/CC. CALL: 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/SL. Tran aircrew should req bird watch cond fr AFRC (Pitt ops) on 252.1 or ANG ops (steel ctb) 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
PENNSYLVANIA

CONTINUED FROM PRECEDING PAGE

AIRCRAFT MANAGER: (412) 472-3509
WEATHER DATA SOURCES: ASOS (412) 472–0145 TDWR.
COMMUNICATIONS: D–ATIS ARR 127.25 D–ATIS DEP 135.9 UNICOM 122.95
® APP CON 124.15 (001º–090º) 123.95 (091º–180º) 133.7 (181º–270º) 121.25 (271º–360º)
TOWER 128.3
CLNC DEL 126.75 PRE–TAXI CLNC 126.75 GND CON 121.9 (South) 127.8 (North)
® DEP CON 119.35 (South) 124.75 (North) 125.275
CPDLC (LOGON KUSA)
PDC
AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE PIT.
MONTOUR (L) DME 112.0 MMJ Chan 57 N40°29.28’ W80°11.63’ 277º 1.8 NM to fld. 1193/0E.
DME unusable:
126º–165º byd 10 NM bio 5,000’
126º–165º byd 15 NM
350º–360º byd 30 NM
ILS 111.7 I–LXB Rwy 10L. Class III.
ILS 108.9 I–GUT Rwy 10R. Class III.
ILS 108.9 I–PFS Rwy 28L. Class II.
ILS 111.7 I–HFE Rwy 28R. Class II.
ILS/DME 111.3 I–TQW Chan 50 Rwy 32. Class IE. Glide slope Monitor.

PITTSBURGH NORTHEAST (9G1) 12 NNE UTC–5(–4DT) N40°36.21’ W79°49.57’
1063 NOTAM FILE AOO
RWY 17–35: H3550X100 (ASPH)
RWY 17: Trees.
RWY 35: Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. Unatnd Federal hols. Arpt CLOSED for night ops. PAEW indef; operation of construction equipment 519’ from Rwy 35 thld, construction training site. Tie down ropes not supplied.
AIRPORT MANAGER: 724-504-3717
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Pittsburgh Apch at 412-472-5591
RADIO AIDS TO NAVIGATION: NOTAM FILE PIT.
MONTOUR (L) DME 112.0 MMJ Chan 57 N40°29.28’ W80°11.63’ 067º 18.2 NM to fld. 1193/0E.
DME unusable:
126º–165º byd 10 NM bio 5,000’
126º–165º byd 15 NM
350º–360º byd 30 NM

PITTSBURGH/BUTLER RGNL (See BUTLER on page 267)

PITTSFIELD

BROKENSTRAW (P15) 1 E UTC–5(–4DT) N41°49.98’ W79°21.64’
1230 B NOTAM FILE AOO
RWY 09–27: 3650X100 (TURF) LIRL 0.3% up W
RWY 09: Thld dspcld 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 RGNL (See MOUNT POCONO on page 293)

PORT MEADVILLE (See MEADVILLE on page 290)
POTTSTOWN

HERITAGE FLD (PTW)(KPTW) 3 E UTC–5(–4DT) N40º14.37´ W75º33.40´

RWP 10–28: H3371X75 (ASPH) MIRL

RWY 10: REIL, PAPI(P2L)—GA 3.0º TCH 45º. Trees.


SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE rotating bcn—122.7.

AIRPORT REMARKS: Attended Mon–Fri 1200–0100Z‡, Sat–Sun 1200–2300Z‡. Birds and deer on and inv of arpt. Lgd 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)


RADIO AIDS TO NAVIGATION: NOTAM FILE PTW.

POTTSTOWN (L) (L) VORTACW 116.5 PTW Chan 112 N40º13.33´ W75º33.62´ 018º 1.1 NM to fld. 285/9W.

VOR unusable:

071º–104º blo 6,900´
071º–104º byd 30 NM
105º–120º byd 14 NM blo 3,000´
141º–159º byd 15 NM blo 6,000´
160º–179º
180º–205º byd 10 NM blo 5,500´
206º–220º byd 10 NM blo 4,500´
241º–269º byd 23 NM blo 5,500´
241º–285º byd 15 NM blo 4,500´
270º–285º byd 18 NM
270º–285º byd 6 NM blo 3,500´
286º–287º byd 28 NM blo 3,000´
288º–319º byd 10 NM
320º–339º byd 17 NM
340º–070º byd 14 NM blo 6,000´
340º–070º byd 36 NM

TACAN AZIMUTH & DME unusable:

241º–286º byd 30 NM blo 5,500´

TACAN AZIMUTH OTS indef

LOC 108.3 I–PTW Rwy 28.
POTTSTOWN MUNI (N47)  2 NW  UTC–5(–4DT)  N40°15.63’ W75°40.25’

256  B  NOTAM FILE IPT

RWY 08–26:  H2704X75 (ASPH)  S–12  MIRL  0.4% up SW

RWY 08:  REIL. Thld dsplcd 380´. Tree.

RWY 26:  REIL. PAPI(P2L)—GA 3.75º TCH 30´. Tree.

SERVICE:  S4  FUEL  100LL, JET A  OX 4  LGT ACTIVATE MIRL Rwy 08–26, REIL Rwy 08 and Rwy 26—CTAF 122.8.  Rwy 08 PAPI OTS indef. Rwy 08 REIL OTS indef.


AIRPORT MANAGER:  (610) 495-6366

COMMUNICATIONS:  CTAF/UNICOM 122.8

PHILADELPHIA APP/DEP CON 126.85

CLNC DEL 118.55


RADIO AIDS TO NAVIGATION:  NOTAM FILE PTW.

(L) (L) VORTACW 116.5  PTW  Chan 112  N40°13.33’ W75°33.62’  303º 5.6 NM to fld. 285/9W.

VOR unusable:

071º–104º 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  N40°13.33’ W75°33.62’  NOTAM FILE PTW.

(L) (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
POTTSVILLE

SCHUYLKILL CO/JOE ZERBEY (ZER)(KZER) 8 W UTC–5(–4DT) N40°42.41′ W76°22.43′

1730 B NOTAM FILE IPT

RWY 11–29: H5101X75 (ASPH) S–21 MIIRL 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


SERVICE: S2 FUEL 100LL, JET A LGT ACTIVATE REIL Rwy 11 and 29; MIIRL Rwy 11–29—CATAF, 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 inv of 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.

RAVINE (L) (L) VORTAC W 114.6 RAV Chan 93 N40º33.20′ W76º35.96′ 059º 13.8 NM to fld. 1750/11W.

PUNXSUTAWNEY MUNI (N35) 3 NE UTC–5(–4DT) N40º58.01′ W78º55.79′

1445 B NOTAM FILE AOO

RWY 06–24: H3003X50 (ASPH) S–12.5 MIIRL 0.9% up NE

RWY 06: REIL. PAPI(P2L)—GA 4.0º TCH 45’. Trees.

RWY 24: REIL. PAPI(P2L)—GA 4.0º TCH 40’. Road.

RWY 01–19: 2200X100 (TURF) MIIRL 0.4% up N

RWY 01: REIL.

RWY 19: REIL.

SERVICE: FUEL 100LL LGT ACTVT REIL Rwy 01 and 19, Rwy 06 and 24; PAPI Rwy 06 and 24; MIIRL Rwy 01–19 and Rwy 06–24—CATAF. 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) N40°26.11′ W75°22.92′

525 B NOTAM FILE UKT

RWY 11–29: H3210X75 (ASPH) S–12 MIRL 0.6% up W

RWY 11: REIL. PAPI(P2L)—GA 4.0′ TCH 44′. Brush.

RWY 29: REIL. PAPI(P2L)—GA 4.0′ TCH 48′. Thld dsplcd 190′. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 11: TORA–3210 TODA–3210

RWY 29: TORA–3210 TODA–3210

SERVICE: S4 FUEL 100LL LGT ACTIVATE MIRL Rwy 11–29 and REIL Rwy 11 and Rwy 29—CTAF.

AIRPORT REMARKS: Attended 1330–2200Z‡. 100LL avbl 24 hrs self–serve credit card. Deer on and invof arpt. Acft with wingspan greater than 54.5′ must coordinate with arpt manager.

AIRPORT MANAGER: 215-538-3055


COMMUNICATIONS: CTAF/UNICOM 122.725

® PHILADELPHIA APP/DEP CON 123.8

CLNC DEL 118.55


RADIO AIDS TO NAVIGATION:

NOTAM FILE IPT.

EAST TEXAS  (L) (L) VOR/DME 110.2 ETX Chan 39 N40º34.86′ W75º41.04′ 131º 16.4 NM to fld. 741/9W.

RAVINE (L) (L) VORTACW 114.6 RAV Chan 93 059º 13.8 NM to Schuylkill Co/Joe Zerbey. 1750/11W.

READING RGNL/CARL A SPAATZ FLD (RDG) (KRDG) 3 NW UTC–5(–4DT) N40°22.71′

W75º57.91′

343 B Class IV, ARFF Index A NOTAM FILE RDG

RWY 13–31: H6350X150 (ASPH–GRVD) S–75, D–200, 2S–175, 20–400 PCN 60 F/C/U HIRL

RWY 13: REIL. PAPI(P4L)—GA 3.0′ TCH 45′. Trees.

RWY 31: REIL.

RWY 18–36: H5151X150 (ASPH–GRVD) S–75, D–200, 2S–175, 20–400 PCN 60 F/C/U HIRL 1.0% up S

RWY 18: PAPI(P4L)—GA 3.0′ TCH 56′. Trees.


LAND AND HOLD–SHORT OPERATIONS

LDG Rwy 13 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 acvt MALSF Rwy 36; REIL Rwy 13, 31; PAPI Rwy 13 and 18; HIRL Rwy 13–31 and 18–36; twy lgts—CTAF. Rwy 13 PAPI unusbl byd 3 degs left of cntrln.


AIRPORT MANAGER: 610-372-4666


COMMUNICATIONS: CTAF 119.9 ATIS 127.1 UNICOM 122.95

® READING APP/DEP CON 125.15 (1100–0500Z†)

® HARRISBURG APP/DEP CON 124.1 (0500–1100Z†)

TOWER 119.9 (1100–0500Z†) GND CON 121.9

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd, ctc Harrisburg Apch at 800-932-0712.

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

CONTINUED ON NEXT PAGE

NE, 14 JUL 2022 to 8 SEP 2022
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

EAST TEXAS (L) (L) VORW/DME 110.2 ETX Chan 39 N40º34.86´ W75º41.04´ 236º 17.7 NM to fld. 741/9W.

ILS/DME 110.55 I–XO Chan 42(Y) Rwy 13. Class IA. DME unusable byd 19º right of course; byd 8º left of course byd 18 NM. Glideslope unusable byd 004º left of course.

ILS 109.5 I–RDG Rwy 36. Class IB. Unmonitored when ATCT closed.

REEDSVILLE
MIFFLIN CO (RVL)(KRVL) 5 NW UTC–5(–4DT) N40º40.64´ W77º37.61´

819 B NOTAM FILE IPT

RWY 06–24: H5001X75 (ASPH) S–60 MIRL
RWY 06: REIL. PAPI(P2L)—GA 4.0º TCH 48´. Trees.
RWY 24: REIL. PAPI(P4L)—GA 3.0º TCH 42º.

SERVICE: S4 FUEL 100LL, JET A LGT ACTVT REIL Rwy 06 and Rwy 24; PAPI Rwy 06 and Rwy 24; MIRL 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) (H) VORTAC 115.5 PSB Chan 102 N40º54.98´ W77º59.56´ 141º 22.0 NM to fld. 2443/10W.

LOC 109.3 I–RVL Rwy 06. LOC unmonitored. LOC unusable byd 20º either side of course; byd 16 NM blo 4,000´.

REIGLE FLG (See PALMYRA on page 295)

RELOC N40º32.79´ W78º44.82´ NOTAM FILE AOO.

(L) (L) VORW/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 272)

ROSTRAVER (See MONONGAHELA on page 291)
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.
RWY 28: MALs. PAPI(P4L)—GA 3.0º TCH 39`. Trees.
SERVICE: S4 FUEL 100LL, JET A LGT ACTVT MALs Rwy 28; PAPI Rwy 10 and 28; MIRL Rwy 10–28—CTAF. PAPI Rwy 10 unussbl byd 5º right of cntrln. Rwy 28 PAPI unussbl byd 8º right of cntrln.
AIRPORT REMARKS: Attended Mon–Fri 1400–2100Z‡. Cold temperature airport. Altitude correction required at or below –36C.
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 440-774-0234.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
SLATE RUN (H) (H) VORTACW 113.9 SLT Chan 86 N41º30.77´ W77º58.21´ 264º 24.8 NM to fld. 2310/8W.
KEATING (H) (H) VORTACW 116.0 ETG Chan 107 N41º12.90´ W78º08.57´ 316º 20.1 NM to fld. 2250/10W.
LOC/DME 108.9 1–OYM Chan 26 Rwy 28. Unmonitored indef.

ST THOMAS N39º55.99´ W77º57.06´ NOTAM FILE AOO.
(S) (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)

SCHUYLKILL CO/JOE ZERBEY (See POTTSVILLE on page 305)

SEAMANS FLD (See FACTORYVILLE on page 277)

SELINS GroVE

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 dstplcd 388`. Tree.
RWY 35: REIL. PAPI(P4L)—GA 3.5º TCH 45`. Thld dstplcd 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.
SELINS GROVE (L) (L) VOR/DME 110.4 SEG Chan 41 N40º47.45´ W76º53.04´ 034º 2.0 NM to fld. 610/8W.
VOR unusable:
098º–150º byd 20 NM blo 5,000´
106º–116º byd 20 NM blo 10,000´
151º–185º byd 19 NM
250º–285º byd 10 NM blo 14,000´
295º–300º byd 25 NM blo 4,500´
DME unusable:
098º–150º byd 20 NM blo 5,000´
151º–185º byd 19 NM
255º–265º blo 7,000´
295º–300º byd 25 NM blo 4,500´
SELINSGROVE  N40°47.45’ W76°53.04’ NOTAM FILE SEG.  
L (L) VOR/DME 110.4  SEG  Chan 41 034° 2.0 NM to Penn Valley. 610/8W.  
VOR unusable:  
098°–150° byd 20 NM blo 5,000’  
106°–116° byd 20 NM blo 10,000’  
151°–185° byd 19 NM  
250°–285° byd 10 NM blo 14,000’  
295°–300° byd 25 NM blo 4,500’  
DME unusable:  
098°–150° byd 20 NM blo 5,000’  
151°–185° byd 19 NM  
255°–265° blo 7,000’  
295°–300° byd 25 NM blo 4,500’  

SHAMOKIN  
NORTHUMBERLAND CO (N79)  3 N UTC–5(–4DT)  N40°50.22’ W76°33.15’  
881 B NOTAM FILE IPT  
RWY 08–26: H3297X75 (ASPH) S–12.5 MIRL 0.8% up E  
RWY 08: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Trees.  
RWY 26: REIL. PAPI(P2L)—GA 3.0º TCH 40’.  
SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE PAPI Rwy 08 and Rwy 26, MIRL Rwy 08–26—121.8  
AIRPORT REMARKS: Attended on Mon–Fri 1300–1900Z‡, Sat–Sun on call.  
AIRPORT MANAGER: 570-896-8588  
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) (H) VORTACW 113.9 SLT Chan B6 264º 24.8 NM to St Marys Muni. 2310/8W.  
SLATINGTON (69N)  1 N UTC–5(–4DT)  N40°45.82’ W75°58.21’  
380 B NOTAM FILE IPT  
RWY 01–19: H2455X50 (ASPH) RWY LGTS(NSTD)  
RWY 01: Thld dsplcd 352º. Trees.  
RWY 19: Tree.  
SERVICE: S4 FUEL 100LL LGT Actv LIRL Rwy 01–19 and rotating bcn—CTAF. Rwy 01–19 Non standard LIRL located 10’ outboard fm rwy edges. 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 01–19 clsd to tsnt acft SS–SR.  
AIRPORT MANAGER: 610-767-5881  
COMMUNICATIONS: CTAF/UNICOM 122.8  
CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.  

NE, 14 JUL 2022 to 8 SEP 2022
SMOKETOWN (S37) 0 N UTC–5(–4DT) N40°02.50′ W76°12.11′

370  B  NOTAM FILE IPT
RWY 10–28: H2750X50 (ASPH) S–12.5, D–12.5 LIRL 1.3% up W
RWY 10: Thld dsplcd 517′. Brush.
RWY 28: Thld dsplcd 110′.

SERVICE: FUEL 100LL, UL94


AIRPORT MANAGER: 717-394-6476

COMMUNICATIONS: CTAF/UNICOM 123.05

CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.

SOMERSET CO (2G9) 3 NE UTC–5(–4DT) N40°02.00′ W79°00.92′

2275  B  NOTAM FILE A0O
RWY 07–25: H5002X75 (ASPH) S–18 MIRL 1.5% up W
RWY 07: REIL. PAPI(P2L)—GA 3.0º TCH 56′.
RWY 25: REIL. PVASI(PSIL)—GA 3.0º TCH 29′. Pole.
RWY 14–32: 2729X150 (TURF) 1.0% up SE
RWY 14: Thld dsplcd 335′. Road.
RWY 32: Trees.


AIRPORT MANAGER: 814-445-1599

WEATHER DATA SOURCES: AWOS–3P 133.8 (814) 443–2114.

COMMUNICATIONS: CTAF/UNICOM 122.8

® JOHNSTOWN APP/DEP CON 121.2 (1200–0400Z‡ or ctc 814–532–5960), other times ctc
® CLEVELAND CENTER APP/DEP CON 124.4 (0400–1200Z‡) or ctc Cleveland ARTCC at 440–774–0234.

CLEARANCE DELIVERY PHONE: For CD ctc Johnstown Apch at 814-532-5960, when Apch clsd ctc Cleveland ARTCC at 440-774-0213.

RADIO AIDS TO NAVIGATION:
INDIAN HEAD (L) (L) VORTACW 108.2 IHD Chan 19 N39°58.45′ W79°21.50′ 082° 16.3 NM to fld. 2820/6W. VOR & TACAN AZIMUTH OTS indef VOR voice OTS indef
STOYSTOWN NDB (MHW) 209 SYS N40°05.14′ W78°54.99′ 248° 5.4 NM to fld. 2130/10W.
NDB unusable: 090°–150° byd 20 NM
LOC 108.7 1–50Z Rwy 25. LOC unusable byd 18° left and right of course.

SPRING HILL (See STERLING on page 311)
STATE COLLEGE

UNIVERSITY PARK (UNV) 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 Ox 4 LGT
When ATCT clsd ACTVT 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 act drg dalgt hrs. All alt within 10 NM all drctns, spcly along ridge 2 NM W and N of arpt. Acft on either end Rwy 06–24 cannot be seen on other end due to rwy grade. Rwy 06–24 grvd portion of rwy center 80´. PPR 24 hrs for unskd ACR ops with more than 9 pax seats btn 0400–0900Z‡ call AMGR. TPA 2192(961) single engine acft, 2692(1461) multi engine acft. Deicing equip avbl on aprn adj to Twy B btn Twys D and B3. 35´ AGL lgt poles on the north edge of de–ice apron. Air cgo apn rstd to acft less than 12500 lbs. Spl event fee for sngl eng, multi eng acft and helicopters on university home football games wknds. Lndg fee for sngl eng, multi eng acft and helicopters.
AIRPORT MANAGER: 814-865-4042
WEATHER DATA SOURCES: AWOS–3 127.65 (814) 865–8799. SAWRS.
COMMUNICATIONS: CTA/ D–ATIS 128.475 UNICOM 122.95
NEW YORK CENTER APP/DEP CON 134.8 (when twr clsd)
TOWER 128.475 (1100–0300Z) 125.725 CLNC DEL 118.55 (when twr clsd)
AIRSPACE: CLASS D svc 1100–0300Z; other times CLASS E.
RADIO AIDS TO NAVIGATION:
PHILIPSBURG (H) (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: Thrd dspcld 400´. Hill.
SERVICE: LGT ACTIVATE LIRL Rwy 05–23 and rotating bcn—CTAF.
AIRPORT MANAGER: 570-689-9317
COMMUNICATIONS: CTA 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:
WILKES–BARRE (L) (L) VORTAC
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´

NE, 14 JUL 2022 to 8 SEP 2022
STEWARTSTOWN

SHOESTRING AVIATION AIRFIELD (ØP2) 3 NW UTC–5(–4DT) N39°47.78’ W76°38.78’

1000 NOTAM FILE IPT
RWY 06U–24U: 1000X100 (TURF)
RWY 06U: Tree.
RWY 24U: Rgt tfc.
RWY 15–33: 1000X100 (TURF)
RWY 15: Rgt tfc.
RWY 33: Thld dsplcd 500´. Tree.

SERVICE: S4


AIRPORT MANAGER: 717-235-6724

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-429-5882.
TITUSVILLE (6G1) 3 W UTC–5(–4DT) N41º36.53´ W79º44.48´
1600 B NOTAM FILE AOO
RWY 01–19: H4902X75 (ASPH) S–12.5 MIWL 1.4% up N
RWY 01: Trees.
RWY 19: Pole.
SERVICE: S2 FUEL 100LL, JET A LGT Arpt beacon SS–SR. ACTIVATE MIWL Rwy 01–19 on CTAF.
AIRPORT MANAGER: 814-827-5300
COMMUNICATIONS: CTAF 122.9
® YOUNGSTOWN APP/DEP CON 133.95 (1100–0500Z‡)
® CLEVELAND CENTER APP/DEP CON 127.075 (0500–1100Z‡)
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0232.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
TIDIOUTE (L) DME 117.6 TDT Chan 123 N41º42.78´ W79º25.04´ 247º 15.9 NM to fld. 1710/0W.
DME unusable:
041º–051º byd 30 NM blo 4,000´
300º–340º byd 24 NM blo 3,500´
340º–005º byd 24 NM blo 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 blo 9,000´
248º–291º blo 4,000´
355º–005º blo 4,000´

TOTAL RF HELIPORT (See BENSELaM on page 264)

TOUGHKENAMON
NEW GARDEN (N57) 1 W UTC–5(–4DT) N39º49.83´ W75º46.19´
435 B NOTAM FILE IPT
RWY 06–24: H3693X60 (ASPH) MIWL
RWY 06: Tree.
RWY 24: Tree.
SERVICE: S4 FUEL 100LL LGT ACTVT MIWL 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 124.35
CLNC DEL 125.6
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
MODENA (L) VORTACW 113.2 MXX 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 blo 7,500´
170º–248º byd 30 NM blo 9,500´
170º–248º byd 8 NM blo 6,000´
268º–278º byd 28 NM
278º–290º blo 10,000´
290º–326º
TOWANDA  
BRADFORD CO  (N27)  2 S UTC–5(–4DT)  N41º44.40´ W76º26.83´

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  LGT
Actvt REIL Rwy 05 and 23; PAPI Rwy 05 and 23; MIRL Rwy 05–23—CTAF.

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) (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)  N40º33.54´ W76º33.58´

791  B  NOTAM FILE IPT

RWY 05–23: H2325X60 (ASPH–CONC)  S–12.5  MIRL
RWY 05:  Tree.

SERVICE:  LGT
Actvt 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) (L) VORTACW 114.6  RAV Chan 93  N40º33.20´  W76º35.96´  090º  1.8 NM to fld. 1750/11W.

TUNKHANNOCK

SKYHAVEN  (76N)  1 S UTC–5(–4DT)  N41º31.69´ W75º56.75´

639  NOTAM FILE IPT

RWY 01–19: H2007X50 (ASPH)  S–12.5  1.0% up S
RWY 19:  Thld dsplcd 438’. Tree.

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.
UNIONVILLE
RIDGE SOARING (79N) 2 SW UTC–5(–4DT) N40º53.04´ W77º54.43´
815  NOTAM FILE A00
RWY 07–25: H3322X150 (ASPH–TURF)
RWY 07: Thld dsplcd 725´. Trees.
SERVICE: FUEL 100LL
AIRPORT MANAGER: 814-355-2483
COMMUNICATIONS: CTAF
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 277)
VENANGO RGNL (See FRANKLIN on page 279)
W P H S HELIPORT (See MOUNT PLEASANT on page 292)

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: S4 FUEL 100LL, JET A, A+ OX 1, 3 LGT ACTIVATE HIRL Rwy 09–27 and REIL Rwy 27—CTAF. PAPI Rwy 09 and Rwy 27 opr 24 hrs. Rwy 27 PAPI rstd to category A and B 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
© PITTSBURGH APP/DEP CON 119.35
CLNC DEL 127.3
RADIO AIDS TO NAVIGATION: NOTAM FILE AGC.
ALLEGHENY (L) (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 blo 7,000´ 071º–175º 226º–261º byd 10 NM
WHEELING (L) (L) VOR/DME 112.2 HLG Chan 59 N40º15.59´ W80º34.12´ 127º 14.8 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/DME 110.3 I–AFJ Chan 40 Rwy 27. Glideslope unusable byd 5º left of course.
WAYNESBURG

GREENE CO  (WAY)(KWAY)  2 E  UTC–5(–4DT)  N39º54.07´ W80º07.84´
1069  B  NOTAM FILE A00
RWY 09–27: H3500X75 (ASPH)  S–12  MIRL
RWY 09: Trees.
RWY 27: Trees.
SERVICE: S4  FUEL  100LL  LGT
RWY 09–27: MIRL
AIRPORT MANAGER: 724-998-5042
COMMUNICATIONS: CTAF/UNICOM
CLEARANCE DELIVERY PHONE: For CD ctc Clarksburg Apch at 304-842-2011, when Apch clsd ctc Cleveland ARTCC at 440-774-0226.
RADIO AIDS TO NAVIGATION: NOTAM FILE AGC.
ALLEGHENY  (L) (L) VOR/W/DME 110.0  AGC Chan 37 N40º16.72´ W80º02.45´ 199º 23.0 NM to fld. 1285/9W.
VOR portion unusable: 036º–059º byd 10 NM blo 7,000´ 071º–175º 226º–261º byd 10 NM

WELLSBORO

GRAND CANYON RGNL  (N38)  4 SW  UTC–5(–4DT)  N41º43.68´ W77º23.73´
1892  B  NOTAM FILE IPT
RWY 10–28: H3597X60 (ASPH)  MIRL
RWY 10: PAPI(P2L)—GA 3.0º TCH 40´. Trees.
RWY 28: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Trees.
RWY 11–29: 1576X80 (TURF)  0.6% up W
SERVICE: FUEL  100LL, JET A
AIRPORT REMARKS: Attended Mon–Fri 1500–2000Z‡. 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
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
STONYFORK  (L) (L) VOR/W/DME 108.6  SFK  Chan 23  N41º41.72´ W77º25.19´
037º 2.3 NM to fld. 1985/8W.

WELLSVILLE

KAMPEL  (2N5)  2 W  UTC–5(–4DT)  N40º02.97´ W76º58.63´
611  NOTAM FILE IPT
RWY 05–23: 2550X100 (TURF)  0.7% up NE
RWY 05: Thld dsplcd 303´. Stack.
SERVICE: S3  FUEL  100LL
AIRPORT MANAGER: 717-432-9688
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.
WEST CHESTER

BRANDYWINE RGNL  (OQN)(KOQN)  3 NE UTC–5(–4DT)  N39º59.41´ W75º34.91´

465  B  NOTAM FILE IPT
RWY 09–27:  H3347X50 (ASPH)  S–10  LIRL

SERVICE:  S6  FUEL  100LL, JET A  LGT  Rwy 09 PAPI ops continuous. Rwy 27 PAPI ops continuous.


AIRPORT MANAGER:  610-692-6100

WEATHER DATA SOURCES:  AWOS–3T 121.4 (610) 692–6190.

COMMUNICATIONS:  CTAF/UNICOM 123.075

PHILADELPHIA APP/DEP CON 124.35


RADIO AIDS TO NAVIGATION:  NOTAM FILE IPT.

MODENA  (L) (L) VORTACW 113.2 MXE Chan 79  N39º55.08´ W75º40.25´ 052º 6.0 NM to fld. 473/9W.

VOR unusable:
036º–046º
047º–057º byd 10 NM
058º–085º
170º–248º byd 27 NM bld 7,500´
170º–248º byd 30 NM bld 9,500´
170º–248º byd 8 NM bld 6,000´
268º–278º byd 28 NM
278º–290º bld 10,000´
290º–326º

WASHINGTON

L–346, A

IAP

NE, 14 JUL 2022 to 8 SEP 2022

WILKES–BARRE WYOMING VALLEY  (WBW)(KWBW)  3 N UTC–5(–4DT)  N41º17.84´ W75º51.13´

544  B  NOTAM FILE IPT
RWY 07–25:  H3375X75 (ASPH)  MIRL
RWY 07:  PAPI(P2L)—GA 4.0º TCH 40´.
RWY 25:  PAPI(P2L)—GA 3.75º TCH 40´. Trees.
RWY 09–27:  H2193X100 (ASPH–TURF)
RWY 09:  Thld dsplcd 672´. Trees.

SERVICE:  S4  FUEL  100LL, JET A  LGT  ACTIVATE MIRL Rwy 07–25, PAPI Rwy 07, Rwy 25 and rotating bcn—CTAF. Rwy 07–25 preset low ints to ACTIVATE higher ints—CTAF.

AIRPORT REMARKS:  Attended 1300–2200Z‡. Rwy 09–27 clsd winter months. +152´ transmission lines 6,000´ from Rwy 25 thld 585´ left marked with red spheres. Rwy 09–27 marked with 3´ white cones. Rwy 09 dsplcd thld marked with three white cones each side. Rwy 09–27 first 544 ft Rwy 27 asph, rmndr turf.

AIRPORT MANAGER:  570-288-3257

COMMUNICATIONS:  CTAF/UNICOM 122.8

APP/DEP CON 126.3

CLEARANCE DELIVERY PHONE:  For CD ctc Wilkes-Barre Apch at 570-655-2084.

RADIO AIDS TO NAVIGATION:  NOTAM FILE AVP.

(L) (L) VORTACW 111.6  LVZ Chan 53  N41º16.37´ W75º41.37´ 291º 7.5 NM to fld. 2118/10W.

VOR unusable:
290º–305º byd 15 NM bld 6,000´
WILKES–BARRE/SCRANTON INTL  (AVP)(KAVP)  5 SW UTC–5–(–4DT)  N41°20.31’
W75°43.40’
962  B LRA ARFF Index—See Remarks NOTAM FILE AVP
PCN 45 F/A/X/T HIRL 0.7% up SW
RWY 04: MALSR. PAPI(P4R)—GA 3.0º TCH 58’. RVR–TR
2D–125 PCN 34 F/C/X/T  MIRL  0.3% up E
RWY 10: REIL. PAPI(P2L)—GA 3.0º TCH 43’. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 04: TORA–7502 TODA–7502 ASDA–7502 LDA–7502

ARRISTING GEAR/SYSTEM
RWY 04: EMAS
RWY 22: EMAS

SERVICE: S3 FUEL 100LL, JET A
OX2, 4

AIRPORT REMARKS: Attended continuously. Deer and birds on and invof arpt. Rwy 04–22 precipitous drop–off each rwy end. Class I, ARFF
Index B. Index C ARFF equipment avbl upon request call 570–602–2040. Unlgtd twr 1130´ 1.3 miles east AER 28, 1155’ MSL 0.91 miles east AER 28, 1463´ MSL 1.49 miles east–southeast AER 28, 1667´ MSL 2.25 miles east AER 28. For FBO svcs 0500–1000Z‡ local Mon–Fri and 0200–0500Z‡ local Sat–Sun call (570) 457–4485. Ldg fee. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER: 570-602-2000

WEATHER DATA SOURCES: ADSS 111.6 (570) 655–0748.

COMMUNICATIONS: CTAF
122.9
CLEARANCE DELIVERY PHONE: For CD ctc Johnstown Apch at 814-532-5960, when Apch clsd ctc Cleveland ARTCC at 440-774-0213.

WILLIAMSBURG
COVE VALLEY  (6G6)  2 W UTC–5–(–4DT)  N40°27.27’ W78°14.28´
1156  NOTAM FILE A0O
RWY 04–22: 2750X100 (TURF)

SERVICE: S4


AIRPORT MANAGER: 814-832-2694

COMMUNICATIONS: CTAF 122.9

Cove Valley Airport

22500 County Road 120
Williamstown, PA 17779

Phone: 570-602-2000

Fax: 570-602-2040

Website: www.covevalleyairport.com

WILLIAM T PIPER MEML (See LOCK HAVEN on page 289)
YORK (THV/KTHV) 7 SW UTC–5(–4DT) N39°55.02’ W76°52.38’
495 B NOTAM FILE THV
Rwy 17–35: H5188X100 (ASPH–GRVD) S–20, D–20, 2D–20 MIRL
0.4 % up SE
Rwy 17: REIL. PAPI(P4L)—GA 4.5º TCH 20’. Thld dspcld 794’. Pole.
Service: S4 FUEL 100LL, JET A OX 3
Airport remarks: Attended Mon–Fri 1100–2300Z‡, Sat–Sun 1300–2200Z‡.
Trees within primary sfc from thld and 221’ left of Rwy 17 centerline; ramp tie–down area, medivan parking pad and twy within primary sfc on right side. Rwy 17 trees 1377 ft out 88 ft right apch slp 20:1 to dthr. Rwy 35 trees 2695 ft out 426 ft right apch slp 23:1 to dthr. Ldg fee.
Airport manager: 717-792-5566
Weather data sources: ASOS 119.275 (717) 792–5529.
Communications: CTAF/UNICOM 123.0
® Harrisburg App/Dep Con 124.1
Clearance delivery phone: For CD ctc Harrisburg Apch at 800-932-0712.
Airspace: CLASS E.
Radio aids to navigation: NOTAM FILE CXY.
Harrisburg (L) (L) VORTACw 112.5 HAR Chan 72 N40º18.13’ W77º04.17’ 169º 24.8 NM to fld. 1301/10W.
VOR unusable: 097º–107º byd 10 NM
146º–168º byd 20 NM byo 7,000’.

ZELIENOPLE MUNI (PJc/KPJC) 1 W UTC–5(–4DT) N40º48.12’ W80º09.65’
898 B NOTAM FILE AAO
Rwy 17–35: H4933X75 (ASPH) MIRL
Rwy 17: REIL. Thld dspcld 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 AAO.
Ellwood City (VH) (H) VOR/DME 115.8 EWC Chan 105 N40º49.50’ W80º12.69’ 129º 2.7 NM to fld. 1227/8W.
VOR unusable: 285º–335º.

NE, 14 JUL 2022 to 8 SEP 2022
NE, 14 JUL 2022 to 8 SEP 2022
CLEARANCE DELIVERY PHONE: For CD when Apch clsd ctc Boston ARTCC at 603-879-6859.

RADIO AIDS TO NAVIGATION: NOTAM FILE PVD.

PROVIDENCE (H) (H) VOR/DME 115.6 PVD Chan 103 N41º43.46’ W71º25.78’ 164º 13.3 NM to fld. 49/14/W.

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´

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–(–4DT) N41º35.83´ W71º24.73´ 18 B TPA—See Remarks LRA NOTAM FILE OQU

Rwy 16: 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 dspldc 403º’.

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 TOSA–7100 ASDA–7100 LDA–7100
Rwy 34: TORA–7500 TOSA–7500 ASDA–7500 LDA–7100

SERVICE: FUEL 100LL, JET A

LGT ACTVT MALSR 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)

NOISE: Noise abatement procs for hvy acft; ctc AMGR 401–295–5020. Hvy acft 255,000 GWT.


MILITARY REMARKS: RSTD 180º turns for acft over 12,500 lbs GWT prbh 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 svng and use of ANG prkg ramp only. AMOPS ops 1200–2230Z‡ Tue–Fri, excp holidays, DSN 476–3404/3405, Tswt 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. Tmpry storage of classified mtrls up to secret at secret comd post. Acft req cust/ag ctc AMOPS 7 days prior to arr. ARNG Opr 1200–2230Z‡ Tue–Fri , exc hol. PPR for tsnt Mil acft Idg, prkg ARNG Ramp and fuel ctc DSN 247–4539, C401–275–4539. 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 ops 138.95 252.4 if Idg ARNG ramp.
RHODE ISLAND 323
CONTINUED FROM PRECEDING PAGE

AIRPORT MANAGER: (401) 691-2000
WEATHER DATA SOURCES: ASOS 118.6. Usaf 4m/q–19.
COMMUNICATIONS: CTAF 126.350 ATIS 118.6 (Tue–Fri 1300–0400Z‡, Sat 1400–2200Z‡, Sun 1500–2300Z‡, clsd Mon and hols) UNICOM 122.950
RCO 255.4 (BRIDGEPORT RADIO)
© PROVIDENCE APP/DEP CON 123.675 244.875 (Sun–Fri 1030–0530Z‡, Sat 1030–0500Z‡) other times ctc
BOSTON CENTER APP/DEP CON 124.85 307.9
TOWER 126.35 (Tue–Fri 1300–0400Z‡, Sat 1400–2200Z‡, Sun 1500–2300Z‡, clsd Mon and hols)
CLNC DEL 134.5
CLEARANCE DELIVERY PHONE: For CD when Apch clsd ctc Boston ARTCC at 603-879-6859.
AIRSPACE: CLASS D svc 1300–0400Z‡ Tue–Fri, 1400–2200Z‡ Sat, 1500–2300Z‡ Sun, clsd Mon and hol; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE PVD.

PROVIDENCE (H) (H) VOR/DME 115.6 PVD Chan 103 N41º43.46´ W71º25.78´ 188º 7.7 NM to fld. 49/14W.
VOR portion unusable:
  085º–105º byd 12 NM blo 5,500´
  085º–105º byd 8 NM blo 3,000´
  106º–294º byd 30 blo 3,000´
  295º–330º byd 30 blo 6,000´
  331º–084º byd 30 blo 3,000´
DME portion unusable:
  085º–105º byd 12 NM blo 5,500´
  085º–105º byd 8 NM blo 3,000´
  106º–152º byd 11 NM blo 2,000´
  106º–152º byd 20 NM blo 4,000´
  153º–294º byd 30 NM blo 3,000´
  295º–330º byd 30 blo 6,000´
  331º–084º byd 30 blo 3,000´

PAWTUCKET
NORTH CENTRAL STATE (SFZ)(KSFZ) 3 E UTC–5(–4DT) N41º55.25´ W71º29.49´ 441 B LRA NOTAM FILE SFZ
RWY 05–23: H5000X100 (ASPH) S–30, D–60 HIRL
RWY 05: MLS, PAPI(P4R)—GA 3.0º TCH 52´. Trees.
RWY 23: REL. PAPI(P4L)—GA 3.0º TCH 35´. Trees.
RWY 15–33: H3211X75 (ASPH) S–12.5 MIRL 0.5% up SE
RWY 15: REL. PAPI(P4L)—GA 3.5º TCH 35´. Trees.
RWY 33: REL. Trees.
SERVICE: S4 FUEL 100LL, JET A, A+ LGT ACTVT MALS Rwy 05; REL Rwy 15, 23 and 33; PAPI Rwy 05, 15 and 23; HIRL Rwy 05–23; MIRL Rwy 15–33; twy lgts —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: CTAF/UNICOM 121.075
© PROVIDENCE APP/DEP CON 123.675 (Sun–Fri 1030–0530Z‡ Sat 1030–0500Z‡) other times ctc
© BOSTON CENTER APP/DEP CON 124.85
CLNC DEL 124.35
CLEARANCE DELIVERY PHONE: For CD when Apch clsd ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE PVD.

PROVIDENCE (H) (H) VOR/DME 115.6 PVD Chan 103 N41°43.46' W71°25.78' 001° 12.1 NM to fld. 49/14W.

VOR portion unusable:
085°–105° byd 12 NM blo 5,500'
085°–105° byd 8 NM blo 3,000'
106°–294° byd 30 blo 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 20 NM blo 4,000'
153°–294° byd 30 NM blo 3,000'
295°–330° byd 30 blo 6,000'
331°–084° byd 30 blo 3,000'

PUTNAM (H) (H) VOR/DME 117.4 PUT Chan 121 N41°57.33' W71°50.65' 111° 15.9 NM to fld. 652/14W. NOTAM FILE BDR.

DME unusable:
265°–301° byd 36 NM blo 3,000'

LOC/DME 111.9 I–SFZ Chan 56 Rwy 05. LOC unmonitored.

PROVIDENCE RADIUS TO GREEN INTL (PVD)(KPVD) 6 S UTC–5(–4DT) N41°43.43' W71°25.66'

54 B LRA Class I, ARFF Index C NOTAM FILE PVD

RWY 05–23: H8700X150 (ASPH–GRVD) S–120, D–250, 2S–175, 2D–550, 2D/2D–1120 PCN 75 F/AWT HIRL CL

RWY 05: ALSF2. TDZL. REIL. PAPI(P4R)—GA 3.0° TCH 69’. RVR–TMR


RWY 16–34: H6081X150 (ASPH–GRVD) S–120, D–250, 2S–175, 2D–423, 2D/2D–1093 PCN 75 F/AWT HIRL 0.3% up N


RWY 34: MALSR. PAPI(P4L)—GA 3.0° 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 inoff arpt. 110’ unmarked lgt poles 2700’ from thld Rwy 34; 900’ left of cntrln. 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 act on the northeast ramp west of Twy A, be alert. Freq flt school, tran jet acft, and vertical activity. Northwest ramp act with wingspan greater than 110’ req ground crew assistance for thru taxi and parking. Northeast ramp act with wingspan greater than 150’ req ground crew assistance for thru taxi and parking. Run up pad for Twy F clsd to acft with wingspan over 118’. Twy V clsd daily 0100–1300Z, bnn Rwy 16–34 and Twy C. Gnd vehicles monitor CTAF when twr clsd. Ldg fee. Flight Notification Service (ADCUS) available.

AIRPORT MANAGER: 401-691-2000

WEATHER DATA SOURCES: ASOS 124.2 (401) 734–2818. LLWAS.
COMMUNICATIONS: CTA
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‡)

PDC
CLEARANCE DELIVERY PHONE: For CD when Apch clsd ctc Boston ARTCC at 603-879-6859.
AIRSPACE: CLASS C svc ctc APP CON svc Sun–Fri 1030–0530Z‡, Sat 1030–0500Z‡; other times CLASS E.
VOR TEST FACILITY (VOT) 108.2

RADIO AIDS TO NAVIGATION: NOTAM FILE PVD.

PROVIDENCE (H) (H) VORW/DME
115.6  PVD  Chan 103  N41º43.46´ W71º25.78´ at fld. 49/14W.

VOR portion unusable:
085º–105º byd 12 NM blo 5,500†
085º–105º byd 8 NM blo 3,000†
106º–294º byd 30 blo 3,000†
295º–330º byd 30 blo 6,000†
331º–084º byd 30 blo 3,000†

DME portion unusable:
085º–105º byd 12 NM blo 5,500†
085º–105º byd 8 NM blo 3,000†
106º–152º byd 11 NM blo 2,000†
106º–152º byd 20 NM blo 4,000†
153º–294º byd 30 NM blo 6,000†
295º–330º byd 30 blo 6,000†
331º–084º byd 30 blo 3,000†

ILS/DME 109.3  I–PVD  Chan 30  Rwy 05.  Class IIIE.  Cat ii and cat iii unavbl when ATCT closed.
ILS/DME 109.3  I–ARJ  Chan 30  Rwy 23.  Class IIIE.  DME unusable byd 10 NM blw 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 blw 300´.

PROVIDENCE  
N41º43.46´ W71º25.78´ NOTAM FILE PVD.

(NEW YORK)
H–10I, 11D, 12J, L–33C, 34J

H–10I, 11D, 12J, L–33C, 34J

QUONSET STATE  (See NORTH KINGSTOWN on page 322)

RHODE ISLAND TF GREEN INTL  (See PROVIDENCE on page 324)

RICHMOND  (See WEST KINGSTON on page 326)

SANDY POINT  
N41º10.05´ W71º34.57´ NOTAM FILE BID.

(NEW YORK)
H–10I, L–33C

NE, 14 JUL 2022 to 8 SEP 2022
WEST KINGSTON

RICHMOND (Q8R)  3 W  GMT–5(–4DT)  N41°29.37’ W71°37.24’

130  NOTAM FILE BDR

RWY 11–29:  H2125X30 (ASPH)  LIRL(NSTD)

RWY 11:  Trees.

RWY 29:  TRCL(VTRL)—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.

WESTERN STATE  (WST)(KWST)  2 SE  UTC–5(–4DT)  N41°20.98’ W71°48.21’

81  B  NOTAM FILE WST

RWY 07–25:  H4010X100 (ASPH–GRVD)  S–30, D–60  MIRL

0.7% up NE

RWY 07:  MALSF. PAPI(P4R)—GA 3.5º TCH 46’. Trees.

RWY 25:  REIL. VASI(V2L)—GA 3.5º TCH 36’. Trees.

RWY 14–32:  H3960X75 (ASPH)  S–12.5  MIRL  0.6% up SE

RWY 14:  REIL. PAPI(P4L)—GA 4.0º TCH 40’. Trees.

RWY 32:  REIL. PAPI(P4L)—GA 4.0º TCH 40’. Thld dsplcd 750’. Trees.

SERVICE:  S4  FUEL  100LL, JET A

LGT Dusk–Dawn. ACTVT MALSF Rwy 07; REIL Rwy 25, 14 and 32; PAPI Rwy 14 and 32; MIRL Rwy 07–25 and Rwy 14–32—CTAF. Rwy 07 PAPI U/S. Rwy 14 PAPI U/S.

NOISE:  Noise abatement procs in efct ctc amgr at 401–691–2265. Arpt lctd in noise sensitive area. Populated areas to the S & W should be avoided.


AIRPORT MANAGER:  (401) 691-2265

WEATHER DATA SOURCES:  ASOS 132.375 (401) 596–9543.

COMMUNICATIONS:  CTAF/UNICOM 123.0

PROVIDENCE APP/DEP CON 119.45 (South of ORW) (Sun–Fri 1030–0530Z‡, Sat 1030–0500Z‡) other times ctc BOSTON CENTER APP/DEP CON 124.85

CLEARANCE DELIVERY PHONE:  For CD ctc Providence Apch at 401-738-8945, when Apch clsd ctc Boston ARTCC at 603-879-6859.

RADIO AIDS TO NAVIGATION:  NOTAM FILE GON.

GROTON  (T)  (T) VOR/DME  110.85  GON  Chan 45(Y)  N41°19.82’ W72°03.12’. 098º 11.3 NM to fld. 9/14W.

VOR portion unusable:

241º–265º blo 5,000’

DME unusable:

355º–019º blo 3,000’

LOC/DME 108.9  I–RLS  Chan 26  Rwy 07. LOC unmonitored.
BARRE/MONTPELIER

EDWARD F KNAPP STATE (MPV) (KMPV) 3 W UTC–5(–4DT) N44º12.21´ W72º33.73´

RWY 17–35: H5000X100 (ASPH) S–31, D–70, 25–88 MIRL 1.5% up S

RWY 17: MALSR, PAPI(P4L)—GA 3.0º TCH 46´. Trees.


RWY 05–23: H3001X75 (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 122.2 (BURLINGTON RADIO)

MONTPELIER RCO 122.6 (BURLINGTON RADIO)

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

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE MPV.

MONTPELIER (H) (H) ABVOR/DME 116.9 MPV Chan 116 N44º05.13´ W72º26.96´ 342º 8.6 NM to fld.

VOR unsable:

010º–020º byd 25 NM blo 7,500´

045º–060º byd 24 NM blo 8,500´

DME unsable:

045º–060º byd 24 NM blo 8,500´

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 335)
BENNINGTON

WILLIAM H MORSE STATE  (DDH/KDDH)  3 W  UTC–5(–4DT)  N42°53.47’ W73°14.77’

RWY 13–31: H3704X75 (ASPH)  S–12.5  MIRL  0.9% up SE
RWY 13: REIL. PAP(P4L)—GA 4.0º TCH 45’. Hill.
RWY 31: REIL. PAP(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 inv 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) (L) VOR/W/DME 115.0 CAM Chan 97  N42°59.66’ W73°20.64’  159º 7.5 NM to fld. 1490/14W.
DME portion unusable: 040º–130º blo 9,000’

NE, 14 JUL 2022 to 8 SEP 2022
BURLINGTON INTL  (BTV)(KBTV)  P  (ANG ARNG)  3 E  UTC–5(–4DT)  N44º28.32´ W73º09.20´
335  B  AOE  LRA  Class I, ARFF Index B  NOTAM FILE BTV
RWY 15–33: H8319X150 (ASPH–CONC–GRVD) S–100, D–175,
2S–175, 2D–355 PCN 39 F/A/X/T  HIRL
 RWY 15: MALSR. PAPI(P4R)—GA 3.0º TCH 51.°  RVR–TR Trees.
  0.6% up.
 RWY 33: MALSF. PAPI(P4R)—GA 3.2º TCH 53.°  RVR–TR Thld dsplcd
  500.°  Trees.
 RWY 01: PAPI(P4L)—GA 4.0º TCH 27., Thld dsplcd 225.°  Tree.
 RWY 19: PAPI(P4R)—GA 3.5º 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.
RWY 33  TYPE H/BAK–12A (B) 1500 FT. RWY 33
SERVICE: S4  FUEL  100LL, JET A  OK 1, 3  LGT  Dusk–Dawn. ACTVT MALSR Rwy 15; MALSF 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 lgts on Twy E.
MILITARY— A–GEAR  – Type H/BAK–12A(B) AER 33 lctd 1000 ft fm dthr. Rwy 15 & Rwy 33 A–G housings are non–frangible
(26 in abv grd level) lctd 250 ft fm rwy cntln.
JASU 5(MD–4) 9(M32A–60)
FUEL  J8(Mil) 100LL, A
FLUID  SP LOX
OIL  O–133–148(Mil) SOAP.
AIRPORT REMARKS: Attended continuously. Birds & deer on & inv of arpt. FBO clsd 0700–1400Z‡ dly, exc 1 hr PPR
plant 2 NM from AER 15 produces steam which may obscure visibility on final apch. CAUTION: Phase II wildlife actv
durg migration, Mar–May and Aug15–Nov15. Acr ramp not avbl for pvt & chtr acft. Twy A b/w 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 civilian ops. Twys D, E, F, N, ANG and RNG ramps have unctl vehicle and acft. Twy M avbl for seasonal use,
clsd drg winter months. ANG: Opr 1030–2100Z‡ weekdays, exc hol, clsd Sat–Mon. PPR for fuel/prkg, ctc ANG ops DSN
220–5213/5920/5267 C & 802–660–5213. All tsnt acft enr Ethan Allied trng site and R6501A must stop at AASF for rqr
safety brief. ARFF avbl 24 hrs a day. A–Gear Type H/BAK–12A(B) AER 33 lctd 1000 ft fm dthr. Type H/BAK 12A(B) cable
raised by twr on pilot req only. Fighter acft no low apchs. All other mil acft ltd to 2 practice apchs. Do not fly over hospital
apprxly 1.5 NM west of Rwy 15 apch end. Rwy 01–19 south of Rwy 15–33 int to Twy C, single wheel 100, dual tandem
wheel 355, south of Twy C int to south end of rwy, single wheel 30, dual wheel 60. Cold temperature airport. Altitude
correction required at or below –10C. Acft turn arnd clncs on Twy G south of Twy J ltd to acft design group II or smlr.
Fee for itinerant acft greater than 6000 lbs. Flight Notification Service (ADCUS) avbl. User fee arpt.
AIRPORT MANAGER: 802-863-2874
WEATHER DATA SOURCES: ASOS 123.8 (802) 657–4490.
COMMUNICATIONS: ATIS 123.8 (802–657–4424) CTAF 118.3 UNICOM 122.95
RCO 122.2 (BURLINGTON RADIO)
APP/DEP CON 121.1 (1030–0500Z)
BOSTON CENTER APP/DEP CON 120.35 (0500–1030Z)
TOWER 118.3 (1030–0500Z) GND CON 126.3 CLNC DEL 119.15 ANG OPS 134.1 41.2
CLEANING DELIVERY PHONE: For cd if twr clsd & una to ctc FSS freq, ctc Boston ARTCC at 603-879-6859.
AIRSPACE: CLASS C svc ctc APP CON svc 1030–0500Z‡; other times CLASS E.
VOR TEST FACILITY (VOT) 109.0

CONTINUED ON NEXT PAGE

NE, 14 JUL 2022 to 8 SEP 2022
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.  

