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

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

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

CORRECTIONS, COMMENTS, AND/OR PROCUREMENT

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

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

FAA, Aeronautical Information Services
1305 East West Highway
SSMC-4 Suite 4400
Silver Spring, MD 20910-3281
Telephone 1–800–638–8972

NOTICE: Changes must be received by Aeronautical Information Services as soon as possible but not later than the “cut-off” dates listed below to assure publication on the desired effective date. Information cut-off dates that fall on a federal holiday must be received the previous work day.

<table>
<thead>
<tr>
<th>Effective Date</th>
<th>Airport Information Cut-off date</th>
<th>Airspace Information* Cut-off date</th>
</tr>
</thead>
<tbody>
<tr>
<td>8 Sep 22</td>
<td>27 Jul 22</td>
<td>12 Jul 22</td>
</tr>
<tr>
<td>3 Nov 22</td>
<td>21 Sep 22</td>
<td>6 Sep 22</td>
</tr>
<tr>
<td>29 Dec 22</td>
<td>16 Nov 22</td>
<td>1 Nov 22</td>
</tr>
<tr>
<td>23 Feb 23</td>
<td>11 Jan 23</td>
<td>27 Dec 22</td>
</tr>
<tr>
<td>20 Apr 23</td>
<td>8 Mar 23</td>
<td>21 Feb 23</td>
</tr>
<tr>
<td>15 Jun 23</td>
<td>3 May 23</td>
<td>18 Apr 23</td>
</tr>
</tbody>
</table>

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

FOR PROCUREMENT:

For digital products, visit our website at: http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/

For a list of approved FAA Print Providers, visit our website at: http://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

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

## TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Airport/Facility Directory Legend</td>
<td>158</td>
</tr>
<tr>
<td>2</td>
<td>Airport/Facility Directory</td>
<td>324</td>
</tr>
<tr>
<td>3</td>
<td>Notices</td>
<td>439</td>
</tr>
<tr>
<td>4</td>
<td>Associated Data</td>
<td>546</td>
</tr>
<tr>
<td>5</td>
<td>Airport Diagrams</td>
<td>653</td>
</tr>
</tbody>
</table>

**General Information**

- Airport Diagrams
- Airport Hot Spots
- Minimum Operational Network (MON) Airport Listing
- North American Routes
- Tower Enroute Control Routes
- Preferred IFR Routes
- Supplemental Communication Reference
- Parachute Jumping Areas
- VOR Receiver Checkpoints and VOR Test Facilities
- Flight Service Station Communication Frequencies
- Air Route Traffic Control Centers
- FAA Telephone Numbers and National Weather Service
- Special Notices
- West Virginia
- Virginia
- Vermont
- Rhode Island
- Pennsylvania
- New York
- New Hampshire
- New Jersey
- Massachusetts
- Maine
- Delaware
- District Of Columbia
- Nebraska

**Sections**

- Section 1: Airport/Facility Directory Legend
- Section 2: Airport/Facility Directory
- Section 3: Notices
- Section 4: Associated Data
- Section 5: Airport Diagrams

**Inside Front Cover**

- 706
- 583
- 576
- 575
- 546
- 515
- 453
- 447
- 442
- 439
- 436
- 433
- 431
- 430
- 425
- 424
- 423
- 421
- 418
- 416
- 415
- 413
- 412
- 410
- 408
- 406
- 404
- 403
- 402
- 401
- 400
- 399
- 398
- 397
- 396
- 395
- 394
- 393
- 392
- 391
- 390
- 389
- 388
- 387
- 386
- 385
- 384
- 383
- 382
- 381
- 380
- 379
- 378
- 377
- 376
- 375
- 374
- 373
- 372
- 371
- 370
- 369
- 368
- 367
- 366
- 365
- 364
- 363
- 362
- 361
- 360
- 359
- 358
- 357
- 356
- 355
- 354
- 353
- 352
- 351
- 350
- 349
- 348
- 347
- 346
- 345
- 344
- 343
- 342
- 341
- 340
- 339
- 338
- 337
- 336
- 335
- 334
- 333
- 332
- 331
- 330
- 329
- 328
- 327
- 326
- 325
- 324
- 323
- 322
- 321
- 320
- 319
- 318
- 317
- 316
- 315
- 314
- 313
- 312
- 311
- 310
- 309
- 308
- 307
- 306
- 305
- 304
- 303
- 302
- 301
- 300
- 299
- 298
- 297
- 296
- 295
- 294
- 293
- 292
- 291
- 290
- 289
- 288
- 287
- 286
- 285
- 284
- 283
- 282
- 281
- 280
- 279
- 278
- 277
- 276
- 275
- 274
- 273
- 272
- 271
- 270
- 269
- 268
- 267
- 266
- 265
- 264
- 263
- 262
- 261
- 260
- 259
- 258
- 257
- 256
- 255
- 254
- 253
- 252
- 251
- 250
- 249
- 248
- 247
- 246
- 245
- 244
- 243
- 242
- 241
- 240
- 239
- 238
- 237
- 236
- 235
- 234
- 233
- 232
- 231
- 230
- 229
- 228
- 227
- 226
- 225
- 224
- 223
- 222
- 221
- 220
- 219
- 218
- 217
- 216
- 215
- 214
- 213
- 212
- 211
- 210
- 209
- 208
- 207
- 206
- 205
- 204
- 203
- 202
- 201
- 200
- 199
- 198
- 197
- 196
- 195
- 194
- 193
- 192
- 191
- 190
- 189
- 188
- 187
- 186
- 185
- 184
- 183
- 182
- 181
- 180
- 179
- 178
- 177
- 176
- 175
- 174
- 173
- 172
- 171
- 170
- 169
- 168
- 167
- 166
- 165
- 164
- 163
- 162
- 161
- 160
- 159
- 158
- 157
- 156
- 155
- 154
- 153
- 152
- 151
- 150
- 149
- 148
- 147
- 146
- 145
- 144
- 143
- 142
- 141
- 140
- 139
- 138
- 137
- 136
- 135
- 134
- 133
- 132
- 131
- 130
- 129
- 128
- 127
- 126
- 125
- 124
- 123
- 122
- 121
- 120
- 119
- 118
- 117
- 116
- 115
- 114
- 113
- 112
- 111
- 110
- 109
- 108
- 107
- 106
- 105
- 104
- 103
- 102
- 101
- 100
- 99
- 98
- 97
- 96
- 95
- 94
- 93
- 92
- 91
- 90
- 89
- 88
- 87
- 86
- 85
- 84
- 83
- 82
- 81
- 80
- 79
- 78
- 77
- 76
- 75
- 74
- 73
- 72
- 71
- 70
- 69
- 68
- 67
- 66
- 65
- 64
- 63
- 62
- 61
- 60
- 59
- 58
- 57
- 56
- 55
- 54
- 53
- 52
- 51
- 50
- 49
- 48
- 47
- 46
- 45
- 44
- 43
- 42
- 41
- 40
- 39
- 38
- 37
- 36
- 35
- 34
- 33
- 32
- 31
- 30
- 29
- 28
- 27
- 26
- 25
- 24
- 23
- 22
- 21
- 20
- 19
- 18
- 17
- 16
- 15
- 14
- 13
- 12
- 11
- 10
- 9
- 8
- 7
- 6
- 5
- 4
- 3
- 2
- 1

**NE, 8 SEP 2022 to 3 NOV 2022**
## GENERAL INFORMATION

### CITY/MILITARY AIRPORT CROSS REFERENCE

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

<table>
<thead>
<tr>
<th>STATE</th>
<th>CITY NAME</th>
<th>AIRPORT NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>DE</td>
<td>DOVER</td>
<td>DOVER AFB</td>
</tr>
<tr>
<td>MA</td>
<td>FALMOUTH</td>
<td>CAPE COD CGAS</td>
</tr>
<tr>
<td>MA</td>
<td>SPRINGFIELD/CHICOPEE</td>
<td>WESTOVER ARB/METROPOLITAN</td>
</tr>
<tr>
<td>MD</td>
<td>CAMP SPRINGS</td>
<td>JOINT BASE ANDREWS</td>
</tr>
<tr>
<td>MD</td>
<td>PATUXENT</td>
<td>PATUXENT RIVER NAS (TRAPNELL FLD)</td>
</tr>
<tr>
<td>MD</td>
<td>ABERDEEN</td>
<td>PHILLIPS AAF</td>
</tr>
<tr>
<td>NJ</td>
<td>LAKEHURST</td>
<td>LAKEHURST MAXFIELD FLD</td>
</tr>
<tr>
<td>NJ</td>
<td>WRIGHTSTOWN</td>
<td>JOINT BASE MCGUIRE DIX LAKEHURST</td>
</tr>
<tr>
<td>NY</td>
<td>FORT DRUM</td>
<td>WHEELER SACK AAF</td>
</tr>
<tr>
<td>PA</td>
<td>FORT INDIANTOWN GAP</td>
<td>MUIR AAF (FORT INDIANTOWN GAP)</td>
</tr>
<tr>
<td>VA</td>
<td>BLACKSTONE</td>
<td>ALLEN C PERKINSON BLACKSTONE AAF</td>
</tr>
<tr>
<td>VA</td>
<td>FORT A. P. HILL</td>
<td>A P HILL AAF (FORT A P HILL)</td>
</tr>
<tr>
<td>VA</td>
<td>FORT BELVOIR</td>
<td>DAVISON AAF</td>
</tr>
<tr>
<td>VA</td>
<td>FORT EUSTIS</td>
<td>FELKER AAF</td>
</tr>
<tr>
<td>VA</td>
<td>FORT LEE</td>
<td>FORT LEE HELIPAD NR 3</td>
</tr>
<tr>
<td>VA</td>
<td>HAMPTON</td>
<td>LANGLEY AFB</td>
</tr>
<tr>
<td>VA</td>
<td>NORFOLK</td>
<td>NORFOLK NS (CHAMBERS FLD)</td>
</tr>
<tr>
<td>VA</td>
<td>VIRGINIA BEACH</td>
<td>OCEANA NAS (APOLLO SOUCEK FLD)</td>
</tr>
<tr>
<td>VA</td>
<td>QUANTICO</td>
<td>QUANTICO MCAF (TURNER FLD)</td>
</tr>
<tr>
<td>VA</td>
<td>WALLOPS ISLAND</td>
<td>WALLOPS FLIGHT FACILITY</td>
</tr>
<tr>
<td>VA</td>
<td>WILLIAMSBURG</td>
<td>CAMP PEARY LNDG STRIP</td>
</tr>
</tbody>
</table>