(L) (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°–160° byd 29 NM  
205°–208°  
DME unusable:  
010°–139°  
140°–160° 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 28° 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 332)  
DEERFIELD VALLEY RGNL (See WEST DOVER on page 336)  
EDWARD F KNAPP STATE (See BARRE/MONTPELIER on page 327)  
FRANKLIN CO STATE (See HIGHGATE on page 331)  
HARTNESS STATE (SPRINGFIELD) (See SPRINGFIELD on page 335)  

HERRO N44°31.94’ W73°14.97’ NOTAM FILE BTV.  
NDB (LOMW) 382 BT 146° 5.5 NM to Burlington Intl. 130/15W.  

MONTREAL

NE, 14 JUL 2022 to 8 SEP 2022
HIGHGATE

FRANKLIN CO STATE (FSO) (KFSO) 3 W UTC–5 (–4DT) N44°56.42´ W73°05.85´

228 B LRA NOTAM FILE BTV

RWY 01–19: H3001X60 (ASPH) S–12.5 MIRL

RWY 01: REIL. PAPI(P2L)—GA 4.0º TCH 35´. Trees.

RWY 19: REIL. Trees.

SERVICE: S4 FUEL 100LL, JET A+ LGT Dusk–dawn. Actvt REIL Rwy 01 and 19; PAPI Rwy 01; MIRL Rwy 01–19—CTAF.

AIRPORT REMARKS: Attended Nov–Mar 1330–2200Z‡, Apr–Oct 1230–2200Z‡. Seagulls invof arpt. Fuel avbl 24 hrs self–serve. Aft hrs self–serve fuel kiosk does not acpt Mastercard. Military equipment may be near the rwy. Rwy conditions may not be monitored or reported when the arpt is unattended.

AIRPORT MANAGER: (802) 868-2822

WEATHER DATA SOURCES: AWOS–3 119.025 (802) 868–9941. 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 ctc Burlington Apch at 802-657-4413, when Apch clsd ctc Boston ARTCC at 603-879-6859.

RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.

BURLINGTON (L) (L) VOR/DME 117.5 BTV Chan 122 N44°23.83´ W73°10.96´ 021º 32.8 NM to fld. 417/15W.

VOR unusable:
075º–132º byd 30 NM b/n 9,000´
133º–165º byd 30 NM b/n 8,000´

DME unusable:
075º–132º byd 30 NM b/n 9,000´
133º–165º byd 30 NM b/n 8,000´

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´

1194 NOTAM FILE BTV

RWY 14–32: 2650X120 (TURF) 0.8% up NW

RWY 14: Trees.

RWY 32: Trees.


AIRPORT MANAGER: (802) 272-3574

COMMUNICATIONS: CTAF/UNICOM 122.9

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

JOHN H BOYLAN STATE (ISLAND POND) (See ISLAND POND on page 331)
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.
ACTIVATE arpt rotating bcn—CTAF.
24 hrs with major credit card. After hrs self–serve fuel kiosk does not
accept Mastercard. Deer and wildlife on and invof arpt. Bald eagles
roosting invof compost opn located 600’ east of Rwy 20 thld year
around. Rwy conditions may not be monitored or reported when the arpt
is unattended. Rising terrain 600’ from thld of Rwy 02. Rwy 02–20
pavement has numerous sealed, large diameter transverse cracks. For
emergency acft maintenance call 802–334–5001. Bring own rope
tiedowns.

AIRPORT MANAGER: 802-626-3353
WEATHER DATA SOURCES: AWOS–3 119.275 (802) 626–4532.
COMMUNICATIONS: CTAF/UNICOM 122.8
®
BOSTON CENTER APP/DEP CON 135.7
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.

MONTPELIER (H) (H) ABVOR/DME

347 N44º59.19’ W73º05.73’
494 TPA—See Remarks NOTAM FILE BTV
RWY 01–19: H3206X60 (ASPH) S–12.5
RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA–3206 TODA–3206 ASDA–3206 LDA–3065
SERVICE: S4 FUEL
AIRPORT REMARKS: Attended Mon–Fri 1300Z‡–dusk. Ultralight and AG acft activity on and invof arpt. Self–svc fuel with credit
card. High hills east of arpt. PAJA on wkends—mnt NOTAMS for times. No ln of sight btn rwy ends. Rwy conds may not
be mnt or rprtd when the arpt is unatndd. TPA—1304(810) single engine, 1504(1010) multi–engine.

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.

MONTPELIER N44º05.13’ W72º26.96’ NOTAM FILE MPV.
(H) (H) ABVOR/DME 116.9 MPV Chan 116 342º 8.6 NM to Edward F Knapp State. 2086/16W.

VOR unusable:
010º–020º byd 25 NM bio 7,500’
045º–060º byd 24 NM bio 8,500’
DME unusable:
045º–060º byd 24 NM bio 8,500’

RCO 122.2 (BURLINGTON RADIO)
RCO 122.6 (BURLINGTON RADIO)
VERMONT

MORRISVILLE–STOWE STATE (MVL)(KMVL) 2 SW UTC–5(–4DT) N44°32.06’ W72°36.84’

733 B NOTAM FILE MVL
RWY 01–19: H3700X75 (ASPH) S–25 PCN 12 F/A/X/T HIRL
0.5% up N
RWY 01: REIL. P–line.
RWY 19: REIL. PAPI(P2L)—GA 3.5º TCH 31’. SER
VICE: LGT ACTIVATE REIL Rwy 01 and Rwy 19, PAPI Rwy 19, HIRL Rwy 01–19—CTAF.
AIRPORT REMARKS: Unattended. Rwy conds may not be mnt or rprtd when the arpt is unatndd. Rwy 01 gldr ops R tlc. 3 ft swales mid 1/3 of rwy on E & W sides outside of rwy safety area. Cold temperature airport. Altitude correction required at or below –20C.
AIRPORT MANAGER: 802-585-5586
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) (L) VOR/DME 117.5 BTV Chan 122 N44°23.83’
VOR unusable:
075º–132º byd 30 NM blo 9,000’
133º–165º byd 30 NM blo 8,000’
DME unusable:
075º–132º byd 30 NM blo 9,000’
133º–165º byd 30 NM blo 8,000’

NEWPORT

NORTHEAST KINGDOM INTL (EFK)(KEFK) 3 SW UTC–5(–4DT) N44°53.29’ W72°13.72’

934 B LRA NOTAM FILE BTV
RWY 18–36: H5301X100 (ASPH) S–30, D–44 PCN 33 F/D/X/T MIRL
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
NEWPORT RCO 122.5 (BURLINGTON RADIO)
BOSTON CENTER APP/DEP CON 135.7
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BML.
BERLIN (H) DME 116.55 BML Chan 112(Y) N44°38.01’ W71°11.17’ 289º 47.1 NM to fld. 1730/0E.
DME unusable:
080º–125º blo 10,000’
188º–198º blo 10,000’
275º–292º blo 10,000’

NORTHEAST KINGDOM INTL (See NEWPORT on page 333)
**POST MILLS**

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Elevation</th>
<th>Time Zone</th>
</tr>
</thead>
<tbody>
<tr>
<td>(2B9)</td>
<td>0 E UTC–5(–4DT)</td>
<td>53.02′ W</td>
<td>15.13′</td>
</tr>
</tbody>
</table>

**RWY 04–22:** 2900X80 (TURF)
- Trees. Rgt tfc.
- Road.

**RWY 05–23:** 2300X80 (TURF) 0.8% up NE
- Trees. Rgt tfc.
- Road.

**SERVICE:** S2

**AIRPORT REMARKS:** Attended irregularly. Ultralights; gliders and hot air balloons on and involved arpt. Trees 200′ from end of Rwys 22 and 23. 60′ trees directly adjacent to runway edge, left. Uniform width and length of Runways 05–23 is 2,200′ 80′. Non–std turf cones placement–do not use delineate actual thld–all rwys. Actf ops counts unavailable. No snow removal. Arpt open to ski actf only when snow covered. Call 802–333–9254 for info. Propane avbl for hot air balloons.

**AIRPORT MANAGER:** 802-333-9254

**COMMUNICATIONS:** CTAF/UNICOM 122.8

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

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**RUTLAND – SOUTHERN VERMONT RGNL**

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Elevation</th>
<th>Time Zone</th>
</tr>
</thead>
<tbody>
<tr>
<td>(RUT)</td>
<td>(KRUT)</td>
<td>5 S UTC–5(–4DT)</td>
<td>31.78′</td>
</tr>
</tbody>
</table>

**RWY 01–19:** H304X100 (ASPH–GRVD) S–40, D–68, 2S–86
- PCN 30 F/D/X/U MIRL
- PVASI(PSIR)—GA 3.5º TCH 17′. Thld dsplcd 300′. Hill.
- MALSR. PAPI(P4L)—GA 3.2º TCH 55′. Rgt tfc.
- S–30 PCN 5 F/D/X/U MIRL
- REIL. Road.

**RUNWAY DECLARED DISTANCE INFORMATION**

**RWY 01:** TORA–5303 TODA–5303 ASDA–5303 LDA–5003
**RWY 19:** TORA–5003 TODA–5003 ASDA–5003 LDA–5003

**SERVICE:** S4 FUEL 100LL, JET A LGT ACTVT MALSR Rwy 19; REIL Rwy 13; MIRL Rwy 01–19 and 13–31—CTAF. Rwy end 01: VGSI OTS UFN.

**NOISE:** Noise sensitive area SE of arpt ctc AMGR.

**AIRPORT REMARKS:** Attended 1200–0100Z‡. Birds on and involved arpt. For aft 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. Abl 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:** 802-272-7725

**WEATHER DATA SOURCES:** AWOS–3PT 118.375 (802) 747–3044.

**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 RUT.

**SMUTO NDB (MHW)** 221 DYO N43°42.37′ W72°57.40′ 193° 10.6 NM to fld. 1138/15W.

**ILS/DME** 111.7 I–RUT Chan 54 Rwy 19. Class IA. Glideslope unusable byd 4.00º right of course.
SHELBURNE (VT8)  2 S  UTC–5(–4DT)  N44°21.62´ W73°13.58´
325  NOTAM FILE BTV
RWY 01–19:  3077X60 (TURF)
RWY 01:  Trees.
RWY 19:  Trees.
SERVICE:  S4 FUEL MOGAS
AIRPORT REMARKS:  Attended daylight hours. No line of sight btn rwy ends. For rwy cond—AMGR.
AIRPORT MANAGER:  802-985-2100
COMMUNICATIONS:  CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE:  For CD ctc Burlington Apch at 802-657-4413, when Apch clsd ctc Boston ARTCC at 603-879-6859.

SMUTO  N43°42.37´ W72°57.40´  NOTAM FILE RUT.
NDB (MHW)  221  DYO  193º 10.6 NM to Rutland – Southern Vermont Rgnl. 1138/15W.
NDB unusable:
351º–189º byd 15 NM

SPRINGFIELD

HARTNESS STATE (SPRINGFIELD) (VSF)(KVSF)  3 NW  UTC–5(–4DT)  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:  S4 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 inv of arpt. Gliders on and inv 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 –20C.
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)

VERGENNES

BASIN HARBOR (B06)  4 NW  UTC–5(–4DT)  N44°11.50´ W73°21.52´
124  NOTAM FILE BTV
RWY 02–20:  3000X90 (TURF)
RWY 02:  Trees.
RWY 20:  Trees.
AIRPORT MANAGER:  802-475-2311
COMMUNICATIONS:  CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE:  For CD ctc Burlington Apch at 802-657-4401, when Apch clsd ctc Boston ARTCC at 603-879-6859.
**WEST DOVER**

<table>
<thead>
<tr>
<th>DEERFIELD VALLEY RGNL (4V8)</th>
<th>NEW YORK L–32G, 33C IAP</th>
</tr>
</thead>
<tbody>
<tr>
<td>1953</td>
<td>1 SW UTC–5 (–4DT)</td>
</tr>
<tr>
<td>NOTAM FILE BTV</td>
<td>N42º55.63’ W72º51.94’</td>
</tr>
<tr>
<td>RWY 01–19: H2650X75 (ASPH)</td>
<td>LGT Rwy 01–19 MIRL, NSTD</td>
</tr>
<tr>
<td>RWY 19: Trees.</td>
<td>AIRPORT MANAGER: (802) 490-0775</td>
</tr>
<tr>
<td>SERVICE: LGT</td>
<td>COMMUNICATIONS: CTAF/UNICOM 122.8</td>
</tr>
<tr>
<td>AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with credit card. Ldg fee.</td>
<td></td>
</tr>
<tr>
<td>AIRPORT MANAGER: (802) 490-0775</td>
<td></td>
</tr>
<tr>
<td>CLEARANCE DELIVERY PHONE:</td>
<td>RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.</td>
</tr>
<tr>
<td>122.8</td>
<td>CAMBRIDGE (L) VOR/DME 115.0 CAM Chan 97 N42º59.66’ W73º20.64’ 115º 21.5 NM to fld. 1490/14W.</td>
</tr>
<tr>
<td>CLEARANCE DELIVERY PHONE:</td>
<td>DME portion unusable: 040º–130º blo 9,000’</td>
</tr>
<tr>
<td>122.8</td>
<td>NE, 14 JUL 2022 to 8 SEP 2022</td>
</tr>
</tbody>
</table>
A P HILL AAF (FORT A P HILL)  
(APH)(KAPH) A  
2 NW UTC–5(–4DT)  
N38°04′13″ W77°19′14″

WASHINGoN  
L–34E, 36H

220  TPA—See Remarks  NOTAM FILE DCA  
Not insp.

RWY 05–23: 2202X100 (TURF)

RWY 23: Rgt tcf.

SERVICE: MILITARY— FUEL  

MILITARY REMARKS: Attended Mon–Fri 1300–2100Z‡, excluding holidays, other times on request. RSTD Rotary wing act only.  

Fone avbl under shelter adj to twr. Attended/advisory svc from range control Mon–Fri.

COMMUNICATIONS: CTAF  
POTOMAC APP/DEP CON 126.75

CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-640-4124.

RADIO AIDS TO NAVIGATION: SHANNON NDB (MHW) 237  EZF  N38°15.98′ W77°27.03′ 162° 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

2087  B TPA—3077(990) NOTAM FILE VJI

RWY 06–24: H4471X75 (ASPH) S–30  MIRL 0.6% up NE

RWY 06: Trees.

RWY 24: ODALS. REIL. PAPI(P2L)—GA 4.0º TCH 32′. Tree.

SERVICE: S4 FUEL  
100LL, JET A LGT ACTIVATE MIRL Rwy 06–24, PAPI Rwy 24, ODALS Rwy 24 and REIL Rwy 24—CTAF.


AIRPORT MANAGER: 276-628-2909


COMMUNICATIONS: CTAF/UNICOM 122.8

® TRI CITY APP/DEP CON 125.25 (1100–0500Z‡)
® ATLANTA CENTER APP/DEP CON 127.85 (0500–1100Z‡)

CLEARANCE DELIVERY PHONE: When Tri Cities Apch clsd, for CD ctc Atlanta ARTCC at 770-210-7692.

RADIO AIDS TO NAVIGATION: SHANNON NDB BNA.

HOLSTON MOUNTAIN (L) (L) VORTACT  
114.6 HMV Chan 93

N36°26′22″ W82°07′78″ 021° 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 left of course.

ACCOMACK CO  (See MELFA on page 362)
338 VIRGINIA

ALLEN C PERKINSON BLACKSTONE AAF (BKT)(KBKT) MIL/CIV A  2 E UTC–5(–4DT) N37°04.49´
W77º57.40´
437 B NOTAM FILE DCA
RWY 04–22: H5333X150 (CONC) PCN 51 R/C/W/T MIRL
0.7% up NE
RWY 04: Tree.
RWY 22: Thld dspcld 700´. Tree.

SERVICE: FUEL 100LL, JET A LGT


APOLLO SOUCEK FLD (See OCEANA NAS (APOLLO SOUCEK FLD) on page 369)

APOLLO SOUCEK FLD

ARMEL N38º56.08´ W77º28.00´ NOTAM FILE IAD.
(L) (L) VOR/DM 113.5 AML Chan 82 at Washington Dulles Intl. 296/8W.

WASHINGTON COPTER
H–10H, L–29E, 34E, 36I, A

BALES N36º35.41´ W79º55.05´ NOTAM FILE MTV.
NDB (MHW/LOM) 396 UV 304° 5.4 NM to Blue Ridge. 1089/7W. NDB unmonitored when arpt unatndd.

CINCINNATI L–26I, 36F

NE, 14 JUL 2022 to 8 SEP 2022
BLACKSBURG

VIRGINIA TECH/MONTGOMERY EXEC (BCB/KBCB) 3 S UTC–5(–4DT) N37º12.56´

W80º24.73´ 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 Actvl ODALS Rwy 13; REIL Rwy 31; PAPI Rwy 13 and 31; MIRL Rwy 13–31—CTAF. MIRL Rwy 13–31 preset low intst.

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

CLMC DEL 124.85

CLEARANCE DELIVERY PHONE: For CD ctc Roanoke Apch at 540-563-1307.

RADIO AIDS TO NAVIGATION: NOTAM FILE PSK.

PULASKI (H) (H) VORTACW 116.8 PSK Chan 115 N37º05.26´ W80º42.77´ 069º 16.2 NM to fld. 2127/6W.


BLUE RIDGE

(See MARTINSVILLE on page 362)

BOJAR N37º15.75´ 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.

CINCINNATI

H–10H, 12H, L–26I

IAP

NE, 14 JUL 2022 to 8 SEP 2022
Bridgewater 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: Thd dsplcd 368’. Pole.
Service: Fuel JET A+ LGT
Activate MIRL Rwy 15–33—CTAF.
Airport Remarks: Attended Mon–Fri 1300–2200Z‡, Sat 1400–2100Z‡,
Airport Manager: 540-828-6070
Weather Data Sources: AWOS–3 119.55 (540) 828–2076.
Communications: CTAF/UNICOM 122.7
Clearance Delivery Phone: For CD ctc Potomac Apch at 866-640-4124.
Radio Aids to Navigation: NOTAM FILE DCA.
Montebello (L) (L) VOR/DME 115.3 MOL Chan 100 N37°54.03’ W79°06.41’ 019º 28.8 NM to fld. 3455/5W.
DME unusable: 011º–060º byd 20 NM
061º–120º
121º–161º byd 17 NM
162º–238º
239º–249º byd 5 NM
250º–010º
VOR unusable: 001º–360º
TACAN Azimuth unusable: 011º–060º byd 20 NM
061º–120º
121º–161º byd 17 NM
162º–238º
239º–249º byd 5 NM
250º–010º
RCO 122.1R 114.5T (LEESBURG RADIO)

Brooke (L) (L) VORTAC 114.5 BRV Chan 92 316º 6.1 NM to Stafford Rgnl. 145/9W.
DME unusable: 011º–060º byd 20 NM
061º–120º
121º–161º byd 17 NM
162º–238º
239º–249º byd 5 NM
250º–010º
VOR unusable: 001º–360º
TACAN Azimuth unusable: 011º–060º byd 20 NM
061º–120º
121º–161º byd 17 NM
162º–238º
239º–249º byd 5 NM
250º–010º
RCO 122.1R 114.5T (LEESBURG RADIO)

Brooke/Campbell Co (0V4) 6 NW UTC-5(-4DT) N37°08.50‘ W77°21.17’
597 B NOTAM FILE DCA
Rwy 06–24: H3798X60 (ASPH) S–12.5 MIRL
Rwy 24: REIL PAPI(P2R)—GA 3.0º TCH 43’. Tree.
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 invof arpt. Ultralight activity on
and invof arpt. 24 hr self svc fuel avbl with credit card.
Airport Manager: 434-851-3337
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 LLYH.
Lynchburg (L) (L) VOR/DME 109.2 LYH Chan 29 N37°15.27’ W79°14.18’ 128º 12.5 NM to fld. 871/5W.
VOR unusable: 200º–210º
330º–360º
BUCK'S ELBOW MOUNTAIN  N38°06.25' W78°44.62'  RCO  122.2 (LEESBURG RADIO)

BUMPASS  LAKE ANNA  (7W4)  0 NW  UTC–5(–4DT)  N37°57.95' W77°44.75'
351  B  NOTAM FILE DCA
RWY 08–26:  H2556X50 (ASPH)  S–6  MIROL
RWY 08:  Trees.
RWY 26:  Tree.
SERVICE:  LGT ACTIVATE MIROL 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'
41  NOTAM FILE DCA  Not insp.
RWY 05–23:  H5018X151 (ASPH)  LIARL
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:  NOTAM FILE DCA.
HARCUM  (L) (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 385)

CAPE CHARLES  N37°20.85' W75°59.86'  NOTAM FILE DCA.
(L) (L) 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.
(H) (H) 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'

WASHINGTON
L–26I, 36H
L–34E, 36H
L–10, 12I, L–34E, 36H
H–10I, 12I, L–34E, 36H
H–10I, 12H, L–35D, 36I
H–10H, L–29D, 34E, 36I, A

NE, 14 JUL 2022 to 8 SEP 2022
VIRGINIA

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

CHAMBERS FLD  (See NORFOLK NS (CHAMBERS FLD) on page 368)

CHARLOTTESVILLE–ALBEMARLE  (CHO)(KCHO)  7 N UTC–5(–4DT) N38°08.38’
W78°27.14’
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(4L)—GA 3.0º TCH 53º.
RWY 21: REIL. PAPI(4R)—GA 3.0º TCH 50º.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–6801 TODA–6801 ASDA–6801 LDA–6801
SERVICE: S4 FUEL 100LL, JET A LGT When ATCT clsd HIRL Rwy 03–21, and tty lights preset low inst.
To activ and increase inst MALS Rwy 03; REIL Rwy 21; HIRL Rwy 03–21 and tty lights—CTAF. Rwy 21 VGS unusl byd 6.5 deg L of RCL.
AIRPORT REMARKS: Attended 0930–0530Z‡. Deer and birds on and inv of arpt. PPR 8 hrs for unschd 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. Twp J uncontrolled, not visible from twr. Ldg fee only for acft over 7000 lbs.
AIRPORT MANAGER: 434-973-8342
WEATHER DATA SOURCES: ASOS (434) 973–5024
COMMUNICATIONS: CTAF 124.5 ATIS 118.425 UNICOM 122.95
POTOMAC APP/DEP CON 132.85
APP/DEP CON 120.525 TOWER 124.5 (1100–0400Z‡) GND CON 121.9
CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc Potomac Apch at 866-640-4124.
AIRSPACE: CLASS D svc 1100–0400Z‡; other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
CHASE CITY MUNI  (CXE)(KCXE)  2 W UTC–5(–4DT) N36°47.30’ W78°30.09’
503 TPA—1303(800) NOTAM FILE DCA
RWY 18–36: H3400X50 (ASPH) S–12.5 0.5% up N
RWY 18: Road.
RWY 36: Brush.
AIRPORT MANAGER: 434-372-5136
COMMUNICATIONS: CTAF 122.9 WASHINGTON CENTER APP/DEP CON 118.75
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
SOUTH BOSTON  (SJ) (L) VORTAC 110.4 SBV Chan 41 N36º40.50’ W79º00.87’ 080° 25.7 NM to fld. 520/5W.
**CHESAPEAKE RGNL** (See NORFOLK on page 366)

**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:**  804-641-0423

**COMMUNICATIONS:**  CTAF 122.9

**CLEARANCE DELIVERY PHONE:**  For CD ctc Potomac Apch at 866-640-4124.

**COMM/NAV/WEATHER REMARKS:**  For Clnc Del ctc Potomac Apch at 866–640–4124.

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**CLARKSVILLE**

**LAKE COUNTRY RGNL**  (W63)  2 S  UTC–5(–4DT)  N36°35.74′ 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 REMARKS:**  Attended 1300–2200Z‡. Wildlife inv of arpt. For fuel call number posted beside public pay phone on side of hangar.

**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 AIDS TO NAVIGATION:**  NOTAM FILE DCA.

**SOUTH BOSTON (L) (L) VORTAC**  110.4  SBV  Chan 41  N36°40.50′

W79°00.87′  107° 22.4 NM to fld. 520/5W.
CULPEPER RGNL  (CJR)(KCJR)  7 NE  UTC–5(–4DT)  N38º'31.53´ W77º'51.58´
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´. Trees.
SERVICE: S4  FUEL  100LL, JET A+  LGT ACTVT REIL Rwy 04 and 22; PAPI Rwy 04 and 22; MIRL Rwy 04–22; 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)  (H) VORTACW  116.3  CSN Chan 110  N38º'38.47´ W77º'51.93´  184º 6.9 NM to fld. 442/6W.
LOC 109.95  I–DZH  Rwy 04.
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.

CREWE MUNI  (W81)  1 E  UTC–5(–4DT)  N37º'10.86´ W78º'05.91´
422 B  NOTAM FILE DCA
RWY 15–33: H3300X60 (ASPH)  S–12  MIRL  1.0% up NW
RWY 15: Thld dsplcd 277´. Tree.
RWY 33: Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 15: TORA–3300  TODA–3300  ASDA–3023  LDA–3023
SERVICE: S8  FUEL  100LL, LGT For MIRL Rwy 15–33 key CTAF 5 times on; 3 times off. Rwy 15–33 edge 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)  (L) VORTACW  112.9  LVL Chan 76  N36º'49.08´ W77º'54.18´  345º 23.7 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´

CULPEPER RGNL  (CJR)(KCJR)  7 NE  UTC–5(–4DT)  N38º'31.53´ W77º'51.58´
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´. Trees.
SERVICE: S4  FUEL  100LL, JET A+  LGT ACTVT REIL Rwy 04 and 22; PAPI Rwy 04 and 22; MIRL Rwy 04–22; 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)  (H) VORTACW  116.3  CSN Chan 110  N38º'38.47´ W77º'51.93´  184º 6.9 NM to fld. 442/6W.
LOC 109.95  I–DZH  Rwy 04.
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´
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 13–31:  H3910X100 (ASPH)  S–90, D–130, 2S–165  MIRL
1.1% up NW
RWY 13:  REIL. VASI(V2L)—GA 3.0º TCH 28’. Trees.
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,
MIRL 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)
⑩Washington 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) (L) VOR/TAC 110.4  SBV  Chan 41  N36º40.50´ W79º00.87´  254º 16.7 NM to fld. 520/5W.
(L) VOR/W 113.1  DAN N36º34.13´ W79º20.20´  at fld. 568/6W.  NOTAM FILE DAN.
ILS 110.7  I–DAN  Rwy 02.  Class IE.

NE, 14 JUL 2022 to 8 SEP 2022
DAVISON AAF (DAA)/(KDAAS) A (ARNG) 3 NW UTC−(−4DT) N38º42.90´ W77º10.85´

74 B TPA—See Remarks NOTAM FILE DAA Not insp.


NOISE: Noise Abatement twr will advise of restriction to engine run up, tfk and ldg btn Mon–Sat 0300–1000Z‡, Sun and hol 1700–2200. Multiple practice instrument apch or ftc pat work are only authorized Mon–Sat 1300–2000Z‡, Sun and hol 2200–1700.

MILITARY REMARKS: Opr 1100–0230Z‡ Mon–Fri exc hol. RSTD Official Business Only. PPR 24 hr notice for all non DAA based acft, ctc Base Ops wkdays 1200–2100Z‡, DSN 656–7682/7683, C703–806–7682/7683. 24 hr PPR NVESD ramp, DSN 656–7675/7676, C703–806–7675/7676. Rwy 14 PAPI are non-standard. VFR use only. Acft with wingspan greater than 65´ are prohibited from taxiing NW of Twy F due to tree line located within 150´ of twy centerline. Twy G, H, and J clsd for night and IFR ops due to being unlit. Helipad 14–32 is 50´ wide. Lmtd to H–60 and smaller acft ops.

MILITARY REMARKS: Opr 1100–0230Z‡ Mon–Fri exc hol. RSTD Official Business Only. PPR 24 hr notice for all non DAA based acft, ctc Base Ops wkdays 1200–2100Z‡, DSN 656–7682/7683, C703–806–7682/7683. 24 hr PPR NVESD ramp, DSN 656–7675/7676, C703–806–7675/7676. Rwy 14 PAPI are non-standard. VFR use only. Acft with wingspan greater than 65´ are prohibited from taxiing NW of Twy F due to tree line located within 150´ of twy centerline. Twy G, H, and J clsd for night and IFR ops due to being unlit. Helipad 14–32 is 50´ wide. Lmtd to H–60 and smaller acft ops.

MILITARY REMARKS: Opr 1100–0230Z‡ Mon–Fri exc hol. RSTD Official Business Only. PPR 24 hr notice for all non DAA based acft, ctc Base Ops wkdays 1200–2100Z‡, DSN 656–7682/7683, C703–806–7682/7683. 24 hr PPR NVESD ramp, DSN 656–7675/7676, C703–806–7675/7676. Rwy 14 PAPI are non-standard. VFR use only. Acft with wingspan greater than 65´ are prohibited from taxiing NW of Twy F due to tree line located within 150´ of twy centerline. Twy G, H, and J clsd for night and IFR ops due to being unlit. Helipad 14–32 is 50´ wide. Lmtd to H–60 and smaller acft ops.

MILITARY REMARKS: Opr 1100–0230Z‡ Mon–Fri exc hol. RSTD Official Business Only. PPR 24 hr notice for all non DAA based acft, ctc Base Ops wkdays 1200–2100Z‡, DSN 656–7682/7683, C703–806–7682/7683. 24 hr PPR NVESD ramp, DSN 656–7675/7676, C703–806–7675/7676. Rwy 14 PAPI are non-standard. VFR use only. Acft with wingspan greater than 65´ are prohibited from taxiing NW of Twy F due to tree line located within 150´ of twy centerline. Twy G, H, and J clsd for night and IFR ops due to being unlit. Helipad 14–32 is 50´ wide. Lmtd to H–60 and smaller acft ops.

MILITARY REMARKS: Opr 1100–0230Z‡ Mon–Fri exc hol. RSTD Official Business Only. PPR 24 hr notice for all non DAA based acft, ctc Base Ops wkdays 1200–2100Z‡, DSN 656–7682/7683, C703–806–7682/7683. 24 hr PPR NVESD ramp, DSN 656–7675/7676, C703–806–7675/7676. Rwy 14 PAPI are non-standard. VFR use only. Acft with wingspan greater than 65´ are prohibited from taxiing NW of Twy F due to tree line located within 150´ of twy centerline. Twy G, H, and J clsd for night and IFR ops due to being unlit. Helipad 14–32 is 50´ wide. Lmtd to H–60 and smaller acft ops.

MILITARY REMARKS: Opr 1100–0230Z‡ Mon–Fri exc hol. RSTD Official Business Only. PPR 24 hr notice for all non DAA based acft, ctc Base Ops wkdays 1200–2100Z‡, DSN 656–7682/7683, C703–806–7682/7683. 24 hr PPR NVESD ramp, DSN 656–7675/7676, C703–806–7675/7676. Rwy 14 PAPI are non-standard. VFR use only. Acft with wingspan greater than 65´ are prohibited from taxiing NW of Twy F due to tree line located within 150´ of twy centerline. Twy G, H, and J clsd for night and IFR ops due to being unlit. Helipad 14–32 is 50´ wide. Lmtd to H–60 and smaller acft ops.

ARMS H1: H50X50 (CONC)

DINWIDDIE CO (See PETERSBURG on page 371)
NEW RIVER VALLEY  (PSK)(KPSK)  2 N  UTC–5(–4DT)  N37º08.24´  W80º40.71´  
2105  B  NOTAM FILE PSK  
RWY 06–24:  H6201X150 (ASPH–GRVD)  D–60  HIRL  0.5% up SW  
RWY 06:  MALSR. PAPI(P4L)—GA 3.0º TCH 58´. Trees.  
RWY 24:  REIL. PAPI(P4L)—GA 3.0º TCH 44´.  
SERVICE:  S4  FUEL  100LL, JET A+  LGT ACTVT MALSR Rwy 06, REIL  
Rwy 24; PAPI Rwy 06 and 24; HIRL Rwy 06–24—CTAF.  
AIRPORT REMARKS:  Attended Mon–Fri 1300–0000Z‡, Sat–Sun  
1400–2200Z‡. Unattended Thanksgiving and Christmas Day. Mil  
contract fuel unavbl. Deer on and invof arpt.  
AIRPORT MANAGER:  540-674-4141  
WEATHER DATA SOURCES:  AWOS–3  
COMMUNICATIONS:  CTAF/UNICOM 122.7  
PULASKI RCO 122.3 (LEESBURG RADIO)  
ROANOKE APP/DEP CON 126.0  
CLNC DEL 121.7  
RADIO AIDS TO NAVIGATION:  NOTAM FILE PSK.  
PULASKI (H) (H) VORTACW 116.8  PSK  Chan 115  N37º05.26´  
W80º42.77´  035º 3.4 NM to fld. 2127/6W.  
DME unusable:  
034º–038º byd 25 NM  
135º–175º byd 25 NM blo 10,000´  
200º–225º byd 10 NM  
250º–350º byd 25 NM blo 10,000´  
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–033º byd 25 NM blo 10,000´  
TACAN AZIMUTH unusable:  
034º–038º byd 25 NM  
053º–100º  
135º–175º byd 25 NM blo 10,000´  
200º–225º byd 10 NM  
234º–283º  
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–033º byd 25 NM blo 10,000´  
ILS 110.9  I–PSK  Rwy 06.  Class IA.  Unmonitored when FBO clsd.  

EAGLE’S NEST  (See WAYNESBORO on page 384)
EMPIRIA–GREENSVILLE RGNL (EMV) (KEMV)  3 E UTC–5(–4DT)  N36°41.21’ W77°28.96’

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

ACTIVATE REIL Rwy 16 & 34; MIRL

Rwy 16–34—CTAF. PAPI Rwy 16 & 34 opr consly. Rwy 16 PAPI ususbl byd 7 deg left & right of cntrln. Rwy 34 PAPI unusbl byd 8 deg right of cntrln.

AIRPORT REMARKS: Attended 1400–2200Z‡. Deer on and inv of arpt.

TPA—1127(1000) lgt acft, 1627(1500) hvy acft.

AIRPORT MANAGER:  434-634-3696

WEATHER DATA SOURCES: AWOS–3 124.175 (434) 634–0656.

COMMUNICATIONS: CTAF/UNICOM 123.0


RADIO AIDS TO NAVIGATION: NOTAM FILE FKN.

FRANKLIN (L) (L) VORTACW 110.6 FKN Chan 43 N36º42.85’

W7º00.74’ 225º 22.8 NM to fld. 84/9W.

VOR unusable:

090º–119º byd 18 NM bilo 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 unusbl byd 25º r of course.

FALWELL (See LYNCHBURG on page 360)

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 REMARKS: Attended 1230–2200Z‡. Deer on and inv of arpt. Poss unmanned aerial vehicle oper 5 NM from Farmville Arpt 3000 ft AGL and blw.

AIRPORT MANAGER:  434-392-5686


COMMUNICATIONS: CTAF/UNICOM 122.8

ROANOKE APP/DEP CON 135.0

CLEARANCE DELIVERY PHONE: For CD ctc Roanoke Apch at 540-563-1307.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

FLAT ROCK (H) (H) VORTACW 113.3 FAK Chan 80 N37º31.71’

W7º49.69’ 257º 30.9 NM to fld. 460/6W.

TACAN 338 radial unusable

VOR unusable:

111º–168º

169º–204º bilo 5,000’

274º–337º bilo 4,000’

274º–337º byd 33 NM

VIRGINIA 349

FELKER AAF (FAF)(KFAF)   UTC–5(–4DT)   N37º07.96´ W76º36.54´   NOTAM FILE DCA   Not insp.

RWY 14–32:   12 B   TPA—See Remarks   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 crtn. JASU 2(AQGPJ) FUEL. J8 TRAN ALERTSvc avbl 1230–2130Z‡ Mon–Fri exc hol.


AIRPORT MANAGER: 757–878–2865

COMMUNICATIONS: CTAF 126.3

® NORFOLK APP/DEP CON 120.7 335.625

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 38.7 142.2 255.7

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd, ctc Norfolk Apch at c757-363-5864.

AIRSPACE: CLASS D svc 1200–0400Z‡ Mon–Fri exc fed hol; other times CLASS G.

RADIO AIDS TO NAVIGATION: FOR CD when ATCT clsd, ctc Norfolk Apch at c757-363-5864.

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 NOTAM FILE DCA.

(H) VORTACW 113.3  FAK Chan 80 123º 16.2 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 18: Thld dspcld 115’. Pole.
RWY 36: Trees.
AIRPORT REMARKS: Unattended. Ultralgt acft on and invof arpt. Rwy 18–36 CLOSED daily SS–SR. Stand, fence and tower in prim and/or trnsl sfcs with guardrail both sides of Rwy 36. Rwy used as drag strip on certain Sundays summer months. NOTAMed when arpt closed.
AIRPORT MANAGER: 434-582-3028
COMMUNICATIONS: CTAF/UNICOM 122.8

ROANOKE APP/DEP CON 135.0
CLEARANCE DELIVERY PHONE: For CD ctc Roanoke Apc at 540-563-1307.
RADIO AIDS TO NAVIGATION: NOTAM FILE LYH.
LYNCHBURG (L) VOR/DME 109.2 LYH Chan 29 N37º15.27’ W79º14.18’ 287º 4.9 NM to fld. 871/5W.
VOR unusable: 200º–210º 330º–360º

FORT LEE AHP 3(QRTMST CEN) HELIPORT (VA39) A 0 S UTC–5(–4DT) N37º15.28’ W77º19.63’ 100 NOTAM FILE FAF Not insp.
HELIPAD H1: H40X40 (CONC) PERIMETER LGTS
MILITARY REMARKS: RSTD 24 HR FPR 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 MEDIAC 32.5 (KENNER)
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apc 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)(KFKN) 2 NE UTC–5(–4DT) N36º42.02’ W76º54.13’ 40 B TPA—See Remarks NOTAM FILE FKN
RWY 09–27: H4977X100 (ASPH–GRVD) MIRL
RWY 09: PAPI(2L)—GA 3.0º TCH 40’. Tree.
RWY 27: PAPI(2L)—GA 3.0º TCH 40’. Tree.
SERVICE: S4 FUEL 100LL, JET A LGT Actvl MIRL Rwy 09–27—CTAF.
Rwy 27 PAPI unusable byd 1 NM fm thr.
AIRPORT REMARKS: Attended 1300–2200Z. Deer on and invof arpt.
Possible tfc from the Southampton Memorial Helipad 2 NM west of arpt. TPA—840(800) lgt actvl, 1540(1500) lgy actvl. Drainage ditches next to rwy & 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 Apc at 757-464-0757.
RADIO AIDS TO NAVIGATION: NOTAM FILE FKN.
(L) VORTACW 110.6 FKN Chan 43 N36º42.85’ W77º00.74’ 108º 5.4 NM to fld. 84/9W.
TACAN AZIMUTH unusable: 090º–139º DME unusable: 090º–139º

NE, 14 JUL 2022 to 8 SEP 2022
FRANKLIN  N36°42.85'  W77°00.74'  NOTAM FILE FKN.
(L) (L) VORTACW 110.6  FKN  Chan 43  108°5.4 NM to Franklin Rgnl. 84/9W.
VOR unusable:
090°–119° byd 18 NM blo 2,000’
119°–128° byd 10 NM
129°–134° byd 33 NM
135°–148°
TACAN AZIMUTH unusable:
090°–139°
DME unusable:
090°–139°

FREDERICKSBURG
SHANNON (EZF)(KEZF) 2 S UTC–5(–4DT) 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: 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 ft pavement Rwy 06 marked as unusbl. Apachs to Rwy 06–24 will be made suffly high to cross Rt. 2 (Rwy 24) for the railroad tracks (Rwy 06) at or abv 135’ MSL (50’ AGL). Tran actf park on ramp NE side of trml. Req R/W actf 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, Potomac Apch all otr times at 866-709-4993.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
BROOKE (L) (L) VORTAC 114.5 BRV Chan 92 N38°20.18’ W77°21.17’ 236° 6.2 NM to fld. 145/9W.
DME unusable:
011°–060° byd 20 NM
061°–120°
121°–161° byd 17 NM
162°–238°
239°–249° byd 5 NM
250°–010°
VOR unusable:
001°–360°
TACAN AZIMUTH unusable:
011°–060° byd 20 NM
061°–120°
121°–161° byd 17 NM
162°–238°
239°–249° byd 5 NM
250°–010°
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.

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 inof arpt. Rdwy 10 and Rdwy 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

NOTAM FILE DCA.

RADIO AIDS TO NAVIGATION:

LINDEN  (L) (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 bld 3,500´
  150º–155º byd 20 NM bld 4,000´
  155º–175º byd 20 NM bld 4,500´
  175º–200º byd 20 NM bld 5,000´
  200º–225º byd 20 NM bld 5,500´

TACAN AZIMUTH unusable:
  115º–225º byd 20 NM

GALAX HILLSVILLE

TWIN CO  (HLX)(KHLX)  7 NE UTC–5(–4DT)  N36°45.97´ 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

CONTINUED ON NEXT PAGE
VIRGINIA 353
CONTINUED FROM PRECEDING PAGE

CLEARANCE DELIVERY PHONE: For CD ctc Roanoke Apch at 540-563-1307.
RADIO AIDS TO NAVIGATION: NOTAM FILE PSK.

PULASKI (H) (H) VORTACW 116.8  PSK  Chan 115  N37º05.26´ W80º42.77´  201º 20.0 NM to fld. 2127/6W.
DME unusable:
034º–038º byd 25 NM
135º–175º byd 25 NM blo 10,000´
200º–225º byd 10 NM
250º–350º byd 25 NM blo 10,000´
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–033º byd 25 NM blo 10,000´

TACAN AZIMUTH unusable:
034º–038º byd 25 NM
053º–100º
135º–175º byd 25 NM blo 10,000´
200º–225º byd 10 NM
234º–283º
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–033º byd 25 NM blo 10,000´


GLADE SPRING N36º49.51´ W82º04.74´ NOTAM FILE DCA.
(L) (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)  N38º09.36´ W78º09.95´
454  B  NOTAM FILE DCA
RWY 05–23: H2300X40 (ASPH)  S–12.5  MIRL  0.5% up SW
RWY 05: APAPI(PNIR). Tree.
SERVICE: S2  LGT ACTIVATE MIRL Rwy 05–23—CTAF.
AIRPORT MANAGER: (540) 832-2233
WEATHER DATA SOURCES: AWOS–3 120.225 (540) 832–2095.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.1R 115.6T (LEESBURG RADIO)

HANOVER CO MUNI (See RICHMOND/ASHLAND on page 376)

HAMPTON ROADS EXEC (See NORFOLK on page 366)
HARCUM  N37°26.92’ W76°42.68’ NOTAM FILE DCA.  
(L) (L) VORTACW 108.8  HCM  Channel 25  338º 5.0 NM to Middle Peninsula Rgnl. 8/7W.  
VOR unusable:  
056º–095º block 2,000’  
174  
275º–300º block 2,000’

HOPEWELL  N37°19.73’ W77°06.96’ NOTAM FILE DCA.  
(L) (L) VORTACW 112.0  HPW  Channel 57  003º 10.5 NM to New Kent Co. 70/6W.  

HOT SPRINGS  INGALLS FLD (HSP)(KHSP) 3 5 UTC–5(–4DT) N37°57.09’ W79º50.03’  
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 ACTVT REIL Rwy 25, PAPI Rwys 07 and 25, HIRL Rwy 07–25 and twy lgts—CTAF.  
AIRPORT REMARKS: Attended 1400–2200Z‡. Wildlife, including bear on and invo of arpt. Be advised low pass to check/clear wildlife when arpt unattended. ARNG call out svc during business hrs. Fee for call out svc. Ldg fee (Multi-engine acft) waived with fuel purchase.  
AIRPORT MANAGER: 540-839-5326  
WEATHER DATA SOURCES: AWOS–3 118.8 (540) 839–5974.  
COMMUNICATIONS: CTAF/UNICOM 123.0  
WASHINGTON CENTER APP/DEP CON 134.4  
AIRSPACE: CLASS E svc 1500–2300Z‡; other times CLASS G.  
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.  
MONTEBELLO (L) (L) VOR/DME 115.3  MOL  Chan 100  N37º54.03’ W79º06.41’  
DME portion unusable:  
158º–168º byd 30 NM blo 6,000’  
ILS 108.7 I–HSP Rwy 25. Class IT. Unmonitored when FBO cslrd.

HUMMEL FLD (See SALUDA on page 377)  

INGALLS FLD (See HOT SPRINGS on page 354)  

INGLE  N36º50.43’ W76º15.08’ 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) N36º39.25’ W83º13.07’  
1411 B  NOTAM FILE DCA  
RWY 07–25: H5003X75 (ASPH)  S–30  MIRL  0.9% up NE  
RWY 01: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Tree.  
SERVICE: FUEL 100LL  
LGT ACTIVATE MIRL Rwy 07–25, PAPI Rwy 07 and Rwy 25, and REIL Rwy 07 and Rwy 25—CTAF.  
AIRPORT REMARKS: Attended on call. Call 276–346–2075 or 276–346–3051. 100LL avbl 24/7 with credit card.  
AIRPORT MANAGER: 276-346-7714  
WEATHER DATA SOURCES: AWOS–3 120.125 (276) 346–3333.  
COMMUNICATIONS: CTAF 122.9  
ATLANTA CENTER APP/DEP CON 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 AZQ  Chan 49  N37º23.48’ W83º15.78’  
177º 44.2 NM to fld. 1243/0W.  
monitored by aocc 24 hrs  
DME portion unusable:  
Byd 25 NM blo 4,500’
KENBRIDGE

LUNENBURG CO  (W31)  3 W  UTC–5(–4DT)  N36º57.62´ W78º11.11´
526  B  NOTAM FILE DCA
RWY 02–20: H3000X50 (ASPH–AFSC) S–12.5 LIRL  0.4% up N
RWY 02: APAP(PNIL)—GA 5.0º TCH 26´. Tree.
SERVICE: FUEL 100LL
AIRPORT REMARKS: Unattended. Fuel available daylight hours by calling
airport manager 301–524–0053. Deer on and inof arpt. Parachute
activity on and inof arpt. Numerous cracks in rwy. Conventional gear
actf be alert.
AIRPORT MANAGER: 301-524-0053
WEATHER DATA SOURCES: AWOS–3 123.875 (434) 676–1078.
COMMUNICATIONS: CTAF/UNICOM 122.7
WASHINGTON CENTER APP/DEP CON 118.75
CLEARANCE DELIVERY PHONE: For CD ctc Washington ARTCC at
703-771-3587.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
LAWRENCEVILLE (L) (L) VORTAC W 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–106º
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 341)

LAKE COUNTRY RGNL  (See CLARKSVILLE on page 343)
VIRGINIA
CONTINUED FROM PRECEDING PAGE

AIRSPACE: CLASS D.

RADIO AIDS TO NAVIGATION: NOTAM FILE LFI.
(L) TACAN Chan 70 LFI (112.3) N37º05.13’ W76º21.56’ at fld. 7/10W.
TACAN AZIMUTH unusable:
252º–278º byd 20 NM
278º–342º
357º–033º byd 20 NM
DME unusable:
103º–165º byd 30 NM
ILS 109.9 I–LFI Rwy 08. No NOTAM MPs unsked; for sys downtimes coord thru 1 oss/osa
ILS 109.9 I–ABM Rwy 26. Class IB. No NOTAM MPs unsked; for sys downtimes coord thru 1 oss/osa.

LAWRENCEVILLE
BRUNSWICK CO (LVL)(KLVL) 3 E UTC–5(–4DT) N36º46.37’ W77º47.66’
329 B NOTAM FILE DCA
RWY 18–36: H3020X50 (ASPH) S–12.5 MIRL 0.6% up N
RWY 18: Pole.
RWY 36: Road.
RWY 06–24: 1890X70 (TURF) 1.7% up NE
RWY 06: Tree.
RWY 24: Tree.
SERVICE: LGT MIRL Rwy 18–36—CTAF temp OTS.


AIRPORT MANAGER: 434-848-2767

COMMUNICATIONS: CTAF/UNICOM 122.8
WASHINGTON CENTER APP/DEP CON 118.75

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

LAWRENCEVILLE (L) (L) VORTACW 112.9 LVL Chan 76 N36º49.08’ W77º54.18’ 125º 5.9 NM to fld. 350/8W.
VOR unusable:
090 blo 7,000’
090 byd 20 NM
091–105º
105 blo 20 NM
106 blo 27 NM
106–170º
171–280º blo 6,000’
201º–325º byd 17 NM blo 9,000’
326º–089º
TACAN AZIMUTH unusable:
Bliw 3,000’
DME unusable:
Bliw 3,000’

LEE CO (See JONESVILLE on page 354)

WASHINGTON L–36G IAP
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 OK. 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 ctr svc 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: CTAF 127.5  UNICOM 122.975
® POTOMAC APP/DEP CON 125.05
LEESBURG TOWER 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) (L) VOR/W/DM 113.5 AML  Chan 82  N38º56.08´ W77º28.00´
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) (L) VORTAC 114.3 LDN  Chan 90  N33º4.4 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 387)
LOUISA CO/FREEMAN FLD (LKI)(LKU) 2 SE UTC–5(–4DT) N38°00.59′ W77°58.21′

494 B NOTAM FILE LKU
RWY 09–27: H4300X100 (ASPH) S–12.5 MIRL 0.6% up E
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 40 ′. Trees. Rgt tfc.
RWY 27: REIL. PAPI(P2L)—GA 3.0° 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–Fri 1330–2200Z‡. Sat & Sun clsd. Deer and birds on inv of arpt.
AIRPORT MANAGER: 540-967-0050
COMMUNICATIONS: CTAF/UNICOM 122.975
® POTEOMAC A/P/DEP CON 132.85 120.525
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 540-349-9697
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
GORDONSVILLE (H) VORTAC 115.6 GVE Chan 103 N38°00.82′ W78°09.18′ 097º 8.7 NM to fld. 383/6W.
TACAN AZIMUTH unusable: 250º–260º byd 25 NM blo 7,000′
LOC/DME 108.55 I–LKU Chan 22(Y) Rwy 27.

LUNENBURG CO (See KENBRIDGE on page 355)

LURAY CAVERNS (LUA)(KLUA) 2 W UTC–5(–4DT) N38°40.00′ W78°30.05′

902 B NOTAM FILE DCA
RWY 04–22: H3126X75 (ASPH) S–12 HIRL
RWY 04: REIL. PAPI(P2L)—GA 3.0° TCH 30 ′. Tree.
RWY 22: REIL. PAPI(P2L)—GA 3.0° TCH 36 ′. Road. Rgt tfc.
SERVICE: S2 FUEL 100LL, JET A+ LGT Actvt REIL Rwy 04–22; HIRL Rwy 04–22—CTAF.
AIRPORT REMARKS: Attended 1300–2300Z‡. Deer and birds on and inv of 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) VORTAC 114.3 LDN Chan 90 N38°51.26′ W78°12.33′ 237º 17.8 NM to fld. 2435/6W.
DME portion unusable: 115º–150º byd 20 NM blo 3,500′
150º–155º byd 20 NM blo 4,000′
155º–175º byd 20 NM blo 4,500′
175º–200º byd 20 NM blo 5,000′
200º–225º byd 20 NM blo 5,500′
TACAN AZIMUTH unusable: 115º–225º byd 20 NM
CAVERNS NDB (MHW) 245 LUA N38°41.96′ W78°28.34′ 223º 2.4 NM to fld. 834/9W. NDB unmonitored when arpt unatndd.
NDB unusable: 050º–208º byd 10 NM
209º–049º byd 15 NM
LYNCHBURG

FALWELL (W24) 3 SE UTC–5(–4DT) N37º22.68´ W79º07.33´

399 TPA—1739(800) NOTAM FILE DCA

RWY 10–28: H2932X50 (ASPH) MIRL 4.7% up W

RWY 10: Trees.

SERVICE: S4 FUEL 100LL LGT Actvt TRIL Rwy 28 CTAF.


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.

AIRPORT MANAGER: 434-582-1157

COMM/NAV/WEATHER REMARKS: ARFF Index—See Remarks NOTAM FILE DCA


PCN 29 F/A/X/T HIRL 0.6% up NE

RWY 04: MALSR. PAPI(4L)—GA 3.0º TCH 55´. RVR–T

RWY 22: REIL. PAPI(4L)—GA 3.0º TCH 45´. RVR–R


RWY 17: REIL. PAPI(4L)—GA 4.0º TCH 16´. RVR–R

RWY 35: REIL. PAPI(2L)—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


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 DCA

BOJAR NDB (MHW/LOM) 385 LY N37º15.75´ W79º14.59´ 036º 4.3 NM to fld. 804/8W. NDB unmonitored when ATCT closed.

(L) (L) VOR/DME 109.2 LYH Chan 29 N37º15.27´ W79º14.18´ 027º 4.6 NM to fld. 871/5W.

VOR unusable:

200º–210º

330º–360º

ILS 110.1 LV–LYH Rwy 04. Class IE. LOM BOJAR NDB. ILS mon 24 hr at acc.
**MARION/WYTHEVILLE**

**MOUNTAIN EMPIRE**  (MKJ/(KMKJ))  9 NE  UTC–5(–4DT)  N36°53.69´ W81°21.00´

2558 B NOTAM FILE MKJ

**RWY 08–26:** H5252X75 (ASPH) S–20 MIRL 1.1% up W

**RWY 08:** REIL. PAPI(P2L)—GA 3.0º TCH 40´. Trees.

**RWY 26:** REIL. PAPI(P2L)—GA 3.75º TCH 47´. Road.

**SERVICE:** FUEL 100LL, JET A+ LGT MIRL Rwy 08–26 preset low inst; actv higher inst—CTAF.


**AIRPORT MANAGER:** 276-783-8805

**WEATHER DATA SOURCES:** AWOS–3 123.875 (276) 686–6420. AWOS dp unrel.

**COMMUNICATIONS:** CTC/UNICOM 122.7

**ATLANTA CENTER APP/DEP CON 127.85**

**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. 2127/6W.

**DME usable:**

034º–038º byd 25 NM

135º–175º byd 25 NM blo 10,000´

200º–225º byd 10 NM

250º–350º byd 25 NM blo 10,000´

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–033º byd 25 NM blo 10,000´

**TACAN AZIMUTH usable:**

034º–038º byd 25 NM

053º–100º

135º–175º byd 25 NM blo 10,000´

200º–225º byd 10 NM

234º–283º

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–033º byd 25 NM blo 10,000´

**LOC/DME** 110.5 I–MKJ Chan 42 Rwy 26. LOC unmonitored when arpt unatndd. LOC usable 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: FUEL 100LL, JET A+ LGT

AIRPORT REMARKS: Attended 1300–2200Z. Deer on and in and of arpt. Cold temperature airport. Altitude correction required at or below –17C.

AIRPORT MANAGER: 276-957-2291

WEATHER DATA SOURCES: AWOS–3 118.45 (276) 957–3784.

COMMUNICATIONS: CTAF/UNICOM 122.7

GREENSBORO (H) (H) VORTAC
116.2 GSO Chan 109 N36°02.74´ W79°58.58´ 360º 35.1 NM to fld. 908/3W.

TACAN AZIMUTH unusable: 255º–290º byd 10 NM blo 6,000´

BALES NDB (MHW/LOM) 396 UV N36°35.41´ W79°55.05´ 304º 5.4 NM to fld. 1089/7W. NOTAM FILE MTV. NDB unmonitored when arpt unattended.

LOC/DME 111.3 I–UVM Chan 50 Rwy 31. LOM BALES NDB. Unmonitored when ATCT clsd.

MC LAUGHLIN SPB (See CHESTER on page 343)

MECKLENBURG–BRUNSWICK RGNL (See SOUTH HILL on page 378)

MELFA

ACCOMACK CO (MFV) (KMFV) 1 W UTC–5 (–4DT) N37°38.81´ W75°45.66´

RWY 03–21: H5000X100 (ASPH–ADT) S–26 MIRL

RWY 03: REIL, PAPI(P2L)–GA 3.0º TCH 40’. Tree.

RWY 21: REIL, PAPI(P2L)–GA 3.0º TCH 40’. Tree.

SERVICE: FUEL 100LL, JET A LGT MIRL Rwy 03–21 preset low intst; incr intst & actvl REIL Rwys 03 & 21—CTAF.

AIRPORT REMARKS: Attended 1330–2230Z. Deer on and in and of arpt. Self-serve fuel (100LL and Jet A) avbl 24hrs. TPA—898(850) lgt acft, 1548(1500) hvy acft. After hours access to restrooms.

AIRPORT MANAGER: 757-693-5831

WEATHER DATA SOURCES: AWOS–3 118.175 (757) 787–5660.

COMMUNICATIONS: CTAF/UNICOM 122.8

PATUXENT APP/DEP CON 126.95 (1200–0400Z† Mon–Sun. Other times by NOTAM) other times ctc

POTOMAC APP/DEP CON 127.2

GCO 135.075 (NORFOLK CLNC DEL)

CLEARANCE DELIVERY PHONE: For CD ctc Patuxent Apch at 301-342-3740, when Patuxent Apch is clsd ctc Potomac Apch at 866-640-4124.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

CAPE CHARLES (L) (L) VORTACW 112.2 CCO Chan 59 N37°20.85´ W75°59.86´ 042º 21.2 NM to fld. 10/10W.

TACAN AZIMUTH unusable: 005º–015º byd 20 NM blo 4,000´

VOR unusable: 137º–322º byd 17 NM blo 2,000´

137º–322º byd 22 NM blo 3,000´

DME unusable: 005º–015º byd 20 NM blo 4,000´

LOC/DME 110.15 I–MFV Chan 38(Y) Rwy 03.

MIDDLE PENINSULA RGNL (See WEST POINT on page 385)

CINCINNATI

H–9B, 12H, L–26I

WASHINGTON

H–10I, 12I, L–36I

NE, 14 JUL 2022 to 8 SEP 2022
MONETA

SMITH MOUNTAIN LAKE (W91) 4 SE UTC–5(–4DT) N37°06.46´ W79°35.55´
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: S4 FUEL 100LL LGT Rwy 23 REIL OTS indef.
AIRPORT REMARKS: Attended continuously. Parachute Jumping. Deer on and
invof arpt. 24 hr self–serve fuel available with credit card. Ldg fee for
all acct over 5500 lbs. Cslsd to transient practice landings. Rwy 05–23
cslsd to transient acft performing tgl and pla.
AIRPORT MANAGER: 540-297-4859
COMMUNICATIONS: CTAF/UNICOM 122.975
® ROANOKE APP/DEP CON 135.0
RADIO AIDS TO NAVIGATION: NOTAM FILE LYH.
LYNCHBURG (L) VOR/DME 109.2 LYH Chan 29 N37º15.27´
W79º14.18´ 248º 19.2 NM to fld. 871/5W.
VOR unusable:
200º–210º
330º–360º

MONTEBELLO N37º54.03´ W79º06.41´ NOTAM FILE DCA.
(L) VOR/DME 115.3 MOL Chan 100 030º 23.9 NM to Shenandoah Valley Rgnl. 3455/5W.
DME portion unusable:
158º–168º byd 30 NM blo 6,000´
RCO 122.1R 115.3T (LEESBURG RADIO)

MOUNTAIN EMPIRE (See MARION/WYTHEVILLE on page 361)

NAILR N38º27.26´ W77º54.32´ NOTAM FILE CJR.
NDB (MHW) 351 MSQ 037º 4.8 NM to Culpeper Rgnl. 289/10W.
NDB unusable:
260º–355º byd 15 NM

NEW KENT CO (See QUINTON on page 373)

NEW LONDON (See FOREST on page 350)
NEW MARKET (8W2) 2 W UTC–5(–4DT) N38°39.36´ W78°42.51´
963 B TPA—1788(825) NOTAM FILE DCA
RWY 06–24: H2920X60 (ASPH) LIRL(NSTD)
  RWY 06: Trees. Rgt tfc.
  RWY 24: Thld dsplcd 918´. Pole.
AIRPORT MANAGER: 703-327-0444
WEATHER DATA SOURCES: AWOS–3 118.175 (540) 740–3801.
COMMUNICATIONS: CTAF/UNICOM 122.8
WASHINGTON CENTER APP/DEP CON 133.2
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
LINDEN (L) (L) VORTAC 114.3 LDN Chan 90 N38°51.26´ W78°12.33´ 249º 26.4 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

NEW RIVER VALLEY (See DUBLIN on page 347)
NEWPORT NEWS/WILLIAMSBURG INTL (PHF)(KPHF) 9 NW UTC–5(–4DT) N37º07.91’
W76º29.58’
42  B  LRA  Class I, ARFF Index B  NOTAM FILE PHF
RWY 07–25: H8003X150 (ASPH–GRVD) S–100, D–200, 2S–175, 2D–350 PCN 73 R/B/W/T HIRL
RWY 07: MALSR. RVR–T Trees.
RWY 02–20: H6526X150 (CONC–GRVD) S–100, D–200, 2S–175, 2D–350 PCN 68 R/C/W/T HIRL
RWY 02: PAPI(P4L)—GA 3.0º TCH 53’. RWY 20: REIL. PAPI(P4L)—GA 3.0º TCH 43’. Road.
LAND AND HOLD–SHORT OPERATIONS
LDG RWY HOLD–SHORT POINT AVBL LDG DIST
RWY 20 07–25 5200
RWY 25 02–20 6550
RUNWAY DECLARED DISTANCE INFORMATION
RWY 02: TORA–6526 TODA–6526 ASDA–6526 LDA–6526
RWY 07: TORA–8003 TODA–8003 ASDA–8003 LDA–8003
RWY 20: TORA–6526 TODA–6526 ASDA–6526 LDA–6526
SERVICE: S4  FUEL  100LL, JET A  OX 4  LGT Actvt MALSR Rwy 07; REIL Rwy 20 & 25; PAPI Rwy 02, 20 & 25; HIRL Rwy 02–20 & 07–25; twy lgt—CTAF. Rwy 07 MALSR unmonitored.
AIRPORT MANAGER: 757-877-0221
WEATHER DATA SOURCES: ASOS (757) 874–3682
COMMUNICATIONS: CTAF 118.7 ATIS 128.65 UNICOM 122.95
® NORFOLK APP CON 125.7 CLNC DEL 124.9 (when twr clsd)
® NORFOLK DEP CON 124.9
AIRSPACE: CLASS D svc 1100–0400Z‡; other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE ORF.
NORFOLK (H) (H) VORTAC 116.9 ORF Chan 116 N36º53.51’ W76º12.02’ 323º 20.1 NM to fld. 20/7W.
VOR unusable:
325º–335º byd 10 NM blo 4,000’
325º–335º byd 20 NM
Byd 30 NM blo 2,500’
TACAN AZIMUTH unusable:
Byd 30 NM blo 2,500’
DME unusable:
Byd 30 NM blo 2,500’
ILS/DME 110.1 I–PHF Chan 38 Rwy 07. Class ID. Unmonitored when ATCT clsd.
ILS/DME 110.1 I–DHY Chan 38 Rwy 25. Class E.
NORFOLK

CHESAPEAKE RGNL (CPK)(KCPK)  12 S  UTC–5(–4DT)  N36°39.94’ W76°19.24’

19  B  TPA—See Remarks  NOTAM FILE CPK

RWY 05–23:  H5500X100 (ASPH–GRVD)  S–30  HIRL

RWY 05:  MALSR. PAPI(P4L)—GA 3.0º TCH 43’. Tree.


SERVICE:  S4  FUEL  100LL, JET A  LGT ACTVT 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

COMMUNICATIONS:  CTAF/UNICOM

RADIO AIDS TO NAVIGATION:  NOTAM FILE ORF.

NORFOLK (H) (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 b/o 4,000’
325º–335º byd 20 NM
Byd 30 NM b/o 2,500’

TACAN AZIMUTH unusable:
Byd 30 NM b/o 2,500’

DME unusable:
Byd 30 NM b/o 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 16:  REIL. PAPI(P4L)—GA 3.0º TCH 45’. Tree. Rgt tfc.

RWY 28:  REIL. PAPI(P4L)—GA 3.0º TCH 45’. Tree.

RWY 02–20:  H3525X70 (ASPH)  S–12.5  MIRL

RWY 02:  Thld dsplcd 898’. Road.


SERVICE:  S4  FUEL  100LL, JET A+  LGT Actvt REIL Rwy 10 & 28; PAPI Rwy 10 & 28; MIRL Rwy 02–20; HIRL Rwy 10–28—CTAF.

AIRPORT REMARKS:  Attended 1300–0200Z‡. Extensive helicopter training. Deer on & invof arpt. Rwy 10–28 preferred use rwy. Rwy 10 and Rwy 20 rgt tfc for fixed wing acft. Multiple 1000 ft AGL twrs 1.5 NM NW of fld. Rwy 02–20 has nmrs cracks. Twys supporting rwy have nmrs cracks and FOD potential. TPA—700(677) for helicopters.

AIRPORT MANAGER:  757-465-0260

WEATHER DATA SOURCES:  AWOS–3

COMMUNICATIONS:  CTAF/UNICOM

RADIO AIDS TO NAVIGATION:  NOTAM FILE ORF.

NORFOLK (H) (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 b/o 4,000’
325º–335º byd 20 NM
Byd 30 NM b/o 2,500’

TACAN AZIMUTH unusable:
Byd 30 NM b/o 2,500’

DME unusable:
Byd 30 NM b/o 2,500’

ILS/DME 110.75  I–PVG  Chan 44(Y)  Rwy 10.  Class IB. Autopilot cpd apchs na blw 800’ MSL. Unmonitored.

WASHINGTON

H–101, 12I, L–350

IAP
NORFOLK INTL  (ORF/KORF)  3 NE  UTC–5(–4DT)  N36º53.68´ W76º12.07´  
26  B  LRA  Class I, ARFF Index C  NOTAM FILE ORF
RWY 05–23:  H9001X150 (ASPH–CONC–GRVD)  S–150, D–200,
2S–175, 2D–350, 2D/2D2–475 PCN 53 R/C/W/T HIRL CL
RWY 05:  MALSR. PAPI(P4L)—GA 3.0º TCH 71´. RVR–T Thld dsplcd
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
Rgt tfc.
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:  S2  FUEL  100LL, JET A  OX 1, 2, 4

NOISE: Noise abatement procedures in effect.

AIRPORT REMARKS:  Attended continuously. Parachute Jumping. Flocks of
birds on and invof arpt. Inmnt asfd mowing ops Mar–Nov. Rwy 05–23
grovd 7300´ X 130´ standard grooving beginning 200´ from AER 05.
Ldg fee. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER:  757-857-3344

WEATHER DATA SOURCES:  ASOS

COMMUNICATIONS:  ATIS 127.15  (757) 464–1390
RCO 122.1R  116.9T (LEESBURG RADIO)

APP CON 118.9 (010º–080º) (180º–310º) 125.7(311º–009º)
TOWER 120.8  GND CON 121.9 CLNC DEL 118.5

DEP CON 125.2

AIRSPACE:  CLASS C svc ctc APP CON.

RADIO AIDS TO NAVIGATION:  NOTAM FILE ORF.

VOR:  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´

ILS/DME 109.1 I–ORF Chan 28 Rwy 05.  Class IB.  Glideslope unusable for coupled apch blw 1,180´ MSL.
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: ALSF2. OLS. TDZL. REIL. PAPI(P4R)—GA 3.0º TCH 35´. Thld dsplcd 299´.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 10: TORA–8370 LDA–8071
RWY 28: TORA–8370 LDA–7375

ARRESTING GEAR/SYSTEM
RWY 10 HOOK E28(B) (1500 FT).

SERVICE: MILITARY—A–GEAR
Avoid centrln lgt Rwy 10–28 dur cable engage ment to prevent tailhook skip. Dist Rwy 28 measured fr displ thr.

MILITARY REMARKS: CLSD 0400Z‡ fourth THU NOV–1200Z‡ fourth FRI NOV, CLSD 1900Z‡ 24 DEC–1200Z‡ 26 DEC, CLSD 1900Z‡ 31 DEC–1200Z‡ 01 JAN. See FLIP AP/1 Supplementary Arpt Information.

COMMUNICATIONS: SFA ATIS 118.425 342.0

COMM/NAV/WEATHER REMARKS:
Radar svc avbl Mon 1200Z‡ thru Fri 1600Z‡. PAR No NOTAM MP Mon 1200Z‡. PAR No NOTAM MP Mon 1200Z‡.

AIRSPACE: CLASS D.

RADIO AIDS TO NAVIGATION: NOTAM FILE ORF.

COMM/NAV/WEATHER REMARKS: Radar svc avbl Mon 1200Z‡ thru Fri 1600Z‡. See Terminal FLIP for Radar Minima. PAR No NOTAM MP. Radar No NOTAM MP Mon 1200Z‡, Wed 1200–1600Z‡.
NE, 14 JUL 2022 to 8 SEP 2022

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. 16/10W.

TACAN AZIMUTH unusable:
000°–059° byd 30 NM blo 3,000'
090°–109° byd 30 NM blo 1,500'
110°–199° byd 30 NM blo 2,000'
200°–209° byd 20 NM blo 2,000'
210°–239° byd 20 NM blo 4,000'
240°–290° blo 6,000'
291°–339° byd 15 NM blo 5,000'
340°–359° byd 20 NM blo 3,000'

DME unusable:
000°–059° byd 30 NM blo 3,000'
090°–109° byd 30 NM blo 1,500'
110°–199° byd 30 NM blo 2,000'
200°–209° byd 20 NM blo 2,000'
210°–239° byd 20 NM blo 4,000'
240°–290° blo 6,000'
291°–339° byd 15 NM blo 5,000'
340°–359° 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–S(−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 REIL Rwy 08 & 26; PAPI Rwy 08 & 26; MIRL Rwy 08–26—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) (H) VORTAC 115.6 GVE Chan 103 N38°00.82' W78°09.18' 026° 14.9 NM to fld. 383/6W.

TACAN AZIMUTH unusable:
250°–260° byd 25 NM blo 7,000'
PETERSBURG DINWIDDIE CO (PTB) 5 SW UTC–5 (4DT) N37°11.06′ W77°30.37′

RWY 05–23: HS02X100 (ASPH–GRVD) S–25, 25–83 MIRL
RWY 05: ODALS. PAPI(P4L)—GA 3.0° TCH 42′. Tree.
RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree.

SERVICE: S4 FUEL 100LL, JET A LGT ACTVT ODALS Rwy 05; REIL Rwy 23; PAPI Rwy 05 and 23; and MIRL Rwy 05–23—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 N37°19.73′ W77°06.96′ 251º 20.6 NM to fld. 70/6W.

LOC/DME 110.3 I–JLS Chan 40 Rwy 05. LOC unmonitored when arpt unatndd.

PULASKI N37°05.26′ W80°42.77′ NOTAM FILE PSK.
(H) (H) VORTACW 116.8 PSK Chan 115 035° 3.4 NM to New River Valley. 2127/6W.

DME unusable:
034°–038° byd 25 NM
135°–175° byd 25 NM blo 10,000′
200°–225° byd 10 NM
250°–360° byd 25 NM blo 10,000′
284°–286° byd 10 NM blo 10,000′
287°–316° byd 25 NM blo 10,000′
315°–335° byd 10 NM blo 10,000′
334°–033° byd 25 NM blo 10,000′

TAGAN AZIMUTH unusable:
034°–038° byd 25 NM
053°–100°
135°–175° byd 25 NM blo 10,000′
200°–225° byd 10 NM
234°–283°
284°–286° byd 10 NM blo 10,000′
287°–316° byd 25 NM blo 10,000′
315°–335° byd 10 NM blo 10,000′
334°–033° byd 25 NM blo 10,000′

RCO 122.3 (LEESBURG RADIO)
QUANTICO MCAF (TURNER FLD)  (NYG/KNYG) MC  1 S  UTC–5(–4DT)  N38º30.22´ W77º18.30´

11  B  NOTAM FILE DCA  Not insp.

RWY 02–20:  H4250X184 (PEM–GRVD)  PCN 69 R/B/W/T  HIRL

RWY 02:  REIL.  PAP(P2L)—GA 3.0º TCH 35º.

SERVICE:  FUEL  JET A1+  OX 1

MILITARY— LGT  Rwy 02 – Cntrln lgt first 1000. When twr clsd actvt REILS Rwy 02 & 20; PAPI Rwy 02; HIRL Rwy 02–20; twy lgts—CTAF. To actvt & incr ints cmd key 118.6, 7 times high, 5 times med, 3 times low.  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 1300–0000Z‡, 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 actvt and light civil actvt opr at other than published hr SR–SS only. Cld fld opr not authorized for tran acft. CAUTION  Bird haz vcnty Rwy 02–20 SR–SS. Hvy migratory bird act Oct–Mar, hvy Osprey act Mar–Jul, heavy Eagle act Dec–Jul. No mandatory rwy FVR hold position signs co–located w/markings on Twys A, B, and D. Rwy 02 ovrn 100´. Rwy 20 no ovrn. Twy D sfc consists of AM–2 aluminum matting with non–skid all wx coating; no edge lgng on Twy D. Ltd lgng on N edge of Twy B btb rwy and int of parl twy. Twy 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. Twy A limited to R/W dltg FVR only. C–17 landing zone marked but not certified. Assault ldgs not autorized. Cat II crash/fire rescue svc. Rwy 02–20 grooved full length. MCAF Quantico has no provisions for Space A passengers. Space A passengers 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 CTAF  118.6 ATIS 263.15 (Mon and Fri 1300–2200Z‡, Tue 1600–0200Z‡, Wed–Thu 1300–0200Z‡)

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

CLEARANCE DELIVERY PHONE:  For CD when NYG ATCT/Apchw are clsd ctc Potomac Apch at 866-709-4993.

AIRSPACE:  CLASS D svc 1300–0200Z‡ Mon–Thu, 1300–2200Z‡ Fri, opr Sat, Sun and hol by NOTAM only; other times CLASS G.

RADIO AIDS TO NAVIGATION:  NOTAM FILE DCA.

BROOKE  (L) VORTAC  114.5  BRV Chan 92  N38º20.18´ W77º21.17´

DME unusable:
011º–060º byd 20 NM
061º–120º
121º–161º byd 17 NM
162º–238º
239º–249º byd 5 NM
250º–010º

VOR unusable:
001º–360º

TACAN AZIMUTH unusable:
011º–060º byd 20 NM
061º–120º
121º–161º byd 17 NM
162º–238º
239º–249º byd 5 NM
250º–010º

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(P2R)—GA 4.0º TCH 45´. Road.
RWY 29: REIL. PAPI(P2L)—GA 4.0º TCH 45´. Trees.
SERVICE:  FUEL  100LL  LGT  Actvt REIL Rwy 11 & 29; MIRL Rwy 11–29—CTAF.
AIRPORT REMARKS: Attended 1400–2200Z‡. Deer on and invof arpt.
100LL avbl 24 hrs, credit card required when unattended.
AIRPORT MANAGER: 804-932-3984
WEATHER DATA SOURCES: AWOS–3
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)  N37º03.82´ 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; PAPI Rwy 07–25—CTAF.
AIRPORT MANAGER: 276-963-4509
WEATHER DATA SOURCES: AWOS–3
COMMUNICATIONS: CTAF/UNICOM 123.05
® ATLANTA CENTER APP/DEP CON 127.85
GCO 135.075 (thru ZTL cnc del and DCA RADIO) – inop.
CLEARANCE DELIVERY PHONE: For CD if una via GCO ctc Atlanta ARTCC at 770-210-7692.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
GLADE SPRING  (L) (L) VOR/DME 110.2  GZG  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 EXEC/CHESTERFIELD CO (FCI)(KFCI)  4 SW  UTC–5(–4DT)  N37º24.39’

W77º31.49’

236  B  TPA—See Remarks  LRA  NOTAM FILE DCA

RWY 15–33: H5500X100 (ASPH–GRVD)  S–60, D–80  HIRL

0.7% up NW

RWY 15: REIL  PAPI(P4L)—GA 3.0º TCH 43’. Trees.

RWY 33: MALSR  PAPI(P4L)—GA 3.0º TCH 50’. Brush.

SERVICE: S4  FUEL  100LL, JET A  OX 3  LGT HIRL  Rwy 15–33 preset

low inst; incr inst and actvt MALSR Rwy 33 and REIL Rwy 15—CTAF.


AIRPORT REMARKS: Attended 1200–0300Z†. Fuel aft hrs call

804–271–7793 or 844–435–9732 btn 0300–1200Z†. 400’ twr 5

NM north of arpt. Act on ILS apch to Richmond Intl crossing over arpt.

Med–fight: irregular departure pattern. Helicopter parking adj to Twy C.

TPA—1236(1000) single engine, 1736(1500) multi–engine. ARFF

eqpt and trained personnel avbl at arpt.

AIRPORT MANAGER: 804-768-7722

WEATHER DATA SOURCES: AWOS–3PT 128.625 (804) 271–8426.

COMMUNICATIONS: CTAF/UNICOM 123.05

® POTOMAC APP/DEP CON 126.75 118.2

CLNC DEL 124.6

CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-640-4124.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

FLAT ROCK (H) (H) VORTACW 113.3  FAK  Chan 80  N37º31.71´ W77º49.69´  123º 16.2 NM to fld. 460/6W.

TACAN 338 radial unusable

VOR unusable:

111º–168º

169º–204º blo 5,000’

274º–337º blo 4,000’

274º–337º byd 33 NM

ILS/DME 108.3  I–CFU  Chan 20  Rwy 33.  Class IA.  LOC/DME unmonitored when arpt unatndd.
RICHMOND INTL  (RIC)(KRIC) P (ARNG)  6 E UTC–5 (–4DT)  N37º30.31´ W77º19.18´

Airport


RWY 16: MALSR. PAPI(4L)—GA 3.0º TCH 71 ´. RVR–TMR

RWY 34: ALSF2. TDZL. PAPI(4L)—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(4L)—GA 3.0º TCH 49 ´. Pole.

RWY 20: REIL. PAPI(4L)—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


AIRPORT REMARKS: Attended continuously. Twr 245´ AGL 2.5 NM northwestern, unighted. 220´ MSL crane (marked and litght) 5.4 NM south of arpt. Bird activity invof all rwys and twys and invof arpt. Arpt sfc cond not monitored 0500–1100Z‡. Continuous const on arpt, be alert for freq rwy and twy closures. Due to opr constraints acft pushed back for dep prohibited from holding on air carrier ramps for more than 5 minutes. Class I, ARFF Index C. ARFF Index D/E avbl on req. Non–radio equipped vehicles crossing midfield Twys C, E, and H and driving on 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, Twy U signe may be behind acft, once clear of Rwy 02–20. No taxiing twr pushed back acft and the terminal on the air carrier ramp, Twy J rstd from use by acft with wingspans greater than 118´ and wheel bases greater than 59´. Twy K rstd from use by acft with wingspan greater than 118´ and wheel bases greater than 59´. Twy T south of Twy J rstd from use by acft with wingspans greater than 118´ and wheel bases greater than 59´. Twy T south of Twy J rstd from use by acft with wingspans greater than 118´ and wheel bases greater than 59´. Twy R btn Twy A and FSOD ramp rstd from use by acft with wingspan greater than 118´ and wheel bases greater than 59´ and Twy R west of FSOD ramp designated for acft with wingspans less than 79´. Twy A btn Twy C and Twy E rstd from use by acft wingspans greater than 171´. Twy T (north of Twy F) rstd from use by acft with wingspans greater than 118´. Int rqs judgemental oversteering. Air carrier apron clsd to unscheduled acft 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 acft, 1701(1533) all others. ATC cnc rqr for pushbacks from hardstands C9, C10, and C12 onto Twy T. ATC cnc rqr 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

RCO 122.4 (LEESBURG RADIO)
(®) POTOMAC APP/DEP CON 126.4 (001º–185º) 126.75 (186º–360º) 118.2

TOWER 121.1 GND CON 121.9 CLNC DEL 127.55

AIRSPACE: CLASS C svc ctc APP CON.

RADIO AIDS TO NAVIGATION: (H) (H) VORTACW 114.1 RIC Chan 88 N37º30.14´ W77º19.22´ at fld. 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–RGL Rwy 16. Class IA.

ILS 110.7 I–BNE Rwy 34. Class IIIE.
RICHMOND/ASHLAND

HANOVER CO MUNI (OFP)(KOFP)  8 N UTC–5(–4DT)  N37º42.54´ W77º26.20´

207  B  TPA—1007(800)  NOTAM FILE OFP

RWY 16–34: H5402X100 (ASPH–PFC)  S–40  MIRL
RWY 16: REIL  PAP(P4L)—GA 3.0º TCH 40´. Tree.
RWY 34: REIL. Trees.

SERVICE: S4 FUEL 100LL, JET A  OX 1, 2, 3, 4  LGT Actvt REIL Rwys 16 & 34; MIRL Rwys 16–34—CTAF.

NOISE: Noise sensitive area south of arpt.

AIRPORT REMARKS: Attended 1200–0000Z‡. Deer and birds on and invof arpt. For acft svc call 804–798–6500. Rwy 34 preferred rwy with wind less than 5 kts.

AIRPORT MANAGER: 804-365-6208

WEATHER DATA SOURCES: ASOS (804) 752–2902.

COMMUNICATIONS: CTAF/UNICOM 122.7

RICHMOND  (H) (H) VORTACW

N37º30.14´ W77º19.22´ 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.

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: MALS. REIL. VASI(V4L)—GA 3.0º TCH 58´.
RWY 24: REIL. PAP(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

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. Tksf 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 for prkg and escort.

AIRPORT MANAGER: 540-362-1999

WEATHER DATA SOURCES: ASOS (540) 265–0680 LLWAS.

COMMUNICATIONS: ATIS 132.375 UNICOM 122.95

CONTINUED ON NEXT PAGE
CONTINUED FROM PRECEDING PAGE

AIRSPACE: CLASS C svc ctc APP CON svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE ROA.

(L) (L) VOR/DME 109.4 ROA Chan 31 N37º20.61´ W80º04.22´ 107º 4.7 NM to fld. 3072/4W.

VOR unusable:
-045º–063º byd 25 NM blo 7,000´

WOODRUM (T) VOR 114.9 ODR N37º19.45´ W79º58.74´ at fld. 1164/8W.

VOR unusable:
-035º–050º byd 20 NM blo 7,000´
-035º–110º byd 10 NM blo 4,200´
-035º–110º byd 15 NM blo 6,500´
-290º–360º byd 15 NM

VINTON NDB (MRW) 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´.

ILS 109.7 I-ROA Rwy 34. Class IB. Unmonitored when ATCT clsd.

SALUDA

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 dispcld 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 inv of 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–3 118.45 (804) 758-8592.
COMMUNICATIONS: CTAF/UNICOM 123.0

SHANNON (See FREDERICKSBURG on page 351)

SHENANDOAH VALLEY RGNL (See STAUNTON/WAYNESBORO/HARRISONBURG on page 380)

SMITH MOUNTAIN LAKE (See MONETA on page 363)
SOUTH BOSTON

WILLIAM M TUCK (W78) 3 E UTC–5(–4DT) N36º42.56´ W78º50.90´
420 B TPA—1220(800) NOTAM FILE DCA
RWY 01–19: H4003X75 (ASPH) S–12.5 MIRL 0.9% up N
RWY 01: REIL. PAPI(P2L)—GA 3.0º TCH 59´. Brush.
RWY 19: REIL. PAPI(P2L)—GA 3.0º TCH 41´. Tree.
RWY 06–24: 2065X200 (TURF) 0.7% up NE
RWY 06: Trees.
RWY 24: Trees.
SERVICE: FUEL 100LL LGT
ACTIVATE MIRL Rwy 01–19, REIL Rwy 01 and Rwy 19—CTAF. PAPI Rwy 01 and Rwy 19 opr continuously.
AIRPORT MANAGER: 434-476-3300
COMMUNICATIONS: CTAF/UNICOM 122.8
SOUTH BOSTON RCO 122.1R 122.5 (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´
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: S2 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 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) (L) VORTACW 110.6 FKN Chan 43 N36º42.85´ W77º00.74´ 278º 50.3 NM to fld. 84/9W.
VOR unusable: 090º–119º byd 18 NM blo 2,000´
119º–128º byd 10 NM
129º–134º byd 33 NM
135º–148º TACAN AZIMUTH unusable: 090º–139º DME unusable:
090º–139º LOC/DME 110.5 I–AVC Chan 42 Rwy 01. Unmonitored when arpt unatndd.
VIRGINIA 379

STAFFORD RGNL  (RMN)(KRMN)  3 SW UTC–5(–4DT)  N38°23.89′ W77°27.33′
211  B  NOTAM FILE RMN
RWY 15–33: H5000X100 (ASPH–GRVD)  S–30, D–70, 2S–89  HIRL
0.8% up NW
RWY 15: REIL. PAPI(P4L)—GA 3.0º TCH 45°. Trees.
RWY 33: MALS. PAPI(P4L)—GA 3.0º TCH 45°. Trees.
SERVICE: S2 FUEL 100LL, JET A
LGT Actvt MALS Rwy 33; REIL Rwy 15; HIRL Rwy 15–33—CTAF.
NOISE: Noise: In eft 24 hrs. VFR acft departing Rwy 33 fly rwy heading until
baseball fields 1 NM then turn left.
AIRPORT REMARKS: Attended 1300–2300Z‡. Unatnd Thanksgiving,
Christmas, & New Years days. Deer and flocks of birds on and invof arpt.
Govt contr fuel. Fuel avlb until 2300Z‡; after hrs call 540–288–3838
within 12 hrs notice. Anti–icing fuel additive avlb.
AIRPORT MANAGER: 540-658-1212
WEATHER DATA SOURCES: AWOS–3
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 avlb on freq 135.075 serviced by Quantico
and Potomac app. If una, for CD ctc Potomac Apch at 866-709-4993.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
BROOKE (L) (L) VORTAC 114.5  BRV Chan 92  N38°20.18′ W77°21.17′ 316º 6.1 NM to fld. 145/9W.
DME unusable:
011º–060º byd 20 NM
061º–120º
121º–161º byd 17 NM
162º–238º
239º–249º byd 5 NM
250º–010º
VOR unusable:
001º–360º
TACAN AZIMUTH unusable:
011º–060º byd 20 NM
061º–120º
121º–161º byd 17 NM
162º–238º
239º–249º byd 5 NM
250º–010º
SHANNON NDB (MHW) 237  EZF N38°15.98′ W77°27.03′ 008º 7.9 NM to fld. 83/10W.  NOTAM FILE EZF. NDB
unmonitored when arpt unatndd.
NDB unusable:
Byd 15 NM
ILLS/DME 108.75  I–RMN Chan 24(Y)  Rwy 33.  Class IT.  LOC unusable byd 19º left of course.
COMM/NAV/WEATHER REMARKS: GCO avbl on freq 135.075 serviced by Quantico and Potomac App. If una, for CD ctc Potomac App at 866–709–4993.
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: MALSR. PAPI(P4L)—GA 3.0º TCH 56’. Pole.
RWY 23: REIL. PAPI(P4L)—GA 3.0º TCH 44’.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–6002 TODA–6002 ASDA–6002 LDA–6002

SERVICE: F4 FUEL 100LL, JET A OX 3, 4 LGT

AIRPORT REMARKS: Attended continuously. PPR 12 hrs for unsed air carrier
ops with more than 30 passenger seats call 540–234–8304. TPA
2001(800) piston acft, 2701(1500) jet/turbo acft.

AIRPORT MANAGER: 540-234-8304
COMMUNICATIONS: CTAF/UNICOM 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.

MONTEBELLO (LOMW) 375 SH N38º12.11´ W78º57.44´ NOTAM FILE SHD.

STAUT N38º12.11´ W78º57.44´ NOTAM FILE SHD.

CINCINNATI
VIRGINIA 381

SUFFOLK EXEC (SFQ)(KSFQ) 3 SW UTC–5(–4DT) N36°40.97’ W76°35.98’
70  B NOTAM FILE SFQ.
RWY 04–22: H5007X100 (ASPH) S–30, D–60, 2D–60 HIRL.
RWY 04: REIL. PAPI(P4L)—GA 3.0º TCH 39’. Tree. Rgt tfo.
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: 54 FUEL 100LL, JET A, MOGAS LGT Actvl REIL Rwys 04 & 22; HIRL Rw 04–22, MIRL Rw 07–25—CTAF.
AIRPORT MANAGER: 757-514-4411
COMMUNICATIONS: CTAF/UNICOM 122.7
⑫ NORFOLK APP/DEP CON 127.9
CLEARANCE DELIVERY PHONE: For CD ctc Norfolk Apch at 757-464-0757.
RADAR AIDS TO NAVIGATION: NOTAM FILE FKN.
FRANKLIN (L) VORTACW 110.6 FKN Chan 43 N36°42.85’ W77º00.74’ 104º 20.0 NM to fld. 84/9W.
VOR unusable: 090º–119º byd 18 NM blo 2,000’
119º–128º byd 10 NM
129º–134º byd 33 NM
135º–148º
TACAN AZIMUTH unusable: 090º–139º
DME unusable: 090º–139º
LOC/DME 109.95 I–RKH Chan 36(Y) Rw 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 tfo.
RWY 20: Thld dispcld 183’. Road.
SERVICE: LGT Arpt bcn OTS indef.
AIRPORT MANAGER: 757-891-2496
WEATHER DATA SOURCES: AWOS–3 119.8 (757) 891–2246.
COMMUNICATIONS: CTAF/UNICOM 122.8
⑫ PATUXENT APP/DEP CON 121.0 (1200–0400Z‡ Mon–Sun. Other times by NOTAM) other times ctc
⑫ POTOMAC APP/DEP CON 127.2
CLEARANCE DELIVERY PHONE: For CD ctc Patuxent Apch at 301-342-3740, when Patuxent Apch is clsd ctc Potomac Apch at 866-640-4124.
RADAR AIDS TO NAVIGATION: NOTAM FILE DCA.
CAPE CHARLES (L) VORTACW 112.2 CCV Chan 59 N37º20.85’ W75º59.86’ 010º 28.7 NM to fld. 10/10W.
TACAN AZIMUTH unusable: 005º–015º byd 20 NM blo 4,000’
VOR unusable: 137º–322º byd 17 NM blo 2,000’
137º–322º byd 22 NM blo 3,000’
DME unusable: 005º–015º byd 20 NM blo 4,000’
TAPPAHANNOCK/ESSEX CO  (XSA)(KXSA)  5 S  UTC–5(–4DT)  N37º51.58´ W76º53.65´
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
   LTG ACTIVATE MIRL Rwy 10–28 and PAPI Rwy 10 and Rwy 28 and rotating bcn—CTAF.
AIRPORT MANAGER: 804-443-5885
WEATHER DATA SOURCES: AWOS–3 125.775 (804) 445–8724.
COMMUNICATIONS: CTAF/UNICOM 122.8
®
POTOMAC APP/DEP CON 126.4
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-640-4124.
RADIO AIDS TO NAVIGATION: NOTAM FILE RIC.
   RICHMOND (H) (H) VORTACW 114.1  RIC Chan 88  N37º30.14´ W77º19.22´ 052º 29.5 NM to fld. 158/9W.
   TAC AZM unusable: 060º–075º byd 10 NM blo 1,700´

TAZEWELL CO  (See RICHLANDS on page 373)
TECH  N37º12.52´ W80º24.21´  NOTAM FILE BCB.
   NDB (MHW) 368  TEC  at Virginia Tech/Montgomery Exec. 2126/8W.
   CINCINNATI
   L–26I

TWIN CO  (See GALAX HILLSVILLE on page 352)
VINTON  N37º12.24´ W79º52.90´  NOTAM FILE ROA.
   NDB (MHW) 277  VIT  336º 8.6 NM to Roanoke/Blacksburg Rgnl (Woodrum Fld). 1543/8W.
   CINCINNATI
   L–26J

VIRGINIA HIGHLANDS  (See ABINGDON on page 337)
VIRGINIA TECH/MONTGOMERY EXEC  (See BLACKSBURG on page 339)

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) (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
   129º–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) N37°56.41´ W75º27.98´

40 B NOTAM FILE WAL Not insp.
RWY 04: REIL. PAPI(P4L)—GA 3.0º TCH 57º.
RWY 22: REIL. PAPI(P4L)—GA 3.0º TCH 60º.
RWY 10: REIL. PAPI(P4L)—GA 3.0º TCH 69º.
RWY 28: REIL. PAPI(P4L)—GA 3.0º TCH 61º.
RWY 17–35: H4808X150 (ASPH) S–15, D–40, 2D–75 HIRL
RWY 17: REIL. PAPI(P4L)—GA 3.0º TCH 63º.
RWY 35: REIL. PAPI(P4L)—GA 3.0º TCH 59º.

ARRESTING GEAR/SYSTEM
HOOK E28(B) (1500 FT). RWY 22

SERVICE: FUEL JET A MILITARY—LGT ACTIVATE—Rwy lgt and Rot
Bcn–CTAF. FUEL A+ GEAR E–28 arresting gear 1500 ft fm the north end of Rwy 22 is rigged/in battery.

MILITARY REMARKS: Rwy 17–35 CLOSED when twr clsd. Deer and birds on and invof arpt. Touch and go ldgs not authorized when ATCT clsd. PPR 24 hr PN to ldg, phone 757–824–1688. When twr clsd, 126.5 CTAF only. Expect no resp or advisory svcs. Mil turboprop training daily until 0400Z‡. Extensive research test development in progress. Numerous radar facilities at arpt with possible radio frequency haz to ordnance. See Special Notices—Space Launch Activity Area.

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 ctc Patuxent Apch at 301-342-3740, when Patuxent Apch is 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.

COMM/NAV/WEATHER REMARKS: Communication on CTAF required.
WARRENTON/FAUQUIER  (HWY)(KHWY)  12 SE  UTC–5(–4DT)  N38º35.18´
W77º42.64´
336  B  NOTAM FILE DCA
RWY 15–33: H5000X100 (ASPH–GRVD)  S–15, D–70  HIRL  0.5% up SE
RWY 15: REIL. PAPI(P4L)—GA 3.0º TCH 53´. Tree.
RWY 33: REIL. PAPI(P4L)—GA 3.0º TCH 47´. Tree.
SERVICE: S4  FUEL  100LL, JET A  LGT  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 122.7
® POTOMAC APP/DEP CON 128.525
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-709-4993.
RADIO AIDS TO NAVIGATION:
CASANOVA  (H) (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 bio 11,000´
TACAN AZIMUTH unusable:
310º–350º byd 10 NM bio 11,000´
DME unusable:
310º–350º byd 10 NM bio 11,000´
LOC/DME 109.75  I–HWY  Chan 34(Y)  Rwy 15.  LOC unusable byd 20º left of course.

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  Actvt MIRL Rwy 06–24—CTAF.
AIRPORT MANAGER: 540-943-4447
WEATHER DATA SOURCES: AWOS–3PT
COMMUNICATIONS: CTAF/UNICOM 123.05
® POTOMAC APP/DEP CON 132.85
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-640-4124.
WEIRWOOD

CAMPBELL FLD (9VG) 1 W UTC–5(–4DT) N37º27.51´ W75º52.73´
40 NOTAM FILE DCA
RWY 03–21: 3000X100 (TURF)
RWY 03: P–line.
RWY 21: Road.
RWY 14–32: 1455X140 (TURF)
RWY 14: Road.
RWY 32: Trees.
AIRPORT REMARKS: Attended Mar–Nov dalgt hours. Be alert: 60´ P–lines located 300´ southwest off the AER 03.
AIRPORT MANAGER: 914-772-6242
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Norfolk Apch at 757-464-0757.

WEST POINT

MIDDLE PENINSULA RGNL (FYJ)(KFYJ) 2 SE UTC–5(–4DT) N37º31.28´ W76º45.77´
20 B TPA—See Remarks NOTAM FILE FYJ
RWY 10–28: 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.
AIRPORT MANAGER: 804-785-9725
COMMUNICATIONS: CTAF/UNICOM 123.0
CLEARANCE DELIVERY PHONE: For CD ctc Norfolk Apch at 757-464-0757.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
HARCUM (L) (L) VORTACW 108.8 HCM Chan 25 N37º26.92´ W76º42.68´ 338º 5.0 NM to fld. 8/7W.
VOR unusable:
056º–095º blo 2,000´
174
275º–300º blo 2,000´

WILLIAM M TUCK (See SOUTH BOSTON on page 378)
WILLIAMSBURG–JAMESTOWN (JGG)(KJGG) 3 SW UTC–(–4DT) N37°14.35′ W76°42.97′

49 B TPA—849(800) NOTAM FILE JGG

RWY 13–31: H3204X60 (ASPH) S–12.5 MIRL 0.8% up NW
RWY 31: REIL.

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 1300–2300Z‡, 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) (L) VORTAC W 108.8  HCM Chan 25 N37°26.92′ W76°42.68′ 188° 12.6 NM to fld. 8/7W.

VOR unusable:
056°–095° blo 2,000′
174
275°–300° blo 2,000′

HELIPAD H1: H60X60 (CONC)

HELIPORT REMARKS: Helipad CLOSED ctc 122.8 for ldg instructions. Helipad H1 perimeter lgts.
WINCHESTER RGNL  (OKV)  3 SE  UTC–5(–4DT)  N39°08.61’ W78°08.67’
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 3.0° TCH 45’. Tree.
RWY 32: MALSR. PAPI(P4L)—GA 3.0° TCH 45’. Tree.
SERVICE: S4  FUEL  100LL, JET A
LGT
ACTIVATE HIRL Rwy 14–32,
REIL Rwy 14 and MALSR Rwy 32—CTAF.
AIRPORT REMARKS: Attended 1100–0300Z‡. Deer on and inv of arpt. Taxi on
pavement only. Medical Flight: irregular departure pat. TPA 2706
(1980) turbo prop and jet actf, 1706 (980) other actf. Flight
Notification Service (ADCUS) available. ADCUS avbl 24 hours
minimum advance notice required call 804–661–3660 Mon–Fri, after
hours and weekends call 703–661–3632.
AIRPORT MANAGER: 540-662-5786
WEATHER DATA SOURCES: AWOS–3
COMMUNICATIONS: CTAF/UNICOM 122.7
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 N39°23.13’
W77°50.90’  231º 20.0 NM to fld. 600/7W.
VOR unusable:
020º–030º byd 15 NM bld 6,900’
127º–146º byd 15 NM
290º–310º byd 35 NM bld 5,400’
ILS/DME 109.55  I–TXZ  Chan 32(Y) Rwy 32.
CLASS IB. LOC/DME unmonitored when arpt unatndd.
AIRPORT MANAGER: 276-328-5300
WEATHER DATA SOURCES: AWOS–3 118.6 (276) 328–3727.
COMMUNICATIONS: CTAF/UNICOM 123.0
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
GLADE SPRING  (L)  VOR/DME  110.2  G2G  Chan 39 N36°49.51’
W82°04.74’  296º 23.8 NM to fld. 4200/2W.
VOR unusable:
010º–095º
115º–120º byd 20 NM bld 10,000’
351º–004º byd 15 NM bld 8,000’
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 bld 7,000’
035º–110º byd 10 NM bld 4,200
290º–360º byd 15 NM
ARTHURDALE
TITUS FLD (70D) 2 W UTC–5(–4DT) N39°29.93’ W79°51.19’
1863 NOTAM FILE EKN
RWY 09–27: 2400X50 (TURF) 1.0% up W
RWY 09: Trees.
RWY 27: Tree.
AIRPORT MANAGER: 304-864-6996
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Clarksburg Apch at 304-842-2011, when Apch clsd ctc Cleveland ARTCC at 440-774-0226.