NE, 8 SEP 2022 to 3 NOV 2022
SEAPLANE LANDING AREAS

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

<table>
<thead>
<tr>
<th>STATE</th>
<th>CITY NAME</th>
<th>FACILITY NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>CT</td>
<td>EAST HADDAM</td>
<td>GOODSPEED</td>
</tr>
<tr>
<td>ME</td>
<td>ASHLAND</td>
<td>BRADFORD CAMPS SPB</td>
</tr>
<tr>
<td>ME</td>
<td>AUGUSTA</td>
<td>AUGUSTA</td>
</tr>
<tr>
<td>ME</td>
<td>BANGOR</td>
<td>LUCKY LANDING MARINA AND SPB</td>
</tr>
<tr>
<td>ME</td>
<td>CHESUNCOOK</td>
<td>CHESUNCOOK LAKE HOUSE SPB</td>
</tr>
<tr>
<td>ME</td>
<td>EAST WINTHROP</td>
<td>LAKESIDE MARINA</td>
</tr>
<tr>
<td>ME</td>
<td>GREENVILLE</td>
<td>MOOSEHEAD AERO MARINE</td>
</tr>
<tr>
<td>ME</td>
<td>JACKMAN</td>
<td>MOOSE RIVER</td>
</tr>
<tr>
<td>ME</td>
<td>LINCOLN</td>
<td>LINCOLN RGNL</td>
</tr>
<tr>
<td>ME</td>
<td>MILLINOCKET</td>
<td>MILLINOCKET</td>
</tr>
<tr>
<td>ME</td>
<td>NAPLES</td>
<td>BRANDY POND</td>
</tr>
<tr>
<td>ME</td>
<td>NAPLES</td>
<td>LONG LAKE</td>
</tr>
<tr>
<td>ME</td>
<td>NORCROSS/MILLINOCKET</td>
<td>BUCKHORN CAMPS</td>
</tr>
<tr>
<td>ME</td>
<td>OLD TOWN</td>
<td>DEWITT FLD/OLD TOWN MUNI</td>
</tr>
<tr>
<td>ME</td>
<td>PATTEN</td>
<td>SHIN POND</td>
</tr>
<tr>
<td>ME</td>
<td>PORTAGE</td>
<td>PORTAGE LAKE MUNI</td>
</tr>
<tr>
<td>ME</td>
<td>PRESQUE ISLE</td>
<td>PRESQUE ISLE</td>
</tr>
<tr>
<td>ME</td>
<td>RANGELEY</td>
<td>RANGELEY LAKE</td>
</tr>
<tr>
<td>ME</td>
<td>SINCLAIR</td>
<td>LONG LAKE</td>
</tr>
<tr>
<td>ME</td>
<td>TURNER</td>
<td>TWITCHELL</td>
</tr>
<tr>
<td>ME</td>
<td>VAN BUREN</td>
<td>VAN BUREN</td>
</tr>
<tr>
<td>MD</td>
<td>BALTIMORE</td>
<td>ESSEX SKYPARK</td>
</tr>
<tr>
<td>MD</td>
<td>HAVRE DE GRACE</td>
<td>HAVRE DE GRACE</td>
</tr>
<tr>
<td>MA</td>
<td>HALIFAX</td>
<td>MONPONSETT POND</td>
</tr>
<tr>
<td>NH</td>
<td>ALTON BAY</td>
<td>ALTON BAY SPB</td>
</tr>
<tr>
<td>NJ</td>
<td>LITTLE FERRY</td>
<td>LITTLE FERRY</td>
</tr>
<tr>
<td>NY</td>
<td>LONG LAKE</td>
<td>LONG LAKE (HELMS)</td>
</tr>
<tr>
<td>NY</td>
<td>LONG LAKE</td>
<td>LONG LAKE SAGAMORE SPB AND MARINA</td>
</tr>
<tr>
<td>NY</td>
<td>NEW YORK</td>
<td>EVERS</td>
</tr>
<tr>
<td>NY</td>
<td>NEW YORK</td>
<td>NEW YORK SKYPORTS INC</td>
</tr>
<tr>
<td>NY</td>
<td>PORT WASHINGTON</td>
<td>SANDS POINT</td>
</tr>
<tr>
<td>NY</td>
<td>ROUND LAKE</td>
<td>ROUND LAKE</td>
</tr>
<tr>
<td>NY</td>
<td>ROUSES POINT</td>
<td>ROUSES POINT</td>
</tr>
<tr>
<td>NY</td>
<td>SCHUYLERVILLE</td>
<td>GARNSEYS</td>
</tr>
<tr>
<td>PA</td>
<td>ESSINGTON</td>
<td>PHILADELPHIA</td>
</tr>
<tr>
<td>PA</td>
<td>SUNBURY</td>
<td>SUNBURY SPB</td>
</tr>
<tr>
<td>VA</td>
<td>CHESTER</td>
<td>MCLAUGHLIN SPB</td>
</tr>
</tbody>
</table>

NE. 8 SEP 2022 to 3 NOV 2022
### GENERAL INFORMATION

#### ABBREVIATIONS

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

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

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A/G</td>
<td>air/ground</td>
</tr>
<tr>
<td>AAF</td>
<td>Army Field</td>
</tr>
<tr>
<td>AAS</td>
<td>Airport Advisory Service</td>
</tr>
<tr>
<td>AB</td>
<td>Airbase</td>
</tr>
<tr>
<td>abrn</td>
<td>abeam</td>
</tr>
<tr>
<td>ABn</td>
<td>Aerodrome Beacon</td>
</tr>
<tr>
<td>abv</td>
<td>above</td>
</tr>
<tr>
<td>ACC</td>
<td>Air Combat Command Area Control Centre</td>
</tr>
<tr>
<td>acct</td>
<td>activity</td>
</tr>
<tr>
<td>ACWS</td>
<td>Aircraft Control and Warning Squadron</td>
</tr>
<tr>
<td>ADA</td>
<td>Advisory Area</td>
</tr>
<tr>
<td>ADCC</td>
<td>Air Defense Center</td>
</tr>
<tr>
<td>ADCUS</td>
<td>Advise Customs</td>
</tr>
<tr>
<td>addn</td>
<td>addition</td>
</tr>
<tr>
<td>ADF</td>
<td>Automatic Direction Finder</td>
</tr>
<tr>
<td>adj</td>
<td>adjacent</td>
</tr>
<tr>
<td>admin</td>
<td>administration</td>
</tr>
<tr>
<td>ADR</td>
<td>Advisory Route</td>
</tr>
<tr>
<td>adv</td>
<td>advise</td>
</tr>
<tr>
<td>advsy</td>
<td>advisory</td>
</tr>
<tr>
<td>AEIS</td>
<td>Aeronautical Enroute Information Service</td>
</tr>
<tr>
<td>AER</td>
<td>approach and rwy</td>
</tr>
<tr>
<td>AFA</td>
<td>Army Flight Activity</td>
</tr>
<tr>
<td>AFB</td>
<td>Air Force Base</td>
</tr>
<tr>
<td>acft</td>
<td>affect</td>
</tr>
<tr>
<td>AFFF</td>
<td>Aqueous Film Forming Foam</td>
</tr>
<tr>
<td>AFHP</td>
<td>Air Force Heliport</td>
</tr>
<tr>
<td>AFIS</td>
<td>Automatic Flight Information Service</td>
</tr>
<tr>
<td>afld</td>
<td>airfield</td>
</tr>
<tr>
<td>AFOD</td>
<td>Army Flight Operations Detachment</td>
</tr>
<tr>
<td>AFR</td>
<td>Air Force Regulation</td>
</tr>
<tr>
<td>AFRC</td>
<td>Armed Forces Reserve Center/Air Force Reserve Command</td>
</tr>
<tr>
<td>AFRS</td>
<td>American Forces Radio Stations</td>
</tr>
<tr>
<td>AFS</td>
<td>Air Force Station</td>
</tr>
<tr>
<td>AFTN</td>
<td>Aeronautical Fixed Telecommunication Network</td>
</tr>
<tr>
<td>AG</td>
<td>Agriculture</td>
</tr>
<tr>
<td>A–G, A–GEAR</td>
<td>Arresting Gear</td>
</tr>
<tr>
<td>agcy</td>
<td>Agency</td>
</tr>
<tr>
<td>AGL</td>
<td>above ground level</td>
</tr>
<tr>
<td>AHP</td>
<td>Army heliport</td>
</tr>
<tr>
<td>AID</td>
<td>Airport Information Desk</td>
</tr>
<tr>
<td>AIS</td>
<td>Aeronautical Information Services</td>
</tr>
<tr>
<td>AL</td>
<td>Approach and Landing Chart</td>
</tr>
<tr>
<td>ALF</td>
<td>Auxiliary Landing Field</td>
</tr>
<tr>
<td>ALS</td>
<td>Approach Light System</td>
</tr>
<tr>
<td>ALSF–1</td>
<td>High Intensity ALS Category I configuration with sequenced Flashers (code)</td>
</tr>
<tr>
<td>ALSF–2</td>
<td>High Intensity ALS Category II configuration with sequenced Flashers (code)</td>
</tr>
<tr>
<td>apr</td>
<td>Area Planning</td>
</tr>
<tr>
<td>APP</td>
<td>Approach Control</td>
</tr>
<tr>
<td>Apr</td>
<td>April</td>
</tr>
<tr>
<td>approx</td>
<td>approximate</td>
</tr>
<tr>
<td>APU</td>
<td>Auxiliary Power Unit</td>
</tr>
<tr>
<td>apv, apvl</td>
<td>approve, approval</td>
</tr>
<tr>
<td>ARB</td>
<td>Air Reserve Base</td>
</tr>
<tr>
<td>ARCAL (CANADA)</td>
<td>Aircraft Radio Control of Aerodrome Lighting</td>
</tr>
<tr>
<td>ARFF</td>
<td>Aircraft Rescue and Fire Fighting</td>
</tr>
<tr>
<td>ARINC</td>
<td>Aeronautical Radio Inc</td>
</tr>
<tr>
<td>arr, arv</td>
<td>arrive</td>
</tr>
<tr>
<td>ARS</td>
<td>Air Reserve Station</td>
</tr>
<tr>
<td>ARSA</td>
<td>Airport Radar Service Area</td>
</tr>
<tr>
<td>ARSR</td>
<td>Air Route Surveillance Radar</td>
</tr>
<tr>
<td>ARTCC</td>
<td>Air Route Traffic Control Center</td>
</tr>
<tr>
<td>AS</td>
<td>Air Station</td>
</tr>
<tr>
<td>ASAP</td>
<td>as soon as possible</td>
</tr>
<tr>
<td>ASDA</td>
<td>Accelerate–Stop Distance Available</td>
</tr>
<tr>
<td>ASDE</td>
<td>Airport Surface Detection</td>
</tr>
<tr>
<td>ASDE–X</td>
<td>Airport Surface Detection</td>
</tr>
<tr>
<td>assn</td>
<td>assign</td>
</tr>
<tr>
<td>ASL</td>
<td>Above Sea Level</td>
</tr>
<tr>
<td>ASOS</td>
<td>Automated Surface Observing System</td>
</tr>
<tr>
<td>ASR</td>
<td>Airport Surveillance Radar</td>
</tr>
<tr>
<td>ASSC</td>
<td>Airport Surface Surveillance Capability</td>
</tr>
<tr>
<td>ASU</td>
<td>Aircraft Starting Unit</td>
</tr>
<tr>
<td>ATA</td>
<td>Actual Time of Arrival</td>
</tr>
<tr>
<td>ATC</td>
<td>Air Traffic Control</td>
</tr>
<tr>
<td>ATCC</td>
<td>Air Traffic Control Center</td>
</tr>
<tr>
<td>ATCT</td>
<td>Air Traffic Control Tower</td>
</tr>
<tr>
<td>ATD</td>
<td>Actual Time of Departure Along Track Distance</td>
</tr>
<tr>
<td>ATIS</td>
<td>Automatic Terminal Information Service</td>
</tr>
<tr>
<td>ATS</td>
<td>Air Traffic Service</td>
</tr>
<tr>
<td>attn</td>
<td>attention</td>
</tr>
<tr>
<td>Aug</td>
<td>August</td>
</tr>
<tr>
<td>auth</td>
<td>authority</td>
</tr>
<tr>
<td>auto</td>
<td>automatic</td>
</tr>
<tr>
<td>AUW</td>
<td>All Up Weight (gross weight)</td>
</tr>
<tr>
<td>aux</td>
<td>auxiliary</td>
</tr>
<tr>
<td>AVASI</td>
<td>abbreviated VASI</td>
</tr>
<tr>
<td>avbl</td>
<td>available</td>
</tr>
</tbody>
</table>