BECKLEY
RALEIGH CO MEML (BKW)(KBKW) 3 E UTC–5(–4DT) N37°47.24’ W81°07.45’
2504 B ARFF Index—See Remarks NOTAM FILE BKW
RWY 01–19: H6750X150 (ASPH–GRVD) S–75, D–150; 2S–140, 2D–200 PCN 38 F/B/W/U HIRL 0.7% up S
RWY 01: REIL. PAPI(P4L)—GA 3.0º TCH 40’.
RWY 19: MALSR. PAPI(P4L)—GA 3.0º TCH 55.’.
RWY 10–28: H5001X100 (ASPH) S–45, D–60 PCN 38 F/B/W/U MIRL 0.3% up E.
RWY 10: REIL. VASI(V4R)—GA 3.0º TCH 61’.
RWY 28: REIL. VASI(V4L)—GA 3.75º TCH 66’.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA–6750 TODA–6750 ASDA–6750 LDA–6750
RWY 10: TORA–5001 TODA–5001 ASDA–5001 LDA–5001
RWY 19: TORA–6750 TODA–6750 ASDA–6750 LDA–6750
SERVICE: S4 FUEL 100LL, JET A LGT Actvt MALSR Rwy 19; REIL Rwy 01, 10, and 28; VASI Rwy 10 and 28; HIRL Rwy 01–19; twy lgts—CTAF. PAPI Rwy 01 and 19 set at medium, ctc UNICOM to change instl. Rwy 28 VGSI and descent angles not coincident.
AIRPORT REMARKS: Attended continuously. Deer, birds and wild turkeys on and invol arpt. Class I, ARFF Index B. PPR 24 hrs for unskd acr opns with more than 30 psgr seats; call amgr 304–255–0476. Index B coverage is prvdd.
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) (H) VOR/DME 117.7 BKW Chan 124 N37°46.82’ W81°07.41’ at fld. 2517/6W.
DME unusable: 083º–200º byd 21 NM
VOR unusable: 070º–200º
ILS 111.7 I–MQU Rwy 19. Class IB.

BECKLEY
N37°46.82’ W81°07.41’ NOTAM FILE BKW.
(H) (H) VOR/DME 117.7 BKW Chan 124 at Raleigh Co Meml. 2517/6W.
DME unusable: 083º–200º byd 21 NM
VOR unusable: 070º–200º
BERKELEY SPRINGS

POTOMAC AIRPARK (W35)  4 N  UTC–5(–4DT)  N39°41.56’ W78°09.97’

413  NOTAM FILE EKN

RWY 11–29: H4979X70 (ASPH)  MIRL

RWY 11: Trees.


AIRPORT MANAGER: 301-842-3700

COMMUNICATIONS: CTAF

®

POTOMAC APP/DEP CON 126.825

CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-709-4993.

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

ST THOMAS (L) (L) VORTAC W 115.0  THS  Chan 97  N39°55.99’

W77°57.06’  222º  17.5 NM to fld. 2338/7W.

HAGERSTOWN (L) VOR W 109.8  HGR  N39°41.86’

W77°51.34’  276º  14.4 NM to fld. 563/7W. NOTAM FILE HGR.

VOR unusable:

251º–280º byd 16 NM blo 4,000’

281º–300º byd 24 NM blo 8,000’

351º–050º

BLUEFIELD

MERCER CO (BLF)(KBLF)  3 NE  UTC–5(–4DT)  N37°17.76’ W81°12.45’

2857  B  NOTAM FILE BLF

RWY 05–23: H4743X100 (ASPH–GRVD)  S–30, D–48  HIRL

RWY 05: REIL. PAPI(P4L)—GA 3.0º TCH 40’. Bldg.


RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA–4743  TODA–4743  ASDA–4743  LDA–4743


SERVICE: 54  FUEL  100LL, JET A, A+  LGT Actv REIL Rwy 05 & 23; PAPI Rwy 05 & 23; HIIR Lwy 05–23; twy lights—CTAF.


AIRPORT MANAGER: 304-327-5308

WEATHER DATA SOURCES: ASOS

132.725 (304) 327–5766.

COMMUNICATIONS: CTAF

®

BLUEFIELD RCO 122.2 (ELKINS RADIO)

RCO 122.1R 110.0T (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.

CONTINUED ON NEXT PAGE
RADIO AIDS TO NAVIGATION: NOTAM FILE BLF.
BLUEFIELD (L) (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 404)

BRAXTON CO  (See SUTTON on page 405)

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: PAPI(P2L)—GA 3.0º TCH 27º. Trees.
SERVICE: FUEL 100LL, JET A  LGT Actvl PAPI Rwy 29; MIRL Rwy 11–29 and twy lgts—CTAF. Visual glideslope indicator and glidpath 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 (L) (L) VORTAC W 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
WEST VIRGINIA INTL YEAGER (CRW)(KCRW) P (ANG) UTC–5(–4DT) N38°22.56´

947  B LRA  Class I, ARFF Index B  NOTAM FILE CRW  MON Airport
RWY 05–23: H6715X150 (ASPH–GRVD) S–120, D–160, 2S–175, 2D–260 PCN 43 F/A/W/T  HIRL  CL  0.8% up SW
RWY 05: REIL. PAPI(P4L)—GA 3.0º TCH 56´. RVR–TR Pole.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–6715 TODA–6715 ASDA–6215 LDA–6215

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++ (Mil), A+ (C304–343–8818) (NC–100LL) FLUID LOX OIL O–156(Mil)


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)

© CHARLESTON APP/DEP CON 119.2 (South) 124.1 (North) 128.5
CHARLESTON TOWER 125.7 GND CON 121.8 CLNC DEL 118.55

AIRSPACE: CLASS C svc ctc APP CON.

RADIO AIDS TO NAVIGATION:
CHARLESTON (H) (H) VOR/DME 117.4 HVQ Chan 121 N38°20.98´ W81°46.19´ 082º 8.5 NM to fld. 1099/3W.
VOR unusable: 185º–190º 240º–250º

DME unusable: 230º–240º

ILS/DME 110.3 I–HCV Chan 40 Rwy 05. Class IA. ILS unusable for coupled apch blw 1,300´ MSL.
ILS/DME 110.3 I–CRW Chan 40 Rwy 23. Class IB. Glideslope unusable byd 4º right of course. Glideslope unusable for autopilot coupled apch blw 1,700´ MSL.

CHESAPEAKE/HUNTINGTON WVA

LAWRENCE CO AIRPARK (HTW)(KHTW) 2 W UTC–5(–4DT) N38°25.15´ W82°29.69´

567  B TPA—1607(1040) NOTAM FILE DAY
RWY 08–26: H2998X70 (ASPH) MIRL 0.3% up E
RWY 08: REIL. Thld dsplcd 172´. Brush.
RWY 26: REIL.

SERVICE:  S2  FUEL  100LL  LGT ACTIVATE REIL Rwy 08 and Rwy 26; MIRL Rwy 08–26—CTAF.

AIRPORT MANAGER: 740-532-3309

COMMUNICATIONS: CTAF/UNICOM 122.7

CLEARANCE DELIVERY PHONE: For CD ctc huntington ATCT at 304-453-2490.

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

YORK (L) (L) VORTAC 112.8 YRK Chan 75 N38°38.65´ W82°58.70´ 129º 26.5 NM to fld. 1040/5W.

CINCINNATI

NE, 14 JUL 2022 to 8 SEP 2022
CLARKSBURG
NORTH CENTRAL WEST VIRGINIA (CKB)(KCKB) P (ARNG) 1 NE UTC–5(–DT) N39º17.86´
W80º13.65´
H–10H, 12I, L–29C

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/2D–180 PCN 46 F/B/X/U HiRL 0.5% up NE
RWY 03: REIL, PAPI(P4L)—GA 3.44º TCH 50´. RVR–R Thld dispclcd 670´ Trees.
RWY 21: MALSR. PAPI(P4L)—GA 3.0º TCH 60´. RVR–T Trees.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–7800 TODA–7800 ASDA–7800 LDA–7130

SERVICE: S4 FUEL 100LL, JET A LGT Actvt MALSR Rwy 21; REIL Rwy 03; PAPI Rwy 03 and 21; and HiRL Rwy 03–21 —CTAF.

MILITARY— FUEL A, A+ (1000–0400Z‡; After hr C304–848–6700, fee $75.00/occurrence. Two hr PN rqr prior to 2300Z‡ C304–842–3400.) (NC–100LL – Not avbl 0400–1000Z‡.)


AIRPORT 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 N39º15.19´ W80º16.07´ 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. Autopilot cpd apch na blw 2,000´ MSL. LOC front usable byd 15º left and r of course.

HELIPAD H1: H50X50 (CONC)

HELIPORT REMARKS: Helipad H1 located on FBO apron. Helipad H1 sfc condition fair, pavement cracking.

COALTON
N38º52.35´ W79º55.63´
RCO 122.2 (ELKINS RADIO)

EASTERN WV RGNL/SHEPHERD FLD (See MARTINSBURG on page 397)

CINCINNATI
H–10H, 12I, L–29C

IAP, AD
ELKINS/RANDOLPH CO (JENNINGS RANDOLPH FLD)  (EKN)(KEKN)  2 S  UTC–5(–4DT)  N38°53.37’

1987  B  TPA—3000(1013)  NOTAM FILE EKN

RWY 14–32: H4544X140 (ASPH)  S–10  1.0% up NW

RWY 14:  Tree.

RWY 32:  Tree.


0.6% up SW

RWY 05:  Tree.

RWY 23:  REIL  PAPi(P2LI)–GA 5.0º TCH 45’. Antenna.

SERVICE:  FUEL  100LL, JET A


AIRPORT MANAGER:  304-636-2726

WEATHER DATA SOURCES:  ASOS 119.275 (304) 636–6503.

COMMUNICATIONS:  CTAF 123.6

® CLARKSBURG APP/DEP CON 121.15 (1200–0400Z‡)

® WASHINGTON CENTER APP/DEP CON 128.6 (0400–1200Z‡)

CLEARANCE DELIVERY PHONE:  For CD if una to ctc on FSS freq, ctc Washington ARTCC at 703-771-3587.

AIRSPACE:  CLASS E svc 1200–0400Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION:

L (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 b/w 9,000’

23º–039º byd 12 NM b/w 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 bl/w 4,500’. DME portion unusable byd 6.0 NM bl/w 4,500’.

ELKINS  N38°54.87’ W80°05.96’  NOTAM FILE EKN.

(L) (L) VORTACW 114.2  EKN  Chan 89  104º 11.4 NM to Elkins/Randolph Co (Jennings Randolph Fld).

CINCINNATI

H–10H, 12H, L–29C

AIRSPACE:  CLASS E svc 1200–0400Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION:

L (L) VORTACW 114.2  EKN  Chan 89  N38°54.87’ W80°05.96’  104º 11.4 NM to Elkins/Randolph Co (Jennings Randolph Fld).

2160/7W.

TACAN AZIMUTH & DME unusable:

081º–189º byd 32 NM b/w 9,000’

23º–039º byd 12 NM b/w 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 dsplcd 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) (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 401)

GREENBRIER VALLEY (See LEWISBURG on page 396)

HENDERSON N38º45.25´ W82º01.57´ NOTAM FILE EKN.
(H) DME 115.9 HNN Chan 106 307º 8.0 NM to Gallia–Meigs Rgnl. 880/0W.
DME unusable: 185º–290º blo 4,500´

HERRON (See NEW CUMBERLAND on page 400)

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 huntington ATCT at 304-453-2490.
TRI–STATE/MILTON J FERGUSON FLD  (HTS/KHTS)  3 S  UTC–5(–4DT)  N38°22.11´

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  PCN 81 F/C/X/T  HIRL

RWY 12:  MALSR. PAPI(P4L)—GA 3.0º TCH 56´. RVR–T Trees.


RUNWAY DECLARED DISTANCE INFORMATION


SERVICE:  S4  FUEL  100LL, JET A  OX 3, 4  LGT  PAPI Rwy 30 unusable byd 7º left of centerline.

AIRPORT REMARKS:  Attended continuously. Birds and deer on and invof 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.

TRSA svc ctc  APP CON

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.

ASR

IVY KNOB  N37º47.17´ W81º31.12´

RCO 122.4 (ELKINS RADIO)

JACKSON CO  (See RAVENSWOOD on page 403)
**KEESLER**  N39°13.53’ W78°59.37’  NOTAM FILE EKN.

**LEWISBURG**

**GREENBRIER VALLEY**  (LWB)(KLWB)  3 N UTC–5(–4DT)  N37°51.50’ W80°23.97’

**LEWISBURG TOWER**  118.90  (1400–0000Z†)
LOGAN CO

WEST VIRGINIA 397
LOGAN CO (6L4)  4 E  UTC–5(–4DT)  N37º51.34´ W81º54.95´
1666 B  NOTAM FILE EKN

RWY 06–24: H3605X75 (ASPH)  MIRL  0.3% up NE
RWY 06: REIL. PAPI(L2L)—GA 3.0º TCH 47 ´. Trees.
RWY 24: REIL. PAPI(L2L)—GA 3.0º TCH 42 ´. Trees.

SERVICE:  S4  FUEL  100LL, JET A  LGT  BUTTON

ACTIVATE MIRL Rwy 06–24, REIL Rwy 06 and Rwy 24, PAPI Rwys 06 and Rwy 24—CTAF.

AIRPORT REMARKS: Attended irregularly. 24 hr self-serv with credit card. Deer and wildlife on and inv of arpt. Airframe repairs:

AIRPORT MANAGER: 304-752-0975

WEATHER DATA SOURCES: AWOS–3PT

COMMUNICATIONS: CTAF 122.9

CHARLESTON APP/DEP CON 119.2 (North)
INDIANAPOLIS CENTER APP/DEP CON 126.575 (South)

CLEARANCE DELIVERY PHONE: For CD ctc Charleston Apch at 304-344-5867 ext 281.

RADIO AIDS TO NAVIGATION:

NOTAM FILE CRW.

CHARLESTON  (H) (H) VOR/DME 117.4  HVQ Chan 121  N38º20.98´ W81º46.19´ 196º 30.4 NM to fld. 1099/3W. VOR unusable:
185º–190º
240º–250º

DME unusable:
230º–240º

MARSHALL CO

MARTINSBURG

565  B  TPA—See Remarks  ARFF Index—See Remarks  NOTAM FILE MRB

PCN 56 R/B/W/T  HIRL

RWY 26: MALSR. VASI(V4L)—GA 3.0º TCH 53 ´. Thld dsplcd 1000´. Tree.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 08:  TORA–8815  TODA–8215  ASDA–8215  LDA–8215
RWY 26:  TORA–8815  TODA–8215  ASDA–8215  LDA–7815

SERVICE:  S4  FUEL  100LL, JET A, A++ 3X  LGT

When ATCT clsd, ACTVT MALSR Rwy 26; HIRL Rwy 8–26—CTAF.

MILITARY— FUEL
A++ (Mil) (NC–100LL, A – OT fone C304–262–2507.)

FLUID
PRESAIR–Avbl 2200–0200Z‡ or 30 min PN and prior arng on hol. OIL
O–156 and O–148 (Mil).

NOISE:

AIRPORT REMARKS: Attended May–Sep 1200–0000Z‡, Oct–Apr
1200–0000Z‡. Deer and birds on and inv of arpt. For FBO services after hrs call 304–262–2507.
24-hour self-service AVGAS available. No grass landings. FAA ARFF Index D/NFPA Cat 8; Index E/Cat 10
equip avbl. Twp B clsd from T–hangar twy lane south. Hwy D clsd past
pvt hangar 1750 ft S of Hwy E. TPA—rectangular 1600(1035), lg and rotary wing acft, 2100(1535), for heavy acft,
overhead 2100(1535NSTD white aerospace gnd and eqpt gearboxes. Rwy 26 first 590 ft conc, middle 7125 ft. asph,
last 1100 ft conc. Ldg fee. Ldg fee for acft greater than 5000 lbs GWT (mil, fed, state, based acft exempt).

AIRPORT MANAGER: 304-263-2106

WEATHER DATA SOURCES: AGOS

COMMUNICATIONS: CTAF 124.3  UNICOM 122.95
RCO 122.2 (LEESBURG RADIO)
POTOMAC APP/DEP CON 126.825

MARTINSBURG TOWER 124.3 (1200–0400Z‡ Mon–Fri, 1300–2100Z‡ Sat–Sun, other times by NOTAM) GND CON 121.8
CLNC DEL 132.075

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd, ctc Potomac Apch on 132.075 or if una 866-709-4773.

CONTINUED ON NEXT PAGE

CINCINNATI

L–26H  IAP

WASHINGTON

H–10H, 12L, L–29D, A  IAP, AD

NE, 14 JUL 2022 to 8 SEP 2022
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) (L) VORTACW 112.1 MRB Chan 58 N39°23.13’ W77º50.90’ 286º 6.3 NM to fld. 600/7W.

VOR unusable:
- 020º–030º byd 15 NM blo 6,900’
- 127º–146º byd 15 NM
- 290º–310º byd 35 NM blo 5,400’

ILS 108.3 1–EXW Rwy 26. Class IE.

MASON CO (See POINT PLEASANT on page 402)

MERCER CO (See BLUEFIELD on page 389)

MID–OHIO VALLEY RGNL (See PARKERSBURG on page 400)

MILTON

ONA AIRPARK (12V) 4 W UTC–5(–4DT) N38º26.45’ W82º12.05’

572 NOTAM FILE EKN

RWY 07–25: H3154X40 (ASPH) LIRL(NSTD)

RWY 07: Trees.

RWY 25: Trees.

SERVICE: S4 FUEL 100LL LGT Rwy 07–25 Nstd LIRL lights, nstd spacing and colors.

NOISE: Noise abatement procedures in effect; dep Rwy 25 fly 240º and dep 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 huntington ATCT at 304-453-2490.

RADIO AIDS TO NAVIGATION: NOTAM FILE CRW.

CHARLESTON (H) (H) VOR/DME 117.4 HVQ Chan 121 N38º20.98’ W81º46.19’ 288º 21.0 NM to fld. 1099/3W.

VOR unusable:
- 185º–190º
- 240º–250º

DME unusable:
- 230º–240º
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 59′.
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: FUEL 100LL, JET A
LGT When ATCT clsd ACTVT MALSR Rwy 18; REIL Rwy 36; VASI Rwy 36; HIRL Rwy 18–36; twy lghts—CTAF.

AIRPORT REMARKS:

AIRPORT MANAGER: 304-291-7461

WEATHER DATA SOURCES: ASOS 120.675 (304) 296–7103.
COMMUNICATIONS: CTAF 125.1 UNICOM 122.95
RCO 122.1R 111.6T (ELKINS RADIO)
® 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:
(L) (L) VOR/DME 111.6 MGW Chan 53 N39º33.40′ W79º51.62′ 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
(MPG)(KMPG) 3 S UTC–5(–4DT) N39°52.85′ W80°44.15′

1215  B  NOTAM FILE EKN
RWY 06–24: H3301X60 (ASPH) S–12.5 MIRL 0.6% up SW
RWY 06: PAPI(P2L)—GA 4.0º TCH 30′. P–line.
RWY 24: PAPI(P2R)—GA 3.0º TCH 46′. P–line.

SERVICE: FUEL 100LL. LGT ACTIVATE rotating bcn—CTAF. ACTIVATE MIRL Rwy 06–24—CTAF. PAPI Rwy 06 and Rwy 24 opr continuously. Rwy 24 VGSI unusbl byd 7º left of cntrln.

AIRPORT REMARKS:
Attended Mon–Fri 0930–1119 (manager cell). Deer and birds on and invofArpt. 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:
(B) (B) 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.
RWY 01–19:  1200X24 (TURF)  1.8% up N
RWY 01:  Trees.
RWY 19:  Trees.
SERVICE:  S2  FUEL  100LL  LGT
Arpt lgts opr dusk–0400Z‡. ACTIVATE LIRL Rwy 04–22—123.0—5 times on/5 times off.
Rwy 04–22 lgts on SE side only.
AIRPORT REMARKS:  Attended irregularly. Repairs by prior arrangement. Attendant not on duty. Deer on and 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 392)

ONA AIRPARK  (See MILTON on page 398)

PARKERSBURG

MID–OHIO VALLEY RGNL  (PKB)(PKB)  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:  MALS R. PAPI(P4L)—QA 3.0º TCH 49΄. RVR–TR
RWY 21:  REIL. PAPI(P4R)—QA 3.0º TCH 56΄. RVR–TR Thld dsplcd 460΄.
PCN 30 R/C/X/T  HIRL
RWY 10:  REIL. PAPI(P2L)—QA 3.0º TCH 46΄.
RWY 28:  REIL. PAPI(P2L)—QA 3.0º TCH 43΄.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 03:  TORA–7240  TODA–7240  ASDA–6780  LDA–6780
RWY 10:  TORA–4002  TODA–4002  ASDA–4002  LDA–4002
SERVICE:  S2  FUEL  100LL, JET A
AIRPORT REMARKS:  Attended continuously. Deer on and invof arpt. PPR 30 min for unscheduled air carrier ops with more than 30 passenger seats, call arpt manager 304–464–5115. 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:  CTA F 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 csld, for CD ctc Indianapolis ARTCC at 317-247-2411.
AIRSPACE:  CLASS D svc 1200–0400Z‡; other times CLASS E.

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

PARKERSBURG (L) (L) VOR/DME 108.6 JPU Chan 23 N39°26.47′ W81°22.49′ 211° 6.5 NM to fld. 1016/3W.

VERSИ NDB (LOMW) 388 PK N39°15.24′ W81°29.10′ 028° 5.9 NM to fld. 812/7W.

NDB unusable:
000°–094° byd 10 NM blo 3,000′
095°–149°
150°–210° byd 10 NM

ILS 110.7 I–PKB Rwy 03. Class IB. LOM VERSИ NDB. LOM unmonitored.

PARKERSBURG N39°26.47′ W81°22.49′ NOTAM FILE PKB.

(L) (L) VORW/DME 108.6 JPU Chan 23 211° 6.5 NM to Mid–Ohio Valley Rgnl. 1016/3W.

RCO 122.2 (ELKINS RADIO)

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. Fence.

RWY 31: REIL. PAPI(P4L)—GA 6.5′ TCH 46′. Fence. Rgt tcf.

SERVICE: FUEL 100LL, JET A OX 4 LGT Actvt REIL Rwy 13 and 31; PAPI Rwy 31; MIRL Rwy 13–31—CTAF.

AIRPORT REMARKS: Attended 1200–0000Z‡. Aftr hrs on call 304–209–2603. Birds on and invof arpt. All other powered acft std left tcf pat. Cold temperature airport. Altitude correction required at or below –9C.

AIRPORT MANAGER: 304-257-4435

COMMUNICATIONS: CTAF/UNICOM 122.8

WASHINGTON CENTER APP/DEP CON 133.65 CLEARANCE DELIVERY PHONE: For CD ctc Washington ARTCC at 703-771-3587.

PILIPPI

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 3.0′ TCH 20′. Thld dspclcd 140′. Tree.

RWY 26: PAPI(P2L)—GA 3.0′ TCH 20′. Thld dspclcd 225′. Ground.

SERVICE: FUEL 100LL LGT Dusk–Dawn. Activate REIL Rwy 08; PAPI Rwys 08 and 26; MIRL Rwy 08–26—CTAF.


AIRPORT MANAGER: 304-695-0125

COMMUNICATIONS: CTAF 122.9

CLARKSBURG

CLARKSBURG (L) (L) VOR/DME 112.6 CKB Chan 73 N39°15.19′ W80°16.07′ 122° 10.9 NM to fld. 1427/4W.

VOR unusable:
041°–051° byd 6 NM
056°–081°
116°–137°
SIMPSON (9W3) 3 S UTC–5(–4DT) N39º05.61´ W80º01.55´

RWY 01–19: 1500X50 (TURF)

RWY 01: Road.

RWY 19: Trees.

AIRPORT REMARKS: Attended continuously. Deer on and in vicinity of arpt. Rwy 01 85´ tree, 0´ dstc, 106´ R. Rw 19 has 50´ drop-off 75´ dstc. Rw 01 has 15´ public rd across rwy end. Rw 01 Rwy partially mkd w/white tires. Rw 01–19 sfc rolling.

AIRPORT MANAGER: 304-457-2323

COMMUNICATIONS: CTAF 122.9


PINEVILLE

Kee Fld (116) 2 NW UTC–5(–4DT) N37º36.03´ W81º33.56´

RWY 08–26: H3701X60 (ASPH) S–13 MIRL 1.6% up E

RWY 08: REIL. Trees.

RWY 26: REIL. Thd dspclcd 590´. Trees.

SERVICE: FUEL 100LL LGT ACTIVATE MIRL Rwy 08–26 REIL Rwy 08 and Rwy 26—CTAF.


AIRPORT MANAGER: 304-732-9160

WEATHER DATA SOURCES: AWOS–3 120.625 (304) 732–7311. Wnd unrel.

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Indianapolis ARTCC at 317-247-2411.

POINT PLEASANT

Mason Co (3I2) 4 NE UTC–5(–4DT) N38º54.88´ W82º05.91´

RWY 07–25: H4000X75 (ASPH) S–24 MIRL 0.3% up SW

RWY 07: REIL. PAPI(P2L)—GA 3.0º TCH 44´. Trees.

RWY 25: REIL. PAPI(P2L)—GA 3.0º TCH 43´. Trees.

SERVICE: FUEL 100LL LGT Actvt REIL Rwy 07 and 25; PAPI Rwy 07 and 25; MIRL Rwy 07–25—CTAF.

AIRPORT REMARKS: Attended 1400–2200Z‡. Steam from cooling twrs NW occasionally obscures obstruction lghts on twr North. Deer on and in vicinity of arpt. Rw 07 has 3’ ditch 80´ L and R of cntrln first 1000´. 6–8’ brush parallel to Rw 25, 100´ fm cntrln, fm thr to 1000´ fm thr. 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

CLEARANCE DELIVERY PHONE: For CD ctc Huntington ATCT at 304-453-2490.

POTOMAC AIRPARK (See BERKELEY SPRINGS on page 389)
RAINELLE  N37°58.52’ W80°48.39’  NOTAM FILE EKN.
(L) VORW 116.6  RNL  353° 15.7 NM to Summersville. 3350/4W.

RALEIGH CO MEML  (See BECKLEY on page 388)

RANDOLPH CO  N38°53.64’ W79°51.56’  NOTAM FILE EKN.
NDB (HW) 284° RQY at Elkins/Randolph Co (Jennings Randolph Fld). 1938/7W.
NDB unusable:
018°–084° byd 10 NM
085°–017° byd 15 NM

RAVENSWOOD  JACKSON CO  (I18)  6 SW UTC–5(–4DT)  N38°55.79’ W81°49.17’
758 B  NOTAM FILE EKN

RWY 04–22: H4000X75 (ASPH) S–12.5 MRL  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 ACTVT REIL Rwys 04 and 22, PAPI Rwys 04 and 22; MIRL Rwy 04–22 and windsock lgt—CTAF. VGSI and descent angles not coincident.

AIRPORT REMARKS:  Attended 1300–2100Z‡. Parachute Jumping. Deer and birds on and invof arpt. +482’ stack 1/2 mile NW of arpt. 15´ trees parallel to Rwy 04, 75´ left of centerline. Rwy 04 has over 50´ drop-off 200´ fm thr on each end.

AIRPORT MANAGER: 304-273-8114

WEATHER DATA SOURCES: AWOS–2 121.3 (304) 273–3424.

COMMUNICATIONS: CTAF/UNICOM 122.8

HUNTINGTON APP/DEP CON 128.4

CLEARANCE DELIVERY PHONE:  For CD ctc huntington ATCT at 304-453-2490.

RADIO AIDS TO NAVIGATION:

HENDERSON  (H) DME 115.9  HNN Chan 106  N38°45.25’
W82º01.57’  043º 14.3 NM to fld. 880/0W.

DME unusable:
185º–290º blo 4,500´

RICHWOOD MUNI  (3I4)  6 W UTC–5(–4DT)  N38°15.50’ W80°39.08’

2486  NOTAM FILE EKN

RWY 10–28: H3360X60 (ASPH)  2.1% up E
RWY 28: Trees.


AIRPORT MANAGER: 304-846-2744

COMMUNICATIONS: CTAF 122.9


RADIO AIDS TO NAVIGATION: NOTAM FILE BKW.

BECKLEY  (H) VORW/DME 117.7  BKW Chan 124  N37°46.82’
W81º07.41’  044º 36.4 NM to fld. 2517/6W.

DME unusable:
083º–200º byd 21 NM
VOR unusable:
070º–200º
SHINNSTON

WADE F MALEY FLD (6W0) 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 invof arpt. Rwy 23: 15´ drop–off 10´ from thld OB. Rwy 05: 20´ drop–off 15´ from thld OB. High terrain all quadrants. Rwy 05–23, 20´ power poles middle of rwy, 65´ left and rgt of centerline. 400´ ridge/trees 1,100´ from thld Rwy 23 0B. 15´ drop–off 45´ from centerline full length both sides of rwy. Actf 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. Power Plant–2 stacks, 1979 MSL, 1009 AGL, 3 mi SW.

AIRPORT MANAGER: 304-592-2426

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Clarksburg Apch at 304-842-2011, when Apch clsd ctc Cleveland ARTCC at 440-774-0226.

SIMPSON (See PHILIPPI on page 402)

SLATE RUN (See SPENCER on page 404)

SPENCER

BÖGGS FLD (USW)(KUSW) 1 N UTC–5(–4DT) N38º49.43´ W81º20.93´

928 B TPA—See Remarks NOTAM FILE EKN
RWY 10–28: H4549X75 (ASPH) MIRL
RWY 10: Trees.
RWY 28: Ground.

SERVICE: S2 FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 10–28—CTAF. ACTIVATE rotating bcn—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1300–2100Z‡. 24 hr self svc credit card fuel. Wildlife and deer on and invof rwy. TPA—1928(1000) single/multiengine acft, 2428(1500) turbine/large acft. NSTD safety area, 50´ hill 170´ from each side of rwy centerline. Ocnl 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

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 N38º45.25´ W82º01.57´ 082º 32.0 NM to fld. 880/0W.

DME unusable:
185º–290º blo 4,500´

SLATE RUN (55I) 3 SE UTC–5(–4DT) N38º46.65´ W81º18.62´

1001 NOTAM FILE EKN
RWY 16–34: H1730X30 (ASPH) LIRL(NSTD)
RWY 16: Trees.
RWY 34: Ground.


AIRPORT REMARKS: Unattended. Deer on and invof 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
SUMPERSVILLE (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.
SERVICE: FUEL 100LL LGT Actvt MIRL Rwy 04–22—CTAF. Rwy 04 REIL OTS indefy. Rwy 22 REIL OTS indefy. Rwy 22 PAPI lgtys OTS indefy. Lighthouse 2 mi SE. May be mistaken for rgr bcn.
AIRPORT MANAGER: 304-881-1600
COMMUNICATIONS: CTAF/UNICOM 122.8
 CLEARANCE DELIVERY PHONE: For CD ctc Charleston Apch at 304-344-5867 ext 281.
AIRPORT REMARKS:
AIRPORT MANAGER: (304) 542-3311
COMMUNICATIONS: CTAF 122.9
 CLARKSBURG APP/DEP CON 121.15 (1200–0400Z‡)
INDIANAPOLIS CENTER APP/DEP CON 125.55 (0400–1200Z‡)
CLEARANCE DELIVERY PHONE: For CD ctc Indianapolis ARTCC at 317-247-2411.
RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.
ELKINS (L) VORTACW 114.2 EKN Chan 89 N38º54.87´ W80º05.96´ 249º 29.3 NM to fld. 2160/7W.
TACAN AZIMUTH & DME unusable:
081º–189º byd 32 NM blo 4,000´
273º–039º byd 12 NM blo 6,000´

TITUS FLD (See ARTHURDALE on page 388)

TRI–STATE/MILTON J FERGUSON FLD (See HUNTINGTON on page 395)

UPSHUR CO RGNL (See BUCKHANNON on page 390)

VERSIL N39°15.24´ W81º29.10´ NOTAM FILE PKB.
NDB (LOMW) 388 PK 028º 5.9 NM to Mid–Ohio Valley Rgnl. 812/7W.
NDB unusable:
000º–094º byd 10 NM blo 3,000´
095º–140º
150º–210º byd 10 NM

WADE F MALEY FLD (See SHINNSTON on page 404)

NE, 14 JUL 2022 to 8 SEP 2022
**WEST VIRGINIA**

**WELCH MUNI**  
I25  3 SE UTC–5(–4DT)  N37°25.11´ W81°31.86´  
2118  NOTAM FILE EKN  
RWY 09–27: H2695X50 (ASPH)  
RWY 09: Trees.  
RWY 27: Trees.  
**AIRPORT MANAGER:** 304-436-2214  
**COMMUNICATIONS:** CTAF 122.9  
**CLEARANCE DELIVERY PHONE:** For CD ctc Indianapolis ARTCC at 317-247-2411.

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**WEST VIRGINIA INTL YEAGER**  
(See CHARLESTON on page 391)

**WHEELING OHIO CO**  
(HLG)(KHLG)  8 NE UTC–5(–4DT)  N40°10.50´ W80°38.78´  
1194  B NOTAM FILE HLG  
RWY 03–21: H5002X150 (ASPH–GRVD) S–120, D–170, 2S–175, 2D–290 HIRL 0.5% up NE  
RWY 03: MALSF. RVR–TR Trees.  
RWY 21: REIL. VASI(V2L)—GA 3.0º TCH 42´. RVR–TR Trees.  
RWY 16–34: H4499X150 (ASPH) S–110, D–143, 2S–175, 2D–230 MIRL 0.4% up SE  
RWY 16: Trees.  
RWY 34: REIL. PAPI(P2L)—GA 3.0º TCH 42´. Trees.  
**SERVICE:** FUEL 100LL, JET A LGT  
When twr clsd ACTIVATE MALSF Rwy 03, REIL Rwy 21 and Rwy 34, PAPI Rwy 34, HIRL Rwy 03–21, MIRL Rwy 16–34, twy lgts except Twy A—CTAF. Rwy 34 REIL OTS indef. Rwy 34 PAPI OTS indef. Twy B centerline lgts OTS indef. Rwy 21 VASI unusbl byd 8º left of cntrln.  
**AIRPORT REMARKS:** Attended Mon–Fri 1200–0300Z‡, Sat–Sun 1300–0100Z‡. Birds and deer on and invof arpt.  
**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)(L) VOR/DME 112.2 HLG Chan 59 N40°15.59´ W80°34.12´ 222° 6.2 NM to fld. 1269/7W.  
VOR portion unusbl.  
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 unusbl when ATCT clsd. Glideslope unusbl for cpd apchs blw 1,401´.
WILLIAMSON

APPALACHIAN RGNL (EBD)(KEBD)  8 E  UTC–5(–4DT)  N37º40.91´ W82º07.32´

1883  B  NOTAM FILE EKN
RWY 08–26: H5001X75 (ASPH)  MIRL  1.1% up E
RWY 08: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Trees.
RWY 26: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Tree.
SERVICE: FUEL 100LL, JET A1  LGT ACTVT REIL Rwy 08–26, PAPI Rwy 08–26; MIRL Rwy 08–26—CTAF.
AIRPORT MANAGER: 304-235-0338
COMMUNICATIONS: CTAF/UNICOM 122.8
INDIANAPOLIS CENTER APP/DEP CON 126.575
CLEARANCE DELIVERY PHONE: For CD ctc Indianapolis ARTCC at 317-247-2411.
RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.
NEWCOMBE (L) DME 110.4  ECB  Chan 41  N38º09.50´ W82º54.60´  127º 47.1 NM to fld. 1070/0W.
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>
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<td>WOOLY (132.775)</td>
<td>R-341 R-044</td>
<td>I-270</td>
</tr>
<tr>
<td>PALEO (132.775)</td>
<td>R-045 R-119</td>
<td>I-95</td>
</tr>
<tr>
<td>WHINO (125.125)</td>
<td>R-120 R-172</td>
<td>Abeam Chesapeake Beach</td>
</tr>
<tr>
<td>GRUBY (125.125)</td>
<td>R-173 R-214</td>
<td>Northern boundary Wicomico River</td>
</tr>
<tr>
<td>BRV (127.325)</td>
<td>R-215 R-236</td>
<td>Western boundary Potomac River / Widewater Beach</td>
</tr>
<tr>
<td>FLUKY (127.325)</td>
<td>R-237 R-269</td>
<td>West side of Lunga Reservoir</td>
</tr>
<tr>
<td>JASEN (127.325)</td>
<td>R-270 R-309</td>
<td>VA Route 29</td>
</tr>
<tr>
<td>LUCKE (127.325)</td>
<td>R-310 R-339</td>
<td>VA Route 7</td>
</tr>
</tbody>
</table>

NE, 14 JUL 2022 to 8 SEP 2022
**General Information:**

The DC SFRA is defined by a circle with a 30 NM radius off of the DCA VOR/DME. This airspace also includes the DC Flight Restricted Zone (DC FRZ) and the Leesburg Maneuvering Area (LMA). For additional airspace information check the NOTAMs for the latest information.

Gates are defined by existing intersections in the National Airspace System. It is not a requirement to fly to an intersection prior to entering, departing, or transitioning the DC SFRA. Prior to turning on course pilots should ensure they are well clear of the DC SFRA to avoid a pilot deviation.

**ATC Terms Specific to the DC SFRA:**

**DC SFRA Flight Plan:** A flight plan filed for the sole purpose of complying with the requirements for VFR operations into, out of, and through the DC SFRA. This flight plan is separate and distinct from a standard VFR flight plan, and does not include search and rescue services.

**Fringe Airports:** The following airports located near the outer boundary of the DC SFRA are identified as Fringe Airports: Barnes (MD47), Flying M Farms (MD77), Mountain Road (MD43), Robinson (MD14), and Skyview (51VA).

**Security Services:** Identification, communications and security tracking provided by an ATC facility in support of DOD, or other security elements. **NOTE:** Security services do not include basic radar services or any other ATC services.

**Remain on the assigned code until you land:*** Used when Potomac hands an inbound VFR flight off to the tower or authorizes change to advisory frequency for non towered airports. It reminds pilots to remain on the assigned discrete transponder code until after landing. **NEVER squawk 1200 inside the DC SFRA.**

**Transponder observed:** Used to inform a pilot that the aircraft's assigned beacon code and position has been observed. This transmission does not imply ATC services. It conveys only that the transponder reply has been observed and its position correlated for movement through security airspace.

**Procedures for Traffic Pattern Work:**

**Towered Airport:** Request pattern work from tower; squawk 1234, remain in two-way communication with tower.

**Non-Towered Airport:** File DC SFRA flight plan; obtain and squawk discrete transponder code from Potomac , communicate pattern position via published CTAF, and if able monitor VHF guard on 121.5 or UHF guard on 243.0

**Emergency Procedures:**

**Transponder failure:** An aircraft unable to transmit the ATC-assigned transponder code must contact ATC and comply with all instructions. If unable to contact ATC, the
aircraft must exit the DC SFRA by the most direct lateral route unless: the departure point is within the SFRA and the departure point is closer than the SFRA boundary, the pilot may return to the departure point by the most direct route.

Communications failure: An aircraft unable to communicate with ATC should squawk 7600 and exit the DC SFRA/FRZ by the most direct lateral route unless; 1: The departure point is within the SFRA and the departure point is closer than the SFRA boundary, the pilot may return to the departure point by the most direct route. 2: If the departure point is within the FRZ and the aircraft is within 5nm of the departure point, the pilot may return to the departure point by the most direct route. Otherwise, the pilot must exit the FRZ via the most direct route.

Intercepts: Review interception procedures in the AIM. If you are intercepted, follow all instructions given by the intercepting aircraft. Monitor 121.5, provide call sign /position, and squawk 7700 unless otherwise directed.

Washington DC SFRA
Standard Requirements

Requirements to operate to/from, or within the DC SFRA

   - Training is noted by a completion certificate generated at the end of the training course. It is recommended that pilots carry a copy of this certificate with them.
   - This training is mandatory for pilots within a 60NM radius of the DCA VOR/DME and recommended for pilots within a 100NM radius of the DCA VOR/DME.

2. Two-way radio

3. Operating transponder with altitude reporting (Mode C)

4. Flight plan appropriate for the intended operations:
   - IFR: IFR flight plan
   - VFR: DC SFRA flight plan for all operations, except:
   - Fringe airport egress (no flight plan required)
   - Leesburg Entry and Egress (no flight plan required)
   - Towered airport pattern work (make request to tower)

5. Discrete transponder code for all operations, except:
   - Leesburg (1226)
   - Fringe airport egress (1205)
   - Towered airport pattern work (1234)
6. VFR speed restriction (\(\leq 180\) KIAS in DC SFRA, & \(\leq 230\) KIAS from 30 NM - 60 NM from the DCA VOR/DME unless otherwise authorized.)

7. Communication with ATC for all operations, except:
   - Leesburg (JYO) egress/ingress: make CTAF calls
   - Fringe airport egress: monitor guard if able
   - Towered airport pattern work: talk to tower
   - Non-tower airport pattern work:
     - Make CTAF calls and monitor Guard if able.

8. To enter or exit the DC SFRA under IFR, pilots must:
   - File and activate their IFR flight plan before entering the DC SFRA.
   - Pilots may **not** depart VFR and pick up an IFR clearance and transponder code in the air.

   **Activate:** A DC SFRA flight plan to enter/exit the DC SFRA under VFR activates when the pilot obtains a discrete transponder code except:
   - Leesburg (JYO) ingress/egress: with CTAF calls
   - Fringe airport egress: when pilot squawks 1205
   - Towered airport pattern: with squawk & talk
   - Non-tower airport pattern: with CTAF calls

   **Closing:** The DC SFRA flight plan closes when the aircraft exits or lands at an airport inside the DC SFRA.

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### Potomac TRACON Telephone Numbers

<table>
<thead>
<tr>
<th>Area Name</th>
<th>Nearest major airport)</th>
<th>Telephone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shenandoah</td>
<td>Dulles (IAD)</td>
<td>1-866-709-4993</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1-540-349-4097</td>
</tr>
<tr>
<td>Mount Vernon</td>
<td>Reagan National (DCA)</td>
<td>1-866-599-3874</td>
</tr>
<tr>
<td></td>
<td>Andrews AFB (ADW)</td>
<td>1-540-349-0493</td>
</tr>
<tr>
<td>Chesapeake</td>
<td>Baltimore (BWI)</td>
<td>1-866-429-5882</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1-540-349-8478</td>
</tr>
<tr>
<td>James River</td>
<td>Richmond (RIC)</td>
<td>1-866-640-4124</td>
</tr>
<tr>
<td></td>
<td>Charlottesville (CHO)</td>
<td>1-540-349-9697</td>
</tr>
</tbody>
</table>
Step 1: Preflight – File a DC SFRA Flight Plan

- ALWAYS review NOTAMs for current TFR information.
- File a DC SFRA flight plan.
  
  **Suggested language:** “I would like to file a DC SFRA flight plan for VFR flight from (departure airport) to (appropriate exit gate)”.
- If desired, file separate a VFR flight plan (search and rescue), to be activated after departing the DC SFRA.

Step 2: Pre-Takeoff – Activate DC SFRA Flight Plan

- Call ATC (tower, RCO, phone) for frequency & transponder code.
  
  **Suggested language:** “Potomac Clearance, (call sign) at Tipton, VFR Departure.”
- Set assigned departure frequency and transponder code. **NEVER squawk 1200 inside the DC SFRA.**
- Verify that Mode C (ALT) is ON.

**Aircraft operating at Leesburg (JYO):**
  
  Egress with transponder code of 1226 and CTAF calls.
  See separate NOTAM for Leesburg.

**Fringe airport egress:**
  
  Monitor VHF frequency 121.5 or UHF frequency 243.0

Step 3: After Takeoff – Communicate with ATC

- Establish radio contact with Potomac TRACON
  
  **Suggested language:** “Potomac Departure, (call sign), off Tipton”
- Monitor the assigned frequency
- Remain out of Class B airspace unless explicitly cleared to enter.

Step 4: Exiting – Close DC SFRA Flight Plan

- Remain on the assigned frequency / transponder code until ATC authorizes change. **NOTE:** Verify that you are clear of the DC SFRA prior to changing frequency or transponder code. **NEVER squawk 1200 inside the DC SFRA.** A DC SFRA flight plan closes automatically upon exiting the DC SFRA.

**NE, 14 JUL 2022 to 8 SEP 2022**
Step 1: Preflight – File a DC SFRA Flight Plan

- ALWAYS review NOTAMs for current TFR information
- File a DC SFRA flight plan.
  **Suggested language:** “I would like to file a DC SFRA flight plan for VFR flight from (appropriate entry gate) to (destination airport).”

Step 2: Before Entry – Activate DC SFRA Flight Plan

- Before entry, contact Potomac Approach on the appropriate sector frequency to request a discrete transponder code. The appropriate frequencies are located on the Washington Terminal Area Chart and in the Chart Supplement Northeast.
  **Suggested language:** “Potomac Approach, (call sign) at (arrival gate), VFR, requesting SFRA transponder code to (destination airport).”

  **Aircraft operating at Leesburg (JYO):**
  Enter with transponder code of 1226 and CTAF calls.
  See separate NOTAM for Leesburg.

- Set assigned transponder code. **NEVER squawk 1200 inside the DC SFRA.**
- Verify that Mode C (ALT) is ON.
- Continue inbound unless otherwise instructed.
- Remain out of Class B airspace unless explicitly cleared to enter.

Step 3: After Entry – Maintain Communication with ATC

- Monitor Potomac Approach
- Remain out of Class B airspace unless explicitly cleared to enter.

Step 4: Arriving – Close DC SFRA Flight Plan

- Change to tower / advisory frequency when so instructed.
- Remain on assigned transponder code until you land. **NEVER squawk 1200 in the DC SFRA.**
- DC SFRA flight plan closes upon landing.
Washington DC SFRA
VFR Transitioning Procedures

Step 1: Preflight - File a DC SFRA Flight Plan.
- Always review NOTAMS for current TFR information. TFRs can pop-up at any time in this area.
- File a DC SFRA flight plan listing the entry and departure gate information.
- Put the approximate time you expect to arrive at the entry gate.

  Suggested language: “I would like to file a DC SFRA flight plan for a VFR flight from (Entry gate) to (Departure gate).”

Step 2: Before Entry: Activate DC SFRA Flight Plan
- Before entry, contact Potomac Approach on the appropriate sector frequency to request a discrete transponder code. The appropriate frequencies are located on the Washington Terminal Area Chart and in the Chart Supplement Northeast.
  Suggested language: “Potomac Approach, (Call Sign), (state location), 10 west of the LUCKE gate requesting a discrete transponder code for transiting the DC SFRA.”
- Set the assigned transponder code and verify MODE C/ALT is ON. NEVER squawk 1200 inside the DC SFRA.
- Potomac Approach will notify you when the transponder has been observed and when you are able to proceed on course into the DC SFRA.
- Remain clear of the Class B airspace unless explicitly cleared to enter.

Step 3: After Entry: Communicate with ATC
- Maintain communication with Potomac Approach on the assigned frequency.
- Remain clear of the Class B airspace unless explicitly cleared to enter.
- Remain clear of the DC Flight Restricted Zone (FRZ) unless you comply with the requirements for DC FRZ entry.
- Monitor 121.5/243.0 if equipped and able.

Step 4: Exiting the DC SFRA
- Remain on your assigned frequency and transponder code until ATC authorizes you to change.
- DC SFRA flight plans close automatically upon exiting the airspace.
  NEVER squawk 1200 inside of the DC SFRA. Ensure you are well clear of the boundaries prior to squawking VFR.
Washington DC Flight Restricted Zone (FRZ) Standard Requirements

Unless specifically authorized by a waiver, flight operations under 14 CFR parts 91, 101, 103, 105, 125, 133, & 137 are prohibited in the DC FRZ.

VFR pilots should think of the DC FRZ as a “no-fly” area.

1. Before departing from an airport within the DC FRZ, or before entering the DC FRZ, all pilots must:
   - File a DC FRZ flight plan with the Washington ARTCC Flight Data Unit at 703-771-3476. The initiator/pilot must identify themselves and use the confidential; pilot identification code or their waiver number. Pilots may not file a DC FRZ flight plan while airborne.
   - Obtain and continuously transmit the discrete transponder code assigned by an ATC facility.

2. A DC FRZ flight plan will meet the requirements for a DC SFRA flight plan, but the reverse is not true. A DC SFRA flight plan will not fulfill the requirements for VFR operations in the DC FRZ.

3. When operating an aircraft in the DC FRZ, pilots must continuously monitor VHF frequency 121.5 or UHF frequency 243.0.

4. Operations into or out of College Park Airport (CGS), Potomac Airfield (VKX), or Washington Executive / Hyde Airfield (W32) must meet the requirements of §93.343 and any applicable NOTAMS.
EASTON, MARYLAND NOISE ABATEMENT PROCEDURE

When Easton Airport Traffic Control Tower is closed:
Departure RWY 22: Right turn and avoid overflight of Town of Easton. Departure RWY 04: Left turn at end of RWY to parallel HWY 50 until past mobile home park.
No intersection take offs. VFR Arrivals: Report the Miles River bridge, 2.7 miles southwest of the airport at 2000’ MSL for sequence to all RWYS. Contact 410-770-8055.

WEST ATLANTIC ROUTE SYSTEM (WATRS)

SOUTHBOUND

SOUTHBOUND WATRS PLUS ROUTE STRUCTURE ACCESS FROM NEW YORK METROPOLITAN AREA

All operators entering New York Center’s West Atlantic Route System (WATRS) southbound on ATS routes: L453, L454, L455, L456, L459, AND L461 shall flight plan and file the following routes:

<table>
<thead>
<tr>
<th>ATS ROUTE</th>
<th>WATRS ACCESS ROUTING (From JFK)</th>
<th>WATRS ACCESS ROUTING (From EWR and satellites)</th>
</tr>
</thead>
<tbody>
<tr>
<td>L453</td>
<td>SHIPP Y488 SAUCR</td>
<td>ELVAE COL DIXIE Y481 OHRYN Y488 SAUCR</td>
</tr>
<tr>
<td>L454</td>
<td>SHIPP Y490 ROLLE ATUGI</td>
<td>ELVAE COL DIXIE Y481 OHRYN Y490 ROLLE ATUGI</td>
</tr>
<tr>
<td>L455</td>
<td>SHIPP Y489 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 YAALLE Y495 CAMRN</td>
<td>SAUCR VIRST Y494 YAALLE Y497 SUBBS CYN GXU RVB V249 METRO</td>
</tr>
<tr>
<td>L454 and L457</td>
<td>OKONU YAALLE Y495 CAMRN</td>
<td>OKONU MOUGH Y497 SUBBS CYN GXU RVB V249 METRO</td>
</tr>
<tr>
<td>L455 and L459</td>
<td>SAVIK YAALLE Y495 CAMRN</td>
<td>SAVIK MOUGH Y497 SUBBS CYN GXU RVB V249 METRO</td>
</tr>
<tr>
<td>L456 and L461</td>
<td>MARIG YAALLE Y495 CAMRN</td>
<td>MARIG MOUGH Y497 SUBBS CYN GXU RVB 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.