**NE, 8 SEP 2022 to 3 NOV 2022**
<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AvGas</td>
<td>Aviation gasoline</td>
</tr>
<tr>
<td>avn</td>
<td>Aviation Oil Oil</td>
</tr>
<tr>
<td>AWOS</td>
<td>Automatic Weather Observing System</td>
</tr>
<tr>
<td>AWSS</td>
<td>Automated Weather Sensor System</td>
</tr>
<tr>
<td>awt</td>
<td>await</td>
</tr>
<tr>
<td>awy</td>
<td>airway</td>
</tr>
<tr>
<td>az</td>
<td>azimuth</td>
</tr>
<tr>
<td>BA</td>
<td>braking action</td>
</tr>
<tr>
<td>BASH</td>
<td>Bird Aircraft Strike Hazard</td>
</tr>
<tr>
<td>BC</td>
<td>back course</td>
</tr>
<tr>
<td>bcn</td>
<td>beacon</td>
</tr>
<tr>
<td>bcst</td>
<td>broadcast</td>
</tr>
<tr>
<td>bdry</td>
<td>boundary</td>
</tr>
<tr>
<td>bldg</td>
<td>building</td>
</tr>
<tr>
<td>blkd</td>
<td>blocked</td>
</tr>
<tr>
<td>blo, blw</td>
<td>below</td>
</tr>
<tr>
<td>BOQ</td>
<td>Bachelor Officers Quarters</td>
</tr>
<tr>
<td>brg</td>
<td>bearing</td>
</tr>
<tr>
<td>btr</td>
<td>between</td>
</tr>
<tr>
<td>bus</td>
<td>business</td>
</tr>
<tr>
<td>byd</td>
<td>beyond</td>
</tr>
<tr>
<td>C</td>
<td>Commercial Circuit (Telephone)</td>
</tr>
<tr>
<td>CAC</td>
<td>Centralized Approach Control</td>
</tr>
<tr>
<td>cap</td>
<td>capacity</td>
</tr>
<tr>
<td>cat</td>
<td>category</td>
</tr>
<tr>
<td>CAT</td>
<td>Clear Air Turbulence</td>
</tr>
<tr>
<td>CCW or cntclks</td>
<td>counterclockwise</td>
</tr>
<tr>
<td>ceil</td>
<td>ceiling</td>
</tr>
<tr>
<td>CERAP</td>
<td>Center Radar Approach Control</td>
</tr>
<tr>
<td>CG</td>
<td>Coast Guard</td>
</tr>
<tr>
<td>CGAF</td>
<td>Coast Guard Air Facility</td>
</tr>
<tr>
<td>CGAS</td>
<td>Coast Guard Air Station</td>
</tr>
<tr>
<td>CH, chan</td>
<td>channel</td>
</tr>
<tr>
<td>CHAPI</td>
<td>Chase Helicopter Approach Path Indicator</td>
</tr>
<tr>
<td>chg</td>
<td>change</td>
</tr>
<tr>
<td>cht</td>
<td>chart</td>
</tr>
<tr>
<td>cir</td>
<td>circle, circling</td>
</tr>
<tr>
<td>CIV, civ</td>
<td>Civil, civil, civilian</td>
</tr>
<tr>
<td>ck</td>
<td>check</td>
</tr>
<tr>
<td>CL</td>
<td>Centerline Lighting System</td>
</tr>
<tr>
<td>cl</td>
<td>class</td>
</tr>
<tr>
<td>cinc</td>
<td>clearance</td>
</tr>
<tr>
<td>cisd</td>
<td>closed</td>
</tr>
<tr>
<td>CNATRA</td>
<td>Chief of Naval Air Training</td>
</tr>
<tr>
<td>cni</td>
<td>cancel</td>
</tr>
<tr>
<td>cntr</td>
<td>center</td>
</tr>
<tr>
<td>cntrln</td>
<td>centerline</td>
</tr>
<tr>
<td>Co</td>
<td>Company, County</td>
</tr>
<tr>
<td>CO</td>
<td>Commanding Officer</td>
</tr>
<tr>
<td>com</td>
<td>communication</td>
</tr>
<tr>
<td>cmd</td>
<td>command</td>
</tr>
<tr>
<td>Comdr</td>
<td>Commander</td>
</tr>
<tr>
<td>compl</td>
<td>commercial</td>
</tr>
<tr>
<td>compul</td>
<td>compulsory</td>
</tr>
<tr>
<td>comsn</td>
<td>commission</td>
</tr>
<tr>
<td>conc</td>
<td>concrete</td>
</tr>
<tr>
<td>cond</td>
<td>condition</td>
</tr>
<tr>
<td>const</td>
<td>construction</td>
</tr>
<tr>
<td>cont</td>
<td>continue</td>
</tr>
<tr>
<td>CONUS</td>
<td>Continental United States</td>
</tr>
<tr>
<td>convl</td>
<td>conventional</td>
</tr>
<tr>
<td>coord</td>
<td>coordinate</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>copter</td>
<td>helicopter</td>
</tr>
<tr>
<td>corr</td>
<td>correct</td>
</tr>
<tr>
<td>CPDLC</td>
<td>Controller Pilot Data Link Communication</td>
</tr>
<tr>
<td>ctdr</td>
<td>corridor</td>
</tr>
<tr>
<td>cros</td>
<td>cross</td>
</tr>
<tr>
<td>CRP</td>
<td>Compulsory Reporting Point</td>
</tr>
<tr>
<td>ctc</td>
<td>contact</td>
</tr>
<tr>
<td>ctl</td>
<td>control</td>
</tr>
<tr>
<td>ctn</td>
<td>caution</td>
</tr>
<tr>
<td>CTLZ</td>
<td>Control Zone</td>
</tr>
<tr>
<td>CVFR</td>
<td>Controlled Visual Flight Rules Areas</td>
</tr>
<tr>
<td>CW</td>
<td>Clockwise, Continuous Wave, Carrier Wave</td>
</tr>
<tr>
<td>dalgt</td>
<td>daylight</td>
</tr>
<tr>
<td>D--ATIS</td>
<td>Digital Automatic Terminal Information Service</td>
</tr>
<tr>
<td>daylt</td>
<td>daylights</td>
</tr>
<tr>
<td>db</td>
<td>decibel</td>
</tr>
<tr>
<td>DCL</td>
<td>Departure Clearance</td>
</tr>
<tr>
<td>Dec</td>
<td>December</td>
</tr>
<tr>
<td>decom</td>
<td>decommission</td>
</tr>
<tr>
<td>deg</td>
<td>degree</td>
</tr>
<tr>
<td>del</td>
<td>delivery</td>
</tr>
<tr>
<td>dep</td>
<td>depart</td>
</tr>
<tr>
<td>DEP</td>
<td>Departure Control</td>
</tr>
<tr>
<td>destn</td>
<td>destination</td>
</tr>
<tr>
<td>det</td>
<td>detachment</td>
</tr>
<tr>
<td>DF</td>
<td>Direction Finder</td>
</tr>
<tr>
<td>DH</td>
<td>Decision Height</td>
</tr>
<tr>
<td>DIAP</td>
<td>DoD Instrument Approach Procedure</td>
</tr>
<tr>
<td>direc</td>
<td>directional</td>
</tr>
<tr>
<td>disem</td>
<td>disseminate</td>
</tr>
<tr>
<td>displ</td>
<td>displacement</td>
</tr>
<tr>
<td>dist</td>
<td>district, distance</td>
</tr>
<tr>
<td>div</td>
<td>division</td>
</tr>
<tr>
<td>DL</td>
<td>Direct Line to FSS</td>
</tr>
<tr>
<td>dlt</td>
<td>delete</td>
</tr>
<tr>
<td>dy</td>
<td>daily</td>
</tr>
<tr>
<td>DME</td>
<td>Distance Measuring Equipment (UHF standard, TACAN compatible)</td>
</tr>
<tr>
<td>DNVT</td>
<td>Digital Non–Secure Voice Telephone</td>
</tr>
<tr>
<td>DoD</td>
<td>Department of Defense</td>
</tr>
<tr>
<td>drc</td>
<td>direct</td>
</tr>
<tr>
<td>DSN</td>
<td>Defense Switching Network (Telephone)</td>
</tr>
<tr>
<td>DSN2</td>
<td>Defense Switching Network</td>
</tr>
<tr>
<td>displcd</td>
<td>displaced</td>
</tr>
<tr>
<td>DT</td>
<td>Daylight Savings Time</td>
</tr>
<tr>
<td>dur</td>
<td>during</td>
</tr>
<tr>
<td>durn</td>
<td>duration</td>
</tr>
<tr>
<td>DV</td>
<td>Distinguished Visitor</td>
</tr>
<tr>
<td>E</td>
<td>East</td>
</tr>
<tr>
<td>ea</td>
<td>each</td>
</tr>
<tr>
<td>EAT</td>
<td>Expected Approach Time</td>
</tr>
<tr>
<td>ECN</td>
<td>Enroute Change Notice</td>
</tr>
<tr>
<td>eff</td>
<td>effective, effect</td>
</tr>
<tr>
<td>E--HA</td>
<td>Enroute High Altitude</td>
</tr>
<tr>
<td>E--LA</td>
<td>Enroute Low Altitude</td>
</tr>
<tr>
<td>Abbreviation</td>
<td>Description</td>
</tr>
<tr>
<td>--------------</td>
<td>-------------</td>
</tr>
<tr>
<td>elv.</td>
<td>elevation</td>
</tr>
<tr>
<td>ELT</td>
<td>Emergency Locator Transmitter</td>
</tr>
<tr>
<td>EMAS</td>
<td>Engineered Material Arresting System</td>
</tr>
<tr>
<td>emerg.</td>
<td>emergency</td>
</tr>
<tr>
<td>eng.</td>
<td>engine</td>
</tr>
<tr>
<td>EOR</td>
<td>End of Runway</td>
</tr>
<tr>
<td>eqpt</td>
<td>equipment</td>
</tr>
<tr>
<td>ERDA</td>
<td>Energy Research and Development Administration</td>
</tr>
<tr>
<td>E-S</td>
<td>Enroute Supplement</td>
</tr>
<tr>
<td>est.</td>
<td>estimate</td>
</tr>
<tr>
<td>estab.</td>
<td>establish</td>
</tr>
<tr>
<td>ETA</td>
<td>Estimated Time of Arrival</td>
</tr>
<tr>
<td>ETD</td>
<td>Estimated Time of Departure</td>
</tr>
<tr>
<td>ETE</td>
<td>Estimated Time Enroute</td>
</tr>
<tr>
<td>ETS</td>
<td>European Telephone System</td>
</tr>
<tr>
<td>EUR</td>
<td>European (ICAO Region)</td>
</tr>
<tr>
<td>ev</td>
<td>every</td>
</tr>
<tr>
<td>evac</td>
<td>evacuate</td>
</tr>
<tr>
<td>exc</td>
<td>except</td>
</tr>
<tr>
<td>excld</td>
<td>exclude</td>
</tr>
<tr>
<td>exer</td>
<td>exercise</td>
</tr>
<tr>
<td>exam</td>
<td>exempt</td>
</tr>
<tr>
<td>exp</td>
<td>expect</td>
</tr>
<tr>
<td>extd</td>
<td>extend</td>
</tr>
<tr>
<td>extr</td>
<td>extension</td>
</tr>
<tr>
<td>extv</td>
<td>extensive</td>
</tr>
<tr>
<td>F/W</td>
<td>Fixed Wing</td>
</tr>
<tr>
<td>FAA</td>
<td>Federal Aviation Administration</td>
</tr>
<tr>
<td>fac</td>
<td>facility</td>
</tr>
<tr>
<td>FAWS</td>
<td>Flight Advisory Weather Service</td>
</tr>
<tr>
<td>fax</td>
<td>facsimile</td>
</tr>
<tr>
<td>FBO</td>
<td>Fixed Base Operator</td>
</tr>
<tr>
<td>FCC</td>
<td>Flight Control Center</td>
</tr>
<tr>
<td>FCG</td>
<td>Foreign Clearance Guide</td>
</tr>
<tr>
<td>FCLP</td>
<td>field carrier landing practice</td>
</tr>
<tr>
<td>fct</td>
<td>forecast</td>
</tr>
<tr>
<td>Feb</td>
<td>February</td>
</tr>
<tr>
<td>FIC</td>
<td>Flight Information Center</td>
</tr>
<tr>
<td>FIH</td>
<td>Flight Information Handbook</td>
</tr>
<tr>
<td>FIR</td>
<td>Flight Information Region</td>
</tr>
<tr>
<td>FIS</td>
<td>Flight Information Service</td>
</tr>
<tr>
<td>FL</td>
<td>flight level</td>
</tr>
<tr>
<td>fld</td>
<td>field</td>
</tr>
<tr>
<td>flg</td>
<td>flashing</td>
</tr>
<tr>
<td>FLIP</td>
<td>Flight Information Publication</td>
</tr>
<tr>
<td>ft</td>
<td>flight</td>
</tr>
<tr>
<td>fhw</td>
<td>follow</td>
</tr>
<tr>
<td>FM</td>
<td>Fan Marker, Frequency Modulation</td>
</tr>
<tr>
<td>FOC</td>
<td>Flight Operations Center</td>
</tr>
<tr>
<td>FOD</td>
<td>Foreign Object Damage</td>
</tr>
<tr>
<td>fone</td>
<td>telephone</td>
</tr>
<tr>
<td>FPL</td>
<td>Flight Plan</td>
</tr>
<tr>
<td>fpm</td>
<td>feet per minute</td>
</tr>
<tr>
<td>fr</td>
<td>from</td>
</tr>
<tr>
<td>freq</td>
<td>frequency, frequent</td>
</tr>
<tr>
<td>Fri</td>
<td>Friday</td>
</tr>
<tr>
<td>frmg</td>
<td>firing</td>
</tr>
<tr>
<td>FSS</td>
<td>Flight Service Station</td>
</tr>
<tr>
<td>ft</td>
<td>foot</td>
</tr>
<tr>
<td>ftr</td>
<td>fighter</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>GA</td>
<td>Glide Angle</td>
</tr>
<tr>
<td>gal</td>
<td>gallon</td>
</tr>
<tr>
<td>GAT</td>
<td>General Air Traffic (Europe-Asia)</td>
</tr>
<tr>
<td>GCA</td>
<td>Ground Control Approach</td>
</tr>
<tr>
<td>GCO</td>
<td>Ground Communication Outlet</td>
</tr>
<tr>
<td>gldr</td>
<td>glider</td>
</tr>
<tr>
<td>GND</td>
<td>Ground Control</td>
</tr>
<tr>
<td>gnd</td>
<td>ground</td>
</tr>
<tr>
<td>govt</td>
<td>government</td>
</tr>
<tr>
<td>GP</td>
<td>Glide Path</td>
</tr>
<tr>
<td>Gp</td>
<td>Group</td>
</tr>
<tr>
<td>GPI</td>
<td>Ground Point of Intercept</td>
</tr>
<tr>
<td>grad</td>
<td>gradient</td>
</tr>
<tr>
<td>grd</td>
<td>guard</td>
</tr>
<tr>
<td>GS</td>
<td>glide slope</td>
</tr>
<tr>
<td>GWT</td>
<td>gross weight</td>
</tr>
</tbody>
</table>