NE, 14 JUL 2022 to 8 SEP 2022
AEROBATIC PRACTICE AREA
Roxbury, Connecticut
Aerobatic practice area will be conducted between the altitudes of 2500 ft and 4500 ft MSL and performed within an approximate 2 mile radius of a point defined from the CARMEL VOR/DME (CMK) as the 052 degree radial/21.9 GPS–DME fix. It is 8 NM NW of the Oxford, CT airport (OXC).

SEARCH LIGHT DEMONSTRATION
Baltimore, Maryland
Downtown, at the Inner Harbor
Each evening, seven days per week
A vertical search light beam demonstration will be conducted at the Pier V Hotel, at Baltimore Inner Harbor, Baltimore, Maryland, BAL 028/7. Lat N39°17’24”, Long W76°36’27”. Search light beams are being radiated from the SFC upward. Flashblindness or cockpit illumination may occur at several miles distance.

Laser Light Activity
Canobie Lake Water Park, Salem, New Hampshire
Laser light shows are being conducted at the Canobie Lake Water Park in Salem, NH. Show orientation and laserbeam projections will be directed in all 360° directions. Laser light beams may be injurious to pilot's/passenger's eyes within 3,000 feet laterally of the light source and surface to 1,650 feet AMSL. The secondary effects of flash blindness or cockpit illumination may occur beyond these distances. The laser will be stationed at N42°47’32”/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
Darien Lake Theme Park, Darien Center, New York
Laser light demonstrations are being conducted at the Darien Lake Theme Park, Darien Center, NY. The show orientation and laser beam projection are directed to the southern half of a circle from this site. Buffalo VOR/DME 100R/12NM. (42°56’04”N/78º23´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 (N40º34´47”/W75º32´06”). Laser light beams may be injurious to pilot's/passenger’s eyes within 2000 ft laterally of the light source, 500 ft AGL, 1100 ft AMSL. The secondary effects of flash blindness or cockpit illumination may occur beyond these distances. Allentown ATCT, 1–610–264–4539 is the FAA coordination facility.

MODEL AIRCRAFT ACTIVITY, HARFORD COUNTY MARYLAND
Radio controlled model aircraft operating to 800 feet AGL vicinity of N39°37’30” W76°18´35” in Harford County, Maryland.

CHARLESTON, WEST VIRGINIA
Mine blasting approximately 25 NM south and southeast of Charleston, West Virginia as follows:
Mine Blasting HVQ VORTAC 110º 25 DME to 400’ AGL
Mine Blasting HVQ VORTAC 189º 26 DME to 300’ AGL
CAUTION—FISH SPOTTING ACTIVITY—CHESAPEAKE BAY AND COASTAL WATERS

Caution is advised for extensive fish spotting 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.

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:

<table>
<thead>
<tr>
<th>Region</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Atlantic</td>
<td>123.45 MHz</td>
</tr>
<tr>
<td>Caribbean</td>
<td>123.45 MHz</td>
</tr>
<tr>
<td>Pacific</td>
<td>123.45 MHz</td>
</tr>
</tbody>
</table>

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.

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.

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
TEB Helicopter Routes Are Advisory Only

NE, 14 JUL 2022 to 8 SEP 2022
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.
§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 79º03´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.
High Range Noise Event program: Operators that cause noise levels at or above 93 dBA will be contacted.
Voluntary restraint from flying time period is from midnight to 6:30 am local time. Limit use of reverse thrust.
Run-ups: Must receive prior approval from airport operations. No aircraft with certificated maximum gross weight in excess of 120,000 lbs shall land or take off at the airport without prior permission of the Airport Manager.
For all aircraft above 12,500 lbs: Use 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.

NE, 14 JUL 2022 to 8 SEP 2022
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

<table>
<thead>
<tr>
<th>NANTUCKET ATCT FREQUENCIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATIS 127.5</td>
</tr>
<tr>
<td>CLEARANCE 119.375</td>
</tr>
<tr>
<td>GROUND 121.7</td>
</tr>
<tr>
<td>TOWER 118.3</td>
</tr>
</tbody>
</table>

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.
ROCHESTER INTL (ROC) ARRIVAL ALERT

Landing Southwest
RWY 25 and RWY 28

Pilot sometimes confuse RWY 25 and RWY 28.

Not for Navigational Purposes
For Situational Awareness Only
For Inquiries: 9-awa-RunwaySafety@faa.gov
Effective 19 MAY 2022 to 16 MAY 2024

NE, 14 JUL 2022 to 8 SEP 2022
The following narratives summarize the FAR Part 93 Special Air Traffic Rules, and Airport Traffic Patterns in effect as prescribed in the rule. This information is advisory in nature and in no way relieves the pilot from compliance with the specific rules set forth in FAR Parts 91 and 93.

Special Airport Traffic Areas prescribed in Part 93 are depicted on Sectional Aeronautical Charts, Enroute Low Altitude Charts, and where applicable, on VFR Terminal Area Charts.

OPERATIONS RESERVATIONS FOR HIGH DENSITY TRAFFIC AIRPORTS
KENNEDY, LAGUARDIA, AND WASHINGTON REAGAN NATIONAL

The Federal Aviation Administration (FAA) has designated New York’s Kennedy and LaGuardia Airports and Washington Reagan National Airport as High Density Traffic Airports (HDTA), Title 14, Code of Federal Regulations, part 93, subpart K, and has prescribed air traffic rules and requirements for operating aircraft (excluding helicopters) to and from those airports during certain hours.

Reservations are required for operations from 6 a.m. through 11:59 p.m. local time at LaGuardia Airport and Washington Reagan National Airport. Reservations at Kennedy Airport are required from 3 p.m. through 7:59 p.m. local time.

Reservation procedures are detailed in Advisory Circular 93–1, Reservations for Unscheduled Operations at High Density Traffic Airports. A copy of the advisory circular is available on the FAA website at http://www.faa.gov. Reservations for unscheduled operations are allocated through the Enhanced Computer Voice Reservation System (e–CVRS) accessible via telephone or the Internet. This system may not be used to make reservations for scheduled air carrier or commuter flights.

The toll–free telephone number for accessing e–CVRS is 1–800–875–9694 and is available for calls originating within the United States, Canada, and the Caribbean. Users outside the toll–free areas may access e–CVRS by calling the toll number of 703–707–0568. The Internet web address for accessing the e–CVRS is http://www.fly.faa.gov/ecvrs. If you have any questions about reservation requirements or are experiencing problems with the system, you may telephone the Airport Reservation Office at the Air Traffic Control System Command Center at (703) 904–4452.

Requests for instrument flight rules (IFR) reservations will be accepted beginning 72 hours prior to the proposed time of operation at the high–density airport. For example, a request for an 11 a.m. reservation on a Thursday will be accepted beginning at 11 a.m. on the previous Monday.

IFR reservations must be obtained prior to IFR landing or takeoff at an HDTA during slot controlled hours. An air traffic control (ATC) clearance does not constitute a reservation. A reservation does not constitute permission to operate at an HDTA if additional operational limits or procedures are required by NOTAM and/or regulation.

Aircraft involved in medical emergencies will be handled by ATC without regard to a reservation after obtaining prior approval of the ATC System Command Center on (703) 904–4452. ATC will accommodate declared other emergency situations without regard to slot reservations.

NOTE: Visual flight rule (VFR) reservations via ATC for unscheduled operations at LaGuardia are not authorized from 7 a.m. through 8:59 a.m. local time and 4 p.m. through 6:59 p.m. local time, Monday through Friday and Sunday evenings, unless otherwise announced by NOTAM. Both IFR and VFR operations during those time periods must obtain an advance reservation through e–CVRS.
INTENTIONALLY LEFT BLANK
Flight Service Station (FSS) facilities process flight plans and provide flight planning and weather briefing services to pilots. FSS services in the contiguous United States, Hawaii and Puerto Rico, are provided by a contract provider at two large facilities. In Alaska, FSS services are delivered through a network of three hub facilities and 14 satellite facilities, some of which operate part-time and some are seasonal. Because of the interconnectivity between the facilities, all FSS services including radio frequencies are available continuously using published data.

Further information can be found in the Aeronautical Information Manual (AIM).

**NATIONAL FSS TELEPHONE NUMBER**

Pilot Weather Briefings ........................................ 1–800–WX–BRIEF (1–800–992–7433)

**OTHER FSS TELEPHONE NUMBERS (except in Alaska)**


**FLIGHT RESTRICTED ZONE FLIGHTS**

Pilots wishing to fly within the Flight Restricted Zone (FRZ) must call the Washington ARTCC Flight Data Unit at 703–771–3476.
FAA TELEPHONE NUMBERS AND NWS
KEY AIR TRAFFIC FACILITIES

Air Traffic Control System Command Center
Main Number......................... 540–422–4100

RGNL AIR TRAFFIC DIVISIONS

<table>
<thead>
<tr>
<th>REGION</th>
<th>TELEPHONE</th>
</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 NAME</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>310–725–3300</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>7:00 a.m.–3:30 p.m.</td>
<td>305–716–1500</td>
<td>305–716–1731</td>
</tr>
<tr>
<td>Minneapolis</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>651–463–5580</td>
<td>651–463–5588</td>
</tr>
<tr>
<td>New York</td>
<td>718–995–5426</td>
<td>8:00 a.m.–4:40 p.m.</td>
<td>631–468–1001</td>
<td>631–468–1452</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>
</tr>
<tr>
<td>Washington</td>
<td>718–995–5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>703–771–3401</td>
<td>703–771–3587</td>
</tr>
</tbody>
</table>

*Facilities can be contacted through the Rgnl Duty Officer during non–business hours.

**For use when numbers or frequencies are not listed in the airport listing.

MAJOR TERMINAL RADAR APPROACH CONTROLS (TRACONs)

<table>
<thead>
<tr>
<th>TRACON NAME</th>
<th>*24 HR RGNL DUTY OFFICE TELEPHONE #</th>
<th>BUSINESS HOURS</th>
<th>BUSINESS TELEPHONE #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atlanta</td>
<td>678–364–6131</td>
<td>7:00 a.m.–3:30 p.m.</td>
<td>678–364–6000</td>
</tr>
<tr>
<td>Chicago</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>847–608–5509</td>
</tr>
<tr>
<td>Dallas–Ft. Worth</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>972–615–2500</td>
</tr>
<tr>
<td>Denver</td>
<td>425–227–1389</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>303–342–1500</td>
</tr>
<tr>
<td>Houston</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>281–230–8400</td>
</tr>
<tr>
<td>New York</td>
<td>718–995–5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>516–683–2901</td>
</tr>
<tr>
<td>Northern CA</td>
<td>310–725–3300</td>
<td>7:00 a.m.–3:30 p.m.</td>
<td>916–366–4001</td>
</tr>
<tr>
<td>Potomac</td>
<td>718–995–5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>540–349–7500</td>
</tr>
<tr>
<td>Southern CA</td>
<td>310–725–3300</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>858–537–5800</td>
</tr>
</tbody>
</table>

*Facilities can be contacted through the Rgnl Duty Officer during non–business hours.
FAA TELEPHONE NUMBERS AND NWS
KEY AIR TRAFFIC FACILITIES

433

DAILY NAS REPORTABLE AIRPORTS
AIRPORT
NAME
Albuquerque Intl Sunport, NM
Andrews AFB, MD
Baltimore/Washington
Intl Thurgood Marshall, MD
Boston Logan Intl, MA
Bradley Intl, CT
Burbank/Bob Hope, CA
Charlotte Douglas Intl, NC
Chicago Midway, IL
Chicago O’Hare Intl, IL
Cleveland Hopkins Intl, OH
Covington/Cincinnati, OH
Dallas–Ft. Worth Intl, TX
Dayton Cox Intl, OH
Denver Intl, CO
Detroit Metro, MI
Fairbanks Intl, AK
Fort Lauderdale Intl, FL
George Bush
Intercontinental/Houston, TX
Hartsfield–Jackson Atlanta Intl, GA
Honolulu (Daniel K Inouye Intl), HI
Houston Hobby, TX
Indianapolis Intl, IN
Kahului/Maui, HI
Kansas City Intl, MO
Las Vegas McCarran, NV
Los Angeles Intl, CA
Louis Armstrong New Orleans Intl, LA
Memphis Intl, TN
Miami Intl, FL
Minneapolis/St. Paul, MN
Nashville Intl, TN
New York Kennedy Intl, NY
New York La Guardia, NY
Newark Liberty Intl, NJ
Norman Y. Mineta San Jose Intl, CA
Ontario Intl, CA
Orlando Intl, FL
Philadelphia Intl, PA
Phoenix Sky Harbor Intl, AZ
Pittsburgh Intl, PA
Portland Intl, OR
Raleigh–Durham, NC
Ronald Reagan Washington
National, DC
Salt Lake City, UT
San Antonio Intl, TX
San Diego Lindbergh Intl, CA
San Francisco Intl, CA
San Juan Intl, PR
Seattle–Tacoma Intl, WA
St. Louis Lambert, MO
Tampa Intl, FL
Ted Stevens Anchorage Intl, AK
Teterboro, NJ
Washington Dulles Intl, DC
West Palm Beach, FL
Westchester Co, NY

*24 HR RGNL
DUTY OFFICE
TELEPHONE #
817–222–5006
718–995–5426

BUSINESS
HOURS
8:00 a.m.–5:00 p.m.
8:00 a.m.–4:30 p.m.

BUSINESS
TELEPHONE #
505–842–4366
301–735–2380

718–995–5426
404–305–5156
404–305–5156
310–725–3300
404–305–5180
817–222–5006
817–222–5006
817–222–5006
817–222–5006
817–222–5006
817–222–5006
425–227–1389
817–222–5006
907–271–5936
404–305–5180

8:00 a.m.–4:30
7:30 a.m.–4:00
7:30 a.m.–4:00
7:00 a.m.–5:30
8:00 a.m.–4:30
8:00 a.m.–4:00
8:00 a.m.–4:00
8:00 a.m.–4:00
8:00 a.m.–4:30
8:30 a.m.–5:00
7:30 a.m.–4:00
7:30 a.m.–4:00
8:00 a.m.–4:00
7:30 a.m.–4:00
7:00 a.m.–3:30

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410–962–3555
617–455–3100
203–627–3428
818–567–4806
704–344–6487
773–884–3670
773–601–7600
216–352–2000
859–372–6440
972–615–2531
937–415–6800
303–342–1600
734–955–5000
907–474–0050
305–356–7932

817–222–5006
678–364–6131
310–725–3300
817–222–5006
817–222–5006
310–725–3300
817–222–5006
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718–995–5426
310–725–3300
718–995–5426
425–227–1389
404–305–5180

7:30 a.m.–4:00 p.m.
7:00 a.m.–3:30 p.m.
7:30 a.m.–4:00 p.m.
8:00 a.m.–5:00 p.m.
8:00 a.m.–4:00 p.m.
7:30 a.m.–4:00 p.m.
7:30 a.m.–4:00 p.m.
7:30 a.m.–4:00 p.m.
7:00 a.m.–3:30 p.m.
7:00 a.m.–4:30 p.m.
7:30 a.m.–4:00 p.m.
7:00 a.m.–4:00 p.m.
8:00 a.m.–4:00p.m.
7:00 a.m.–3:30 p.m.
8:00 a.m.–4:30 p.m.
8:00 a.m.–4:30 p.m.
7:30 a.m.–4:00 p.m.
7:30 a.m.–4:00 p.m.
7:30 a.m.–4:00 p.m.
7:30 a.m.–5:00 p.m.
8:00 a.m.–4:30 p.m.
7:30 a.m.–4:00 p.m.
8:00 a.m.–4:30 p.m.
7:30 a.m.–4:00 p.m.
8:00 a.m.–4:30 p.m.

713–230–8400
404–559–5800
808–840–6100
713–847–1400
317–484–6600
808–877–0725
816–329–2700
702–262–5978
310–342–4900
504–471–4300
901–322–3350
305–869–5400
612–713–4000
615–781–5460
718–656–0335
718–335–5461
973–565–5000
408–982–0750
909–983–7518
407–850–7000
215–492–4100
602–379–4226
412–269–9237
503–493–7500
919–380–3125

718–995–5426
425–227–1389
817–222–5006
310–725–3300
310–725–3300
404–305–5180
425–227–1389
817–222–5006
404–305–5180
907–271–5936
718–995–5426
718–995–5426
404–305–5180
718–995–5426

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8:00

703–413–0330
801–325–9600
210–805–5507
619–299–0677
650–876–2883
787–253–8663
206–768–2900
314–890–1000
813–371–7700
907–271–2700
201–288–1889
571–323–6375
561–683–1867
914–948–6520

*Facilities can be contacted through the Rgnl Duty Officer during non–business hours.
NE, 14 JUL 2022 to 8 SEP 2022

a.m.–4:30
a.m.–4:00
a.m.–4:30
a.m.–4:30
a.m.–3:30
a.m.–5:00
a.m.–4:00
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## 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><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>KPI T</strong></td>
<td>ICAO location indicator</td>
<td><strong>KPI T</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; ’/’; Minus or Plus in U.S., 4-digit value, FeeT in U.S., (usually meters elsewhere); 4-digit value <em>Variability</em> 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, SCAlier 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. <em>Vertical Visibility</em> for obscured sky and height “VV004”. More than 1 layer may be reported or forecast. In automated METAR reports only, <em>CLEaR</em> for “clear below 12,000 feet”</td>
<td><strong>18/16</strong></td>
</tr>
<tr>
<td><strong>A2992</strong></td>
<td>Temperature: degrees Celsius; first 2 digits, temperature ”/” last 2 digits, dew-point temperature; <em>Minus</em> for below zero, e.g., M06</td>
<td><strong>A2992</strong></td>
</tr>
<tr>
<td><strong>Altimeter setting: indicator and 4 digits; in U.S., A-inches and hundredths; (Q- hectoPascals, e.g., Q1013)</strong></td>
<td><strong>18/16</strong></td>
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</table>
## KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

<table>
<thead>
<tr>
<th>Forecast</th>
<th>Explanation</th>
<th>Report</th>
</tr>
</thead>
<tbody>
<tr>
<td>WS010/31022KT</td>
<td>In U.S. TAF, non-convective low-level (≤2,000 ft) Wind Shear; 3-digit height (hundreds of ft); &quot;&quot;; 3-digit wind direction and 2-3 digit wind speed above the indicated height, and unit, KT</td>
<td>RMK SLP045 T01820159</td>
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<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>
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<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>
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<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>
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<tr>
<td>BECMG 1315</td>
<td>BECoMinG: change expected during 2-digit hour beginning and 2-digit hour ending time period</td>
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</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
- SG Snow grains
- SA Sand
- HZ Haze
- PY Spray
- DU Widespread dust
- Other
- SQ 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 fcst.
- 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.

**UNIVERSAL DEPARTMENT OF COMMERCE**

NOAA/PA 96052 National Oceanic and Atmospheric Administration—National Weather Service

NE, 14 JUL 2022 to 8 SEP 2022
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.

NE, 14 JUL 2022 to 8 SEP 2022
Air Route Traffic Control Centers frequencies and their remoted transmitter sites are listed below for the coverage of this volume. Bold face type indicates high altitude frequencies, light face type indicates low altitude frequencies. To insure unrestricted IFR operations within the high altitude enroute sectors, the use of 720 channel communications equipment (25 kHz channel spacing) is required.

<table>
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<th>Frequencies</th>
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<td>Young Harris –</td>
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<tr>
<td>Worcester</td>
<td>126.225 370.9</td>
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</table>

**CENTER REMARKS:**
- The provision of enroute Prim Radar SVC not AVBL in the Bos ARTCC Watertown NY area at 12000' & below; Rockdale/Utica NY areas at 11000' & below; Delancey NY area at 7000' & below and in the Syracuse.
### CLEVELAND CENTER

- **Algonac** – 134.775 (KZOB)
- **Altoona** – 132.125
- **Belmont** – 126.95
- **Bloomingville** – 284.625
- **Bradford** – 124.325
- **Carleton** – 134.775
- **Chardon** – 120.775
- **Detroit North** – 369.9
- **Dubois** – 126.725
- **Dunkirk** – 125.2
- **Findlay** – 135.1
- **Flint** – 127.7
- **Holland** – 135.775
- **Jackson** – 134.65
- **Litchfield** – 135.725
- **Mansfield** – 134.9
- **Moon Township** – 134.475
- **Morgantown** – 121.5
- **Mount Hope** – 243.0
- **Paris** – 120.6
- **Saginaw** – 133.875
- **Sandusky** – 132.45
- **Warren** – 134.125
- **Waterford** – 127.075
- **Waterville** – 128.625
- **Wayland** – 127.475

### INDIANAPOLIS CENTER

- **Bluefield** – 126.575
- **Brookville** – 135.8
- **Charleston** – 134.225
- **Evansville** – 132.525
- **Henryville** – 133.05
- **Hillsboro** – 121.5
- **Livingston** – 134.675
- **London** – 134.0
- **London 2** – 126.575
- **Lynch** – 126.575
- **Marietta** – 125.55
- **Marmet** – 127.4
- **Merwyn** – 135.575
- **New Hope** – 124.625
- **Parkersburg** – 125.55
- **Portsmouth** – 135.75
- **Rosewood** – 128.075
- **Rossville** – 319.2
- **Terre Haute** – 134.175
- **Tri City** – 124.575
- **Winchester** – 128.225
- **Zanesville** – 132.825

**CENTER REMARKS:** CPDLC (LOGON KUSA)

**NE, 14 JUL 2022 to 8 SEP 2022**
### NEW YORK CENTER – 121.5 121.5 243.0 243.0

<table>
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<tbody>
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<td>Huguenot</td>
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<td>Lancaster</td>
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<td>Nantucket</td>
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<td>Ravine</td>
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<td>Saint David</td>
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### WASHINGTON CENTER – 121.5 121.5 243.0 243.0

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(KZDC) (FREQ USED FOR CLEARANCE DELIVERY FOR GREENBRIER VALLEY ARPT AT LEWISBURG WV. NOT FOR ENROUTE USE)
VHF frequencies available at Flight Service Stations and at their remote communication outlets (RCO's) are listed below for the coverage of this volume. '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.

<table>
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<td>ALTOONA RCO 122.2</td>
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<td>BRADFORD RCO 122.2 255.4</td>
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<td>DU BOIS RCO 122.2 255.4</td>
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<td>FRANKLIN VOR 109.6T 122.1R</td>
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</tr>
<tr>
<td>QUONSET STATE RCO 255.4</td>
</tr>
<tr>
<td>WINDSOR LOCKS RCO 255.4</td>
</tr>
<tr>
<td>WORCESTER RCO 122.2 255.4</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BUFFALO RADIO</th>
</tr>
</thead>
<tbody>
<tr>
<td>BINGHAMTON VOR/DME 112.2T 122.1R</td>
</tr>
<tr>
<td>BUFFALO RCO 122.2 255.4</td>
</tr>
<tr>
<td>DUNKIRK RCO 122.25</td>
</tr>
<tr>
<td>ELMIRA RCO 122.2 255.4</td>
</tr>
<tr>
<td>GENEO VOR/DME 108.2T 122.1R</td>
</tr>
<tr>
<td>JAMESTOWN VOR/DME 114.7T 122.1R</td>
</tr>
<tr>
<td>ROCHESTER RCO 122.6</td>
</tr>
<tr>
<td>SAYRE RCO 122.3</td>
</tr>
<tr>
<td>SYRACUSE RCO 122.4</td>
</tr>
<tr>
<td>UTICA TACAN 122.2 255.4</td>
</tr>
<tr>
<td>FLIGHT SERVICE STATION COMMUNICATION FREQUENCIES</td>
</tr>
<tr>
<td>-----------------------------------------------</td>
</tr>
</tbody>
</table>

**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 122.0 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 122.2 255.4
- 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
- MONTBELLO VOR/DME 115.3T 122.1R
- NEWPORT NEWS RCO 255.4
- NORFOLK VORTAC 116.9T 122.1R
- PATUXENT RCO 122.5
- PULASKI RCO 122.3
- RICHMOND VORTAC 122.4 255.4
- ROANOKE REGIONAL/WOODRUM * RCO 122.6 255.4
- SALISBURY RCO 122.3 255.4
- SOUTH BOSTON VORTAC 110.4T 122.1R 122.5
- 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
NEW YORK RADIO
11309 NORTH ATLANTIC FAMILY E
11342 NORTH ATLANTIC FAMILY A
13297 CARIBBEAN FAMILY B
13306 NORTH ATLANTIC FAMILY A
13330 LONG DISTANCE OPS CTL FAC
13354 NORTH ATLANTIC FAMILY E
17907 NORTH ATLANTIC FAMILY E
17925 NORTH ATLANTIC FAMILY B
17946 NORTH ATLANTIC FAMILY A
17964 LONG DISTANCE OPS CTL FAC
21964 EAST TEXAS VOR/DME
2887 CARIBBEAN FAMILY A
3016 NORTH ATLANTIC FAMILY A
3455 CARIBBEAN FAMILY B
3494 LONG DISTANCE OPS CTL FAC
5520 CARIBBEAN FAMILY B
5550 CARIBBEAN FAMILY A
5598 NORTH ATLANTIC FAMILY A
5777 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

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 122.2 255.4

WILLIAMSPORT RADIO
CAPITAL CITY RCO 122.2 255.4
EAST TEXAS VOR/DME 122.4
NORTH PHILADELPHIA RCO 122.2 255.4
WILKES–BARRE RCO 122.2 255.4
WILLIAMSPORT RCO 122.2 255.4
The use of VOR airborne and ground checkpoints is explained in Aeronautical Information Manual, Basic Flight Information and ATC Procedures.

NOTE: Under columns headed “Type ofCheckpoint” & “Type of VOT Facility” G stands for ground. A/ stands for airborne followed by figures (2300) or (1000–3000) indicating the altitudes above mean sea level at which the check should be conducted. Facilities are listed in alphabetical order, in the state where the checkpoints or VOTs are located.

### CONNECTICUT
#### VOR TEST FACILITIES (VOT)

<table>
<thead>
<tr>
<th>Facility Name</th>
<th>Type VOT Facility</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bradley Intl</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td>Bridgeport</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td>Groton</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td>Hartford</td>
<td>G</td>
<td></td>
</tr>
</tbody>
</table>

### DELAWARE
#### VOR RECEIVER CHECKPOINTS

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type VOT Facility</th>
<th>Azimuth from Fac. Mag</th>
<th>Dist. from Fac. N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wilmington (New Castle)</td>
<td>114.0/DQO</td>
<td>G</td>
<td>285</td>
<td>0.6</td>
<td>On Twy K at Rwy 09.</td>
</tr>
</tbody>
</table>

### MAINE
#### VOR RECEIVER CHECKPOINTS

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type VOT Facility</th>
<th>Azimuth from Fac. Mag</th>
<th>Dist. from Fac. N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bangor (Bangor Intl)</td>
<td>114.8/BGR</td>
<td>G</td>
<td>153</td>
<td>3.8</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>Type VOT Facility</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Portland Intl Jetport</td>
<td>G</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 VOT Facility</th>
<th>Azimuth from Fac. Mag</th>
<th>Dist. from Fac. N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frederick (Frederick Muni)</td>
<td>109.0/FDK</td>
<td>G</td>
<td>035</td>
<td>0.6</td>
<td>On runup pad apch end Rwy 23.</td>
</tr>
<tr>
<td></td>
<td>109.0/FDK</td>
<td>G</td>
<td>359</td>
<td>0.6</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>250</td>
<td>0.5</td>
<td>AER Rwy 02 and Rwy 06 and Twy A.</td>
</tr>
<tr>
<td></td>
<td>117.6/PXT</td>
<td>G</td>
<td>291</td>
<td>0.5</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>221</td>
<td>0.7</td>
<td>Runup pad Rwy 05.</td>
</tr>
</tbody>
</table>
### VOR RECEIVER CHECKPOINTS

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type</th>
<th>Azimuth</th>
<th>Dist. from Fac. N.M.</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>
</tr>
</thead>
<tbody>
<tr>
<td>Laurence G. Hanscom</td>
<td>110.0</td>
<td>G</td>
</tr>
<tr>
<td>Gen. Ed. Lawrence Logan Intl</td>
<td>111.0</td>
<td>G</td>
</tr>
<tr>
<td>Worcester Rgnl</td>
<td>108.2</td>
<td>G</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</th>
<th>Dist. from Fac. N.M.</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>

### NEW YORK

### VOR RECEIVER CHECKPOINTS

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type</th>
<th>Azimuth</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</td>
<td>070</td>
<td>5.0</td>
<td>Over intersection of twy and Rwy 17–35.</td>
</tr>
<tr>
<td>Rochester (Frederick Douglass–Greater Rochester Intl)</td>
<td>110.0/ROC</td>
<td>G</td>
<td>098</td>
<td>On Twy T between ramp and Twy F.</td>
<td></td>
</tr>
<tr>
<td>Watertown (Watertown Intl)</td>
<td>109.8/ART</td>
<td>G</td>
<td>046</td>
<td>3.0</td>
<td>On ramp in front of administration building.</td>
</tr>
</tbody>
</table>

### VOR TEST FACILITIES (VOT)

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq.</th>
<th>Type VOT Facility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albany Intl</td>
<td>108.2</td>
<td>G</td>
</tr>
<tr>
<td>New York (Long Island MacArthur)</td>
<td>109.4</td>
<td>G</td>
</tr>
</tbody>
</table>

---

**NE, 14 JUL 2022 to 8 SEP 2022**
### PENNSYLVANIA

#### VOR RECEIVER CHECKPOINTS

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type</th>
<th>Check Pt.</th>
<th>Azimuth from Fac.</th>
<th>Dist. from Fac.</th>
<th>N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lancaster (Lancaster)</td>
<td>117.3/LRP</td>
<td>G</td>
<td>306</td>
<td>North of Twy M on non–movement twy.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### VOR TEST FACILITIES (VOT)

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq.</th>
<th>Type</th>
<th>VOT</th>
<th>Facility Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harrisburg Intl</td>
<td>110.0</td>
<td>G</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Philadelphia Intl</td>
<td>109.8</td>
<td>G</td>
<td></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</th>
<th>VOT</th>
<th>Facility Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Providence (Theodore Francis Green State)</td>
<td>108.2</td>
<td>G</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### VERMONT

#### VOR TEST FACILITIES (VOT)

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq.</th>
<th>Type</th>
<th>VOT</th>
<th>Facility Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Burlington Intl</td>
<td>109.0</td>
<td>G</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### VIRGINIA

#### VOR RECEIVER CHECKPOINTS

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type</th>
<th>Check Pt.</th>
<th>Azimuth from Fac.</th>
<th>Dist. from Fac.</th>
<th>N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Danville (Danville Rgnl)</td>
<td>113.1/DAN</td>
<td>G</td>
<td>352</td>
<td>On Twy A in front GA ramp.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lynchburg (Lynchburg Rgnl–Preston Glenn Field)</td>
<td>109.2/LYH</td>
<td>G</td>
<td>027</td>
<td>West runup area adjacent to Rwy 22.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Norfolk (Norfolk Intl)</td>
<td>116.9/ORF</td>
<td>G</td>
<td>031</td>
<td>At center of Twy E 250˚ NW of centerline of Rwy 23.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Richmond (Richmond Intl)</td>
<td>114.1/RIC</td>
<td>G</td>
<td>344</td>
<td>On twy in front of hangar.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### WEST VIRGINIA

#### VOR RECEIVER CHECKPOINTS

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type</th>
<th>Check Pt.</th>
<th>Azimuth from Fac.</th>
<th>Dist. from Fac.</th>
<th>N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Morgantown (Morgantown Muni–Walter L. Bill Hart Fld)</td>
<td>111.6/MGW</td>
<td>G</td>
<td>337</td>
<td>Intersection of Twys a and C. VOR ground receiver checkpoint OTS indef.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parkersburg (Mid–Ohio Valley Rgnl)</td>
<td>108.6/JPU</td>
<td>G</td>
<td>211</td>
<td>Intersection of Twy A and Twy D.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wheeling (Wheeling Ohio Co)</td>
<td>112.2/HLG</td>
<td>G</td>
<td>223</td>
<td>On Twy D next to ramp.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**NE, 14 JUL 2022 to 8 SEP 2022**
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’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></td>
<td><strong>CONNECUT</strong></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></td>
<td><strong>DELAWARE</strong></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></td>
<td><strong>MAINE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(c) Lebanon Drop Zone......................</td>
<td>14 NM; 275° Kennebunk...............</td>
<td>14,000</td>
<td>1 NM radius. 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></td>
<td><strong>MARYLAND</strong></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>(c) Ridgely, Gooden Airpark Arpt .. ....</td>
<td>22.7 NM; 235° Smyrna.................</td>
<td>10,500</td>
<td>5 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>
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NE, 14 JUL 2022 to 8 SEP 2022
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<tr>
<td>(c) Chatham Muni Arpt ..................................</td>
<td>24.4 NM; 019º Nantucket ................................</td>
<td>12,000</td>
<td>1 NM radius. SR–SS. Chatham Muni Twr 122.8.</td>
</tr>
<tr>
<td>(c) Ft. Devens, Turner Drop Zone .................................</td>
<td>18 NM; 115º Gardner .......................................</td>
<td>4,000 AGL</td>
<td>0.5 NM radius. Daily SR–SS (occasionally nights) (occasionally to 20,000’).</td>
</tr>
<tr>
<td>(c) Hanson, Cranland Arpt .....................................</td>
<td>21 NM; 177º Boston ........................................</td>
<td>9,500</td>
<td>2 NM radius. Daily SR–SS. General Edward Lawrence Logan Intl ATCT 120.6.</td>
</tr>
<tr>
<td>(c) Marston Mills ...............................................</td>
<td>20 NM; 045º Martha’s Vineyard ...............................</td>
<td>10,000</td>
<td>1 NM radius. Daily 0700–SS.</td>
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<tr>
<td>Natick Laboratory Sudbury ....................................</td>
<td>21 NM; 295º Boston .........................................</td>
<td>4,000 AGL</td>
<td>0.25 NM radius. 0800–1700 Mon–Fri.</td>
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<tr>
<td>(c) Orange Muni Arpt .........................................</td>
<td>10 NM; 292º Gardner .......................................</td>
<td>14,000</td>
<td>1 NM radius. Thu–Sun and holidays. SR–one hr after SS. Boston Center 123.75.</td>
</tr>
<tr>
<td>(c) Pepperell, Sports Center (Pvt) Arpt ........................</td>
<td>13 NM; 233º Manchester ....................................</td>
<td>20,000 AGL</td>
<td>3 NM radius. Daily SR–SS frequently ngt ops.</td>
</tr>
<tr>
<td>(c) Taunton Muni-King Fld Arpt ................................</td>
<td>20.6 NM; 078º Providence ..................................</td>
<td>9,500</td>
<td>2 NM radius. Daily SR–SS May 1 - Dec 1. Theodore Francis Green State Twr 123.67.</td>
</tr>
<tr>
<td>(c) Chatsworth, Coyle Fld ..................................</td>
<td>1 NM; 130º Coyle ...........................................</td>
<td>2,000 AGL</td>
<td>Continuous. Heavy equip and paratroopers.</td>
</tr>
<tr>
<td>(c) Cross Keys, Free Fall Adventures Drop Zone .........................</td>
<td>10.5 NM; 353º Cedar Lake ..................................</td>
<td>13,500</td>
<td>1.5 NM radius. Daily.</td>
</tr>
<tr>
<td>(c) Lakehurst Maxfield Fld ..................................</td>
<td>0.9 NM; 280º Lakehurst ......................................</td>
<td>12,500</td>
<td>0.3 NM radius. Daily SR–SS. Cargo drops ngt 2000’ and below.</td>
</tr>
<tr>
<td>Pittstown, Alexandria Arpt ..................................</td>
<td>12.7 NM; 281º Solberg .....................................</td>
<td>13,500 MSL</td>
<td>Daily SR–SS. Drop zone on north side of arpt. Lehigh Valley Intl Twr 124.0.</td>
</tr>
<tr>
<td>(c) Sussex.......................................................</td>
<td>9 NM; 350º Sparta ...........................................</td>
<td>15,000</td>
<td>1.5 NM radius. Daily 0700–SS.</td>
</tr>
<tr>
<td>(c) West Creek, Eagles Nest Arpt.................................</td>
<td>17.69 NM; 055º Atlantic City ...............................</td>
<td>13,500</td>
<td>1.5 NM radius. Daily 0800–2000. Atlantic City Intl Twr 134.25.</td>
</tr>
<tr>
<td>Wrightstown, Mc Guire Fld ..................................</td>
<td>At field .....................................................</td>
<td>1,500 AGL</td>
<td>Cargo and personnel drops 180 yds east of Coyle Vortac.</td>
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NEW JERSEY
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<tr>
<td>(c) Albion, Pine Hill Arpt..............................</td>
<td>26.91 NM; 290° Rochester ............</td>
<td>12,000</td>
<td>2 NM radius. 0800–1 hour after SS, Wed thru Sun &amp; holidays.</td>
</tr>
<tr>
<td>Arcade Tri–Co Arpt ......................................</td>
<td>33.89 NM; 251° Geneseo ..........</td>
<td>10,000</td>
<td>5 NM radius. 0900–2100; SR–SS Sat, Sun, and Wed.</td>
</tr>
<tr>
<td>(c) Calverton ...........................................</td>
<td>1.5 NM; 150° Calverton ............</td>
<td>13,500</td>
<td>2 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>(c) East Moriches, Spadaro Arpt..........................</td>
<td>7 NM; 170° Calverton ...............</td>
<td>14,000</td>
<td>1 NM radius. 0800–SS Sat and Sun. 1600–SS Wed and other occasions.</td>
</tr>
<tr>
<td>Fort Drum ................................................</td>
<td>23 NM; 060° Watertown .............</td>
<td>1,000 AGL</td>
<td>1 NM radius. SR–SS Mon–Fri.</td>
</tr>
<tr>
<td>(c) Gansevoort, Heber Airpark.............................</td>
<td>27.21 NM; 028.92° Albany ...........</td>
<td>12,500</td>
<td>4 NM radius. Annually, April 1 thru November 30; SR–SS.</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>(c) Java .................................................</td>
<td>32.07 NM; 257° Geneseo ..............</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>(c) Newfane, Hollands Intl Fld ............................</td>
<td>48.99 NM; 293° Rochester ............</td>
<td>18,000</td>
<td>5 NM radius. Daily SR–SS, occasional nghts. Buffalo Niagara Intl Twr 126.5.</td>
</tr>
<tr>
<td>New Paltz, Stanton Arpt ..................................</td>
<td>15 NM; 301° Kingston ................</td>
<td>14,000</td>
<td>3 NM radius. Sat, Sun and holidays SR–SS, occasional nghts and other days.</td>
</tr>
<tr>
<td>(c) Ovid Arpt .............................................</td>
<td>42.8 NM; 113° Geneseo ...............</td>
<td>13,500</td>
<td>2 NM radius. Daily 0600–2400.</td>
</tr>
<tr>
<td>(c) Perry-Warsaw Arpt ....................................</td>
<td>15.17 NM; 258° Geneseo ..............</td>
<td>14,000</td>
<td>3 NM radius. Daily 0700–2100. Greater Rochester Intl Twr 123.7.</td>
</tr>
<tr>
<td>(c) Quaker Street, Apex Arpt ..............................</td>
<td>15 NM; 280° Albany .................</td>
<td>14,000</td>
<td>3 NM radius. Daily SR–2400.</td>
</tr>
<tr>
<td>(c) Shirley, Brookhaven Arpt, Sky Dive South Shore.........</td>
<td>7.3 NM; 218° Calverton .............</td>
<td>10,500</td>
<td>Daily 0600–1800. New York Tracon 118.0.</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>(c) 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>(c) Wallkill ..............................................</td>
<td>25 NM; 062° Huguenot .................</td>
<td>14,500 AGL</td>
<td>1 NM radius. Daily 1200–0200.</td>
</tr>
<tr>
<td>(c) Weedsport, Whitfords Arpt ............................</td>
<td>15.4 NM 263° Syracuse ...............</td>
<td>11,500</td>
<td>1 NM 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>(c) 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>.................................</td>
<td>17.4 NM; 212° Kingston ..................</td>
<td>10,000</td>
<td>3 NM radius. Weekdays 1400–SS weekends occasionally.</td>
</tr>
<tr>
<td>(c) Youngstown, Shear Arpt ................................</td>
<td>43-15-33.5 N 78-57-56.2 W ..........</td>
<td>15,000</td>
<td>5 NM radius. Daily, continuous. Buffalo Niagara Intl Twr 126.5. Local PAJA info avbl 119.00.</td>
</tr>
<tr>
<td>LOCATION</td>
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</tr>
<tr>
<td>Bethel, Grimes Arpt</td>
<td>16 NM; 112º Ravine</td>
<td>11,000</td>
<td>5 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>Biddeford Mun Arpt</td>
<td>6.6 NM; 086º Kennebunk</td>
<td>10,500</td>
<td>4 NM radius. SR–SS Mon–Fri, 1 May–31 Oct. Portland Intl Jetport ATCT–Tracon (PWM), 119.75.</td>
</tr>
<tr>
<td>(c) Burgettstown, Starveggi Drop Zone</td>
<td>9 NM; 042º 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; 087º St Thomas</td>
<td>15,000 AGL</td>
<td>2 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>Culmerville Arpt</td>
<td>22 NM; 125º Ellwood City</td>
<td>15,500 AGL</td>
<td>Daily SR–SS.</td>
</tr>
<tr>
<td>Doylestown</td>
<td>8 NM; 303º Yardley</td>
<td>12,500</td>
<td>Sat and Sun SR–SS.</td>
</tr>
<tr>
<td>(c) East Stroudsburg, Stroudsburg–Pocono Arpt</td>
<td>13.4 NM; 291º Stillwater</td>
<td>14,500</td>
<td>2.5 NM radius. Daily 0600–2200.</td>
</tr>
<tr>
<td>(c) Fort Indiantown Gap–Muir AAF, Cold Steel Drop Zone</td>
<td>6.7 NM; 172º Ravine</td>
<td>2,000 AGL</td>
<td>5 NM radius. By NOTAM only. Military use.</td>
</tr>
<tr>
<td>(c) Freefall Oz Arpt</td>
<td>39.6 NM; 115º Jamestown</td>
<td>12,500</td>
<td>3 NM radius. Daily 0800–1900 EST, 0900–2230 EDT.</td>
</tr>
<tr>
<td>(c) Grove City Arpt</td>
<td>19.3 NM; 011º Ellwood City</td>
<td>15,000</td>
<td>Daily SR–SS.</td>
</tr>
<tr>
<td>(c) Hazleton Rgnl Arpt</td>
<td>22.04 NM; 229º Wilkes–Barre</td>
<td>13,500</td>
<td>2 NM radius. SR–SS. Wilkes–Barre/Scranton Intl ATCT–Tracon (AVP), 120.95.</td>
</tr>
<tr>
<td>Jersey Shore, Hinaman Acres Arpt</td>
<td>23 NM; 240º Williamsport</td>
<td>13,000</td>
<td>Tue and Thur 1600–SS; Sat and Sun 0800–SS.</td>
</tr>
<tr>
<td>(c) Littlestown, Kingsdale Airpark</td>
<td>13 NM; 345º Westminster</td>
<td>10,500</td>
<td>2 NM radius. Daily 0900–2000.</td>
</tr>
<tr>
<td>(c) Mt. Joy/Marietta, Donegal Springs Airpark</td>
<td>12 NM; 272º Lancaster</td>
<td>15,000</td>
<td>2 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>North East, Moorhead Arpk</td>
<td>34.25 NM; 278º Jamestown</td>
<td>12,500</td>
<td>5 NM radius. 1600–2100 weekdays and 0900–2100 weekends.</td>
</tr>
<tr>
<td>(c) Perkasie, Pennridge Arpt</td>
<td>16 NM; 060º Pottstown</td>
<td>15,000</td>
<td>Daily SR–SS.</td>
</tr>
<tr>
<td></td>
<td>15.9 NM; 060º Pottstown</td>
<td>14,500</td>
<td>5 NM radius. Daily SR–SS, nights by NOTAM.</td>
</tr>
<tr>
<td>(c) Tunkhannock, Skyhaven Arpt</td>
<td>19 NM; 333º 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; 035º Morgantown</td>
<td>12,500 AGL</td>
<td>0.5 NM radius. Weekends.</td>
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**RHODE ISLAND**

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<tr>
<td>Greene, Riconn Arpt</td>
<td>15 NM; 060º Norwich</td>
<td>12,500</td>
<td>Daily SR–SS.</td>
</tr>
<tr>
<td>(c) Newport State</td>
<td>13.3 NM; 164º Providence</td>
<td>10,000</td>
<td>2 NM radius. Daily SR–SS Apr 1–Nov 30. Theodore Francis Green State Twr 125.75.</td>
</tr>
<tr>
<td>(c) Pawtucket, North Central State Arpt</td>
<td>12 NM; 001º Providence</td>
<td>13,000</td>
<td>3 NM radius. Daily SR–SS Mar 15 thru Dec 1. Theodore Francis Green State TRACON 123.67.</td>
</tr>
<tr>
<td>(c) Westerly State Arpt</td>
<td>11.3 NM; 098º Groton</td>
<td>10,000</td>
<td>2 NM radius. Daily SR–SS Apr 1 – Nov 30. Theodore Francis Green State Twr 119.45.</td>
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**VERMONT**

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<td>(c) Addison, Ass–Pirin Acres Arpt</td>
<td>21 NM; 219º Burlington</td>
<td>12,000</td>
<td>5 NM radius. Daily SR–SS.</td>
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<tr>
<td>Shelburne Arpt</td>
<td>3 NM; 240º Burlington</td>
<td>15,000</td>
<td>3 NM radius. Daily SR–SS.</td>
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<tr>
<td>LOCATION</td>
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</tr>
<tr>
<td>Virginia</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.</td>
</tr>
<tr>
<td>Fentress, Fentress NALF</td>
<td>10 NM; 227° Oceana</td>
<td>10,000</td>
<td>Sat 1300-2100Z++, Sun 1700-2100Z++.</td>
</tr>
<tr>
<td>(c) Fort A. P. Hill Bowling Green Drop Zone</td>
<td>12 NM; 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.</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 daylg 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 Trace 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, 1000–1959.</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>Virginia</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>0.3 NM radius. Weekends.</td>
</tr>
<tr>
<td>(c) Huntington, Robert Newlon 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>0.3 NM radius. Weekends.</td>
</tr>
<tr>
<td>Morgantown, Dawson AAF</td>
<td>12 NM; 126° Morgantown</td>
<td>10,000 AGL</td>
<td>0.3 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>
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<td>12,500 AGL</td>
<td>0.3 NM radius. Weekends.</td>
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<td>41 NM radius. 1000–SS Weekends.</td>
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<td>15 NM; 352° Rainelle</td>
<td>14,500</td>
<td>5 NM radius. Daily SR–SS.</td>
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<td>Westover, Blue Horizon Drive–In.</td>
<td>13 NM; 320° Morgantown</td>
<td>12,500</td>
<td>Weekends and holidays SR–SS.</td>
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</table>
Contained within this tabulation, and listed alphabetically by airport name, are all private-use airports charted on the U.S. IFR Enroute Low and High Altitude charts in the United States, having terminal approach and departure control facilities. Additionally, listed by country, are all Canadian and Mexican airports that appear on the U.S. IFR Enroute charts with approach and departure control services. All frequencies transmit and receive unless otherwise noted. Radials defining sectors are outbound from the facility.

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**NE, 14 JUL 2022 to 8 SEP 2022**
### SUPPLEMENTAL COMMUNICATION REFERENCE

#### CANADA

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#### MEXICO

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**NE, 14 JUL 2022 to 8 SEP 2022**
A system of preferred routes has been established to guide pilots in planning their route of flight, to minimize route changes during the operational phase of flight, and to aid in the efficient orderly management of the air traffic using federal airways. The preferred IFR routes which follow are designed to serve the needs of airspace users and to provide for a systematic flow of traffic in the major terminal and en route flight environments. Cooperation by all pilots in filing preferred routes will result in fewer traffic delays and will better provide for efficient departure, en route and arrival air traffic service.

The following lists contain preferred IFR routes for the low altitude stratum and the high altitude stratum. The high altitude list is in two sections; the first section showing terminal to terminal routes and the second section showing single direction route segments. Also, on some high altitude routes low altitude airways are included as transition routes.

The following will explain the terms/abbreviations used in the listing:

1. Preferred routes beginning/ending with a navaid name indicate that the navaid essentially overflies 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 navaids.
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 STARs for flight planning.
15. For high altitude routes, the portion of the routes contained in brackets [ ] is suggested but optional. The portion of the route outside the brackets will likely be required by the facilities involved.