H          | Enroute High Altitude Chart (followed by identification) |
H+          | Hours or hours plus...minutes past the hour |
H24         | continuous operation |
HAA         | Height Above Airport/Aerodrome |
HAL         | Height Above Landing Area |
HAR         | Height Above Runway |
HAT         | Height Above Touchdown |
haZ         | hazard       |
hdg         | heading      |
HDTA        | High Density Traffic Airport/Aerodrome |
HF          | High Frequency (3000 to 30,000 KHz) |
hr           | hour         |
htg          | height      |
hi          | high         |
HIRL        | High Intensity Runway Lights |
HO          | Service available to meet operational requirements |
hol         | holiday      |
HOLF        | Helicopter Outlying Field |
hosp        | hospital     |
HQ           | Headquarters |
hr           | hour         |
HS          | Service available during hours of scheduled operations |
hsg         | housing      |
hw           | heavy        |
HW           | Heavy Weight |
hwy          | highway      |
HX           | station having no specific working hours |
Hz           | Hertz (cycles per second) |
I          | Island      |
IAP         | Instrument Approach Procedure |
IAS          | Indicated Air Speed |
IASS         | in accordance with |
ICAO         | International Civil Aviation Organization |
ident       | identification |
IFF          | Identification, Friend or Foe |
IFR          | Instrument Flight Rules |
IFR-S        | FLIP IFR Supplement |
ILS          | Instrument Landing System |
IM           | Inner Marker |
IMC          | Instrument Meteorological Conditions |
IMG          | Immigration |
### GENERAL INFORMATION

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>immed</td>
<td>immediate</td>
</tr>
<tr>
<td>inbd</td>
<td>inbound</td>
</tr>
<tr>
<td>Inc</td>
<td>Incorporated</td>
</tr>
<tr>
<td>incl</td>
<td>include</td>
</tr>
<tr>
<td>incr</td>
<td>increase</td>
</tr>
<tr>
<td>indef</td>
<td>indefinite</td>
</tr>
<tr>
<td>info</td>
<td>information</td>
</tr>
<tr>
<td>inop</td>
<td>inoperative</td>
</tr>
<tr>
<td>inst</td>
<td>instrument</td>
</tr>
<tr>
<td>instl</td>
<td>install</td>
</tr>
<tr>
<td>int</td>
<td>intersection</td>
</tr>
<tr>
<td>intcntl</td>
<td>intercontinental</td>
</tr>
<tr>
<td>intcpt</td>
<td>intercept</td>
</tr>
<tr>
<td>intl</td>
<td>international</td>
</tr>
<tr>
<td>intmt</td>
<td>intermittent</td>
</tr>
<tr>
<td>ints</td>
<td>intense, intensity</td>
</tr>
<tr>
<td>invdf</td>
<td>in the vicinity of</td>
</tr>
<tr>
<td>ireg</td>
<td>Irregularly</td>
</tr>
<tr>
<td>Jan</td>
<td>January</td>
</tr>
<tr>
<td>JASU</td>
<td>Jet Aircraft Starting Unit</td>
</tr>
<tr>
<td>JATO</td>
<td>Jet Assisted Take-Off</td>
</tr>
<tr>
<td>JOAP</td>
<td>Joint Oil Analysis Program</td>
</tr>
<tr>
<td>JOSAC</td>
<td>Joint Operational Support Airlift Center</td>
</tr>
<tr>
<td>JRB</td>
<td>Joint Reserve Base</td>
</tr>
<tr>
<td>Jul</td>
<td>July</td>
</tr>
<tr>
<td>Jun</td>
<td>June</td>
</tr>
<tr>
<td>K or Kt</td>
<td>Knots</td>
</tr>
<tr>
<td>kHz</td>
<td>kilohertz</td>
</tr>
<tr>
<td>KIAS</td>
<td>Knots Indicated Airspeed</td>
</tr>
<tr>
<td>KLIZ</td>
<td>Korea Limited Identification Zone</td>
</tr>
<tr>
<td>km</td>
<td>Kilometer</td>
</tr>
<tr>
<td>kw</td>
<td>kilowatt</td>
</tr>
</tbody>
</table>