### LOW ALTITUDE

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<td>(110–170 INCL, 250 KTS OR MORE)IGN V157 HAARP</td>
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<td>(70–170; TURBO)IV213 TALCO SHAFF–STAR ....</td>
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**Terminals Route Effective Times (UTC)**

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**Terminals Route Effective Times (UTC)**

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PREFERRED IFR ROUTES

CAPE COD/FALMOUTH (CPD)

GAITHERSBURG (GAI) .......................................... (AOB 100 ALL; GPS OR DME/DME OR IRU EQUIPPED)PVD V146 BAF MOBBS SAGES LAAYK LVZ V93 LR P V457 EMI................................. 1000–0300
or (AOB 100 ALL; SEY HTO V268 EMI) .................... 1000–0300
NEW YORK (SWF) ........................................ (AOB 100; GNSS EQUIPPED ONLY ALL TYPES)PVD T255 NELIE T212 TRESA................................. 1000–0300
NEWARK (EWR) ........................................ (110–170; RNAV TURBOJETS)BOSOX NELIE IGN SHAFF–STAR................................. 1100–0300
or (110–170; ADVANCED RNAV TURBOJETS)BOSOX NELIE FLOSI (RNAV)–STAR .......................... 1100–0300

PHILADELPHIA (PNE) .................................... (60–100; SINGLE ENGINE ONLY) V34 SEY V268 HTO V46 DPK V16 CYN V312 OOD .............................. 1100–0300
or (60–100; WATER ROUTE) SEY ARCAV V46 HTO V139 MANTA V276 ARD........................................... 1100–0300
or (60–100; WATER ROUTE) BOS LUCOS SEY067 SEY HTO V139 MANTA V276 ARD .......................... 1100–0300
or (90–170; TURBOPROPS ONLY, GPS OR DME/DME OR IRU EQUIPPED) PVD V146 BAF MOBBS SAGES LAAYK LVZ V613 FJC ARD .............................. 1100–0300
or (60–100; NON–TURBOJET; WATER ROUTE) SEY ARCAV V46 HTO V139 BRIGS ACY V184 OOD .......................... 1100–0300
or (60–100; NON–TURBOJET; WATER ROUTE) BOS LUCOS SEY HTO V139 MANTA V276 ARD .......................... 1100–0300
or (90–170; TURBOPROPS ONLY, GPS OR DME/DME OR IRU EQUIPPED) PVD V146 BAF MOBBS SAGES LAAYK LVZ V613 FJC ARD .............................. 1100–0300
or (60–100; WATER ROUTE) SEY ARCAV V46 HTO V139 BRIGS ACY V184 OOD .......................... 1100–0300
or (60–100; WATER ROUTE) BOS LUCOS SEY067 SEY HTO V139 BRIGS ACY V184 OOD .......................... 1100–0300

TRENTON (TTN) ........................................ (60–100; WATER ROUTE) SEY ARCAV V46 HTO V139 BRIGS ACY V184 OOD .......................... 1100–0300
or (60–100; WATER ROUTE) BOS LUCOS SEY067 SEY HTO V139 MANTA V276 ARD .......................... 1100–0300
or (60–100; WATER ROUTE) SEY ARCAV V46 HTO V139 BRIGS ACY V184 OOD .......................... 1100–0300
or (60–100; WATER ROUTE) BOS LUCOS SEY067 SEY HTO V139 BRIGS ACY V184 OOD .......................... 1100–0300

WHITE PLAINS (HPN) .................................. (AOA 110, 250 KTS. OR LESS) PVD V146 BAF PWL V405 CASH V123 HAARP ................................. 1100–0300
WILMINGTON (ILG) ..................................... (110–170; JETS)BOS LUCOS SEY067 SEY HTO V139 BRIGS CEDAR LAKE–STAR .......................... 1100–0300
or (AOB 100 ALL; GPS OR DME/DME OR IRU EQUIPPED) PVD V146 BAF MOBBS SAGES LAAYK LVZ V29 DQO .......................... 1000–0300
or (60–100; NON–TURBOJET; WATER ROUTE) SEY ARCAV V46 HTO V139 BRIGS ACY V184 OOD .......................... 1100–0300
or (110–170; NON–TURBOJET; WATER ROUTE) BOS LUCOS SEY067 SEY HTO V139 BRIGS ACY V184 OOD .......................... 1100–0300

CHARLESTON (HVQ) ...................................... (6000’–17000’ INCL) V115 JPU V117 WISKE FEWGA (RNAV)–STAR ................................. 1100–0300
PITTSBURGH (PIT) ....................................... (AOA 110; RNAV/EQUIPPED ONLY)CTR V270 ULW JHW ................................. 1100–0300
GROTON (NEW LONDON) (GON) ....................... (080–100; RNAV/GNSS EQUIPPED ONLY)CTR V270 ULW JHW ................................. 1100–0300
HARTFORD (HFD) ........................................ (080–100; RNAV/GNSS EQUIPPED ONLY)CTR V270 ULW JHW ................................. 1100–0300
HYANNIS (HYA) .......................................... (080–100; RNAV/GNSS EQUIPPED ONLY) PVD V146 CTR V270 ULW JHW ................................. 1100–0300
MORRISTOWN (MMU) .................................. (080–100; RNAV/GNSS EQUIPPED ONLY) PVD V146 CTR V270 ULW JHW ................................. 1100–0300
ALBANY (ALB) .......................................... (110–150 ONLY) BREZY V39 SOARS V487 CANAN.. 1100–0300

Terminals Route Effective Times (UTC)

NE, 14 JUL 2022 to 8 SEP 2022
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<td>AUBURN/LEWISTON(LEW)</td>
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<td>(110–170 INCL) BREZY V39 CMK V39 SOARS V487 CAM</td>
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<td>BANGOR(BGR)</td>
<td>(110–170 INCL) BREZY V39 CMK V39 SOARS V487 CAM</td>
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<td>BAR HARBOR(BHB)</td>
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<td>BARRE/MONTPELIER(MPV)</td>
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<td>BEDFORD(BED)</td>
<td>(110–170 INCL) BREZY V39 CMK MERIT HDF DREAM (RNAV) – STAR</td>
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<td>BEVERLY(BVY)</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>
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<td>GLENS FALLS(GFL)</td>
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<td>HYANNIS(HYA)</td>
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<td>KEENE(EE)</td>
<td>(110–130 ONLY) BREZY V39 CMK MERIT HDF T315 GDM</td>
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<td>LACONIA(LCI)</td>
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<td>LAKE PLACID(LKP)</td>
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<td>LEBANON(LEB)</td>
<td>(110–170 INCL) BREZY V39 CMK MERIT HDF KEYNN</td>
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<td>MANCHESTER(MHT)</td>
<td>(110–170 INCL; PROPS ONLY) BREZY V39 CMK MERIT V39 HDF T315 GDM T314 MANCH</td>
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<td>NASHUA(ASH)</td>
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<td>RUTLAND(RUT)</td>
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<td>SARANAC LAKE(SLK)</td>
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<tr>
<td>VINEYARD HAVEN(MVY)</td>
<td>(110–170 INCL) BREZY V39 CMK BAYYS SEALL V188 GON V374 MVY</td>
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<td>WATERVILLE(WVL)</td>
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<td>NANTUCKET(ACK)</td>
<td>(080–100; RNAV/GNSS EQUIPPED ONLY) ACK V146 CTR V270 ULW JHW</td>
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<td>NEW YORK(LGA)</td>
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<td>(110–160; 250KTS OR GREATER) MVY V146 PUT NELIE FLOSI (RNAV) – STAR</td>
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<td>(110–170 INCL) HTO V308 GON YANTC T608 GDM T314 ENE</td>
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<td>(110–170 INCL) HTO V308 GON YANTC T608 GDM T314 ENE</td>
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**NE, 14 JUL 2022 to 8 SEP 2022**
# PREFERRED IFR ROUTES

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<td>(110–170 INCL; PROPS ONLY)HTO V308 GON YANTC T608 GDM T314 MANCH</td>
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**NEW YORK(JFK)**

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<td>AUBURN/LEWISTON(LEW)</td>
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<td>(90–170 INCL, 250 KTS OR LESS) WHITE V1 LEEAH V268</td>
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<td>(110–170 INCL) MERIT HFD PUT ENE</td>
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**Terminals Route Effective Times (UTC)**

**NE, 14 JUL 2022 to 8 SEP 2022**
### PREFERRED IFR ROUTES

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**Note:** The times listed are (UTC) and the routes include various geographical locations and requirements for certain conditions.
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**NE, 14 JUL 2022 to 8 SEP 2022**
## Preferred IFR Routes

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*Terminals Route*

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<td>SARANAC LAKE(SLK)</td>
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<td>1100–0300</td>
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<td>VINEYARD HAVEN(MVY)</td>
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<td>1100–0300</td>
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<td>ALBANY(ALB)</td>
<td>KRANT V265 EMI V457 LRP V499 CFB V270 DNY.</td>
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<td>ALLENTOWN(ABE)</td>
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<td>BEDFORD(BED)</td>
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<tr>
<td>BINGHAMTON(BGM)</td>
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<td>BRIDGEPORT(BDR)</td>
<td>(90–170)PALEO V44 SIE V308 ORW WOONS V16</td>
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<td>BURLINGTON(BTV)</td>
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<td>CHARLESTON(CRW)</td>
<td>(PROPS)CSN WITTO HVQ</td>
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**NE, 14 JUL 2022 to 8 SEP 2022**
## Preferred IFR Routes

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<td>(90–170; –250 KTS) PALEO V44 DONIL V229 ACY V184 ZIGGI</td>
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<td>(70) POLLA V312 GOLDA V268 ENO V16 JFK</td>
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<td>(70–170 INCL; NON–JET) CSN V140 MOL V143 LYH V222 HENBY</td>
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<td>V265 EMI EM1325 HGR089</td>
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<td>(90–170) PALEO V44 SIE V139 RICED MAD V1 HFD DOCTR (RNAV)–DP AGARD SIE</td>
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<td>(90–170) PALEO V44 SIE V139 SARDI CCC</td>
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<td>(90–170) PALEO V44 DONIL V229 PANZE V184 ZIGGI</td>
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<td>(90–170) INCL 250 KTS OR GREATER POLLA V312 PALEO V44 DONIL V229 PANZE</td>
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<td>NEWARK(EWR)</td>
<td>(TURBOPROPS) PALEO V170 SWANN BRAND (RNAV)–STAR</td>
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<td>NORTHERN(ORS)</td>
<td>WHINO COLIN V33 FAGED V286 STEIN</td>
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<td>(PROPS) PALEO V170 DQQ</td>
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<td>(TURBOJOETS) DOCTOR (RNAV)–DP DOCTR DQQ</td>
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<td>(90–170) PALEO V44 SIE V139 HTO ORW GDM CON NEETS</td>
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<td>(70) POLLA V312 GOLDA V268 ENO V16 JFK V229 MAD V1 HFD T315 GDM T314</td>
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<td>(GPS OR DME/DME OR IRU EQUIPPED) KRANT V265 EMI V457 LRP V93 LVZ LAAYK</td>
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<td>PRINCE FILPS</td>
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<td>(90–170) PALEO V44 SIE V139 HTO JORDIN MINNK</td>
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<td>(90–170; TURBOJOETS, TURBOPROPS) PALEO V44 SIE V139 HTO JORDIN (RNAV)–</td>
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<td>STAR</td>
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**Note:** Effective Times (UTC) for Terminals Route from NE, 14 Jul 2022 to 8 Sep 2022.
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<td>ROME(RME)</td>
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<td>TETERBORO METRO (TEB,CDW,LDJ,MMU,SMQ,47N)</td>
<td>(TURBOPROP)PALEO V170 SWANN MAZIE (RNAV)–STAR..........................</td>
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<td>or</td>
<td>(90–170)PALEO V44 SIE V139 HTO V46 FLAPE.....</td>
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<td>WESTFIELD/SPRINGFIELD(BAF)</td>
<td>(70)PALEO V312 GOLDA ENO V16 JFK V229 BDR BDR014 JUDDS BAF............</td>
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<td>(90–170)PALEO V44 SIE V139 RICED MAD BRIS..</td>
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<td>WESTHAMPTON BEACH(FOK)</td>
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<td>(70)KRANT V265 EMI LRP ETX FJC BWZ SAX V39 BREZY.........................</td>
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<td>(7, LESS THAN 180KTS)POLLA V170 ODESA MXE ARD V214 METRO V249 SAX V39 BREZY 1100–0300</td>
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<td>WILKES–BARRE/SCRANTON(AVP).............</td>
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<td>WINDSOR LOCKS(BDL)</td>
<td>(210 KTS OR LESS, GPS OR DME/DME OR IRU EQUIPPED)KRANT V265 EMI V457 V93 LVZ LAAY WEARD WEE T VS34 MONNI V58 JUDDS..</td>
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<td>or</td>
<td>(70)POLLA V312 GOLDA ENO V16 JFK V229 BDR</td>
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<td>or</td>
<td>(90–170)PALEO V44 SIE V139 HTO DEER PARK–STAR..........................</td>
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WASHINGTON(IAD)

| BRIDGEPORT(BDR)............. | (90–170 INCL)WOOLY (RNAV)–DP AGARD SIE J121 BRIGS Q439 SARDI V139 RICED KEYED | 1100–0300             |
| CHESTER(3B9)................ | WOOLY (RNAV)–DP AGARD SIE J121 BRIGS Q439 SARDI V139 RICED KEYED............ | 1100–0300             |
| DANBURY(DXR)............... | WOOLY (RNAV)–DP AGARD SIE J121 BRIGS Q439 SARDI V139 RICED–STAR............... | 1100–0300             |
| EAST HAMPTON(JPX)........ | WOOLY (RNAV)–DP AGARD SIE J121 BRIGS Q439 SARDI V139 HTO.................... | 1100–0300             |
| GREENSBORO(GSO)........... | (70–170 INCL)Wooly V140 MOL V143 LYH V222 HENBY.......................... | 1100–0300             |
| GROTON (NEW LONDON)(GON)   | WOOLY (RNAV)–DP AGARD SIE J121 BRIGS Q439 SARDI V139 HTO MONDI............. | 1100–0300             |
| MATTITUCK(21N)............. | WOOLY (RNAV)–DP AGARD SIE J121 BRIGS Q439 SARDI V139 HTO.................... | 1100–0300             |
| MONTAUK(MTP).............. | WOOLY (RNAV)–DP AGARD SIE J121 BRIGS Q439 SARDI V139 HTO.................... | 1100–0300             |
| NEW HAVEN(HVN)............ | WOOLY AGARD SIE J121 BRIGS Q439 SARDI V139 RICED KEYED........................ | 1100–0300             |
| NEW YORK(ISP)............... | (90–170 INCL)WOOLY V214 BAL V44 SIE V139 SARDI CCC.......................... | 1100–0300             |
| NEW YORK(JFK)............... | (90–170 INCL, 250 KNTS OR GREATER; TURBOJETS)(PART 121 & 129 ONLY)JCOBY (RNAV)–DP AGARD DONIL V229 PANZE V44 CAMRN or (90–170 INCL, LESS THAN 250 KTS)WOOLY V44 DONIL V229 ACY V184 ZIGGI............ | 1100–0300             |
| NEW YORK(LGA)............... | (PROP)WOOLY V214 DQO V479 RUUTH V123 RENUE or (PART 121 AND 129 ONLY; TURBOJETS ONLY)JCOBY (RNAV)–DP AGARD KORRY–STAR............. | 1100–0300             |
| or                                    | (90–170 INCL; TURBOPROPS)WOOLY V214 SWANN APPLE (RNAV)–STAR............. | 1100–0300             |
| NEW YORK(SWF)............... | (GPS OR DME/DME OR IRU EQUIPPED)MRB V501 HGR V377 AML009 SEG230 SEG V106 LVZ LAAY PRNCE FILPS | 1100–0300             |
| NEWARK(EWR) ................ | (110–170 INCL; TURBOPROPS)WOOLY V214 SWANN BRAND (RNAV)–STAR............. | 1100–0300             |
| OXFORD(OXC) ................ | WOOLY (RNAV)–DP AGARD SIE J121 BRIGS Q439 SARDI V139 RICED KEYED............ | 1100–0300             |

**Terminals Route Effective Times (UTC)**

**NE, 14 JUL 2022 to 8 SEP 2022**
**PREFERRED IFR ROUTES**

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<td>WESTHAMPTON BEACH(FOK)</td>
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<td>(110–150 ONLY)CMK V39 SOARS V487 CANAN....</td>
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<td>AUBURN/LEWISTON(LEW)</td>
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<td>(TURBOJETS ONLY)BIGGY V3 MXE V378 NUGGY TRISH (RNAV)—STAR ................................</td>
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<td>BANGOR(BGR)</td>
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<td>(110–170; NON—TURBOJET)MERIT ORW WOONS—STAR....................................................</td>
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<td>(90–170 INCL)COATE LAAYK ULW..................</td>
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<td>(110–170 INCL)CMK V39 SOARS V487 CAM ........</td>
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<tr>
<td>LAWRENCE(LWM)</td>
<td>(110–170 INCL)MERIT HFD GRAYM—STAR ........</td>
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<td>LEBANON(LEB)</td>
<td>(110–170 INCL)MERIT HFD KEYNN ..................</td>
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<tr>
<td>MANCHESTER(MHT)</td>
<td>(110–170 INCL; PROPS ONLY)MERIT HFD T315 GDM T314 MANCH ................................</td>
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<tr>
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<td>or (110–170 INCL; JETS ONLY)MERIT HFD CRIBB ROZUE (RNAV)—STAR ..........................</td>
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<tr>
<td>MONTREAL(YUL)</td>
<td>(70–170 INCL)GREKI V39 SOARS V487 BTV PBERG CARTER (CANADIAN) (RNAV)—STAR ...............</td>
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<td>NANTUCKET(ACK)</td>
<td>(110–170 INCL; JETS ONLY)BAYYS SEALL V188 GON DEEPO (RNAV)—STAR .................</td>
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<tr>
<td>NASHUA(ASH)</td>
<td>(110–170 INCL)MERIT HFD T315 GDM T314 MANCH ..................................................</td>
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<tr>
<td>NEW BEDFORD(EWB)</td>
<td>(110–170 INCL)BAYYS SEALL V188 GON V374 MINNK ..................................................</td>
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<td>NORFOLK(ORF)</td>
<td>(90–170 INCL)WHITE V1 CCV ......................</td>
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<td>NORWOOD(WOD)</td>
<td>(110–170 INCL)MERIT ORW WOONS—STAR ........</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>PITTSFIELD(PSF)</td>
<td>(110–170 INCL)CMK V39 SOARS V487 HIDAL ......</td>
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<td>PORTLAND(PWM)</td>
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<td>PROVIDENCE(PVD)</td>
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<td>PROVINCETOWN(PVC)</td>
<td>(110–170 INCL)BAYYS SEALL V188 GON V374 MVY .....................................................</td>
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<td>RICHMOND(RIC)</td>
<td>(110–170 INCL)WHITE V1 JAMIE ..................</td>
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<td>ROCHESTER(ROC)</td>
<td>(9000–17000 INCL)HAAYS HUO V252 GIBBE ........</td>
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<td>ROCKLAND(RKD)</td>
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<tr>
<td>RUTLAND(RUT)</td>
<td>(110–170 INCL)CMK V39 SOARS V487 CAM ........</td>
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<td>SARANAC LAKE(SLK)</td>
<td>(110–170 INCL)BREZY V39 SOARS V487 CAM ....</td>
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<tr>
<td>SYRACUSE(SYR)</td>
<td>(140–170 INCL)HAAYS HUO V252 CFB .............</td>
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<tr>
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<td>or (90–130 INCL)HAAYS HUO V252 CFB V29 ..........</td>
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### PREFERRED IFR ROUTES

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<th>Route</th>
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<tr>
<td>TORONTO(YYZ)</td>
<td>(90–170 INCL) COATE LAAYK ULW WOZEE LINNG (CANADIAN) (RNAV)–STAR</td>
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<tr>
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<td>(110–170 INCL) BAYYS V229 SEALL V188 GON V374 MVI</td>
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<tr>
<td>VINEYARD HAVEN(MVY)</td>
<td>(90–170 INCL PROPS) BIGGY V3 MXE V378 BAL ...</td>
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<tr>
<td>WASHINGTON(DCA)</td>
<td>(90–130 INCL PROPS) LANNNA V30 ETX V39 LRP V143 MULRR AML</td>
<td>1100–0300</td>
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<tr>
<td>WASHINGTON(IAD)</td>
<td>(140–170 INCL PROPS) ELIOT V39 LRP V143 MULRR AML</td>
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<tr>
<td>WATERVILLE(WVL)</td>
<td>(110–170 INCL) CMK V39 SOARS V487 CAM CON..</td>
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<tr>
<td>WILKES–BARRE/SCRANTON(AVP)</td>
<td>(90–170 INCL) COATE T218 TALLI LVZ ...</td>
<td>1100–0300</td>
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<tr>
<td>WINDSOR LOCKS(BDL)</td>
<td>(080–100; RNAV/GNSS EQUIPPED ONLY) CTR V270 ULW JHW ...</td>
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<td>(70–170 INC; RNAV ONLY, 250K OR LESS) MOBBS SAGES V489 COATE</td>
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<td>(110–170 INCL; MORE THAN 250 KTS) VEERS IGN FLOSI FLOSI (RNAV)–STAR</td>
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<tr>
<td>NEWARK(EWR)</td>
<td>(110–170 INCL; NON–TURBOJET) HFD V58 THUMB HTO V139 BRIGS ACY V184 OOD</td>
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<tr>
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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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<tr>
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<td>(60–170 INCL PROPS 210 KTS PLUS; PROPS, GPS OR DME/DME OR IRU EQUIPPED) MOBBS SAGES LAAYK LVZ V29 SLATT V6 FJC MAZIE</td>
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<td>(60–170; TURBOJETS ONLY, GPS OR DME/DME OR IRU EQUIPPED) MOBBS SAGES LAAYK LVZ V147 MAZIE</td>
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<td>PHILADELPHIA(PHL)</td>
<td>(110–170) WATER ROUTE) BOS LUCOS SEY067 SEY HTO V139 MANTA V276 ARD</td>
<td>1100–0300</td>
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<tr>
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<td>(90–170; TURBOPROPS ONLY, GPS OR DME/DME OR IRU EQUIPPED) MOBBS SAGES LAAYK LVZ V613 FJC ARD</td>
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<td>(110–170; NON–TURBOJET) HFD V58 THUMB HTO V139 BRIGS CEDAR LAKE–STAR</td>
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<td>(090–170) TURBOJETS ONLY, GPS OR DME/DME OR IRU EQUIPPED) MOBBS SAGES LAAYK LVZ V29 ETX V30 TROXL ARD</td>
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<td>TRENTON(TTN)</td>
<td>(110–170) WATER ROUTE) HFD V58 THUMB HTO V139 MANTA V276 ARD</td>
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<td>(090–170) TURBOJETS ONLY, GPS OR DME/DME OR IRU EQUIPPED) MOBBS SAGES LAAYK LVZ V29 ETX V30 TROXL ARD</td>
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<td>(110–170; NON–TURBOJET) HFD V58 THUMB HTO V139 BRIGS ACY V184 OOD</td>
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<td>(090–170) TURBOJETS ONLY, GPS OR DME/DME OR IRU EQUIPPED) MOBBS SAGES LAAYK LVZ V613 FJC ARD</td>
<td>1100–0300</td>
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<tr>
<td>WORCESTER(ORH)</td>
<td>(110–170; NON–TURBOJET) HFD V58 THUMB HTO V139 BRIGS CEDAR LAKE–STAR</td>
<td>1100–0300</td>
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<tr>
<td>ERIE(ERI)</td>
<td>(080–100; RNAV/GNSS EQUIPPED ONLY) CTR V270 ULW JHW ...</td>
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Terminals Route Effective Times (UTC)

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### SPECIAL LOW ALTITUDE DIRECTIONAL ROUTES

#### Bi-Directional Routes for Traffic Overflying New York Metro

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<td>East of NY Metro</td>
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<tr>
<td>West of NY Metro</td>
<td>V93</td>
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#### Bi-Directional Routes for Traffic Overflying Washington Metro

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<td>-</td>
<td>HAR V377 MOL</td>
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<td>-</td>
<td>HAR V377 V38 GVE</td>
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<td>LRP V93 PXT</td>
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#### Single-Direction Route Southbound

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<tr>
<td>Albany(ALB)</td>
<td>MXE V474 V377 HGR</td>
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#### High Altitude

#### Terminals

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<tr>
<td>Albany(ALB)</td>
<td>ACOVE DBABE Q448 PTW J48 MOL FLASK OZZZI (RNAV)–STAR</td>
<td>1100–0400</td>
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<tr>
<td>Baltimore(BWI)</td>
<td>PWL BIZEX Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>Charlotte(CLT)</td>
<td>PWL BIZEX Q75 GVE LYH CHSLY (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>Chicago(ORD)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED) PAYGE Q822 FNT WYNDE (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>Covington(CVG)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED) PAYGE Q822 GONZ 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 SOUTH FLOW PAYGE Q822 GONZ DONEO TPGUN (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>or (DME/DME/IRU OR GPS REQUIRED) DTW NORTH FLOW PAYGE Q822 GONZ DONEO CUUGR (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>Fort Lauderdale(FLL)</td>
<td>PWL BIZEX Q75 SLOJO Q83 JEVED Q97 PRMUS CUUDA (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>Fort Myers(RSW)</td>
<td>PWL BIZEX Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>Miami(MIA)</td>
<td>PWL BIZEX Q75 SLOJO Q83 JEVED Q97 DEBRL CSTAL (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>Minneapolis(MSP)</td>
<td>ARNII Q816 KELTI Q812 ZOHAN CEWDA MUSCL (RNAV)–STAR</td>
<td>1100–0400</td>
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<tr>
<td>Myrtle Beach(MYR)</td>
<td>PWL BIZEX Q75 GVE SBV RDU V136 CRE</td>
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<tr>
<td>Orlando(MCO)</td>
<td>(MCO LANDING NORTH) PWL BIZEX Q75 SLOJO Q83 ROYO Q85 LPERD SNFLD (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>or (MCO LANDING SOUTH) BIZEX Q75 SLOJO Q83 ROYO Q85 LPERD GTOUT (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>Orlando(SFB)</td>
<td>PWL BIZEX Q75 SLOJO Q83 ROYO Q85 LPERD TTHOR (RNAV)–STAR</td>
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<tr>
<td>Punta Gorda(PGD)</td>
<td>(JETS/TURBOPROPS ONLY) PWL BIZEX Q75 SLOJO Q103 PUPYY KYUU LUBBR (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>Raleigh/Durham(RDU)</td>
<td>PWL BIZEX Q75 GVE MELTN ALDAN (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>Savannah(SAV)</td>
<td>PWL BIZEX Q75 GSO CF CANTR PLZZZ</td>
<td>1100–0300</td>
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<tr>
<td>St Petersburg–Clearwater(Pie)</td>
<td>PWL BIZEX Q75 TEUF BAAMF DADES (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>Tampa(TPA)</td>
<td>PWL BIZEX Q75 TEUF BAAMF DADES (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>Washington(DCA)</td>
<td>PWL BIZEX Q75 MKE CLIPR (RNAV)–STAR</td>
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<tr>
<td>or (AOA FL240; TURBOJETS)JACOVE FILGA HYPER (RNAV)–STAR</td>
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<tr>
<td>or (AOB 220; TURBOPROPS)ALB CEDOR HNK FQM LEGGO (RNAV)–STAR</td>
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<tr>
<td>West Palm Beach(PBI)</td>
<td>PWL BIZEX Q75 SLOJO Q83 JEVED Q97 KENL CPTAN (RNAV)–STAR</td>
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#### Atlantic City(ACY)

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<tr>
<td>Atlanta(ACY)</td>
<td>ACY V229 LEEAH V268 BAL YANNI CSN J48 MOL FLASK OZZZI (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>Terminals</td>
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<tr>
<td>FORT LAUDERDALE (FLL)</td>
<td>LEEAH V1 SBY J79 KATZN CVI WEAVR J121 CHS CAKET Q97 PRMUS CUUDA  (RNAV)--STAR</td>
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<td>or JETS ONLY, EXCLUDES EA50, ES0P, SF50, CS10, CS25, (WATER) LEEAH V1 SBY KEMPR ILM OSTNN MAJIK CUUDA  (RNAV)--STAR</td>
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<tr>
<td>FORT MYERS (RSW)</td>
<td>(WATER) LEEAH V1 SBY KEMPR ILM AR15 HIBAC SHFTY (RNAV)--STAR</td>
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<td>or ACY V229 LEEAH V1 SBY J79 CHS JROSS Q409 PUPYY Q103 CYNTA SHFTY  (RNAV)--STAR</td>
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<td>or LEEAH ENO V268 BAL YANNI GVE Q75 SLOJO Q103 CYNTA SHFTY  (RNAV)--STAR</td>
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<td>MYRTLE BEACH (MYR)</td>
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<td>ORLANDO (MCO)</td>
<td>(MCO LANDING NORTH) LEEAH V1 SBY J79 KATZN CVI WEAVR J121 CHS IGARY Q85 LPERD SNFLD (RNAV)--STAR</td>
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<td>or (MCO LANDING SOUTH) LEEAH V1 SBY J79 KATZN CVI WEAVR J121 CHS IGARY Q85 GTOUT (RNAV)--STAR</td>
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<td>or (WATER) LEEAH V1 SBY KEMPR ILM AR15 HIBAC ALYNA (RNAV)--STAR</td>
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<tr>
<td>SOUTH FLORIDA (FLL, OPF, MIA, 07FA, HST, TMB, XS1, HWO)</td>
<td>(VLJ/TURBPROP ONLY: INCL EA50, ES0P, SF50, CS10, CS25) LEEAH V1 SBY J79 KATZN ISO J121 CHS CAKET Q97 KENLL TARPN (RNAV)--STAR</td>
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<tr>
<td>TAMPA (TPA)</td>
<td>ACY V229 LEEAH V1 SBY J79 CHS JROSS Q409 PUPYY BAAMF DADES (RNAV)--STAR</td>
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<tr>
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<td>or LEEAH ENO V268 BAL YANNI GVE Q75 TEUFL BAAMF DADES (RNAV)--STAR</td>
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<tr>
<td>WEST PALM BEACH (PBI)</td>
<td>LEEAH V1 SBY KEMPR ILM BAHAA DULEE CLMNT (RNAV)--STAR</td>
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<td>or LEEAH V1 SBY J79 KATZN CVI WEAVR J121 CHS CAKET Q97 KENLL CPTAN (RNAV)--STAR</td>
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<tr>
<td>BALTIMORE (BWI)</td>
<td>SWANN--DP SWANN BROSS Q419 RBV Q22 LLUND TRUDE V487 CANAN</td>
<td>1100–0300</td>
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<tr>
<td>ALBANY (ALB)</td>
<td>(TURBOJETS) TERPZ (RNAV)--DP MAULS Q40 FEEDS SUG</td>
<td>1100–0400</td>
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<tr>
<td>ASHEVILLE (AVL)</td>
<td>TERPZ (RNAV)--DP FLASK OZZI (RNAV)--STAR</td>
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<tr>
<td>ATLANTA (ATL)</td>
<td>SWANN--DP SWANN BROSS Q419 RBV Q22 FOXWD BOS</td>
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<td>BANGOR (BGR)</td>
<td>SWANN--DP SWANN BROSS Q419 DPK MAD HDF DREEM (RNAV)--STAR</td>
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<td>BEDFORD (BED)</td>
<td>(TURBOJETS) TERPZ (RNAV)--DP MAULS Q40 NIOLA DIOIDE</td>
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<tr>
<td>BIRMINGHAM (BHM)</td>
<td>(TURBOJETS) TERPZ (RNAV)--DP MAULS Q40 FEEDS SUG</td>
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<tr>
<td>BOSTON (BOS)</td>
<td>(TURBOJETS: DME/DME/IRU OR GNSS REQUIRED) SWANN--DP SWANN BROSS Q419 JFK ROBUC (RNAV)--STAR</td>
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<tr>
<td>BRIDGEPORT (BDR)</td>
<td>PALEO--DP SIE J121 BRIGS Q439 SARDI V139 RICED KEYED</td>
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<td>BURLINGTON (BTV)</td>
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<td>CONLE (RNAV)--DP SCOOB ISO RAPZZ AMYLU (RNAV)--STAR</td>
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<td>CHARLOTTE (CLT)</td>
<td>TERPZ (RNAV)--DP GLANC LYH CHSFLY (RNAV)--STAR (TURBOJETS) TERPZ (RNAV)--DP MAULS Q40 ALEAN VXX</td>
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<td>CHATTANOOGA (CHA)</td>
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<td>CHICAGO (MDW)</td>
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**Note:** NE, 14 JUL 2022 to 8 SEP 2022
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<th>Terminals</th>
<th>Route</th>
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<tbody>
<tr>
<td>COLUMBUS (CMH)</td>
<td>(TURBOJETS)TERPZ (RNAV)-DP RAMAY Q72 HACKS SCRLT SCRLT (RNAV)-STAR</td>
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<tr>
<td>COVINGTON (CVG)</td>
<td>(RNAV TURBOJETS)TERPZ (RNAV)-DP OTTTO COLNS GAVNN (RNAV)-STAR</td>
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<tr>
<td>DALLAS (DAL)</td>
<td>TERPZ (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)TERPZ (RNAV)-DP OTTTO Q80 FAREV BWG Q68 LITTR FEWWW SEEVR (RNAV)-STAR</td>
<td>1100–0300</td>
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<tr>
<td></td>
<td>or (DFW SOUTH FLOW)TERPZ (RNAV)-DP MCRAY J518 KOZAR BONZZ (RNAV)-STAR</td>
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<tr>
<td>DAYTON (DAY)</td>
<td>(TURBOJETS)TERPZ (RNAV)-DP RAMAY Q72 HACKS APE DANEI–STAR</td>
<td>1100–0300</td>
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<tr>
<td>DETROIT SATS (DET, ARB, PTK, YIP, CYQG)</td>
<td>(TURBOJETS; DME/DME/IRU OR GPS REQUIRED)TERPZ (RNAV)-DP JERES J211 HAGUD WWSHR FOREY (RNAV)-STAR</td>
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<td>or (DTW SOUTH FLOW)TERPZ (RNAV)-DP MCRAY J518 KOZAR BONZZ (RNAV)-STAR</td>
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<tr>
<td>FARMINGDALE (FRG)</td>
<td>(180–230)PALEO–DP SIE J121 BRIGS Q439 SARDI CCC DPK</td>
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<tr>
<td>FORT LAUDERDALE (FLL)</td>
<td>CONLE (RNAV)-DP SCOOB ISO J121 CHS CAKET Q97 PRMUS CUUDA (RNAV)-STAR</td>
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<td>or (JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(WATER)CONLE (RNAV)-DP SCOOB KEMPR ILM OSTM MAJIK CUUDA (RNAV)-STAR</td>
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<tr>
<td>FORT MYERS (RSW)</td>
<td>TERPZ (RNAV)-DP RRSIN GSO Q75 SLOJO Q103 CYNTA SHFTY (RNAV)-STAR</td>
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<td>GREE (GSP)</td>
<td>TERPZ (RNAV)-DP GLANC FUBL JUNNR</td>
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<td>HOUSTON (HOU)</td>
<td>(TURBOJETS)TERPZ (RNAV)-DP MAULS Q40 AEX WAPPL (RNAV)-STAR</td>
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<td>HOUSTON (IAH)</td>
<td>(TURBOJETS)IAH WEST FLOWTERPZ (RNAV)-DP MAUS Q40 AEX DOOBI (RNAV)-STAR</td>
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<td>or (TURBOJETS)IAH EAST FLOWTERPZ (RNAV)-DP MAUS Q40 AEX SKNRD (RNAV)-STAR</td>
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<td>JACKSONVILLE (JAX)</td>
<td>CONLE (RNAV)-DP SCOOB ISO J121 CHS ESENT LUNNI (RNAV)-STAR</td>
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<td>KANSAS CITY (MCI)</td>
<td>TERPZ (RNAV)-DP OTTTO Q176 STL MCM BQS BRAYMER–STAR</td>
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<td>KNOXVILLE (TY)</td>
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<td>LOUISVILLE (SDF)</td>
<td>TERPZ (RNAV)-DP OTTTO Q80 YOCKY UNCKL MAUDD (RNAV)-STAR</td>
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<td>MANCHESTER (MHT)</td>
<td>SWANN–DP SWANN BROSS Q419 RBV Q22 LLUND SMYTH ROZSE (RNAV)-STAR</td>
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<td>MEMPHIS (MEM)</td>
<td>(TURBOJETS)TERPZ (RNAV)-DP OTTTO Q80 FAREV BWG BLUZZ (RNAV)-STAR</td>
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<td>MIAMI (MIA)</td>
<td>CONLE SCOOB ISO J121 CHS CAKET Q97 DEBRL CSTAL (RNAV)-STAR</td>
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<td>or (JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(WATER)CONLE (RNAV)-DP SCOOB KEMPR ILM OSTM MAJIK CUUDA (RNAV)-STAR</td>
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<td>MILWAUKEE (MKE)</td>
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<td>MONTREAL (CYUL)</td>
<td>SWANN–DP SWANN BROSS Q419 RBV Q22 LLUND CAM PBENG CARTER (CANADIAN) (RNAV)-STAR</td>
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<tr>
<td>MYRTLE BEACH (MYR)</td>
<td>CONLE (RNAV)-DP SCOOB ILM WYLMS</td>
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<tr>
<td>NANTUCKET (ACK)</td>
<td>SWANN–DP SWANN BROSS Q419 RBV Q430 RIFLE DEEPO (RNAV)-STAR</td>
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**NE, 14 JUL 2022 to 8 SEP 2022**
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<tr>
<td>NASHVILLE(BNA)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP OTTO Q80 DEWAK GROTAS NYLA MEI RYTHM–STAR</td>
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<td>NEW ORLEANS(MSY)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP MAULS Q40 SQLA SARDI CCC ....................</td>
<td>1100–0300</td>
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<tr>
<td>NEW YORK(ISP)</td>
<td>PALEO–DP SIE J121 BRIGS Q439 SARDI CCC ..................................</td>
<td>1100–0300</td>
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<tr>
<td>NEWARK(EWR)</td>
<td>(GPS OR DME/DME–IRU EQUIPPED)SWAN–DP DQO FHLB0 (RNAV)–STAR ..............</td>
<td>1100–0300</td>
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<tr>
<td>ORLANDO(MCO)</td>
<td>(WATER)CONLE (RNAV)–DP COOB KEMPR ILM AR15 HIBALYNA (RNAV)–STAR ..........</td>
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<td>(MCO LANDING SOUTH)CONLE (RNAV)–DP COOB ISO J121 CHS IGARY Q85 LPERD GTOUT (RNAV)–STAR</td>
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<td>(MCO LANDING NORTH)CONLE (RNAV)–DP COOB ISO J121 CHS IGARY Q85 LPERD SNFLD (RNAV)–STAR</td>
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<td>OTTAWA(CYOW)</td>
<td>TERPZ (RNAV)–DP JERES J227 ULW SYR ART DEANS (RNAV)–STAR ...............</td>
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<td>PITTSBURGH(PIT)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP MCRAY Q518 JHD DEMME (RNAV)–STAR ...........</td>
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<td>PORTLAND(PWM)</td>
<td>SWAN–DP SWANN BROSS Q419 RBV Q22 LLUND BDR SCOGS (RNAV)–STAR ..........</td>
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<tr>
<td>PROVIDENCE(PVD)</td>
<td>SWAN–DP SWANN BROSS Q419 RBV Q430 CREEL HTO JORDN (RNAV)–STAR ..........</td>
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<tr>
<td>RALEIGH/DURHAM(RDU)</td>
<td>(AOB FL260)CONLE (RNAV)–DP COLIN TAPPA HOUNY TAQLE (RNAV)–STAR ..........</td>
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<td>(AOB FL260)TERPZ (RNAV)–DP MELTN ALDAN (RNAV)–STAR ......................</td>
<td>1100–0300</td>
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<tr>
<td>ROCHESTER(ROC)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP JERES J227 VALLO J227 ULW V31 GIBBE ..........</td>
<td>1100–0300</td>
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<tr>
<td>SARASOTA/BRADENTON(SRQ)</td>
<td>(JETS/TURBOPROPS ONLY)TERPZ (RNAV)–DP RSSI Q475 Q517 Q103 PUPPY KYYUU LUBBR (RNAV)–STAR</td>
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<tr>
<td>SAVANNAH(SAV)</td>
<td>(TURBOJETS)CONLE (RNAV)–DP COOB COUPN TYI J79 CHS LGRHD SOOOP ..........</td>
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<tr>
<td>SOUTH FLORIDA (FLL,OPF,MIA,70FA, HST,TMB,851,HWO)</td>
<td>(VLJ/TURBPROPS ONLY: INCL EA50,E50P,550,C510,C525)CONLE (RNAV)–DP COOB ISO J121 CHS CAKE Q97 KENL TARPN (RNAV)–STAR</td>
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<td>ST LOUIS(STL)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP OTTO Q176 BICKS PXV BOOSH (RNAV)–STAR ........</td>
<td>1100–0300</td>
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<tr>
<td>SYRACUSE(SYR)</td>
<td>(TURBOJETS)TERPZ JERES J227 STENT CFB TERPZ (RNAV)–DP RSSI Q475 TEUFL BAAMF DADES (RNAV)–STAR</td>
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<td>TAMPA(TPA)</td>
<td>(TURBOJETS)TERPZ JERES J227 ULW SYR ART DEANS (RNAV)–STAR ...............</td>
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<tr>
<td>TETERBORO(TEB)</td>
<td>(TURBOJETS)SWAN–DP SWANN FUBR SPNCR JAIKE JAIKE (RNAV)–STAR ..........</td>
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<tr>
<td>TORONTO(CYYZ)</td>
<td>TERPZ (RNAV)–DP JERES J220 SKF WOZEE LINING (CANADIAN) (RNAV)–STAR ..........</td>
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<tr>
<td>WEST PALM BEACH(PBI)</td>
<td>CONLE COOB ISO J121 CHS CAKE Q97 KENL TPTAN (RNAV)–STAR ...............</td>
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<td>(WATER)CONLE (RNAV)–DP COOB KEMP WETRO ILM BAHAD DULEE CLMNT (RNAV)–STAR</td>
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<tr>
<td>WHITE PLAINS(HPN)</td>
<td>(AT OR ABOVE FL180)SWAN–DP SWANN BROSS Q419 NACYN BESSI CYN BOUNO–STAR ..................................</td>
<td>1100–0300</td>
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<tr>
<td>WINDSOR LOCKS(BDL)</td>
<td>SWAN–DP SWANN BROSS Q419 DPK DEER PARK–STAR ..................................</td>
<td>1100–0300</td>
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<tr>
<td>BANGOR(BGR)</td>
<td>KAYCC KYLH NELIE Q75 GVE LYH CHSLY (RNAV)–STAR ...............</td>
<td>1100–0300</td>
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<tr>
<td>CHARLOTTE(CLT)</td>
<td>KAYCC KYLH NELIE BIZEX Q75 GVE ..........................</td>
<td>1100–0300</td>
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<tr>
<td>CHARLOTTESTESVILLE(CHO)</td>
<td>GONZ Q822 FNT WYNDE (RNAV)–STAR ........................................</td>
<td>1100–0400</td>
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<tr>
<td>CHICAGO(OH)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)GONZ JOSY MAULL KODIE CTV TIGRR (RNAV)–STAR ........................................</td>
<td>1100–0400</td>
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<tr>
<td>COVINGTON(CVG)</td>
<td>(DME/DME/IRU OR GPS REQUIRED)GONZ JOSY MAULL KODIE CTV TIGGR (RNAV)–STAR ........................................</td>
<td>1100–0400</td>
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<tr>
<td>DETROIT(DTW)</td>
<td>(DME/DME/IRU OR GPS REQUIRED)GONZ JOSY MAULL KODIE CTV TIGGR (RNAV)–STAR ........................................</td>
<td>1100–0400</td>
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<td>(DME/DME/IRU OR GPS REQUIRED)GONZ JOSY MAULL KODIE CTV TIGGR (RNAV)–STAR ........................................</td>
<td>1100–0400</td>
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<tr>
<td>NEW YORK(LGA)</td>
<td>(250KTS OR GREATER)ALB HAARP–STAR .......................................</td>
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<tr>
<td>NEWARK(EWR)</td>
<td>HANAA FL50 (RNAV)–STAR ................................................</td>
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**PREFERRED IFR ROUTES**

**Terminals Route**

**Effective Times (UTC)**

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### Terminals Route Effective Times (UTC)

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<tr>
<td>ORLANDO (SFB)</td>
<td>(WATER) ENE CCC GEDIC J174 SWL CEBEE WETRO ILM AR15 HIBAC ALYNA (RNAV)-STAR</td>
<td>1100-0400</td>
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<tr>
<td>PHILADELPHIA (PHL)</td>
<td>BEEKN Q439 BRIGS JIIMS (RNAV)-STAR</td>
<td>1100-0300</td>
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<tr>
<td>ST PETERSBURG - CLEARWATER (PIE)</td>
<td>KAYCC KYLOH NELIE Q75 TEUFL BAAMF DADES (RNAV)-STAR</td>
<td>1100-0400</td>
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<tr>
<td>WASHINGTON (DCA)</td>
<td>ENE CCC GEDIC J174 ZIZZI ATR LAFLN DEALE (RNAV)-STAR</td>
<td>1100-0300</td>
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<tr>
<td></td>
<td>or KAYCC KYLOH NELIE Q75 MXE CLIPR (RNAV)-STAR</td>
<td>1100-0300</td>
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<tr>
<td>BEDFORD (BED)</td>
<td>RESS NELIE Q75 MXE V378 NUGGY TRISH (RNAV)-STAR</td>
<td>1100-0300</td>
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<tr>
<td>BALTIMORE (BWI)</td>
<td>PATSS (RNAV)-DP PATSS NELIE Q75 MXE V378 NUGGY TRISH (RNAV)-STAR</td>
<td>1100-0300</td>
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<tr>
<td>CHARLOTTE (CLT)</td>
<td>RESS NELIE Q75 GVE LYH CHSLY (RNAV)-STAR</td>
<td>1100-0300</td>
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<tr>
<td>FORT MYERS (RSW)</td>
<td>RESS NELIE Q75 SLOJO Q103 CYNTA SHFTY (RNAV)-STAR</td>
<td>1100-0300</td>
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<tr>
<td>PHILADELPHIA (PHL)</td>
<td>PUT CCC MANTA Q439 BRIGS JIIMS (RNAV)-STAR</td>
<td>1100-0300</td>
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<td>PHILADELPHIA (PNE)</td>
<td>PUT CCC MANTA Q439 MANTA V276 ARD</td>
<td>1100-0300</td>
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<tr>
<td>SARASOTA / BRADENTON (SRQ)</td>
<td>(JETS/TURBOPROPS ONLY) RESS NELIE Q75 SLOJO Q103</td>
<td>1100-0300</td>
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<td>TAMPA (TPA)</td>
<td>RESS NELIE Q75 TEUFL BAAMF DADES (RNAV)-STAR</td>
<td>1100-0300</td>
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<tr>
<td>WASHINGTON (DCA)</td>
<td>RESS NELIE Q75 MXE CLIPR (RNAV)-STAR</td>
<td>1100-0300</td>
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<tr>
<td>BOSTON (BOS)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED) BLZZR (RNAV)-DP BLZZR BAF Q448 PTW J48 MOL FLASK QZZZI (RNAV)-STAR</td>
<td>1100-0300</td>
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<td>CHICAGO (MDW)</td>
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<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED) HYLND (RNAV)-DP HYLND SYR ROC EHMAN</td>
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<td>CLEVELAND (CLE)</td>
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<td>(RNAV TURBOJET) HYLND (RNAV)-DP HYLND CAM Q822 FNT WYNDE (RNAV)-STAR</td>
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<td>COLUMBUS (CMH)</td>
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<td>BLZZR (RNAV)-DP BLZZR BAF Q480 AIR CLPR (RNAV)-STAR</td>
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<td>(RNAV)-STAR</td>
<td>1100-0300</td>
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<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED) RESS (RNAV)-DP RESS CTR HNK J49 PSB MAULL KODIE CTW TIGRR (RNAV)-STAR</td>
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<td>DALLAS - FORT WORTH (DFW)</td>
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<td>(DFW SOUTH FLOW) BLZZR (RNAV)-DP BLZZR BAF Q406 BWJ J6 HVQ Q68 LITTR FEWYW SEEV (RNAV)-STAR</td>
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<tr>
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<td>or (DFW NORTH FLOW) BLZZR (RNAV)-DP BLZZR BAF Q406 BWJ J6 HVQ Q68 LITTR FEWYW BRDJE (RNAV)-STAR</td>
<td>1100-0300</td>
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<td>DAYTON (DAY)</td>
<td>1100-0300</td>
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<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED) BLZZR (RNAV)-DP BLZZR BAF Q480 AIR APE DANEI-STAR</td>
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<td>DENVER (DEN)</td>
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<td>HYLND (RNAV)-DP HYLND HANAA Q816 HOKE Q935 MONEE IANNA OHL PORDR AALLE (RNAV)-STAR</td>
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<td>DETROIT SATS (DET)</td>
<td>1100-0300</td>
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<td>(TURBOJETS ONLY: DME/DME/IRU OR GNSS REQUIRED)HYLND (RNAV)-DP HYLND CAM Q822 GONZZ COLTS GIGGY (RNAV)-STAR</td>
<td>1100-0300</td>
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**Terminals Route Effective Times (UTC)**

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<tr>
<td>DETROIT SATS(YIP,PTK,ARB ONLY)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GNSS REQUIRED) HYLND (RNAV)–DP HYLND CAM Q822 GONZZ COLTS OKLND (RNAV)–STAR ................. or (TURBOJETS) HYLND (RNAV)–DP HYLND CAM Q822 GONZZ DONEO TPGUN (RNAV)–STAR ........................................</td>
<td>1100–0300</td>
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<tr>
<td>DETROIT(DTW)</td>
<td>(DME/DME/IRU OR GPS REQUIRED) (DTW SOUTH FLOW) HYLND (RNAV)–DP HYLND CAM Q822 GONZZ DONEO CUUGR (RNAV)–STAR ................... or (TURBOJETS) HYLND (RNAV)–DP HYLND CAM Q822 GONZZ DONEO TPGUN (RNAV)–STAR ........................................</td>
<td>1100–0300</td>
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<tr>
<td>FORT LAUDERDALE(FLL)</td>
<td>(JETS ONLY, EXCLUDES EA50, ESOP, SF50, C510, C525) DEEP OCEAN (SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO SPDEY Y488 Stern Y493 JENKS MAIJK CUUDA (RNAV)–STAR) ......... or (JETS ONLY, EXCLUDES EA50, ESOP, SF50, C510, C525) WATER (SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO J174 SWL CEWEBE WETRO ILM OSTNN MAIJK CUUDA (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>
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<tr>
<td>GREENSBORO(GSO)</td>
<td>PATSS (RNAV)–DP PATSS NELIE Q75 GVE LYNH HENBY–STAR .........................................................................................</td>
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<tr>
<td>HOUSTON(HOU)</td>
<td>(TURBOJETS) BLZZR (RNAV)–DP BLZZR BAF Q448 PTW J48 CSN PANPO Q40 AEX WAPPL (RNAV)–STAR. ........................................</td>
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<tr>
<td>HOUSTON(AH)</td>
<td>(TURBOJETS) IAH WEST FLOW (BLZZR (RNAV)–DP BLZZR BAF Q448 PTW J48 CSN PANPO Q40 AEX DOOBI (RNAV)–STAR) ......................... or (TURBOJETS) IAH EAST FLOW (BLZZR (RNAV)–DP BLZZR BAF Q448 PTW J48 CSN PANPO Q40 AEX SKNRD (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>
</tr>
<tr>
<td>JACKSONVILLE(JAX)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED) SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO J174 ORF J121 HS SESENT LUNNI (RNAV)–STAR) ........................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>KANSAS CITY(MCI)</td>
<td>BLZZR (RNAV)–DP BLZZR BAF Q480 AIR SPI BRAYMER–STAR ................................................................................................</td>
<td>1100–0400</td>
</tr>
<tr>
<td>LAS VEGAS(LAS)</td>
<td>HYLND (RNAV)–DP HYLND CAM Q822 GONZZ Q29 KLYNE FYLLS J110 RSK J64 TBC SQIRE 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 ODI FSD J114 DVJ J60 HVQ PROMT Q88 HAKVN ANJLL (RNAV)–STAR .........................................................</td>
<td>1100–0400</td>
</tr>
<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>
</tr>
<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>
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<tr>
<td>MIAMI(MIA)</td>
<td>SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO J174 ORF J121 HS CEWEBE WETRO DIW HOAGG FNFSH (RNAV)–STAR) ......................................................... or (JETS ONLY, EXCLUDES EA50, ESOP, SF50, C510, C525) DEEP OCEAN (SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO SPDEY Y488 Stern Y493 JENKS MAIJK CUUDA (RNAV)–STAR) .........</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MILWAUKEE(MKE)</td>
<td>HYLND (RNAV)–DP HYLND HANAA Q816 HOCKE GETCH LYSR SUDOS .................................................................................................</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>HYLND (RNAV)–DP HYLND LATTs CARTER (CANADIAN) (RNAV)–STAR .................................................................................................</td>
<td>1100–0300</td>
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PREFERRED IFR ROUTES

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<tbody>
<tr>
<td>MONTREAL(YUL)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)HYLND (RNAV)–DP HYLND PBERG CARTER (CANADIAN) (RNAV)–STAR HYLND PBERG CARTER (CANADIAN) (RNAV)–STAR 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 WYLMS</td>
<td>1100–0300</td>
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<tr>
<td>NASHVILLE(BNA)</td>
<td>BLZZR (RNAV)–DP BLZZR BAF Q406 BW J6 HVQ Q68 YOCKY GROYAT PASLY (RNAV)–STAR .................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NASSAU(MYNN)</td>
<td>(DEEP OCEAN)SSOX (RNAV)–DP SSOXS BUZRD SEY HTO SPDEY Y488 SHERYL Y493 WEAKK CARPXY Y307 HANKX .................................................</td>
<td>1100–0300</td>
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<tr>
<td>NEW ORLEANS(MSY)</td>
<td>(TURBOJETS)BLZZR (RNAV)–DP BLZZR BAF Q484 PTW J48 CSN FANPO Q40 NIOLA MEI RYTHM–STAR .................................................</td>
<td>1100–0300</td>
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<tr>
<td>NEW YORK(ISP)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)SSOX (RNAV)–DP SSOXS BUZRD SEY V268 HTO V46 CCCC .................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEW YORK(JFK)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)SSOX (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>
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<tr>
<td>ORLANDO(MCO)</td>
<td>(DEEP OCEAN)SSOX (RNAV)–DP SSOXS BUZRD SEY HTO SPDEY Y488 SHERYL Y493 BAHAA HIBAC ALYNA (RNAV)–STAR .................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(WATER)SSOX (RNAV)–DP SSOXS BUZRD SEY HTO J174 SWL CBEE WETRO ILM AR15 HIBAC ALYNA (RNAV)–STAR .................................................</td>
<td>1100–0400</td>
</tr>
<tr>
<td></td>
<td>or (MCO LANDING SOUTH)SSOX (RNAV)–DP SSOXS BUZRD SEY HTO J174 ORF J121 CHS IGARY Q85 LPERD GTOUT (RNAV)–STAR .................................................</td>
<td>1100–0300</td>
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<tr>
<td></td>
<td>or (MCO LANDING NORTH)SSOX (RNAV)–DP SSOXS BUZRD SEY HTO J174 ORF J121 CHS IGARY Q85 LPERD SNFLD (RNAV)–STAR .................................................</td>
<td>1100–0300</td>
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<tr>
<td>ORLANDO(ORL)</td>
<td>SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO J174 ORF J121 CHS IGARY Q85 LPERD TTHOR (RNAV)–STAR .................................................</td>
<td>1100–0300</td>
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<tr>
<td></td>
<td>or (WATER)SSOX (RNAV)–DP SSOXS BUZRD SEY HTO J174 SWL CBEE WETRO ILM AR15 HIBAC ALYNA (RNAV)–STAR .................................................</td>
<td>1100–0300</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 ROP VH P110 BUM J19 ZUN EAGUL (RNAV)–STAR .................................................</td>
<td>1100–0300</td>
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<tr>
<td>PITTSBURGH(PIT)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)REVSS (RNAV)–DP REVSS CTR HNK KONJE J190 SLI HAYN (RNAV)–STAR .................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PORTLAND(PDX)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)HYLND (RNAV)–DP HYLND HANAA B36 HOCHE GBP GPR J16 P110 J130 KHOOD (RNAV)–STAR .................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>RALEIGH/DURHAM(RDU)</td>
<td>SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO J174 WARNN 2IAAY TAOILE (RNAV)–STAR .................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>RICHMOND(RIC)</td>
<td>SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO J174 SWL ARICE JAMIE .................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ROCHESTER(ROC)</td>
<td>HYLND (RNAV)–DP HYLND CAM SYR .................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SALT LAKE CITY(SLC)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)HYLND (RNAV)–DP HYLND HANAA B36 HOCHE BAE DBQ J94 OCS NORDK (RNAV)–STAR .................................................</td>
<td>1100–0300</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 HOGZ LUCKI (RNAV)–STAR .................................................</td>
<td>1100–0300</td>
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NE, 14 JUL 2022 to 8 SEP 2022
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<tr>
<td>SAN FRANCISCO(SFO)</td>
<td>(TURBOJETS)HYLND (RNAV)–DP HYLND HANAA Q816 HOCKE GRB GEP ABR J32 LLC LEGGS BDEGA (RNAV)–STAR</td>
<td>1100–0400</td>
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<tr>
<td>SARASOTA/BRADENTON(SRQ)</td>
<td>(JETS/TURBOPROPS ONLY)PATSS (RNAV)–DP PATSS NELIE Q75 SLOJO Q103 PUPPY KYUUJ LUBBR (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>SAVANNAH(SAV)</td>
<td>SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO J174 ORF J121 CHS LGRHD SSOOP</td>
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<tr>
<td>SEATTLE(SEA)</td>
<td>(TURBOJETS ONLY: DME/DME/IUR OR GPS REQUIRED)HYLND (RNAV)–DP HYLND HANAA Q816 HOCKE GRB GEP ABR J90 HLN J136 MLP GLASR–STAR</td>
<td>1100–0300</td>
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<tr>
<td>SOUTHERN FLORIDA (FLL,OPF,MIA,07FA,HST,TMB,KS1,HWO)</td>
<td>(VL/TURBOPROPS ONLY: INCL EA50,E50P,F50C510,C525)SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO J174 SWL J121 CHS Caket Q37 KENLL TARP (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>ST LOUIS(STL)</td>
<td>(TURBOJETS ONLY: DME/DME/IUR OR GPS REQUIRED)BLZZR (RNAV)–DP BLZZR BAF Q480 AIR J110 VHP AARCH (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>TAMPA(TPA)</td>
<td>(DEEP OCEAN)SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO SPDEY Y488 STERN Y493 BAHAH HIBAC DADES (RNAV)–STAR or PATSS (RNAV)–DP PATSS NELIE Q75 TEUFL BAAMF DADES (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>TORONTO(CYYZ)</td>
<td>(TURBOJETS ONLY: DME/DME/IUR OR GPS REQUIRED)HYLND (RNAV)–DP HYLND CAM Q822 GONNZ WOZEE LINNG (CANADIAN) (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON(DCA)</td>
<td>(TURBOJETS)SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO J174 ZIZZI ATR LAFLN DEALE (RNAV)–STAR or PATSS (RNAV)–DP PATSS NELIE Q75 MXE CLIPR (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON(IAD)</td>
<td>(AOA FL240; TURBOJETS ONLY: DME/DME/IUR OR GPS REQUIRED)BLZZR (RNAV)–DP BLZZR BAF HYPER (RNAV)–STAR or (AOB 220; TURBOPROPS)BLZZR BAF SAGES LAAK MIP SEG LEGGO (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>WEST PALM BEACH(PBI)</td>
<td>(DEEP OCEAN)SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO SPDEY Y488 STERN Y493 BAHAH DULEE CLMNT (RNAV)–STAR or (WATER)SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO J174 SWL CEBEE WETRO ILM BAHAH DULEE CLMNT (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>WHITE PLAINS(HPN)</td>
<td>(FL180–FL220; TURBOJETS ONLY: DME/DME/IUR OR GPS REQUIRED)PATSS (RNAV)–DP PATSS NELIE VALRE VALRE–STAR</td>
<td>1100–0300</td>
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<tr>
<td>BRIDGEPORT(BDR)</td>
<td>JUDDS RONGE PWL BIZQ Z75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BALTIMORE(BWI)</td>
<td>JUDDS RONGE PWL BIZQ Z75 MXE CLIPR (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON(DCA)</td>
<td>JUDDS RONGE PWL BIZQ Z75 MXE CLIPR (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON(IAD)</td>
<td>(RNAV EQUIPPED ONLY)JUDDS RONGE PWL GANDE HYPER (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BUFFALO(BUF)</td>
<td>JHW FOXEE Q145 HQV LNDZ PARQR (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHARLOTTE(CLT)</td>
<td>JHW FOXEE Q145 HQV LNDZ PARQR (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>COVINGTON(CVG)</td>
<td>JHW FOXEE Q145 HQV LNDZ PARQR (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>DETROIT SATS(DET,CYQG ONLY)</td>
<td>(DME/DME/IUR OR GPS REQUIRED)COLTS GIGGY (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>FORT LAUDERDALE(FLL)</td>
<td>JHW RICCS Q103 SLOJO Q83 JEVED Q97 PRMUS CUUDA (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>FORT MYERS(RSW)</td>
<td>JHW RICCS Q103 CYNTA SHFTY (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MIAMI(MIA)</td>
<td>JHW RICCS Q103 SLOJO Q83 JEVED Q97 DEBRL CSTALL (RNAV)–STAR</td>
<td>1100–0300</td>
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PREFERRED IFR ROUTES

Terminals Route Effective Times (UTC)

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PREFERRED IFR ROUTES

NEW YORK (JFK) .................................. GEE BEEPS IGN KINGSTON–STAR .................
(ABOVE 250 KTS) GEE RKA HAARP–STAR ......... 1100–0300
(TURBOJETS) AUDIL RKA NOBBI–STAR............ 1100–0300
NEW YORK (LGA) .................................. (ABOVE 250 KTS) GEE RKA HAARP–STAR ......... 1100–0300
(TURBOJETS) AUDIL RKA NOBBI–STAR............ 1100–0300
ORLANDO (MCO) .................................. GEE BEEPS IGN KINGSTON–STAR .................
(MCO LANDING NORTH) JHW RICCS Q103 SLOJO Q83 ROYCO Q85 LPERD SNFLD (RNAV)–STAR .......
(TURBOJETS) AUDIL RKA NOBBI–STAR............ 1100–0300
PHILADELPHIA (PHL) .................................. BFD PSB BUNTS–STAR .........................
(TURBOJETS ONLY) JHW RICCS Q103 SLOJO Q83 ROYCO Q85 LPERD GTOUT (RNAV)–STAR .......
TAMPA (TPA) .................................. BFD PSB BUNTS–STAR .........................
(TURBOJETS ONLY) JHW RICCS Q103 SLOJO Q83 ROYCO Q85 LPERD GTOUT (RNAV)–STAR .......
WEST PALM BEACH (PBI) .......................... JHW RICCS Q103 SLOJO Q83 JEVED Q79 KENL CPTAN (RNAV)–STAR ............
BURLINGTON (BTV) .......................... ALB ACOVE DBABE Q448 PTW J48 MOL FLASK OZZZI (RNAV)–STAR .......
(TURBOJETS ONLY) ALB ACOVE DBABE Q448 PTW J48 MOL FLASK OZZZI (RNAV)–STAR .......
BALTIMORE (BWI) .................................. PONCT BIZEX Q75 MXE V378 NUGGY TRISH (RNAV)–STAR ............
(TURBOJETS ONLY) PONCT BIZEX Q75 MXE V378 NUGGY TRISH (RNAV)–STAR ............
CHARLOTTE (CLT) .................................. PONCT BIZEX Q75 GVE LYH CHSLY (RNAV)–STAR ....
(TURBOJETS ONLY) PONCT BIZEX Q75 GVE LYH CHSLY (RNAV)–STAR ....
CHICAGO (ORD) .................................. ALVID DEDKI HOCKE FNT WYNDE (RNAV)–STAR ............
(TURBOJETS ONLY) ALVID DEDKI HOCKE FNT WYNDE (RNAV)–STAR ............
COVINGTON (CVG) .................................. ALB FKJF SLT HAYNZ (RNAV)–STAR ............
(TURBOJETS ONLY) PONCT BIZEX Q75 GVE MELTN ALDAN (RNAV)–STAR ............
DETROIT (DTW) .................................. PONCT BIZEX Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR ............
(TURBOJETS ONLY) PONCT BIZEX Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR ............
FORT MYERS (RSW) .................................. PONCT BIZEX Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR ............
(TURBOJETS ONLY) PONCT BIZEX Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR ............
NEW YORK (JFK) .................................. ALB IGN KINGSTON–STAR ................
(TURBOJETS ONLY) ALB IGN KINGSTON–STAR ................
NEW YORK (LGA) .................................. ALB HAARP–STAR ................
(TURBOJETS ONLY) ALB HAARP–STAR ................
PHILADELPHIA (PHL) .................................. ALB FKJF SLT HAYNZ (RNAV)–STAR ............
(TURBOJETS ONLY) ALB FKJF SLT HAYNZ (RNAV)–STAR ............
PITTSBURGH (PIT) .................................. ALB FKJF SLT HAYNZ (RNAV)–STAR ............
(TURBOJETS ONLY) ALB FKJF SLT HAYNZ (RNAV)–STAR ............
RALEIGH / DURHAM (RDU) .......................... PONCT BIZEX Q75 GVE MELTN ALDAN (RNAV)–STAR ............
(TURBOJETS ONLY) PONCT BIZEX Q75 GVE MELTN ALDAN (RNAV)–STAR ............
WASHINGTON (DCA) .................................. PONCT BIZEX Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR ............
(TURBOJETS ONLY) PONCT BIZEX Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR ............
WASHINGTON (IAD) .................................. ALB IGN KINGSTON–STAR ................
(TURBOJETS ONLY) ALB IGN KINGSTON–STAR ................
HARRISBURG (HAR) ..................................
COVINGTON (CVG) .................................. HARRISBURG (HAR) ..................................
(COVINGTON ONLY) HARRISBURG (HAR) ............
HARRISBURG (MDT) ..................................
CHICAGO (ORD) .................................. HARRISBURG (HAR) ..................................
(COVINGTON ONLY) HARRISBURG (HAR) ............
HYANNIS (HYA) ..................................
Baltimore (BWI) ..................................
CHICAGO (ORD) ..................................
(COVINGTON ONLY) HARRISBURG (HAR) ............
FORT MYERS (RSW) ..................................
(COVINGTON ONLY) HARRISBURG (HAR) ............
SARASOTA/BRADENTON (SRQ) .......................... HARRISBURG (HAR) ..................................
(TURBOJETS ONLY) CRYSTAL BUZZ PXY PAATS (RNAV)–STAR ....
Tampa (TPA) ..................................
(TURBOJETS ONLY) CRYSTAL BUZZ PXY PAATS (RNAV)–STAR ....
WASHINGTON (DCA) ..................................
(TURBOJETS ONLY) ALB IGN KINGSTON–STAR ................
(WASHINGTON (IAD) ..................................
(TURBOJETS ONLY) ALB IGN KINGSTON–STAR ................
(ADVANCED RNAV) HAR V33 MCMAN Q62 WATSN WATSN (RNAV)–STAR ................
(TURBOJETS ONLY) HAR V33 MCMAN Q62 WATSN WATSN (RNAV)–STAR ................
(TURBOJETS ONLY) HAR V33 MCMAN Q62 WATSN WATSN (RNAV)–STAR ................
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(TURBOJETS ONLY) HAR V33 MCMAN Q62 WATSN WATSN (RNAV)–STAR ................
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<tr>
<td>ITHACA(ITH)</td>
<td>DETROIT SATS(DET,CYGQ ONLY)</td>
<td>(DME/DME/IRU OR GPS REQUIRED) COLTS GIGGY (RNAV–STAR)</td>
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<td>DETROIT SATS(YIP,PTK,ARB ONLY)</td>
<td>(DME/DME/IRU OR GPS REQUIRED) COLTS OKLND (RNAV–STAR)</td>
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<td></td>
<td>LYNCHBURG(LYH)</td>
<td>(AOB FL220)LYH CHSLY (RNAV–STAR)</td>
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**Effective Times (UTC):** NE, 14 JUL 2022 to 8 SEP 2022
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<td>WHITE PLAINS(HPN)</td>
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NE, 14 JUL 2022 to 8 SEP 2022
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<td>OMAHA(OMA)</td>
<td>NEWEL J60 IOW DSM</td>
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### Preferred IFR Routes

#### Terminals Route Effective Times (UTC)

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<td>(MCO LANDING SOUTH) WHITE J209 SBY J79 KATZN CVI WEAVR J121 CHS IGARY Q85 LPERD GTOUT (RNAV)–STAR</td>
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<td>RALEIGH/DURHAM(RDU)</td>
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<td>RICHMOND(RIC)</td>
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<td>SARASOTA/BRADENTON(SRQ)</td>
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<td>SAVANNAH(SAV)</td>
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<td>TORONTO(YYZ)</td>
<td>(RNAV ONLY) GAYEL Q818 WOZEE LINING (CANADIAN) (RNAV)–STAR</td>
<td>or (RNAV EQUIPPED ONLY) PARKE HYPER (RNAV)–STAR</td>
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<td>or (FL250 AND ABOVE) MERIT HFD PUT BOS</td>
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<td>or (DEEP OCEAN) SHIPP Y488 STERN Y493 BAHAA DULEE CLMNT (RNAV)–STAR</td>
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<td>or (RNAV TURBOMET) NEWEL J60 PSB SOORD ZZIPS (RNAV)–STAR</td>
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**PREFERRED IFR ROUTES**

**Terminals Route**

**Effective Times (UTC)**

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<td>RICHMOND(RIC)</td>
<td>WHITE J209 SBY V1 JAMIE .................................................................................................................................</td>
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<td>ROANOKE(ROA)</td>
<td>LANNA 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>
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<td>SAVANNAH(SAV)</td>
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<td>BANGOR(BGR)</td>
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<td>CLEVELAND(CLE)</td>
<td>(RNAV TURBOJET)NEWEL J60 PSB UPNRR TRYBE (RNAV)--STAR..................................................................................................................</td>
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<td>(JETS ONLY, EXCLUDES EA50, ES05, SF50, C510, C525)(DEEP OCEAN)ELVAE COL DIXIE Y481 OHRYN Y488 STERN Y493 JENKS MAJIK CUUDA (RNAV)–STAR ................................</td>
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**Terminals Route**

**Effective Times (UTC)**

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<td>SARANAC LAKE(SLK)</td>
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<td>SOUTH FLORIDA (FLL,OPF,MIA,07FA, HST,TMB,X51,HWO)</td>
<td>(VLI/TURBPROP ONLY: INCL EA50,ES50,PF50,CF10,C525)ELVAE COL WHITE J209 SBY J79 KATZN ISO J121 CHS Caket Q97 KENLL TARPAN (RNAV)–STAR ...........................................</td>
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<td>WASHINGTON(DCA)</td>
<td>(DEEP OCEAN)ELVAE COL DIXIE Y481 OHRYN Y488 STERN Y493 BAHAA DULEE CLMNT (RNAV)–STAR or (WATER)ELVAE COL WHITE J209 SBY KEMPR ILM BAHAA DULEE CLMNT (RNAV)–STAR ........................................... or ELVAE COL WHITE J209 SBY J79 KATZN ISO J121 CHS Caket Q97 KENLL CPTAN (RNAV)–STAR ...........................................</td>
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<td>SCHOL DUNFE SBY J79 JFK ROBUC (RNAV)–STAR</td>
<td>NE, 14 JUL 2022 to 8 SEP 2022</td>
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<td>CHARLOTTE (CLT)</td>
<td>(AOB FL220) COUPN CWSLY (RNAV)–STAR</td>
<td>NE, 14 JUL 2022 to 8 SEP 2022</td>
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<td>CHICAGO (MDW)</td>
<td>WAIKS KELLE MOL GEFFS J149 FWA PANGG (RNAV)–STAR</td>
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<td>DETROIT (DTW)</td>
<td>(DME/DME/IRU OR GPS REQUIRED) DTW NORTH FLOW</td>
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<td>(DME/DME/IRU OR GPS REQUIRED) DTW SOUTH FLOW</td>
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<td>WAIKS KELLE MOL TARCI JAMOX BONZZ (RNAV)–STAR</td>
<td>NE, 14 JUL 2022 to 8 SEP 2022</td>
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<td>FORT LAUDERDALE (FLL)</td>
<td>(JETS ONLY, EXCLUDES EA50, ES50, SF50, CS50, CS25) WATER) ORF J174 ILM OSTNN MAJIK CUUDA (RNAV)–STAR</td>
<td>NE, 14 JUL 2022 to 8 SEP 2022</td>
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<td>ORF J174 CHS Caket Q97 PRMUS CUUDA (RNAV)–STAR</td>
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<td>FORT MYERS METRO (APF, FMY, MKY, RSW)</td>
<td>COUPN TYI J79 CHS JROSS Q409 PUPPY Q103 CYNTA SHFTY (RNAV)–STAR</td>
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<td>COUPN RDU SHPRD DEBIE IPTAY CHOPZ THRSR MERDN AEX WAPPL (RNAV)–STAR</td>
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<td>JACKSONVILLE (JAX)</td>
<td>(TURBOJETS) ORF J174 CHS ESSENT LUNNI (RNAV)–STAR</td>
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<td>(WATER)ORF J174 ILM AR15 HIBAC ALYNA (RNAV)–STAR</td>
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<td>(MCO LANDING SOUTH)ORF J174 CHS IGARY Q85 LPERD GTOUT (RNAV)–STAR</td>
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<td>(MCO LANDING NORTH)ORF J174 CHS IGARY Q85 LPERD SNFLD (RNAV)–STAR</td>
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<td>ORLANDO(SFB)</td>
<td>ORF J174 CHS IGARY Q85 LPERD THTOR (RNAV)–STAR (TURBOJETS)SCHOL DUNFE SWL JIIMS (RNAV)–STAR</td>
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<td>PHILADELPHIA METRO(ILG, MQS, PHL, PNE, TTN)</td>
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<td>SOUTH FLORIDA (FLL, OPF, MIA, O7FA, HST, TMB, X51, HWO)</td>
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<td>TETERBORO METRO (TEB, CDW, LDJ, MMU)</td>
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<td>OGDENSBURG(OGS)</td>
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<td>ORLANDO(SFB)</td>
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<td>ST PETERSBURG–CLEARWATER(PIE)</td>
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<td>PHILADELPHIA METRO(PHL, PNE)</td>
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<td>STOEN REEFI EMI J48 MOL FLASK OZZI (RNAV)–STAR OOD TEBEE HAYDO SBY J79 KATZN ISO J121 CHS Caket Q97 KENLL CPTAN (RNAV)–STAR</td>
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<td>ATLANTA(ATL)</td>
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<td>BOCA RATON(BCT)</td>
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<td>BURLINGTON(BTV)</td>
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<td>(RNAV EQUIPPED)PTW SARAA Q62 WATSN WATSN (RNAV)–STAR</td>
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<td>CLEVELAND(CLE)</td>
<td>(RNAV TURBOJET)PTW SARAA RAV PSB UPPR TRYBE (RNAV)–STAR</td>
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<td>COLUMBUS(CMH)</td>
<td>MXE PENSY J110 AIR CLPRR (RNAV)–STAR</td>
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<td>COVINGTON(CVG)</td>
<td>MXE PENSY J110 FLIRT MRB J6 COLNS GAVNN (RNAV)–STAR</td>
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<td>DALLAS–FORT WORTH(DFW)</td>
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<td>(DFW SOUTH FLOW) MXE PENSY J110 FLIRT MRB J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)–STAR</td>
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<td>PTW SARAA RAV PSB J60 IOW J10 OHB BRWRY LAWGR (RNAV)–STAR</td>
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<td>DETROIT SATS(DET,ARB,PTK,YIP,CYQQ)</td>
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<td>DETROIT(DTW)</td>
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<td>FORT MYERS(FMY)</td>
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<td>MARCO ISLAND(MKY)</td>
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<td>OOD O0D198 SBY018 SBY V1 CCV</td>
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<td>ORLANDO(MCO)</td>
<td>(WATER) OOD TEBEE HAYDO SBY KEMP R ILM AR15 HIBAC ALYNA (RNAV)–STAR</td>
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<td>PORTLAND(PWM)</td>
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<td>SARASOTA/BRADENTON(SRQ)</td>
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<td>(TURBOJETS) OOD TEBEE HAYDO SBY J79 CHS LGRHD SOOP</td>
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<td>SOUTH FLORIDA(FLL,OPF,MIA,O7FA,HST,TMB,X51,HWO)</td>
<td>(VLJ/TURBPROPS ONLY: INCL EA50, E50P, SF50, C510, C525) OOD TEBEE HAYDO SBY J79 KATZN ISO J121 CHS Caket Q97 KENL LARP</td>
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<td>TORONTO(TYYZ)</td>
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<td>WEST PALM BEACH(PBI)</td>
<td>OOD TEBEE HAYDO SBY J79 KATZN ISO J121 CHS Caket Q97 KENL OQ3 DULIE DULIE CLMNT (RNAV)–STAR</td>
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<td>or (WATER) OOD TEBEE HAYDO SBY KEMP R ILM BAHA DULIE CLMNT (RNAV)–STAR</td>
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<td>WHITE PLAINS(HPN)</td>
<td>DITCH V312 JYN BOUNO–STAR</td>
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<td>WINDSOR LOCKS(BDL)</td>
<td>(NORTH) DITCH Q437 HNNHA Q450 DPK DEER PARK–STAR</td>
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<td>PITTSBURGH(PIT)</td>
<td>(RNAV ONLY) AYKASR BURGS HVQ HLRRY OONDE (RNAV)–STAR</td>
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<td>ATLANTA(ATL)</td>
<td>(RNAV EQUIPPED) KEMAN ANTHM (RNAV)–STAR</td>
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<tr>
<td>BOSTON(BOE)</td>
<td>EWC WOMBT PIGGZ PONCT JFUND (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>CHARLESTON(CHS)</td>
<td>CKB COBBE PSK OBNEE OSPRI (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>CHARLOTTE(CLT)</td>
<td>(RNAV ONLY) AITY HURG HSQ LINDZ PARQ (RNAV)–STAR</td>
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<td>CHICAGO(MDW)</td>
<td>(RNAV ONLY) BSV MAYZE J60 ASHEN BAGL PANGG (RNAV)–STAR</td>
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<td>CHICAGO(ORD)</td>
<td>(RNAV ONLY) WS VER Q62 WATSN WATSN (RNAV)–STAR</td>
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<td>FORT LAUDERDALE(FLL)</td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525) WATERICKS COBHE DANGO Q103 SLOJO Q83</td>
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<td>INDIANAPOLIS(IND)</td>
<td>DILNE AEROS RINTE SNKPT (RNAV)–STAR</td>
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<td>Terminals</td>
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<td>MYRTLE BEACH(MYR)</td>
<td>CKB ROA SBV RDU V136 CRE</td>
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<td>NEW YORK(JFK)</td>
<td>EWC WOMBT BFD HOXIE J70 LVZ LENDY–STAR ...</td>
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<td>NEWARK(EWR)</td>
<td>EWC WOMBT PIZZG SLT WILLIAMSPORT–STAR ......</td>
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<td>ORLANDO(MCO)</td>
<td>(MCO LANDING SOUTH)CKB COBBE DANCO Q103 SLOJO Q83 ROYCO Q85 LPEDR GTOUT (RNAV)–STAR or (MCO LANDING NORTH)CKB COBBE DANCO Q103 SLOJO Q83 ROYCO Q85 LPEDR SNFLD (RNAV)–STAR</td>
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<td>PHILADELPHIA(PHL)</td>
<td>JST J152 HAR V210 BUNTS ..................................................</td>
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<td>SOUTH FLORIDA (FLL,OPF,MIA,07FA, HST,TMB,X51,HWO)</td>
<td>(VLJ/TURBPROP ONLY, INCL EA50, E50P, SF50, C510, C525)CKB COBBE DANCO Q103 SLOJO Q83 JEVED Q97 KENLL TARPN (RNAV)–STAR..........................</td>
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<td>TAMPA(TPA)</td>
<td>CKB COBBE DANCO Q103 SLOJO Q75 TEUFL BAAMF DADES (RNAV)–STAR .........</td>
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<td>WASHINGTON(DCA)</td>
<td>(RNAV ONLY)MJW BUCKO FRDM (RNAV)–STAR ..................................</td>
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<td>WINDSOR LOCKS(BDL)</td>
<td>(RNAV ONLY)EWC WOMBT PIZZG RKA STELA–STAR ..................................</td>
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<td>PLATTSBURGH(PBG)</td>
<td>PONCT PWL BIZEX Q75 SLOJO Q83 ROYCO Q85 LPEDR TTHOR (RNAV)–STAR ........</td>
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<td>ORLANDO(SFB)</td>
<td>PONCT PWL BIZEX Q75 TEUFL BAAMF DADES (RNAV)–STAR .......................</td>
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<td>ST PETERSBURG–CLEARWATER(PIE)</td>
<td>NUBLE (RNAV)–DP NELIE Q75 MXE V378 NUGGY TRISH (RNAV)–STAR ............</td>
<td>1100–0300</td>
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<td>BALTIMORE(BWI)</td>
<td>NUBLE (RNAV)–DP NELIE Q75 GVE LYH CHSLY (RNAV)–STAR ......................</td>
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<td>CHARLOTTE(CL T)</td>
<td>NUBLE (RNAV)–DP NELIE Q75 GVE LYH CHSLY (RNAV)–STAR ......................</td>
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<tr>
<td>CHICAGO(ORD)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)HSKEL (RNAV)–DP CAM Q822 FNT WYNDE (RNAV)–STAR ........</td>
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<td>CLEVELAND(CLE)</td>
<td>(RNAV TURB)HSKEL (RNAV)–DP CAM Q822 GONZZ HANK THOME TRYBE (RNAV)–STAR .</td>
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<td>COVINGTON(CVG)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)HSKEL (RNAV)–DP CAM Q822 GONZZ JOSSY MAULL KODIE CTW TIGRR (RNAV)–STAR ..................</td>
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<tr>
<td>DETROIT(DTW)</td>
<td>(DME/DME/IRU OR GPS REQUIRED)DTW SOUTH FLOW)HSKEL (RNAV)–DP CAM Q822 GONZZ DONEO CUUGR (RNAV)–STAR ..................................</td>
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<tr>
<td>or</td>
<td>(DME/DME/IRU OR GPS REQUIRED)DTW SOUTH FLOW)HSKEL (RNAV)–DP CAM Q822 GONZZ DONEO TPGUN (RNAV)–STAR ..................................</td>
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<tr>
<td>FORT MYERS(RSW)</td>
<td>NUBLE (RNAV)–DP NELIE Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR .............</td>
<td>1100–0300</td>
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<td>MINNEAPOLIS(MSP)</td>
<td>(TURB)HSKEL (RNAV)–DP HANAA Q816 KELTI Q812 ZOHAN IDIOM MUSCL (RNAV)–STAR ..................................</td>
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<td>(TURB)NUBLE (RNAV)–DP JJIMY PVD TRAIT PARCH PARCH (RNAV)–STAR ..........</td>
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<td>NEW YORK(LGA)</td>
<td>(ADVANCED RNAV ONLY)HSKEL (RNAV)–DP CAM ALB HAARP–STAR .................</td>
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<td>NEWARK(EWR)</td>
<td>(ADVANCED RNAV ONLY)HSKEL (RNAV)–DP HANAA FLOSI (RNAV)–STAR ..........</td>
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<td>PHILADELPHIA(PHL)</td>
<td>NUBLE (RNAV)–DP CCC MANTA Q439 BRIGS JII MS (RNAV)–STAR .................</td>
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<td>PITTSBURGH(PIT)</td>
<td>HSKEL (RNAV)–DP CAM ALB J49 HNK SLT HAYNZ (RNAV)–STAR ..................</td>
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<td>SARASOTA/BRADENTON(SRQ)</td>
<td>(JETS/TURB)NUBLE (RNAV)–DP NELIE Q75 SLOJO Q103 PUPPY KYUU LUBBR (RNAV)–STAR ..................................</td>
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<td>TAMPA(TPA)</td>
<td>NUBLE (RNAV)–DP NELIE Q75 TEUFL BAAMF DADES (RNAV)–STAR ...............</td>
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<tr>
<td>WASHINGTON(DCA)</td>
<td>NUBLE (RNAV)–DP NELIE Q75 MXE CLIPR (RNAV)–STAR .........................</td>
<td>1100–0300</td>
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<tr>
<td>WASHINGTON(IAD)</td>
<td>(ADVANCED RNAV ONLY)NUBLE (RNAV)--DP BAF HYPER (RNAV)--STAR</td>
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<td>or</td>
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<td></td>
<td>(AOB 220; TURBOPROPS)CAM ALB HNK FQM LEGGO (RNAV)--STAR</td>
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<td>WHITE PLAINS(HPN)</td>
<td>(ADVANCED RNAV ONLY)HSKEL (RNAV)--DP CAM ALB VALERE--STAR</td>
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<td>PORTSMOUTH(PSM)</td>
<td>CON CAM PONCT BIZQ75 MXE V378 BAL ..................................</td>
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<td>CAMP SPRINGS(ADW)</td>
<td>(RNAV ONLY)PUT BAF Q448 PTW J48 MOL FLASK ................................</td>
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<td>PROVIDENCE(PVD)</td>
<td>(RNAV ONLY)PUT BAF Q448 PTW J48 MOL FLASK ................................</td>
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<td>ATLANTA(Atl)</td>
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<td>BALTIMORE(BWI)</td>
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<tr>
<td>BOCA RATON(BCT)</td>
<td>(WATER)JUMPR RIFLE J174 SWL CEBEE WETRO ILM BAHAA DULEE CLMT (RNAV)--STAR</td>
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<td>(ALL OTHERS)PUT CTR HNK J49 PSB MAUL KODIE CTW TIGRR (RNAV)--STAR</td>
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<td>CHARLOTTE(CLT)</td>
<td>PUT NELIE Q75 GVE LYH CHSLY (RNAV)--STAR ................................</td>
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<td>CHICAGO(MDW)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)PUT CTR CAM ................................</td>
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<td>Q822 GONZ COLTS GIGGY (RNAV)--STAR ...........................................</td>
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<td>CHICAGO(ORD)</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>(RNAV ONLY)PUT NELIE Q75 GVE LYH CHSLY (RNAV)--STAR .................</td>
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<td>(ALL OTHERS)PUT NELIE Q75 MXE V378 NUGGY TRISH (RNAV)--STAR ................</td>
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<td>(ALL OTHERS)PUT CTR HNK J49 PSB MAUL KODIE CTW TIGRR (RNAV)--STAR ........</td>
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<td>DETROIT SATS(DET,CYQG ONLY)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)PUT CTR CAM Q822 GONZ COLTS GIGGY (RNAV)--STAR</td>
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<td>(DME/DME/IRU OR GNSS REQUIRED)PUT CTR CAM ................................</td>
<td>1100–0300</td>
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<td>DETROIT SATS(YIP,PTK,ARB ONLY)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)PUT CTR CAM Q822 GONZ COLTS GIGGY (RNAV)--STAR</td>
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<td>DETROIT(DTW)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)PUT CTR CAM ................................</td>
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<td>(DME/DME/IRU OR GNSS REQUIRED)PUT CTR CAM Q822 FNT WYNDE (RNAV)--STAR</td>
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<td>(RNAV)--STAR ............................................................................</td>
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<tr>
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<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(WATER)JUMPR RIFLE J174 SWL CEBEE WETRO ILM OGTNN MAJIK CUUDA (RNAV)--STAR</td>
<td>1100–0300</td>
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<tr>
<td>FORT LAUDERDALE(FLL)</td>
<td>JUMPR RIFLE J174 ORF J121 CHS CAKET Q97 PRMUS CUUDA (RNAV)--STAR ..........</td>
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<td>(RNAV)--STAR ............................................................................</td>
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<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(WATER)JUMPR RIFLE J174 SWL CEBEE WETRO ILM OGTNN MAJIK CUUDA (RNAV)--STAR</td>
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<tr>
<td>FORT MYERS(RSW)</td>
<td>PUT NELIE Q75 SLOJO Q103 CYNTA SHFTY (RNAV)--STAR ......................</td>
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<td>MIAMI(MIA)</td>
<td>JUMPR RIFLE J174 ORF J121 CHS CAKET Q97 DEBRL CSTAL (RNAV)--STAR ........</td>
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<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(WATER)JUMPR RIFLE J174 SWL CEBEE WETRO ILM OGTNN MAJIK CUUDA (RNAV)--STAR</td>
<td>1100–0300</td>
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<tr>
<td>MINNEAPOLIS(MSP)</td>
<td>(TURBOJETS)PUT CTR CAM ARNII Q816 KELTI Q812 ZOHAN IDIOM MUSCL (RNAV)--STAR</td>
<td>1000–0300</td>
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<tr>
<td>NEW YORK(LGA)</td>
<td>(ABOVE 250 KTS)PUT NELIE VALRE HAARP--STAR ..................................</td>
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<tr>
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<td>(250 KTS OR LESS)PUT BAF PWL V405 CASSH V123 HAARP ........................</td>
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<tr>
<td>NEWARK(EWR)</td>
<td>PUT NELIE FLOSI (RNAV)--STAR ................................................</td>
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**NE, 14 JUL 2022 to 8 SEP 2022**
## PREFERRED IFR ROUTES

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<th>Effective Times (UTC)</th>
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<tr>
<td>ORLANDO (MCO)</td>
<td>(MCO LANDING SOUTH) JUMPR RIFLE J174 ORF J121 CHS IGARY Q85 LPERD GTOUT (RNAV)–STAR</td>
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<td></td>
<td>or (WATER) JUMPR RIFLE J174 SWL CEBEE WETRO ILM AR15 HIBAC ALYNA (RNAV)–STAR</td>
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<td>ORLANDO (ORL)</td>
<td>JUMPR RIFLE J174 ORF J121 CHS IGARY Q85 LPERD TTHOR (RNAV)–STAR</td>
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<td>or (WATER) JUMPR RIFLE J174 SWL CEBEE WETRO ILM AR15 HIBAC ALYNA (RNAV)–STAR</td>
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<tr>
<td>PHILADELPHIA (PHL)</td>
<td>JUMPR RIFLE Q439 BRIGS JIIMS (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>PITTSBURGH (PIT)</td>
<td>PUT CTR HNK KONJE SLT HAYNZ (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>RALEIGH/DURHAM (RDU)</td>
<td>JUMPR RIFLE J174 WARNHN ZJAAY TAQLE (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>SARASOTA/BRADENTON (SRQ)</td>
<td>(JETS/TURBOPROPS ONLY) PUT NELIE Q75 SLOJO Q103 PUPYY KYYUU LUBBR (RNAV)–STAR</td>
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<td>SOUTH FLORIDA (FLL, OPF, MIA, 07FA, HST, TMB, X51, HWO)</td>
<td>(VLJ/TURBPROP ONLY: INCL EA50, E50P, SF50, C510, C525) JUMPR RIFLE J174 SWL J121 CHS CAKET Q97 KENLL TARPN (RNAV)–STAR</td>
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<tr>
<td>ST LOUIS (STL)</td>
<td>(RNAV ONLY) PUT BAF Q480 AIR J110 VHP AARCH (RNAV)–STAR</td>
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<tr>
<td>ST PETERSBURG/CLEARWATER (PIE)</td>
<td>PUT NELIE Q75 TEUF BAAMF DADES (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>TAMPA (TPA)</td>
<td>PUT NELIE Q75 TEUF BAAMF DADES (RNAV)–STAR</td>
<td>1100–0300</td>
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<tr>
<td>WASHINGTON (DCA)</td>
<td>(TURBOJET) JUMPR RIFLE J174 ZIZZI ATR LAFLN DEALE (RNAV)–STAR</td>
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<td>or JUMPR RIFLE J174 ZIZZI ATR V308 BILIT</td>
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<td>WASHINGTON (IAD)</td>
<td>(AOB 220; TURBOPROPS) PUT BAF SAGES LAAYK MIP SEG LEGGO (RNAV)–STAR</td>
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<td>or (RNAV ONLY) PUT BAF HYPER (RNAV)–STAR</td>
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<tr>
<td>WEST PALM BEACH (PBI)</td>
<td>JUMPR RIFLE J174 ORF J121 CHS CAKET Q97 KENLL CPTAN (RNAV)–STAR</td>
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<td>or (WATER) JUMPR RIFLE J174 SWL CEBEE WETRO ILM BAHAA DULEE CLMNT (RNAV)–STAR</td>
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<tr>
<td>RICHMOND (RIC)</td>
<td>KALLI (RNAV)–DP READE LYH FLASK OZZZI (RNAV)–STAR</td>
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<tr>
<td>ATLANTA (ATL)</td>
<td>LUCYLY (RNAV)–DP LUCYLY HYTRA GRACO BROSS Q419 JFJK ROBUC (RNAV)–STAR</td>
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<td>BOSTON (BOS)</td>
<td>(AOB FL300) KALLI (RNAV)–DP READE LYH CHSLY (RNAV)–STAR</td>
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<td>CHARLOTTE (CLT)</td>
<td>KALLI (RNAV)–DP READE MOL GEFFS J149 ROD WATSN (RNAV)–STAR</td>
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<td>CHICAGO (ORD)</td>
<td>(DTW NORTH FLOW) KALLI (RNAV)–DP READE MOL J24 TARCI JAMOX KLYNK (RNAV)–STAR</td>
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<td>DETROIT (DTW)</td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525) HPW V213 Mazon CVI WEAVR ILM OSTNN MAJIK CUUDA (RNAV)–STAR</td>
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<tr>
<td>FORT LAUDERDALE (FLL)</td>
<td>HPW V213 Mazon CVI WEAVR J121 CHS CAKET Q97 FRMUS CUUDA (RNAV)–STAR</td>
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<tr>
<td>FORT MYERS (RSW)</td>
<td>KALLI (RNAV)–DP DRAIK Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR</td>
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<tr>
<td>HOUSTON (HOU)</td>
<td>KALLI (RNAV)–DP READE LYH PSK ALEAN Q40 AEX WAPPPL (RNAV)–STAR</td>
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<td>HOUSTON (IAH)</td>
<td>(IAH EAST FLOW) KALLI (RNAV)–DP READE LYH PSK ALEAN Q40 AEX SKNRD (RNAV)–STAR</td>
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*NE, 14 JUL 2022 to 8 SEP 2022*
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**NOTES:**

- NE, 14 JUL 2022 to 8 SEP 2022
- Terminals Route Effective Times (UTC)
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Terminals Route: GEE BURST EMNEM Q103 SLOJO Q75 TEUFL BAAMF DADES (RNAV)–STAR .... GEE BURST EMNEM Q103 SLOJO Q83 JEVED Q97 KENLL CPTAN (RNAV)–STAR ....