**Abbreviation**

- LLZ: Localizer (Instrument Approach System) under 25 Watts, 15 NM, Enroute Low Altitude Chart (followed by identification)
- L: Local Time
- LAHSO: Land and Hold—Short Operations
- L–AOE: Limited Airport of Entry
- LAWRS: Limited Aviation Weather Reporting Station
- lb, lbs: pound (weight)
- LC: local call
- lcl: local
- LCP: French Peripheral Classification Line
- lctd: located
- lctn: location
- lctr: locator
- LCVASI: Low Cost Visual Approach Slope Indicator
- lcr: localizer
- LD: long distance
- LDA: Landing Distance Available
- ldg: landing
- LDIN: Lead-in Lights
- LDOCF: Long Distance Operations Control Facility
- len: length
- lgt, lgt, lghts: light, lighted, lights
- LIRL: Low Intensity Runway Lights
- LLWAS: Low–Level Wind Shear Alert System
- 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
- MALS: MALSF with Sequenced Flashes
- MALS: MALSR with Runway Alignment Indicator Lights
- Mar: March
- MARA: Military Activity Restricted Area
- MATO: Military Air Traffic Operations
- MATZ: Military Aerodrome Traffic Zone
- max: maximum
- mb: millibars
- MCAC: Military Common Area Control
- 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
- MEA: 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
- Mi, mil: military
- min: minimum, minute
- MIRL: Medium Intensity Runway Lights
- mis: missile
- mkr: marker (beacon)
- MM: Middle Marker of ILS
- mnt: monitor
- MOA: Military Operations Area
<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>MOCA</td>
<td>Minimum Obstruction Clearance Altitude</td>
</tr>
<tr>
<td>mod</td>
<td>modify</td>
</tr>
<tr>
<td>MOG</td>
<td>Maximum (aircraft) on the Ground</td>
</tr>
<tr>
<td>MON</td>
<td>Minimum Operational Network</td>
</tr>
<tr>
<td>Mon</td>
<td>Monday</td>
</tr>
<tr>
<td>MP</td>
<td>Maintenance Period</td>
</tr>
<tr>
<td>MR</td>
<td>Medium Range</td>
</tr>
<tr>
<td>MRA</td>
<td>Minimum Reception Altitude</td>
</tr>
<tr>
<td>mkr</td>
<td>mark, marker</td>
</tr>
<tr>
<td>MSAW</td>
<td>minimum safe altitude warning</td>
</tr>
<tr>
<td>msg</td>
<td>message</td>
</tr>
<tr>
<td>MSL</td>
<td>Mean Sea Level</td>
</tr>
<tr>
<td>msn</td>
<td>Mission</td>
</tr>
<tr>
<td>mt</td>
<td>mount, mountain</td>
</tr>
<tr>
<td>MTAF</td>
<td>Mandatory Traffic Advisory Frequency</td>
</tr>
<tr>
<td>MTCA</td>
<td>Military Terminal Control Area</td>
</tr>
<tr>
<td>mthly</td>
<td>monthly</td>
</tr>
<tr>
<td>MUAC</td>
<td>Military Upper Area Control</td>
</tr>
<tr>
<td>muni</td>
<td>municipal</td>
</tr>
<tr>
<td>MWARA</td>
<td>Major World Air Route Area</td>
</tr>
<tr>
<td>NA</td>
<td>North</td>
</tr>
<tr>
<td>N/A</td>
<td>not applicable</td>
</tr>
<tr>
<td>NA</td>
<td>not authorized (For Instrument Approach Procedure take–off and alternate MINIMA only)</td>
</tr>
<tr>
<td>NAAS</td>
<td>Naval Auxiliary Air Station</td>
</tr>
<tr>
<td>NADC</td>
<td>Naval Air Development Center</td>
</tr>
<tr>
<td>NADEP</td>
<td>Naval Air Depot</td>
</tr>
<tr>
<td>NAEC</td>
<td>Naval Air Engineering Center</td>
</tr>
<tr>
<td>NAES</td>
<td>Naval Air Engineering Station</td>
</tr>
<tr>
<td>NAF</td>
<td>Naval Air Facility</td>
</tr>
<tr>
<td>NAICO</td>
<td>Naval Air Logistics Control Office</td>
</tr>
<tr>
<td>NALF</td>
<td>Naval Auxiliary Landing Field</td>
</tr>
<tr>
<td>NALO</td>
<td>Navy Air Logistics Office</td>
</tr>
<tr>
<td>NAS</td>
<td>Naval Air Station</td>
</tr>
<tr>
<td>NAT</td>
<td>North Atlantic (ICAO Region)</td>
</tr>
<tr>
<td>natl</td>
<td>national</td>
</tr>
<tr>
<td>nav</td>
<td>navigation</td>
</tr>
<tr>
<td>navaid</td>
<td>navigation aid</td>
</tr>
<tr>
<td>NAVMTO</td>
<td>Navy Material Transportation Office</td>
</tr>
<tr>
<td>NAVC</td>
<td>Naval Air Warfare Center</td>
</tr>
<tr>
<td>NAVS</td>
<td>Naval Air Weapons Station</td>
</tr>
<tr>
<td>NCRP</td>
<td>Non–Compulsory Reporting Point</td>
</tr>
<tr>
<td>NDB</td>
<td>Non–Directional Radio Beacon</td>
</tr>
<tr>
<td>NE</td>
<td>Northeast</td>
</tr>
<tr>
<td>nec</td>
<td>necessary</td>
</tr>
<tr>
<td>NEW</td>
<td>Net Explosives Weight</td>
</tr>
<tr>
<td>ngt</td>
<td>night</td>
</tr>
<tr>
<td>NM</td>
<td>nautical miles</td>
</tr>
<tr>
<td>nml</td>
<td>normal</td>
</tr>
<tr>
<td>NMR</td>
<td>nautical mile radius</td>
</tr>
<tr>
<td>No or Nr</td>
<td>number</td>
</tr>
<tr>
<td>NOLF</td>
<td>Naval Outlying Field</td>
</tr>
<tr>
<td>NORDO</td>
<td>Lost communications or no radio installed/available in aircraft</td>
</tr>
<tr>
<td>NOTAM</td>
<td>Notice to Air Missions</td>
</tr>
<tr>
<td>Nov</td>
<td>November</td>
</tr>
<tr>
<td>npi</td>
<td>non precision instrument</td>
</tr>
<tr>
<td>Nr or No</td>
<td>number</td>
</tr>
<tr>
<td>NS</td>
<td>Naval Station</td>
</tr>
<tr>
<td>NS ABTMT</td>
<td>Noise Abatement</td>
</tr>
<tr>
<td>NSA</td>
<td>Naval Support Activity</td>
</tr>
<tr>
<td>NSF</td>
<td>Naval Support Facility</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>NSTD, nstd</td>
<td>nonstandard</td>
</tr>
<tr>
<td>ntc</td>
<td>notice</td>
</tr>
<tr>
<td>NVD</td>
<td>Night Vision Devices</td>
</tr>
<tr>
<td>NVG</td>
<td>Night Vision Goggles</td>
</tr>
<tr>
<td>NW</td>
<td>Northwest</td>
</tr>
<tr>
<td>NWC</td>
<td>Naval Weapons Center</td>
</tr>
<tr>
<td>O/A</td>
<td>or or about</td>
</tr>
<tr>
<td>O/S</td>
<td>out of service</td>
</tr>
<tr>
<td>O/R</td>
<td>On Request</td>
</tr>
<tr>
<td>OAT</td>
<td>Operational Air Traffic</td>
</tr>
<tr>
<td>obsn</td>
<td>observation</td>
</tr>
<tr>
<td>obst</td>
<td>obstruction</td>
</tr>
<tr>
<td>OCA</td>
<td>Oceanic Control Area</td>
</tr>
<tr>
<td>ocnl</td>
<td>occasional</td>
</tr>
<tr>
<td>Oct</td>
<td>October</td>
</tr>
<tr>
<td>ODALS</td>
<td>Omnidirectional Approach Lighting System</td>
</tr>
<tr>
<td>ODO</td>
<td>Operations Duty Officer</td>
</tr>
<tr>
<td>offl</td>
<td>official</td>
</tr>
<tr>
<td>OIC</td>
<td>Officer In Charge</td>
</tr>
<tr>
<td>OLF</td>
<td>Outlying Field</td>
</tr>
<tr>
<td>OLS</td>
<td>Optical Landing System</td>
</tr>
<tr>
<td>OM</td>
<td>Outer Marker, ILS</td>
</tr>
<tr>
<td>opr</td>
<td>operate, operator, operational</td>
</tr>
<tr>
<td>OPS, ops</td>
<td>operations</td>
</tr>
<tr>
<td>orig</td>
<td>original</td>
</tr>
<tr>
<td>OROCA</td>
<td>Off Route Obstruction Clearance Altitude</td>
</tr>
<tr>
<td>ORTCA</td>
<td>Off Route Terrain Clearance Altitude</td>
</tr>
<tr>
<td>OT</td>
<td>other times</td>
</tr>
<tr>
<td>OTS</td>
<td>out of service</td>
</tr>
<tr>
<td>outbd</td>
<td>outbound</td>
</tr>
<tr>
<td>ovft</td>
<td>overrun</td>
</tr>
<tr>
<td>ovrn</td>
<td>overrun</td>
</tr>
<tr>
<td>OX</td>
<td>oxygen</td>
</tr>
<tr>
<td>P/L</td>
<td>plain language</td>
</tr>
<tr>
<td>PAC</td>
<td>Pacific (ICAO Region)</td>
</tr>
<tr>
<td>PAEW</td>
<td>personnel and equipment working</td>
</tr>
<tr>
<td>PALS</td>
<td>Precision Approach and Landing System (NAVY)</td>
</tr>
<tr>
<td>PAPI</td>
<td>Precision Approach Path Indicator</td>
</tr>
<tr>
<td>PAR</td>
<td>Precision Approach Radar</td>
</tr>
<tr>
<td>para</td>
<td>paragraph</td>
</tr>
<tr>
<td>parl</td>
<td>parallel</td>
</tr>
<tr>
<td>pat</td>
<td>pattern</td>
</tr>
<tr>
<td>PAX</td>
<td>Passenger</td>
</tr>
<tr>
<td>PCL</td>
<td>pilot controlled lighting</td>
</tr>
<tr>
<td>PCN</td>
<td>Pavement Classification Number</td>
</tr>
<tr>
<td>PCR</td>
<td>Pavement Classification Rating</td>
</tr>
<tr>
<td>PDC</td>
<td>Pre–Departure Clearance</td>
</tr>
<tr>
<td>pent</td>
<td>penetrate</td>
</tr>
<tr>
<td>perm</td>
<td>permanent</td>
</tr>
<tr>
<td>perms</td>
<td>permission</td>
</tr>
<tr>
<td>pers</td>
<td>personnel</td>
</tr>
<tr>
<td>PFC</td>
<td>Porous Friction Courses</td>
</tr>
<tr>
<td>PJE</td>
<td>Parachuting Activities/Exercises</td>
</tr>
<tr>
<td>p–line</td>
<td>power line</td>
</tr>
<tr>
<td>PM</td>
<td>Post meridian, noon til midnight</td>
</tr>
<tr>
<td>PMRF</td>
<td>Pacific Missile Range Facility</td>
</tr>
<tr>
<td>PMSV</td>
<td>Pilot–to–Metro Service</td>
</tr>
<tr>
<td>PN</td>
<td>prior notice</td>
</tr>
<tr>
<td>POB</td>
<td>persons on board</td>
</tr>
<tr>
<td>POL</td>
<td>Petrol, Oils and Lubricants</td>
</tr>
<tr>
<td>posn</td>
<td>position</td>
</tr>
</tbody>
</table>
### GENERAL INFORMATION