Effective Times (UTC): NE, 14 JUL 2022 to 8 SEP 2022
PREFERRED IFR ROUTES

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<td>Mixut (Canadian) (RNAV)--Dp Gntry Ape Tigr (RNAV)--Star</td>
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<td>Gopup (Canadian) (RNAV)--Dp Hocke Bae J16 Mcw J148 Oal Invoe Dyamd (RNAV)--Star</td>
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<td>FORT LAUDERDALE(FLL)</td>
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<td>ORLANDO (MCO)</td>
<td>(MCO LANDING NORTH) BETES (CANADIAN) (RNAV)–DP AIRRA Q103 SLOJO Q83 ROYCO Q85 LPERD SNFLD (RNAV)–STAR</td>
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<td>(MCO LANDING SOUTH) BETES (CANADIAN) (RNAV)–DP AIRRA Q103 SLOJO Q83 ROYCO Q85 LPERD GTOUT (RNAV)–STAR</td>
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<td>SARASOTA/BRADENTON (SRQ)</td>
<td>(JETS/TURBOPROPS ONLY) BETES (CANADIAN) (RNAV)–DP AIRRA Q103 PUPYY KYYUU LUBBR (RNAV)–STAR</td>
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<td>SAVANNAH (SAV)</td>
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<td>TAMPA (TPA)</td>
<td>BETES (CANADIAN) (RNAV)–DP AIRRA Q103 SLOJO Q75 TEUFL BAAMF DADES (RNAV)–STAR</td>
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<td>WEST PALM BEACH (PBI)</td>
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<td>TRENTON (TTN)</td>
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<td>CHARLESTON (CHS)</td>
<td>OOD TEBEE HAYDO SBY ISO RAPZZ AMYLU (RNAV)–STAR</td>
<td>1100–0300</td>
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<td>VINEYARD HAVEN (MVY)</td>
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<td>MORRISTOWN (MMU)</td>
<td>(AOB FL220) MVY V146 BAF MOBBS T295 SAGES V489 COATE</td>
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<td>TETERBORO (TEB)</td>
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<td>WHITE PLAINS (HPN)</td>
<td>(AOB FL220; 250KTS OR GREATER) MVY V146 PUT NELIE VALRE VALRE–STAR</td>
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<td>WASHINGTON (DCA)</td>
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<td>AKRON (CAK)</td>
<td>HORTO (RNAV)–DP JERES J211 JST SOORD ZZIPS (RNAV)–STAR</td>
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<td>BANGOR (BGR)</td>
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<td>BEDFORD (BED)</td>
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<td>BRIDGEPORT (BDR)</td>
<td>DOCTR (RNAV)–DP AGARD SIE J121 BRIGS Q439 SARDI V139 RICED KEYED</td>
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<td>BUFFALO (BUF)</td>
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<td>BURLINGTON (BTV)</td>
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<td>AMEE (RNAV)–DP SCOIB ISO RIPAZ AMYLU (RNAV)–STAR</td>
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<td>CHARLOTTE (CLT)</td>
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<td>CHATTANOOGA (CHA)</td>
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<td>CLEVELAND (CLE)</td>
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<td>COLUMBUS (CMH)</td>
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<tr>
<td>DALLAS (DAL)</td>
<td>REBLL (RNAV)–DP OTTO Q80 FAREV BWG Q68 LITTR DIRRK HIBIL (RNAV)–STAR</td>
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<td>DALLAS–FORT WORTH(DFW)</td>
<td>(DFW SOUTH FLOW)REBLL (RNAV)–DP OTTTO Q80 FAREV BWG Q68 LITTR FEWWW SEEVR (RNAV)–STAR or (DFW NORTH FLOW)REBLL (RNAV)–DP OTTTO Q80 FAREV BWG Q68 LITTR FEWWW BROJE (RNAV)–STAR....................................................</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 SOUTH FLOW)HORTO (RNAV)–DP BUFFR J518 KOZAR BONZZ (RNAV)–STAR....................................................</td>
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<td>(180–230)DOCTR (RNAV)–DP AGARD SIE J121 BRIGS Q439 SARDI CCC DPK........................................</td>
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<td>FORT LAUDERDALE(FLL)</td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(WATER)AMEEE (RNAV)–DP SCOOB KEMPR ILM OSTNN MAJIK CUUDA (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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<td>GREENSBORO(GSO)</td>
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<td>(TURBOJETS)CLTCH (RNAV)–DP MAULS Q40 AEX WAPPL (RNAV)–STAR....................................................</td>
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<td>HOUSTON(IAH)</td>
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<td>KANSAS CITY(MCI)</td>
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<td>KNOXVILLE(TYS)</td>
<td>(TURBOJETS)REBLL (RNAV)–DP OTTTO Q176 STL MCM BQS 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>
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<td>MEMPHIS(MEM)</td>
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<td>MIAMI(MIA)</td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(WATER)AMEEE (RNAV)–DP SCOOB KEMPR WETRO DIW HOAAG BNFSH (RNAV)–STAR....................................................</td>
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<td>MILWAUKEE(MKE)</td>
<td>AMEEE (RNAV)–DP SCOOB ISO J121 CHS Caket Q97 PRMUS CUUDA (RNAV)–STAR....................................................</td>
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<td>MINNEAPOLIS(MSP)</td>
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<td>MIYRTLE BEACH(MYR)</td>
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<td>NEW YORK(LGA)</td>
<td>(TURBOJETS)DOCTR (RNAV)--DP AGARD KORRY--STAR</td>
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<td>ORLANDO(MCO)</td>
<td>(MCO LANDING NORTH)AMEEE (RNAV)--DP SCOOB ISO J121 CHS IGARY Q85 LPERD SNFLD (RNAV)--STAR or (MCO LANDING SOUTH)AMEEE (RNAV)--DP SCOOB ISO J121 CHS IGARY Q85 LPERD GTOUT (RNAV)--STAR or (WATER)AMEEE (RNAV)--DP SCOOB KEMP R ILM AR15 HIBAC ALYNA (RNAV)--STAR,</td>
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<td>HORTO (RNAV)--DP JERES J227 ULW SYR ART DEANS (RNAV)--STAR</td>
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<td>PITTSBURGH(PIT)</td>
<td>(TURBOJETS)HORTO (RNAV)--DP BUFFR IHD DEMME (RNAV)--STAR</td>
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<td>PORTLAND(PWM)</td>
<td>SOOKI (RNAV)--DP SWANN BROSS Q419 RBV Q22 LLUND BDR SCOGS (RNAV)--STAR</td>
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<td>PROVIDENCE(PVD)</td>
<td>SOOKI (RNAV)--DP SWANN BROSS Q419 RBV Q430 CREEL HTO JORDN (RNAV)--STAR</td>
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<td>RALEIGH/DURHAM(RDU)</td>
<td>(AOB FL260)JDUBB (RNAV)--DP MELTN ALDAN (RNAV)--STAR</td>
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<td>ROCHESTER(ROC)</td>
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<td>SARASOTA/BRADENTON(SRQ)</td>
<td>(JETS/TURBOPROPS ONLY)JDUBB (RNAV)--DP RRSIN GSO Q75 SLOJO Q103 PUPPY KYYUU LUBBR (RNAV)--STAR</td>
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<td>SAVANNAH(SAV)</td>
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<td>(VL)/TURBPROP ONLY: INCL EA50,650,650,650,510,510,510,510)AMEEE (RNAV)--DP SCOOB ISO J121 CHS Caket Q97 KENIL TARPN (RNAV)--STAR</td>
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<td>TAMPA(TPA)</td>
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<td>SOOKI (RNAV)--DP SWANN FUBRR SPNC DAR JAYE JAYE (RNAV)--STAR</td>
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<td>TORONTO(YZ)</td>
<td>HORTO (RNAV)--DP JERES J220 SFK WOZEE LINING (CANADIAN) (RNAV)--STAR</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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<td>AKRON(CAK)</td>
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<td>ASHEVILLE(AVL)</td>
<td>(TURBOJETS)CLTCH (RNAV)–DP MAULS Q40 FEEDS SUG</td>
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<td>ATLANTA(ATL)</td>
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<td>BANGOR(BGR)</td>
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<td>BEDFORD(BED)</td>
<td>WOOLY (RNAV)–DP SWANN BROSS Q419 DPK MAD HFD DREM (RNAV)–STAR</td>
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<td>BUFFALO(BUF)</td>
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<td>(AOB FL320)SCRAM (RNAV)–DP GLANC LYH CHSLSY (RNAV)–STAR</td>
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<td>LANN J48 EMI CSN V140 MOL</td>
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<td>HOUSTON(HOU)</td>
<td>(TURBOJETS)LANN J48 CSN FANPO Q40 AEX WAPPL (RNAV)-STAR</td>
<td>1100–0300</td>
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<td>HOUSTON(IAH)</td>
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<td>INDIANAPOLIS(IND)</td>
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<td>1100–0300</td>
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<td>ITHACA(IITH)</td>
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<td>1100–0300</td>
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<td>JACKSONVILLE(JAX)</td>
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<td>1100–0300</td>
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<td>KANSAS CITY(MKC)</td>
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<td>1100–0300</td>
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<tr>
<td>KEENE(EEN)</td>
<td>PARKE J6 HVQ</td>
<td>1100–0300</td>
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<tr>
<td>LACONIA(LOC)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM</td>
<td>1100–0300</td>
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<td>LEBANON(LEB)</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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<tr>
<td>LEXINGTON(LEX)</td>
<td>PARKE J6 HVQ</td>
<td>1100–0300</td>
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Terminals Route Effective Times (UTC)

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<th>Route</th>
<th>Effective Times (UTC)</th>
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<td>BRISTOL/JOHNSON/KINGSPORT(TRI)</td>
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<td>COLUMBUS(CMH)</td>
<td>ZIMMZ Q42 MIKYG Q480 AIR (RNAV)-STAR</td>
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<td>CONCORD(CON)</td>
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<td>COVINGTON(CVG)</td>
<td>(RNAV ONLY)PARKE J6 COLNS GAVNN (RNAV)-STAR</td>
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<td>DALLAS–FORT WORTH(DFW)</td>
<td>(DFW SOUTH FLOW)GAYEL J95 CFB Q436 EMMA WYNDE (RNAV)-STAR</td>
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<td>DAYTON(DAY)</td>
<td>NEWEL J60 IOW J10 OBH BRYW LAWGR (RNAV)-STAR</td>
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<td>DENVER(DEN)</td>
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<td>GAYEL Q818 WOZEE COLTS GIGGY (RNAV)-STAR</td>
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<td>DETROIT SATS(YIP,PTK,ARB ONLY)</td>
<td>GAYEL Q818 WOZEE COLTS OCLND (RNAV)-STAR</td>
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<td>DETROIT(DTW)</td>
<td>GAYEL J95 CFB TRAAD JACC FERRL (RNAV)-STAR</td>
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<td>FORT LAUDERDALE(FLL)</td>
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<td>FORT MYERS(FMY)</td>
<td>BIGGY Q75 SLOJO Q103 CYNTA SHFTY (RNAV)-STAR</td>
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<td>FORT WAYNE(FWA)</td>
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<td>GREENSBORO(GSO)</td>
<td>NEWEL J60 DANNR RAV J64</td>
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<td>BIGGY Q75 GVE LYH HENBY–STAR</td>
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<td>HOT SPRINGS(HSP)</td>
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<td>LACONIA(LOC)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM</td>
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<td>(FL190 AND ABOVE)GREKI JUDDS CAM</td>
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<td>Effective Times (UTC)</td>
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<td>LOUISVILLE(SDF)</td>
<td>PARKE J6 HVQ Q68 YOCKY UNCKL MAUDD (RNV)–STAR</td>
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<td></td>
<td>(AT OR ABOVE FL190; DME/DME/IRU OR GNSS REQUIRED; GREKI JUDDS MARTIN</td>
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<td>QUINZ ROZZE (RNV)–STAR)</td>
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<td>(FL190 AND ABOVE; JETS ONLY; GREKI JUDDS MARTIN QUINZ ROZZE (RNV)–</td>
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<td>STAR)</td>
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<td>MANCHESTER(MHT)</td>
<td>BIGGY Q75 SLOJO Q103 CYNTA SHFTY (RNV)–STAR</td>
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<td></td>
<td>(WATER) WHITE J209 SBY KEMPR ILM AR15 HIBAC SHFTY (RNV)–STAR</td>
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<td>MARCO ISLAND(MKY)</td>
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<td>BITHO (RNAV)–STAR</td>
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<td>(WATER) WHITE J209 SBY KEMPR ILM AR15 HIBAC SHFTY (RNV)–STAR</td>
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<td>(RNAV)–STAR</td>
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<td>MEXICO(MEX)</td>
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<td>(FL190 – DME/DME/IRU OR GPS; WHITE J209 SBY KEMPR ILM AR15 HIBAC SHFTY</td>
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<td>(RNAV)–STAR</td>
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<td>MILFLE(MFL)</td>
<td>NEWEL J60 DBJ CRL PEGEE GETCH LSTY SUDDS</td>
<td>1000–0300</td>
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<td>MINNEAPOLIS(MSP)</td>
<td>(TURBOJETS) GAYEL Q812 WOZEE NOSIK ZOHAN IDIOM MOSEL (RNV)–STAR</td>
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<td>MOBILE(MOB)</td>
<td>BIGGY Q75 GVE LYH COLZI QS2 CHOPZ MGM SIJ</td>
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<td>MONTGOMERY(MGM)</td>
<td>BIGGY Q75 GVE LYH COLZI QS2 CHOPZ THRSR</td>
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<td>(DME/DME/IRU OR GNSS REQUIRED; GREKI JUDDS CAM) ERIEG CARTER</td>
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<td>(CANADIAN) (RNAV)–STAR</td>
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<td>(FL180 – FL230; JETS ONLY; BAYS SEALL V188 GON DEEPH (RNAV)–STAR</td>
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<td>(WATER) BIGGY Q75 SLOJO Q103 CYNTA SHFTY (RNV)–STAR</td>
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<td>NASHUA(ASH)</td>
<td>(FL190 AND ABOVE; GREKI JUDDS MARTIN KEYNN)</td>
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<td>WHITE J6 HVQ Q68 YOCKY GROAT PASLY (RNV)–STAR</td>
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<td>(MCO LANDING SOUTH) WHITE J209</td>
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<td>(MCO LANDING SOUTH) WHITE J209 SBY J79 KATZN CVI WEAVR J121 CHS I</td>
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<td>GARY Q85 LPERD GTOU (RNV)–STAR</td>
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<td>(WATER) WHITE J209 SBY KEMPR ILM AR15 HIBAC ALYNA (RNV)–STAR</td>
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<td>(WATER) WHITE J209 SBY KEMPR ILM AR15 HIBAC ALYNA (RNV)–STAR</td>
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<td>PHOENIX(PHX)</td>
<td>(RNV EQUIPPED ONLY; ZIIMMZ Q42 MIKY Q480 AIR J110 STL J9 ZUN EAGUL</td>
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<td>PITTSBURGH(AGC)</td>
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<td>PITTSBURGH(PIT)</td>
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<td>(RNV EQUIPPED ONLY; ZIIMMZ Q42 MIKY Q480 VINSE DEEMME (RNAV)–STAR</td>
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<td>PORTLAND(PWM)</td>
<td>(FL180 AND ABOVE; GREKI JUDDS CAM) CDOGG (RNV)–STAR</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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<td>RICHMOND(RIC)</td>
<td>WHITE J209 SBY V1 JAMIE</td>
<td>1100–0300</td>
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<td>ROCHESTER(ROC)</td>
<td>(JETS) NEION J223 CORDS ULW V31 GIBBE</td>
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<td>ROCKLAND(RKD)</td>
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<td>(FL250 AND ABOVE) MERIT HFD PUT BOS</td>
<td>1100–0300</td>
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PREFERRED IFR ROUTES

Terminals | Route | Effective Times (UTC)
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RUTLAND (RUT) | (FL190 AND ABOVE) GREEKI JUDDS CAM .......... | 1100–0300
SALT LAKE CITY (SLC) | GAYEL Q818 WOZEE Q935 HOCKE BAEE DBQ J94 OCS NORDK (RNAV) –STAR | 1100–0300
SARANAC LAKE (SLK) | (FL190 AND ABOVE) GREEKI JUDDS CAM .......... | 1100–0300
ST LOUIS (STL) | (MAX ALTITUDE FL280; NON-RNAV EQUIPPED ONLY) NEWEL J60 DANNRA RAV J64 CASIO FYLLS J80 VHP VANDALIA –STAR | 1100–0300
SOUTH FLORIDA (FLL, OPF, MIA, O7FA, HST, TMB, X51, HWO) | (TURBOJETS) WHITE J209 SBY J79 CHS LGRHD SOOOP | 1100–0300
ST LOUIS (STL) | (FL250 AND ABOVE) MERIT HFD PUT BOS .......... | 1100–0300
ST PETERSBURG – CLEARWATER (PIE) | BIGGY Q75 TEUFL BAAMF DADES (RNAV) –STAR |
Syracuse (Syr) | (JETS) NEION J223 CORDS CFB V23 | 1100–0300
Tampa (TPA) | BIGGY Q75 TEUFL BAAMF DADES (RNAV) –STAR |
TOLEDO (TOL) | NEWEL J60 DBJ |
TORONTO (YYZ) | GAYEL Q818 WOZEE LINING (CANADIAN) (RNAV) –STAR |
WASHINGTON (DCA) | BIGGY Q75 MXE V378 BAL |
WASHINGTON (IAH) | (RNAV EQUIPPED ONLY) FARKHE HYPER (RNAV) –STAR | 1100–0300
WASHINGTON (WVD) | (FL250 AND ABOVE) MERIT HFD PUT BOS .......... | 1100–0300
West Palm Beach (PBI) | (WATER) WHITE J209 SBY J79 KATZN ISO J121 CHS Caket Q97 KENLL CPTAN (RNAV) –STAR |
WINSTON SALEM (INT) | BIGGY Q75 GVE LYH HENBY –STAR |
WINDSOR LOCKS (BDL) | ATLANTA (ATL) | (RNAV ONLY) VEERS PWL BASYE Q448 PTW J48 MOL FLASK OZZZI (RNAV) –STAR |
Baltimore (BWI) | VEERS PWL BIZQX Q75 MXE V378 NUGGY TRISH | 1100–0300
Boca Raton (BCT) | COASTAL – DP CCC GEDIC J174 ORF J121 CHS Caket Q97 KENLL CPTAN (RNAV) –STAR |
NEWARK (EWR) | BKSJ ORF J121 CHS Caket Q97 KENLL CPTAN (RNAV) –STAR |
CHARLOTTE (CLT) | VEERS PWL BIZQX Q75 GVE LYH CHSLY (RNAV) –STAR | 1100–0300
ChICAGO (MDW) | (DME/MDR) OR GNSS REQUIRED) CRTM Q822 GONZ Q29 JHW DJB J60 ASHEN BAGEL PANGG | 1100–0300
Cleveland (CLE) | (DME/MDR) OR GNSS REQUIRED) CRTM Q822 GONZ Q29 JHW DJB J60 ASHEN BAGEL PANGG | 1100–0300
Cleveland (MDW) | (DME/MDR) OR GNSS REQUIRED) CRTM Q822 GONZ Q29 JHW DJB J60 ASHEN BAGEL PANGG | 1100–0300
COVINGTON (CVG) | CRT HKN J49 PSB MAULD KODIE CTW TGRR | 1100–0300
DALLAS – FORT WORTH (DFW) | (DFW SOUTH FLOW) VEERS PWL BASYE DBABE BWJ J6 QV J68 LITTR FEWWW BRDJE (RNAV) –STAR |
DENVER (DEN) | CTR CAM ARNII Q16 HOECE Q935 MONEE IANNA ONL PORDR AALLE (RNAV) –STAR | 1100–0300
DETROIT SATS (DET, CYQG ONLY) | (DME/MDR) OR GNSS REQUIRED) CRTM Q822 GONZ Q29 JHW DJB J60 ASHEN BAGEL PANGG | 1100–0300
DETROIT SATS (YIP, PTK, ARB ONLY) | (DME/MDR) OR GNSS REQUIRED) CRTM Q822 GONZ Q29 JHW DJB J60 ASHEN BAGEL PANGG | 1100–0300

Terminals Route Effective Times (UTC)
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WASHINGTON (DCA) | BIGGY Q75 MXE CLIPR (RNAV) –STAR |
WASHINGTON (IAH) | (RNAV EQUIPPED ONLY) FARKHE HYPER (RNAV) –STAR | 1100–0300
WASHINGTON (WVD) | (FL250 AND ABOVE) MERIT HFD PUT BOS .......... | 1100–0300
WASHINGTON (DCA) | BIGGY Q75 MXE CLIPR (RNAV) –STAR |
WASHINGTON (IAH) | (RNAV EQUIPPED ONLY) FARKHE HYPER (RNAV) –STAR | 1100–0300
WASHINGTON (DCA) | BIGGY Q75 MXE CLIPR (RNAV) –STAR |
WASHINGTON (IAH) | (RNAV EQUIPPED ONLY) FARKHE HYPER (RNAV) –STAR | 1100–0300
WASHINGTON (DCA) | BIGGY Q75 MXE CLIPR (RNAV) –STAR |
WASHINGTON (IAH) | (RNAV EQUIPPED ONLY) FARKHE HYPER (RNAV) –STAR | 1100–0300
WASHINGTON (DCA) | BIGGY Q75 MXE CLIPR (RNAV) –STAR |
WASHINGTON (IAH) | (RNAV EQUIPPED ONLY) FARKHE HYPER (RNAV) –STAR | 1100–0300
WASHINGTON (DCA) | BIGGY Q75 MXE CLIPR (RNAV) –STAR |
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WASHINGTON (DCA) | BIGGY Q75 MXE CLIPR (RNAV) –STAR |
WASHINGTON (IAH) | (RNAV EQUIPPED ONLY) FARKHE HYPER (RNAV) –STAR | 1100–0300
WASHINGTON (DCA) | BIGGY Q75 MXE CLIPR (RNAV) –STAR |
WASHINGTON (IAH) | (RNAV EQUIPPED ONLY) FARKHE HYPER (RNAV) –STAR | 1100–0300
WASHINGTON (DCA) | BIGGY Q75 MXE CLIPR (RNAV) –STAR |
WASHINGTON (IAH) | (RNAV EQUIPPED ONLY) FARKHE HYPER (RNAV) –STAR | 1100–0300
WASHINGTON (DCA) | BIGGY Q75 MXE CLIPR (RNAV) –STAR |
## PREFERRED IFR ROUTES

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<th>Route</th>
<th>Effective Times (UTC)</th>
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<td>DETROIT (DTW)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)(DTW SOUTH FLOW)CTR CAM Q822 GONZZ DONEO TPGUN (RNAV)-STAR..........................</td>
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<td>or (DME/DME/IRU OR GPS REQUIRED)(DTW NORTH FLOW)CTR CAM Q822 GONZZ DONEO CUUGR (RNAV)-STAR..........................</td>
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<td>or (JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(WATER)COASTAL–DP CCC GEDIC J174 SWL CEBEE WETRO ILM OSTNN MAJIK CUUDA (RNAV)-STAR ..................</td>
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### SPECIAL HIGH ALTITUDE DIRECTIONAL ROUTES

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<tr>
<td>TRAFFIC OVERFLYING ELLWOOD CITY, PA TO ROCHESTER (ROC)</td>
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### HIGH ALTITUDE—SINGLE DIRECTION ROUTES

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<td>PTW J48 MOL FLASK...</td>
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<tr>
<td>Q103</td>
<td>RICCS, WV to CYNTA, GA</td>
<td>S BND</td>
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Tower Enroute Control Routes
NE, 14 JUL 2022 to 8 SEP 2022
Within the national airspace system it is possible for a pilot to fly IFR from one point to another without leaving approach control airspace. This is referred to as "tower enroute" which allows flight beneath the enroute structure. The tower enroute concept has been expanded (where practical) by reallocating airspace vertically/geographically to allow flight planning between city pairs while remaining within approach control airspace. Pilots are encouraged to solicit tower enroute information from FSS's and to use the route descriptions provided in this directory when filing flight plans. Other airways which appear to be more direct between two points may take the aircraft out of approach control airspace thereby resulting in additional delays or other complications. All published TEC routes are designed to avoid enroute airspace and the majority are within radar coverage. Additional routes and other changes will appear in forthcoming editions as necessary. The acronym "TEC" should be included in the remarks section of the flight plan. This will advise ATC that the pilot intends to remain within approach control airspace for the entire flight. The following items should be noted before using the graphics and route descriptions:

1. The graphic is not to be used for navigation nor detailed flight planning. Not all city pairs are depicted. It is intended to show general geographic areas connected by tower enroute control. Pilots should refer to route descriptions for specific flight planning.

2. The route description contains four columns of information: i.e., the approach control area (listed alphabetically) within which the departure airport is located (check appropriate flight information publications), the specific route (airway, radial, etc.), the highest altitude allowed for the route, and the destination airport (listed alphabetically). Be advised, many destination airports are associated with a larger primary airport. Check the legend preceding this listing for this association.

3. The word "DIRECT" will appear as the route when radar vectors will be used or no airway exists. Also, this indicates that a Standard Instrument Departure (SID) or Standard Terminal Arrival Route (STAR) may be applied by ATC.

4. When a NAVAID or intersection identifier appears with no airway immediately preceding or following the identifier, the routing is understood to be DIRECT to or from that point unless otherwise cleared by ATC.

5. Routes beginning or ending with an airway indicate that the airway essentially overlies the airport or radar vectors will be applied.

6. Where more than one route is listed to the same destination, the pilot may select which route is desired. Unless otherwise stated, all routes may be flown in either direction.

7. Routes are effective only during each respective terminal facility's normal operating hours. Pilots are cautioned to check NOTAMS to ensure appropriate terminal facilities will be operating for the planned flight time.

8. All identifiers used for NAVAIDS, airports, and intersections are official identifiers.

9. Altitudes are listed in thousands of feet. ATC may require altitude changes to maintain flight within approach control airspace. ATC will provide radar monitoring and, if necessary, course guidance if the highest altitude assigned by ATC is below the Minimum Enroute Altitude (MEA).

10. Although all airports are not listed under the destination column, IFR flight may be planned to satellite airports in proximity to major airports via the same routing.

11. Flight plans should be filed with a Flight Service Station (FSS).

---

**TOWER ENROUTE CONTROL CITY PAIRS**

1. Single Engine only.
2. Props less than 210 KT IAS.
3. Props less than 250 KT IAS.
4. Jets and Props greater than 210 KT IAS.
5. Jets and Props greater than 250 KTS IAS.

**Boston—**
- **NO SATS =** BED/LWM/BYV/FIT/6B6/2B2
- **SO SATS =** BOS/OWD/1B9/3B2
- Bradley = BDL/BAF/CEF/7B2
- **Bradley/Hartford =** HFD/MMK/JJD/4B8
- **Bradley/Worcester =** ORH/3B0/1B6
- **Manchester =** MHT/ASH/CON/LCI
- **Manchester/Pease =** PSM/DAW/3B4

**New York/Bridgeport =** BDR/HVN/OXC/3B9
- **Philadelphia =** NO SATS = OQN/MGS/LOM/DYL/PNE/CKZ/PTW/UKT/TTN
- **SO SATS =** ILG/EVY
- **Portland =** PWM/IWI/INHZ/RKD
- **Portland/Augusta =** AUG/LEW/VVL/I2Z/81B
- **Providence =** PVD/EWB/TAN/SFZ/UUJ/LZD
- **Providence/Groton =** GON/WST/BID/0B8

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NE, 14 JUL 2022 to 8 SEP 2022
<table>
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<tr>
<th>Approach Control Area (Including Satellites)</th>
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**TOWER ENROUTE CONTROL**

**Approach Control Area**

**Route**

**Highest Altitude**

**Destination**

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**Approach Control Area (Including Satellites)**

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**Approach Control Area (Including Satellites)**

**Highest Altitude**

**Destination**

**HYANNIS(HYA)**

**NE, 14 JUL 2022 to 8 SEP 2022**
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**NE, 14 JUL 2022 to 8 SEP 2022**
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**Approach Control Area (Including Satellites)**

**Route**

**Highest Altitude**

**Destination**
**Approach Control Area**

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<th>Destination</th>
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**NE, 14 JUL 2022 to 8 SEP 2022**
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<th>Destination</th>
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Approach Control Area (Including Satellites) | Route | Highest Altitude | Destination
--- | --- | --- | ---
| STUBY | 10000 | LEBANON(LEB) |
| STUBY BAF T314 GDM MANCH | 10000 | MANCHESTER(MHT) |
| PWL HFD V58 NEWBE DEEPO | 10000 | NANTUCKET(ACK) |
| PWL HFD V3 WOONS | 10000 | NORWOOD(WOD) |
| STUBY BAF T314 ENE | 10000 | PORTLAND(PWM) |
| STUBY BAF T314 RAYMY | 10000 | PORTSMOUTH(PSM) |
| PWL HFD V167 PVD | 10000 | PROVIDENCE(PVD) |
| PWL HFD V167 PVD T393 GAILS | 10000 | PROVINCETOWN(PVC) |
| WEARD DNY | 10000 | SYRACUSE(SYR) |
| PWL HFD V374 MVY | 10000 | VINEYARD HAVEN(MYV) |
| PWL PWL111 BRISS | 10000 | WINDSOR LOCKS(BDL) |
| LANNA V30 ETX(JETS ONLY) | 8000 | ALLENTOWN(ABE) |
| LANNA V30 ETX(PROPS ONLY) | 6000 | ALLENTOWN(ABE) |
| DIXIE V1 HOWIE(JETS ONLY) | 8000 | ATLANTIC CITY(ACY) |
| DIXIE V229 ACY(PROPS ONLY) | 6000 | ATLANTIC CITY(ACY) |
| BREZY V39 CMK V3 HFD CLOWW(/E, /F, /G ONLY) | 10000 | AUGUSTA(AUG) |
| LANNA V30 ETX V39 LRV V499 BAL(PROPS ONLY; PROPS 210 KTS OR GREATER-8000) | 6000 | BALTIMORE(BWI) |
| BREZY V39 CMK V3 HFD CLOWW(/E, /F, /G ONLY) | 10000 | BANGOR(BGR) |
| BREZY V39 CMK V3 HFD CLOWW(/E, /F, /G ONLY) | 10000 | BAR HARBOR(BHB) |
| COL | 2000 | BELMAR/FARMINGDALE(BLM) |
| (2)BREZY V39 CMK V3 HFD GON | 9000 | BLOCK ISLAND(BID) |
| BDR V475 CARLD V188 GON(GREATER THAN 210 KTS IAS) | 9000 | BLOCK ISLAND(BID) |
| (2)BREZY V39 CMK V3 WOONS | 9000 | BOSTON(BOS) |
| BDR V229 HFD V3 WOONS(PROPS 210 KTS OR GREATER) | 9000 | BOSTON(BOS) |
| BREZY V39 CMK V3 HFD FOSTY WOONS(/E, /F, /G, PROPS ONLY) | 9000 | BOSTON(BOS) |
| BDR248 CCC285 V229(JETS ONLY; RADAR VECTOR) | 5000 | BRIDGEPORT(BDR) |
| BREZY V39 CMK V374 DENNA(PROPS ONLY) | 6000 | BRIDGEPORT(BDR) |
| BREZY V39 CMK SOARS JUDDS(/E, /F, /G ONLY) | 10000 | BURLINGTON(BTV) |
| BREZY V39 CMK V3 HFD CLOWW(/E, /F, /G ONLY) | 10000 | CONCORD(CON) |
| BREZY V39 CMK | 3000 | DANBURY(DXR) |
| (2)BREZY V39 CMK V3 HFD GON | 9000 | GROTON (NEW LONDON)(GON) |
| BDR MAD MAD126 MOND(210 KTS +) | 9000 | GROTON (NEW LONDON)(GON) |
| SBJ LANNA V30 ETX V162 HAR(PROPS 210 KTS OR GREATER) | 8000 | HARRISBURG(CXY) |
| SBJ LANNA V30 ETX V162 HAR(PROPS ONLY) | 6000 | HARRISBURG(CXY) |
| LANNA V30 ETX V162 HAR(PROPS ONLY; PROPS 210 KTS OR GREATER-8000) | 6000 | HARRISBURG(MDT) |
| BDR V229 HFD(GREATER THAN 210 KTS IAS) | 9000 | HARTFORD(HFD) |
| BREZY V39 CMK V3 HFD(LESS THAN 210 KTS IAS) | 9000 | HARTFORD(HFD) |
| LANNA V30 ETX(V39 LRH(V499 BAL)PROPS ONLY; PROPS 210 KTS OR GREATER-8000) | 6000 | HAZLETON(HZL) |
| BAR V229 HFD V167 PVD T393 GAILS(GREATER THAN 210 KTS IAS) | 9000 | HYANNIS(HYA) |
| BREZY V39 CMK V3 HFD V167 PVD T393 GAILS(LESS THAN 210 KTS IAS) | 9000 | HYANNIS(HYA) |
| BREZY V39 CMK SOARS JUDDS WHATE(/E, /F, /G ONLY) | 10000 | KEENE(EEN) |
| LANNA V30 ETX V39 LRH(PROPS ONLY; PROPS 210 KTS OR GREATER-8000) | 6000 | LANCASTER(LNS) |
| BREZY V39 CMK SOARS JUDDS WHATE(/E, /F, /G ONLY) | 10000 | LEBANON(LEB) |
| DIXIE V16(PROPS ONLY) | 6000 | LYNCHBURG(LYH) |
| BREZY V39 CMK V3 HFD CLOWW(/E, /F, /G ONLY) | 10000 | MANCHESTER(MHT) |
| (2)BREZY V39 CMK V3 YALER | 5000 | MERIDEN(MMK) |
| BDR MAD | 5000 | MERIDEN(MMK) |
| DIXIE V16 VCN(PROPS ONLY) | 6000 | MILLVILLE(MIV) |
| BREZY V39 CMK V374 BETHA HTO | 6000 | MONTAUK(MTP) |
## Approach Control Area (Including Satellites)

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<th>Destination</th>
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**Approach Control Area**

*Including Satellites*

**Route**

**Highest Altitude**

**Destination**

**NE, 14 JUL 2022 to 8 SEP 2022**
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WASHINGTON(DCA)

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### Approach Control Area (Including Satellites)

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### WASHINGTON(IAD)

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### WHITE PLAINS(HPN)

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### Approach Control Area (Including Satellites)

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**NE, 14 JUL 2022 to 8 SEP 2022**
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**NORTH AMERICAN ROUTE PROGRAM (NRP).**

**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 contiguous 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 contiguous 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 contiguous 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 transponts;
   5. route(s) shall avoid active Class F airspace;
   6. “NRP” shall be entered in the Remarks section of the flight plan; and
   7. flight plans to be filed at least one hour prior to departure.

(e) In the event that a NRP aircraft has to be recleared due to weather or tactical reasons, ATC will attempt to return the aircraft to the original NRP routing as soon as practical. Aircraft that depart from the NRP routing due to a pilot request or an ATC clearance authorizing a direct routing will be considered as a non participant of the NRP.

(f) Unless published routing restrictions are in effect, North Atlantic international flights planning to operate within the NAR System may file NRP routes beyond 200 NM of the NAR identified system airport and the published Inland Navigation Fixes (INFs).

**Specific FAA Requirements**

The following specific FAA requirements apply:

(a) Flights may 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 and flown on the complete transition of DPs and/or STARs for specific airports in lieu of the 200 NM route planning requirements 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 ROUTES (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 oriented geographically from south to north. The ODO 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-sytem 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 NAT oceanic portions as specified in the DFS unless re-entering NY oceanic via M201/M202/M203:
   i. JEBBY CARAC - N14B, N16B, N18D, 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 NAT is incompatible or unacceptable, the pilot is to advise ATC accordingly.

DOCUMENTATION
a. It is expected that the following NAT documentation will be carried on the flight deck of each aircraft operating within the NAT 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 NAT 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, rejoind 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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* Check for all active CYBG NOTAMS before flight planning this NAR. NARS affected by each military area can be determined by the following:

**AFFECTED NARS BLW FL330:**

**AFFECTED NARS ABV FL310:**
- CYR666: N458A, N460A, N500B, N542B

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### NORTH AMERICAN ROUTES

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**NE, 14 JUL 2022 to 8 SEP 2022**
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## VIA LACKS

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* **NOTE:**
  St. Louis route usable only for aircraft at or above FL350.

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*NE, 14 JUL 2022 to 8 SEP 2022*
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### NORTH AMERICAN ROUTES

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<td>VBS KAPUX HOCKE FNT WYNDE (RNAV)–STAR</td>
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<tr>
<td>YBC</td>
<td>POLY Q804 DERLO DJB J83 APE TIGRR–STAR</td>
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<td>YBC</td>
<td>POLY Q804 DERLO WWSHR Q29 KLYNE PXV LIT FEWWW SEEVR (RNAV)–STAR</td>
<td>DALLAS/FT WORTH</td>
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<tr>
<td>YBC</td>
<td>VBS KENLU BOBTA TPGUN (RNAV)–STAR</td>
<td>DETROIT</td>
</tr>
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<td>YBC</td>
<td>VBS KAPUX AXXIS SPICA SPICA–STAR</td>
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<tr>
<td>YBC</td>
<td>POLY Q804 DERLO WWSHR Q29 KLYNE PXV J131 LIT J180 SWB ZEKK (RNAV)–STAR</td>
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<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>
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<tr>
<td>YBC</td>
<td>LIDAG ECK GI RBS AARCH (RNAV)–STAR</td>
<td>ST. LOUIS</td>
</tr>
<tr>
<td>YBC</td>
<td>POLY IMEBA Arrival</td>
<td>TORONTO</td>
</tr>
<tr>
<td>Inland Navigation Facility/Fix</td>
<td>Non–Common Portion</td>
<td>Destination</td>
</tr>
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<td>POLTY Q804 DERLO DJB J83 APE SPAYD HLRRY ONDRE (RNAV)–STAR</td>
<td>ATLANTA</td>
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<td>CHICAGO</td>
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<td>CINCINNATI</td>
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<td>DALLAS/FT WORTH</td>
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<tr>
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<td>DETROIT</td>
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<tr>
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<td>HOUSTON</td>
</tr>
<tr>
<td>YRI</td>
<td>CATOG VEPSU DIRECT</td>
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</tr>
<tr>
<td>YRI</td>
<td>OMBRE Ombre Arrival</td>
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<tr>
<td>YRI</td>
<td>LIDAG ECK GU RBS AARCH (RNAV)–STAR</td>
<td>ST. LOUIS</td>
</tr>
<tr>
<td>YRI</td>
<td>POLTY IMEBA Arrival</td>
<td>TORONTO</td>
</tr>
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</table>

NE, 14 JUL 2022 to 8 SEP 2022
INTENTIONALLY LEFT BLANK
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<tr>
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<th>AIRPORT NAME</th>
<th>LOCATION IDENTIFIER</th>
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<tr>
<td>CT</td>
<td>WINDSOR LOCKS</td>
<td>BRADLEY INTL</td>
<td>BDL</td>
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<tr>
<td>MA</td>
<td>HYANNIS</td>
<td>CAPE COD GATEWAY</td>
<td>HYA</td>
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<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>PRESQUE ISLE INTL</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 FLDFLD</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>
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<tr>
<td>WV</td>
<td>CHARLESTON</td>
<td>WEST VIRGINIA INTL YEAGER</td>
<td>CRW</td>
</tr>
</tbody>
</table>

**MINIMUM OPERATIONAL NETWORK (MON) AIRPORT LISTING**

NE, 14 JUL 2022 to 8 SEP 2022
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

Date of Latest Revision 09365

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/heatings/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.
INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

REFERENCE FEATURES

Displaced Threshold ........................................... 
Hot Spot ...................................................................
Runway Holding Position Markings ............................
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 appropriate diagram), and may not be compatible with local coordinates published in FFLP. (Foreign Only)

Runway Weight Bearing Capacity or Pavement Classification Number (PCN)/Pavement Classification Rating (PCR) is shown as a codified expression. Refer to the appropriate Supplement/Directory for applicable codes e.g., Rwy 14-32 PCR 560 R/W/T; 5-75, D-185, 25-175, ZC-325

NOTE:

Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.

Runway TDZ elevation ................................. TDZE 123

Runway Slope ................................. 0.8% UP

(shown when rounded runway slope is greater than or equal to 0.3%)

NOTE:

Runway Slope measured to midpoint on runways 8000 feet or longer.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram.

Coordinate values are shown in 1 or 1/2 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.

LEGEND

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/ taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.
An “Airport surface hot spot” is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A “hot spot” is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as “HS 1”, “HS 2”, etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>CONNECTICUT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DANBURY</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</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>HS 1</td>
<td>Acft on Twy S missing Twy C may enter Rwy 24.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Acft on Twy J missing Twy S may enter Rwy 33.</td>
</tr>
<tr>
<td>DELAWARE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DOVER AFB (DOV)</td>
<td>HS 1</td>
<td>Intersecting of Rwy 01–19, Rwy 14–32 and Twy D btn the runways can create confusion. Query twr if lost or need help.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Rwy 01–19 btm Twy B and Twy E has had an increased No of rwy incursions.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Rwy 14–32 btm C Twy has had an increased No of rwy incursions.</td>
</tr>
<tr>
<td>WILMINGTON</td>
<td>HS 1</td>
<td>Twy F intersects Rwy 09–27 which is in close proximity to the thld of Rwy 14–32.</td>
</tr>
<tr>
<td>DISTRICT OF COLUMBIA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MANASSAS RGNL/HARRY P DAVIS FLD (HEF)</td>
<td>HS 1</td>
<td>Maint vigilance on Twy K crossing Rwy 16L–34R to flw markings leading towards Twy B3.</td>
</tr>
<tr>
<td>WASHINGTON</td>
<td>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>RONALD REAGAN WASHINGTON NTL (DCA)</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></td>
<td>HS 3</td>
<td>Acft joining Twy J inadvertently cont onto Twy G or Twy M and enter Rwy 01–19 wo clnc.</td>
</tr>
<tr>
<td>MAINE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PORTLAND INTL JETPORT (PWM)</td>
<td>HS 1</td>
<td>Acft taxiing southbound on Twy C must be alert to not miss the turn at Twy A and enter Rwy 11–29 wo authorization.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Acft taxiing northbound on Twy C must maintain 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>
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</tr>
<tr>
<td><strong>MARYLAND</strong></td>
<td></td>
<td></td>
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<tr>
<td>EASTON</td>
<td>HS 1</td>
<td>Acft taxiing southbound on Twy A to Rwy 33 inadvertently miss the turn onto Twy B and enter Rwy 33 without a clearance. Twy A and Twy B intersection in close proximity to the rwy.</td>
</tr>
<tr>
<td>EASTON/NEWNAM FLD (ESN)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FREDERICK</td>
<td>HS 1</td>
<td>Eastbound tfc on Twy E and North and Southbound tfc on Twy A must remain alert for tfc exiting Rwy 05–23 at Twy E.</td>
</tr>
<tr>
<td>FREDERICK MUNI (FDK)</td>
<td>HS 2</td>
<td>Northbound tfc 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></td>
<td>HS 3</td>
<td>Northbound tfc on Twy A need to be alert as not to miss Twy B and inadvertently taxi onto Rwy 30.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Southeast bound tcf on Twy B need to be alert as not to miss Twy A and inadvertently taxi onto Rwy 23.</td>
</tr>
<tr>
<td>HAGERSTOWN</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)</td>
<td>HS 1</td>
<td>Maint vigilance congestion area and close proximity to rwys</td>
</tr>
<tr>
<td><strong>MASSACHUSETTS</strong></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></td>
<td></td>
</tr>
<tr>
<td>BEVERLY RGNL (BVY)</td>
<td>HS 1</td>
<td>Prepare to hold short of Rwy 16–34 immediately after exiting the East Ramp.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Acft taxiing SE on Twy E fail to turn on Twy H and enter Rwy 27 without authorization.</td>
</tr>
<tr>
<td>BOSTON</td>
<td>HS 1</td>
<td>Maint vigilance when taxiing on Rwy 15L–33R approaching Rwy 04L–22R.</td>
</tr>
<tr>
<td>GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)</td>
<td>HS 2</td>
<td>Taxiing on Twy N approaching Rwy 15R–33L.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Maint vigilance on Twy E and Twy K when approaching Rwy 04L–22R.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Maint vigilance on Twy C when approaching Rwy 09–27. Maint vigilance on Twy D when approaching Rwy 15R–33L.</td>
</tr>
<tr>
<td>LAWRENCE</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></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></td>
<td>HS 3</td>
<td>Maintain vigilance while taxiing. High tcf area.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Maintain vigilance Twy H and Twy E. High tcf area.</td>
</tr>
<tr>
<td>WESTFIELD/Springfield</td>
<td>HS 1</td>
<td>Maintain vigilance departing ramp. Twy A and Twy B complex int in close proximity to rwys.</td>
</tr>
<tr>
<td>WESTFIELD-BARNES RGNL (BAF)</td>
<td>HS 2</td>
<td>Unusual locn for rwy hold posn marking on Twy A for Rwy 15.</td>
</tr>
<tr>
<td><strong>NEW HAMPSHIRE</strong></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></td>
<td>HS 3</td>
<td>Acft routinely back taxi on Rwy 18–36.</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>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>NEWARK</td>
<td>HS 1</td>
<td>Aact taxig NB via Twy P turng WB onto Twy Z will immediately reach Rwy 04L–22R hold line.</td>
</tr>
<tr>
<td>NEWARK LIBERTY INTL (EWR)</td>
<td>HS 2</td>
<td>Southbound tfc on Twy Z5 &amp; Twy Z6 should not confuse Rwy 11–29 for Twy Z.</td>
</tr>
<tr>
<td>TETERBORO</td>
<td>HS 1</td>
<td>Maintain vigilance on Twy L at Rwy 06–24. High tfc area.</td>
</tr>
<tr>
<td>TETERBORO (TEB)</td>
<td>HS 2</td>
<td>Maintain vigilance on Twy G at Rwy 06–24. High tfc area.</td>
</tr>
<tr>
<td>WRIGHTSTOWN</td>
<td>HS 1</td>
<td>Aact southbound on Twy H may be required to hold short of Rwy 36 Apch Zone when Rwy 36 or Rwy 18 in use. Rwy 36 Apch Zone is prior to Rwy 36 Hold Short Line.</td>
</tr>
<tr>
<td>WRIGHTSTOWN</td>
<td>HS 2</td>
<td>Aact 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>MC GUIRE FLD (JOINT BASE MC GUIRE DIX LAKEHURST) (WRI)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NEW YORK</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BUFFALO</td>
<td>HS 1</td>
<td>Maintain vigilance Twy D and Twy A waiver for ATC crossings.</td>
</tr>
<tr>
<td>BUFFALO NIAGARA INTL (BUF)</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>Be alert of hold line lctn on Twy A5 for Rwy 09–27.</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>HS 2</td>
<td>Twy D goes full len Rwy 24 departures. Twy D1 is for full len departures Rwy 28R.</td>
</tr>
<tr>
<td>POUGHKEEPSIE</td>
<td>HS 1</td>
<td>Hold line further back on Twy A. ATC non–viz area btw Twy A6 and Rwy 06.</td>
</tr>
<tr>
<td>HUDSON VALLEY RGNL (POU)</td>
<td>HS 2</td>
<td>Be alert of hold line lctn on Twy A5 for Rwy 06–24.</td>
</tr>
<tr>
<td>ROCHESTER</td>
<td>HS 1</td>
<td>Pilot sometimes confuse Rwy 25 and Rwy 28 due to close proximity.</td>
</tr>
<tr>
<td>FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC)</td>
<td>HS 2</td>
<td>Be alert of hold line lctn on Twy E North side of Rwy 07–25.</td>
</tr>
<tr>
<td>SYRACUSE</td>
<td>HS 1</td>
<td>Aact 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>
</tr>
<tr>
<td>PENNSYLVANIA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HARRISBURG</td>
<td>HS 1</td>
<td>Rwy 26 LAHSO pavement marking is difficult to see in late afternoon due to sun.</td>
</tr>
<tr>
<td>CAPITAL CITY (CXY)</td>
<td>HS 2</td>
<td>Rwy 08 ILS Critical Area hold line pavement marking is NSTD.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Twy C at Rwy 30. Entrance to Twy B is difficult to see from Twy C due to large pavement area.</td>
</tr>
</tbody>
</table>
AIRPORT DIAGRAMS 585

CITY/AIRPORT | HOT SPOT | DESCRIPTION
--- | --- | ---
HARRISBURG | HS 1 | Acft taxing westbound on Twy G inadvertently miss the turn onto Twy A and enter Rwy 13–31 wo authorization. Twy A and Twy G int in close proximity to the rwy.

PHILADELPHIA | HS 1 | Acft taxing on Twy D must remain alert to not enter Rwy 08–26 wo proper clearance.
HS 2 | Tfc taxing south on Twy Y must be alert to not miss the turn at Twy S and enter onto Rwy 09R–27L.
HS 3 | Maint vigilance, Twy E apch hold to protect Rwy 26 overn.
HS 4 | Maint vigilance Twy K and Twy D close int to Rwy 35 and 27R.

PITTSBURGH ALLEGHENY CO (AGC) | HS 1 | Wide pavement int multiple rwys.
HS 2 | Wide pavement int with ramps, twys, and rwy.

READING | HS 1 | Hold lines on Twy B for Rwy 31 and Rwy 36 can be confusing due to close proximity.
HS 2 | Area along Twy H from Twy D to Rwy 18 hold line not visible from ATCT.
HS 3 | Area along Twy A from terminal ramp to Rwy 36 hold line not visible from ATCT.
HS 4 | Maint vigilance confusing twy configuration near adj ramp.

WILLIAMSPORT WILLIAMSPORT RGNL (IPT) | HS 1 | 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.

RHODE ISLAND PROVIDENCE | HS 1 | Main vigilance at Twy M and Twy C due to vast amount of pavement and multiple rwy hold lines in close proximity of rwy.
HS 3 | 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.
HS 4 | Maint vigilance dep northwest ramp. Twy S is immed adj to NW ramp. Acft could inadvertently enter Rwy 16–34.
HS 5 | Maint vigilance hold short for Rwy 34 not where expected.

VERMONT BURLINGTON | HS 1 | Wrong rwy departure risk. Pilots instructed to depart Rwy 19 mistakenly depart wrong rwy – Rwy 15.
HS 2 | Maint vigilance on Twy C approaching Rwy 01–19 hold lines.
HS 3 | Maint vigilance Twy B in close proximity to Rwy 01–19.
<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NEWPORT NEWS</strong></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><strong>RICHMOND</strong></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>HS 1</td>
<td>Northbound tfc on Twy A for Rwy 24 sometimes fail to make the turn at Twy B and enter Rwy 06–24 without a clearance.</td>
</tr>
<tr>
<td><strong>ROANOKE</strong></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>ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>HUNTINGTON</strong></td>
<td>HS 1</td>
<td></td>
</tr>
<tr>
<td>TRI-STATE/MILTON J FERGUSON FLD (HTS)</td>
<td></td>
<td></td>
</tr>
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</table>

**CITY/AIRPORT HOT SPOT DESCRIPTION**

**NE, 14 JUL 2022 to 8 SEP 2022**
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
CAPITAL CITY (CXY)
HARRISBURG, PENNSYLVANIA

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

HARTFORD-BRAINARD (HFD)
HARTFORD, CONNECTICUT

ATIS
126.45
BRAINARD TOWER *
119.6  248.2
GND CON
121.6
CLNC DEL
121.6

72°39.0'W
72°39.5'W

41°44.5'N

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° E

Rwy 02-20
S-30, D-43, 2D-70
Rwy 11-29
S-10

TWR 75

ELEV 14
2314 X 71

292.5°

29

ELEV 12

A 118

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE, 14 JUL 2022 to 8 SEP 2022
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
CAUTION: AVOID RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM
LYNCHBURG RGNL/ PRESTON GLENN FLD (LYH)
20086
LYNCHBURG, VIRGINIA

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ATIS
119.8
LYNCHBURG TOWER
127.65 257.8
GND CON
121.9

ELEV 922
RUNUP AREA
FIELD ELEV 938
TERMINAL
MAIN RAMP
FIRE STATION
GND CON
GENERAL AVIATION PARKING
TWR 1041
LARGE AIRCRAFT PARKING

JANUARY 2020
ANNUAL RATE OF CHANGE
0.0° W

Rwy 04-22
PCN 29 F/A/X/T
S-90, D-108, 2D-170
Rwy 17-35
S-25, D-35, 2D-55

ELEV 893
GLIDE SLOPE CRITICAL AREA

NE, 14 JUL 2022 to 8 SEP 2022
AIRPORT DIAGRAM
MORGANTOWN MUNI (WALTER L BILL HART FLD) (MGW)
MORGANTOWN, WEST VIRGINIA

ASOS 120.675
MORGANTOWN TOWER *
125.1  257.8
GND CON
121.7

ELEV
1236

MAIN APRON
TERMINAL
WATER TANK
1392 ±
TWR
1305
FIRE STATION

GA APRON
CORPORATE HANGAR
HANGAR
UNIVERSITY HANGAR
MAINTENANCE

FIELD ELEV 1244

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

79°55.5'W 79°55.0'W 39°38.0'N

NE, 14 JUL 2022 to 8 SEP 2022
GENERAL AVIATION PARKING

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

TWEED/NEW HAVEN (HVN)
NEW HAVEN, CONNECTICUT

ATIS
133.65
NEW HAVEN TOWER *
124.8
GND CON
121.7
CLNC DEL
121.7 (When Tower Closed)

FIELD ELEV 13

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° E

TERMINAL

WEST RAMP

EAST RAMP

5400 X 150

THWR 91

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM
NEW HAVEN, CONNECTICUT
TWEED/NEW HAVEN (HVN)

NE, 14 JUL 2022 to 8 SEP 2022
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

AWOS-3
118.525
CTAF/UNICOM
122.8

NE, 14 JUL 2022 to 8 SEP 2022

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° E

FIELD
ELEV
302

ELEV 286

44°41'N

PASSenger
TERMINAL

FBO

2690'

44°40'N

RWY 09-27
PCN 46 F/D/W/T
S-114, D-151, 2D-225

6400 X 150

75°28'W

75°27'W

OGDENSBURG INTL (OGS)

OGDENSBURG, NEW YORK
ATIS
132.975
OXFORD TOWER *
118.475
GND CON
121.65
CINC DEL
121.65
135.1 (When Tower Closed)

FIELD
ELEV
730

NORTHWEST RAMP
GENERAL AVIATION PARKING

TRANSIENT PARKING
TWR/BCN

SOUTH RAMP
GENERAL AVIATION PARKING

HANGAR

EMAS
ELEV 680
Rwy 18-36
S-50, D-85, 2S-107, 2D-145

ILS HOLD

41°29.0'N

41°28.5'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

73°08.5'W
73°08.0'W
73°07.5'W

NE, 14 JUL 2022 to 8 SEP 2022
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

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

AL-977 (FAA)

SALISBURY, MARYLAND

ASOS
118.325
SAUSBURY TOWER
119.425
GND CON
123.775
CLNC DEL
123.775

FIELD
ELEV
53

JANUARY 2020
ANNUAL RATE OF CHANGE
0.0° E

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

75°31.0'W
75°30.0'W
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

MARTHA'S VINEYARD (MVY)

VINEYARD HAVEN, MASSACHUSETTS

ATIS
126.25
VINEYARD TOWER *
121.4
GND CON
124.35
CLNC DEL
124.35
119.7 (When Tower Closed)

FIELD ELEV
67

ELEV 57

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° E

TRANSIENT GA RAMP

COMMERCIAL GA RAMP

TWR 128

TERMINAL

FBO RAMP

TRANSIENT GA RAMP

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)

NE, 14 JUL 2022 to 8 SEP 2022
AIRPORT DIAGRAM

D-ATIS 118.15
BRADLEY TOWER 120.3 351.8
GND CON 121.9 348.6
CLNC DEL 121.75 322.3
CPDLC PDC

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° E

TWR 345
FIRE STATION

CONNECTICUT ANG
BLAST PAD 245 X 200
FIELD ELEV 173
DE-ICE AREA
INTL ARRIVALS TERMINAL

RWY 06-24
PCN 71 F/G/X/T
S-200, D-200, 2D-350, 2D/2D2-710
RWY 15-33
PCN 64 F/A/X/T
S-200, D-200, 2D-350

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.
INTENTIONALLY LEFT BLANK
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-SLH120005, /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 080110KT

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, /LG 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 DHT360000-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 FV05SM /TB SEV 055-085 /RM CAJON PASS

NE, 14 JUL 2022 to 8 SEP 2022
# PIREP FORM

3 or 4 letter Identifier

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th>1. UA ___ UUA</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.</td>
<td>OV</td>
<td>Location</td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td>TM</td>
<td>Time</td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td>FL</td>
<td>Altitude/Flight Level</td>
<td></td>
</tr>
<tr>
<td>5.</td>
<td>TP</td>
<td>Aircraft Type</td>
<td></td>
</tr>
</tbody>
</table>

Items 1 through 5 are mandatory for all PIREPs

<p>| | | |</p>
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<tr>
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<tbody>
<tr>
<td>6.</td>
<td>SK</td>
<td>Sky Condition</td>
</tr>
<tr>
<td>7.</td>
<td>WX</td>
<td>Flight Visibility &amp; Weather</td>
</tr>
<tr>
<td>8.</td>
<td>TA</td>
<td>Temperature (Celsius)</td>
</tr>
<tr>
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<td>WV</td>
<td>Wind</td>
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<td>11.</td>
<td>IC</td>
<td>Icing</td>
</tr>
<tr>
<td>12.</td>
<td>RM</td>
<td>Remarks</td>
</tr>
</tbody>
</table>

FAA Form 7110-2 (9/19) Supersedes Previous Edition

NE, 14 JUL 2022 to 8 SEP 2022
NE
CT DC DE MA MD ME ME NH NJ NJ NY NY NY PA RI RI VA VA VT VT WV

14 JUL 2022 TO 8 SEP 2022