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>PPR</td>
<td>prior permission required</td>
</tr>
<tr>
<td>prcht</td>
<td>parachute</td>
</tr>
<tr>
<td>pref</td>
<td>prefer</td>
</tr>
<tr>
<td>prev</td>
<td>previous</td>
</tr>
<tr>
<td>prim</td>
<td>primary</td>
</tr>
<tr>
<td>prk</td>
<td>park</td>
</tr>
<tr>
<td>PRM</td>
<td>Precision Runway Monitor</td>
</tr>
<tr>
<td>pro</td>
<td>procedure</td>
</tr>
<tr>
<td>proh</td>
<td>prohibited</td>
</tr>
<tr>
<td>pt</td>
<td>point</td>
</tr>
<tr>
<td>PTD</td>
<td>Pilot to Dispatcher</td>
</tr>
<tr>
<td>pub</td>
<td>publication</td>
</tr>
<tr>
<td>publ</td>
<td>publish</td>
</tr>
<tr>
<td>PVASI</td>
<td>Pulsating Visual Approach Slope Indicator</td>
</tr>
<tr>
<td>pvt</td>
<td>private</td>
</tr>
<tr>
<td>pwr</td>
<td>power</td>
</tr>
<tr>
<td>QFE</td>
<td>Altimeter Setting above station</td>
</tr>
<tr>
<td>QNE</td>
<td>Altimeter Setting of 29.92 inches which provides height above standard datum plane</td>
</tr>
<tr>
<td>QNH</td>
<td>Altimeter Setting which provides height above mean sea level</td>
</tr>
<tr>
<td>qtrs</td>
<td>quarters</td>
</tr>
<tr>
<td>quad</td>
<td>quadrant</td>
</tr>
<tr>
<td>R/T</td>
<td>Radiotelephony</td>
</tr>
<tr>
<td>R/W</td>
<td>Rotary/Wing</td>
</tr>
<tr>
<td>RACON</td>
<td>Radar Beacon</td>
</tr>
<tr>
<td>rad</td>
<td>radius, radial</td>
</tr>
<tr>
<td>RAIL</td>
<td>Runway Alignment Indicator Lights</td>
</tr>
<tr>
<td>RAMCC</td>
<td>Regional Air Movement Control Center</td>
</tr>
<tr>
<td>R–AOE</td>
<td>Regular Airport of Entry</td>
</tr>
<tr>
<td>RAPCON</td>
<td>Radar Approach Control (USAF)</td>
</tr>
<tr>
<td>RATCF</td>
<td>Radar Air Traffic Control Facility (Navy)</td>
</tr>
<tr>
<td>RCAG</td>
<td>Remote Center Air to Ground Facility</td>
</tr>
<tr>
<td>RCAGL</td>
<td>Remote Center Air to Ground Facility Long Range</td>
</tr>
<tr>
<td>RCL</td>
<td>runway centerline</td>
</tr>
<tr>
<td>RCLS</td>
<td>Runway Centerline Light System</td>
</tr>
<tr>
<td>RCO</td>
<td>Remote Communications Outlet</td>
</tr>
<tr>
<td>rctp</td>
<td>reception</td>
</tr>
<tr>
<td>RCR</td>
<td>Runway Condition Reading</td>
</tr>
<tr>
<td>rcv</td>
<td>receive</td>
</tr>
<tr>
<td>rcvr</td>
<td>receiver</td>
</tr>
<tr>
<td>rdo</td>
<td>radio</td>
</tr>
<tr>
<td>reconst</td>
<td>reconstruct</td>
</tr>
<tr>
<td>reful</td>
<td>refueling</td>
</tr>
<tr>
<td>reg</td>
<td>regulation, regular</td>
</tr>
<tr>
<td>RELIL</td>
<td>Runway End Identifier Lights</td>
</tr>
<tr>
<td>rel</td>
<td>reliable</td>
</tr>
<tr>
<td>relctd</td>
<td>relocated</td>
</tr>
<tr>
<td>REP</td>
<td>Reporting Point</td>
</tr>
<tr>
<td>req</td>
<td>request</td>
</tr>
<tr>
<td>RETIL</td>
<td>Rapid Exit Taxiway Indicator Light</td>
</tr>
<tr>
<td>Rgn</td>
<td>Region</td>
</tr>
<tr>
<td>Rgm</td>
<td>Regional</td>
</tr>
<tr>
<td>rgt</td>
<td>right</td>
</tr>
<tr>
<td>rgt tfc</td>
<td>right traffic</td>
</tr>
<tr>
<td>rgl</td>
<td>realigned</td>
</tr>
<tr>
<td>RLLS</td>
<td>Runway Lead-in Light System</td>
</tr>
<tr>
<td>rmk</td>
<td>remark</td>
</tr>
<tr>
<td>mg</td>
<td>range, radio range</td>
</tr>
<tr>
<td>RNP</td>
<td>Required Navigation Performance</td>
</tr>
</tbody>
</table>

### Abbreviation | Description |
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>RON</td>
<td>Remain Overnight</td>
</tr>
<tr>
<td>Rot Lt or Bcn</td>
<td>Rotating Light or Beacon</td>
</tr>
<tr>
<td>RPI</td>
<td>Runway Point of Intercept</td>
</tr>
<tr>
<td>rpt</td>
<td>report</td>
</tr>
<tr>
<td>rqr</td>
<td>require</td>
</tr>
<tr>
<td>RR</td>
<td>Railroad</td>
</tr>
<tr>
<td>RRP</td>
<td>Runway Reference Point</td>
</tr>
<tr>
<td>RSC</td>
<td>Runway Surface Condition</td>
</tr>
<tr>
<td>RSDU</td>
<td>Radar Storm Detection Unit</td>
</tr>
<tr>
<td>RSE</td>
<td>Runway Starter Extension/Starters Strip</td>
</tr>
<tr>
<td>RSRS</td>
<td>Reduced Same Runway Separation</td>
</tr>
<tr>
<td>rstd</td>
<td>restricted</td>
</tr>
<tr>
<td>rte</td>
<td>route</td>
</tr>
<tr>
<td>ruf</td>
<td>rough</td>
</tr>
<tr>
<td>RVR</td>
<td>Runway Visual Range</td>
</tr>
<tr>
<td>RVSM</td>
<td>Reduced Vertical Separation Minima</td>
</tr>
<tr>
<td>rwy</td>
<td>runway</td>
</tr>
<tr>
<td>S</td>
<td>South</td>
</tr>
<tr>
<td>S/D</td>
<td>Seadrome</td>
</tr>
<tr>
<td>SALS</td>
<td>Short Approach Lighting System</td>
</tr>
<tr>
<td>SAR</td>
<td>Search and Rescue</td>
</tr>
<tr>
<td>Sat</td>
<td>Saturday</td>
</tr>
<tr>
<td>SAVASI</td>
<td>Simplified Abbreviated Visual Approach Slope Indicator</td>
</tr>
<tr>
<td>SAWRS</td>
<td>Supplement Aviation Weather Reporting Station</td>
</tr>
<tr>
<td>sby</td>
<td>standby</td>
</tr>
<tr>
<td>Sched</td>
<td>scheduled services</td>
</tr>
<tr>
<td>scr</td>
<td>sector</td>
</tr>
<tr>
<td>SDF</td>
<td>Simplified Directional Facility</td>
</tr>
<tr>
<td>SE</td>
<td>Southeast</td>
</tr>
<tr>
<td>sec</td>
<td>second, section</td>
</tr>
<tr>
<td>secd</td>
<td>secondary</td>
</tr>
<tr>
<td>SELCAL</td>
<td>Selective Calling System</td>
</tr>
<tr>
<td>SELF</td>
<td>Strategic Expeditionary Landing Field</td>
</tr>
<tr>
<td>SEng</td>
<td>Single Engine</td>
</tr>
<tr>
<td>Sep</td>
<td>September</td>
</tr>
<tr>
<td>SFA</td>
<td>Single Frequency Approach</td>
</tr>
<tr>
<td>SFB</td>
<td>Space Force Base</td>
</tr>
<tr>
<td>sfc</td>
<td>surface</td>
</tr>
<tr>
<td>SFL</td>
<td>Sequence Flashing Lights</td>
</tr>
<tr>
<td>SFRA</td>
<td>Special Flight Rules Area</td>
</tr>
<tr>
<td>SID</td>
<td>Standard Instrument Departure</td>
</tr>
<tr>
<td>SIDA</td>
<td>Secure Identification Display Area</td>
</tr>
<tr>
<td>SIF</td>
<td>Selective Identification Feature</td>
</tr>
<tr>
<td>sked</td>
<td>schedule</td>
</tr>
<tr>
<td>SM</td>
<td>statute miles</td>
</tr>
<tr>
<td>SOAP</td>
<td>Spectrometric Oil Analysis Program</td>
</tr>
<tr>
<td>SOF</td>
<td>Supervisor of Flying</td>
</tr>
<tr>
<td>SPB</td>
<td>Seaplane Base</td>
</tr>
<tr>
<td>SR</td>
<td>sunrise</td>
</tr>
<tr>
<td>SRE</td>
<td>Surveillance Radar Element of GCA (Instrument Approach Procedures Identification only)</td>
</tr>
<tr>
<td>SS</td>
<td>sunset</td>
</tr>
<tr>
<td>SSALS/R</td>
<td>Simplified Short Approach Lighting System/with RAIL</td>
</tr>
<tr>
<td>SSB</td>
<td>Single Sideband</td>
</tr>
<tr>
<td>SSR</td>
<td>Secondary Surveillance Radar</td>
</tr>
<tr>
<td>STA</td>
<td>Straight-in Approach</td>
</tr>
<tr>
<td>std</td>
<td>standard</td>
</tr>
<tr>
<td>stn</td>
<td>station</td>
</tr>
<tr>
<td>stor</td>
<td>storage</td>
</tr>
<tr>
<td>str–in</td>
<td>Straight–in</td>
</tr>
<tr>
<td>Abbreviation</td>
<td>Description</td>
</tr>
<tr>
<td>--------------</td>
<td>-------------</td>
</tr>
<tr>
<td>subj</td>
<td>subject</td>
</tr>
<tr>
<td>surv</td>
<td>survival, surveillance</td>
</tr>
<tr>
<td>sum</td>
<td>summer</td>
</tr>
<tr>
<td>Sun</td>
<td>Sunday</td>
</tr>
<tr>
<td>sur</td>
<td>surround</td>
</tr>
<tr>
<td>suspd</td>
<td>suspended</td>
</tr>
<tr>
<td>svc</td>
<td>service</td>
</tr>
<tr>
<td>svcg</td>
<td>servicing</td>
</tr>
<tr>
<td>SW</td>
<td>Southwest</td>
</tr>
<tr>
<td>sys</td>
<td>system</td>
</tr>
<tr>
<td>TA</td>
<td>Transition Altitude</td>
</tr>
<tr>
<td>TAC</td>
<td>Tactical Air Command</td>
</tr>
<tr>
<td>TAF</td>
<td>Aerodrome (terminal or alternate) forecast in abbreviated form</td>
</tr>
<tr>
<td>TALCE</td>
<td>Tanker Aircraft Control Element</td>
</tr>
<tr>
<td>TCA</td>
<td>Terminal Control Area</td>
</tr>
<tr>
<td>TCH</td>
<td>Threshold Crossing Height</td>
</tr>
<tr>
<td>TCTA</td>
<td>Transcontinental Control Area</td>
</tr>
<tr>
<td>TD</td>
<td>Touchdown</td>
</tr>
<tr>
<td>TDWR</td>
<td>Terminal Doppler Weather Radar</td>
</tr>
<tr>
<td>TDZ</td>
<td>Touchdown Zone</td>
</tr>
<tr>
<td>TDZL</td>
<td>Touchdown Zone Lights</td>
</tr>
<tr>
<td>tfc</td>
<td>traffic</td>
</tr>
<tr>
<td>thld</td>
<td>threshold</td>
</tr>
<tr>
<td>thou</td>
<td>thousand</td>
</tr>
<tr>
<td>thru</td>
<td>through</td>
</tr>
<tr>
<td>Thu</td>
<td>Thursday</td>
</tr>
<tr>
<td>til</td>
<td>until</td>
</tr>
<tr>
<td>tkf</td>
<td>take-off</td>
</tr>
<tr>
<td>TLv</td>
<td>Transition Level</td>
</tr>
<tr>
<td>tmrp</td>
<td>temporary</td>
</tr>
<tr>
<td>TODA</td>
<td>Take-Off Distance Available</td>
</tr>
<tr>
<td>TORA</td>
<td>Take-Off Run Available</td>
</tr>
<tr>
<td>TP</td>
<td>Tire Pressure</td>
</tr>
<tr>
<td>TPA</td>
<td>Traffic Pattern Altitude</td>
</tr>
<tr>
<td>TRACON</td>
<td>Terminal Radar Approach Control (FAA)</td>
</tr>
<tr>
<td>trans</td>
<td>transient</td>
</tr>
<tr>
<td>trans</td>
<td>transmit</td>
</tr>
<tr>
<td>trml</td>
<td>terminal</td>
</tr>
<tr>
<td>trng</td>
<td>training</td>
</tr>
<tr>
<td>trms</td>
<td>transition</td>
</tr>
<tr>
<td>TRSA</td>
<td>Terminal Radar Service Area</td>
</tr>
<tr>
<td>Tue</td>
<td>Tuesday</td>
</tr>
<tr>
<td>TV</td>
<td>Television</td>
</tr>
<tr>
<td>twr</td>
<td>tower</td>
</tr>
<tr>
<td>twy</td>
<td>taxiway</td>
</tr>
<tr>
<td>UACC</td>
<td>Upper Area Control Center (used outside US)</td>
</tr>
<tr>
<td>UAS</td>
<td>Unmanned Aerial Systems</td>
</tr>
<tr>
<td>UC</td>
<td>Under Construction</td>
</tr>
<tr>
<td>UCN</td>
<td>Urgent Change Notice</td>
</tr>
<tr>
<td>UDA</td>
<td>Upper Advisory Area</td>
</tr>
<tr>
<td>UDF</td>
<td>Ultra High Frequency Direction Finder</td>
</tr>
<tr>
<td>UFN</td>
<td>until further notice</td>
</tr>
<tr>
<td>UHF</td>
<td>Ultra High Frequency (300 to 3000 MHz)</td>
</tr>
<tr>
<td>UIR</td>
<td>Upper Flight Information Region</td>
</tr>
<tr>
<td>una</td>
<td>unable</td>
</tr>
<tr>
<td>unauthd</td>
<td>unauthorized</td>
</tr>
<tr>
<td>unavbl</td>
<td>unavailable</td>
</tr>
<tr>
<td>unctl</td>
<td>uncontrolled</td>
</tr>
<tr>
<td>unk</td>
<td>unknown</td>
</tr>
<tr>
<td>unlgtd</td>
<td>unlighted</td>
</tr>
<tr>
<td>unltid</td>
<td>unlimited</td>
</tr>
</tbody>
</table>

**Abbreviation**

- unmrk: unmarked
- unmto: unmarked
- unrstd: unreliable
- unsf: unrestricted
- unsat: unsatisfactory
- uns: unscheduled
- unsvc: unserviceable
- unuse, unusbl: unusable
- USA: United States Army
- USAF: United States Air Force
- USB: Upper Side Band
- USCG: United States Coast Guard
- USMC: United States Marine Corps
- USSF: United States Space Force
- USN: United States Navy
- UTA: Upper Control Area
- UTC: Coordinated Universal Time

**Description**

- V: Defense Switching Network (telephone, formerly AUTOVON)
- V/STOL: Vertical and Short Take-off and Landing aircraft
- VFR-S: FLIP VFR Supplement
- VHF: Very High Frequency (30 to 300 MHz)
- VIP: Very Important Person
- vis: visibility
- VMC: Visual Meteorological Conditions
- VOIP: Voice Over Internet Protocol
- VOT: VOR Receiver Testing Facility
- W: Warning Area (followed by identification), Watts, West, White
- WCH: Wheel Crossing Height
- Wed: Wednesday
- Wg: Wing
- WIE: with immediate effect
- win: winter
- WIP: work in progress
- WSO: Weather Service Office
- WSFO: Weather Service Forecast Office
- wk: week
- wkd: weekday
- wkly: weekly
- wng: warning
- wo: without
- WSP: Weather System Processor
- wt: weight
- wx: weather
- yd: yard
- yr: year

**Abbreviation**

- GMT: Greenwich Mean Time (time groups only)

**Description**

- Z: Greenwich Mean Time (time groups only)
INTENTIONALLY
LEFT
BLANK
AIRPORT/FACILITY DIRECTORY LEGEND

CITY NAME

AIRPORT NAME (ALTERNATE NAME) (LTS/CLT) CJ/ML 3 UTC-6 (5DT) N34°41’93” W99°20’20”

200 B TPA—1000(800) AOE LPA Class IV, ARF Index A NOTAM FILE ORL Not insp. MON Airport

RWY 18-36 H12004X200 (ASPH CONC GRVDR)

S-90, D-160, 2D-300 PCN 80 RWY/T HIRL CL

RWY 18: RLLS. MALSF, TDZL, REL, PAPI(P2R) — GA 3.0’ TCH 36°

RVR — TMR. Thld dpdclc 300’ . Trees. Rgt tlc. 0.3% up.

RWY 36: ALSF1. 0.4% down.

RWY 09-27 H12000X150 (ASPH) PCR 1234 R/WWT MIRL

RWY 173-353: H1515X150 (ASPH PFC) AUW PCN 59 F/A/W/T

LAND AND HOLD SHORT OPERATIONS

LGD RWY HOLD SHORT POINT AVBL LGD DIST

RWY 18 09-27 6500

RWY 36 09-27 5400

RUNWAY DECLARED DISTANCE INFORMATION

RWY 18: TORR—12004 TORA—12004 ASDA—11704 LDA—11504

RWY 36: TORR—12004 TORA—12004 ASDA—12004 LDA—11504

ARRESTING GEAR SYSTEM

RWY 18 HOOK 5’5 (65’ OVRN) BAK—14 BAK—128 (1650’)

BAK—14 BAK—128 (1087’ HOOK 5’5 (74’ OVRN) RWY 36

SERVICE: FUEL 100LL, JET A AX 1, 3 LGT ACTIVATE MALSR Rwy 29, REL Rwy 11, VASI Rwy 11, HIRL Rwy 11—29, PAPI Rwy 17 and Rwy 35, MIRL Rwy 17—35 — CTAF MILITARY — A GEAR 5 connected on dep end, disconnected on aphp end.

JASU 3(AM32A-60) 2(A/M32A-86) FUEL J8J/MMK(I/NC–100, A)

FLUID WSP PRESAIR LOX OIL O—128 MAINT S1 Mon—Fri 1000—2200Z

TRAN ALERT Avbl 1300—0200Z svc limited weekends.

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


AIRPORT MANAGER: (580) 481—5739

WEATHER DATA SOURCES: AVOS—1 120.3 (202) 426—8000. LAWRS.

COMMUNICATIONS: SFA CTAFF 122.8 UNICOM 122.95 ATIS 127.25 273.5 (202) 426—8003 PDT 372.2

NAME FSS (ORL) on arpt 123.65 122.65 122.2

NAME RCO 112.27 112.1R (NAME RADIO)

NAME APP/DEP CON 125.35 275.725 (1200—0400Z)

TOWER 119.65 255.6 (1200—0400Z) GND CON 121.7 GCO 135.075 (ORLANDO CLNC) CLNC DEL 125.55

CPDLC H-DXWLR, D-TAXI, D-CLL (LOGON KMEM)

NAME COM POST (GERONIMO) 311.0 321.4 6761 PMSV 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.

(H) (H) VOTAC 112.2 MOO Chan 59 N28°32’25” W81°20’12” at fdl 1110/8E.

(T) TACAN Chan 29 CBU (109.2) N28°32’65” W81°21’12” at fdl 1115/8E.

HERNY NDB (LOM) 221 OR N28°37’40” W81°21’05” 177°5.4 NM to fdl.

ILS/DME 108.5 I—ORL Chan 22 Rwy 18. Class IIIE. LOM HERNY NDB.

ASR/PAR (1200—0400Z)

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

HELPAD HL H100X75 (ASPH)

HELPAD H2 H60X60 (ASPH)

HELIPORT REMARKS: Helipad Helical land on general aviation side and H2 land on air carrier side of arpt.

187 TPA 1000(813)

WATERWAY 13—38: 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).
AIRPORT/FACILITY DIRECTORY LEGEND

13

SKETCH LEGEND

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

RADIO AIDS TO NAVIGATION
VORTAC
VOR
VOR/DME
NDB
TACAN
NDG/DME
DME

MISCELLANEOUS AERONAUTICAL FEATURES
Airport Beacon
Wind Cone
Landing Tee
Tetrahedron
Control Tower
When control tower and rotating beacon are co-located beacon symbol will be used and further identified as TWR.

APPROACH LIGHTING SYSTEMS
A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g. A1 Negative symbology, e.g. A1 V Indicates Pilot Controlled Lighting (PCL).

Runway Centerline Lighting

A Approach Lighting System ALSF-2
A Approach Lighting System ALSF-1
Short Approach Lighting System
SALS/SALSF
Simplified Short Approach Lighting System (SSALR) with RAIL
Medium Intensity Approach Lighting System (MALS and MALSF)/ISSALS and SSALF

Medium Intensity Approach Lighting System (MALS) and RAIL

Omnidirectional Approach Lighting System (ODALS)
Navy Parallel Row and Cross Bar

Air Force Overrun

Visual Approach Slope Indicator with Standard Threshold Clearance provided
Pulsating Visual Approach Slope Indicator (PVASI)
Visual Approach Slope Indicator with a threshold crossing height to accommodate long bodied or jumbo aircraft

Tri-color Visual Approach Slope Indicator (TRCV)
Approach Path Alignment Panel (APAP)
Precision Approach Path Indicator (PAPI)
This directory is a listing of data on record with the FAA on public-use airports, military airports and selected private-use airports specifically requested by the Department of Defense (DoD) for which a DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures Publication. Additionally this listing contains data for associated terminal control facilities, air route traffic control centers, and radio aids to navigation within the conterminous United States, Puerto Rico and the Virgin Islands. Civil airports and joint Civil/Military airports which are open to the public are listed alphabetically by state, associated city and airport name and cross-referenced by airport name. Military airports and private-use (limited civil access) joint Military/Civil airports are listed alphabetically by state and official airport name and cross-referenced by associated city name. Navaids, 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.

### 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.

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

### 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".

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

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

### 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.

### 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-5h-6DT). The symbol "+" indicates that during periods of Daylight Saving Time (DST) effective hours will be one hour earlier than shown. In those areas where daylight saving time is not observed the (-4DT) and ++ will not be shown. Daylight saving time is in effect from 0200 local time the second Sunday in March to 0200 local time the first Sunday in November. Canada and all U.S. Conterminous States observe daylight saving time except Arizona and Puerto Rico, and the Virgin Islands. If the state observes daylight saving time and the operating times are other than daylight saving times, the operating hours will include the dates, times and no + symbol will be shown, i.e., April 15–Aug 31 0630–1700Z, Sep 1–Apr 14 0600–1700Z.
7. **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.

8. **CHARTS**

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

9. **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.

10. **AIRPORT SKETCH**

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

11. **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.

12. **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.

13. **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.

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

<table>
<thead>
<tr>
<th>U.S. CUSTOMS AIR AND SEA PORTS, INSPECTORS AND AGENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northeast Sector (New England and Atlantic States—ME to MD)</td>
</tr>
<tr>
<td>Southeast Sector (Atlantic States—DC, WV, VA to FL)</td>
</tr>
<tr>
<td>Central Sector (Interior of the US, including Gulf states—MS, AL, LA)</td>
</tr>
<tr>
<td>Southwest East Sector (OK and eastern TX)</td>
</tr>
<tr>
<td>Southwest West Sector (Western TX, NM and AZ)</td>
</tr>
<tr>
<td>Southwest West Sector (Western TX, NM and AZ)</td>
</tr>
<tr>
<td>Pacific Sector (WA, OR, CA, HI and AK)</td>
</tr>
</tbody>
</table>

NE, 8 SEP 2022 to 3 NOV 2022
15 CERTIFICATED AIRPORT (14 CFR PART 139)
Airports serving Department of Transportation certified carriers and certified under 14 CFR part 139 are indicated by the Class and the ARFF Index; e.g., Class I, ARFF Index A, which relates to the availability of crash, fire, rescue equipment. Class I airports can have an ARFF Index A through E, depending on the aircraft length and scheduled departures. Class II, III, and IV will always carry an Index A.

<table>
<thead>
<tr>
<th>AIRPORT CLASSIFICATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type of Air Carrier Operation</td>
</tr>
<tr>
<td>Scheduled Air Carrier Aircraft with 31 or more passenger seats</td>
</tr>
<tr>
<td>Unscheduled Air Carrier Aircraft with 31 or more passengers seats</td>
</tr>
<tr>
<td>Scheduled Air Carrier Aircraft with 10 to 30 passenger seats</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>INDICES AND AIRCRAFT RESCUE AND FIRE FIGHTING EQUIPMENT REQUIREMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Airport Index</strong></td>
</tr>
<tr>
<td>A</td>
</tr>
<tr>
<td>B</td>
</tr>
<tr>
<td>C</td>
</tr>
<tr>
<td>D</td>
</tr>
<tr>
<td>E</td>
</tr>
</tbody>
</table>

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

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

16 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 (992–7433) or online through the FAA PilotWeb at https://pilotweb.faa.gov. Military NOTAMs are available using the Defense Internet NOTAM Service (DINS) at 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.

17 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.

18 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.

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

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

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

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

- **(AFSC)**—Aggregate friction seal coat
- **(AM2)**—Temporary metal planks coated with nonskid material
- **(ASPH)**—Asphalt
- **(CONC)**—Concrete
- **(DIRT)**—Dirt
- **(GRVD)**—Grooved
- **(GRVL)**—Gravel, or cinders
- **(MATS)**—Pierced steel planking, landing mats, membranes
- **(PEM)**—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 designing 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=Tris, and Q=Quadruple:

<table>
<thead>
<tr>
<th>CURRENT</th>
<th>NEW</th>
<th>NEW DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>S</td>
<td>S</td>
<td>Single wheel type landing gear (DC3, (C47, (F15), etc.</td>
</tr>
<tr>
<td>D</td>
<td>D</td>
<td>Dual wheel type landing gear (BE1900, (B737), (A319), etc.</td>
</tr>
<tr>
<td>T</td>
<td>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).</td>
</tr>
<tr>
<td>SBTT</td>
<td>2D/D1</td>
<td>Two dual wheels in tandem/dual wheel body type landing gear (KC10).</td>
</tr>
<tr>
<td>None</td>
<td>2D/2D</td>
<td>Two dual wheels in tandem/two duals in tandem body type landing gear (A340-600).</td>
</tr>
<tr>
<td>DDT</td>
<td>2D/2D</td>
<td>Two duals in tandem/two duals in double tandem body type landing gear (B747, E4).</td>
</tr>
<tr>
<td>TFT</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 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 time a PCN or a PCR may be reported. Currently Aircraft Classification Rating (ACR) data may not be available for all aircraft.

NE, 8 SEP 2022 to 3 NOV 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 (17.5 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 sunrise to sunset. Lighting available by prior arrangement only or operating part of the night and/or pilot controlled with specific operating hours are indicated under airport or military remarks. At USN/USMC facilities lights are available only during airport hours of operation. Since obstructions are usually lighted, obstruction lighting is not included in this code. Unlighted obstructions on or surrounding an airport will be noted in airport or military remarks. Runway lights nonstandard (NSTD) are systems for which the light fixtures are not FAA approved L—800 series: color, intensity, or spacing does not meet FAA standards. Nonstandard runway lights, VASI, or any other system not listed below will be shown in airport remarks or military service. Temporary, emergency or limited runway edge lighting such as flares, smudge pots, lanterns or portable runway lights will also be shown in airport remarks or military service. Types of lighting are shown with the runway end they serve.

NSTD—Light system fails to meet FAA standards.
LIRL—Low Intensity Runway Lights.
MIRL—Medium Intensity Runway Lights.
HIRL—High Intensity Runway Lights.
RAIL—Runway Alignment Indicator Lights.
REIL—Runway End Identifier Lights.
CL—Centerline Lights.
TDAL—Touchdown Zone Lights.
ODALS—Omni 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.

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

VISUAL GLIDESLOPE INDICATORS

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

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

PVASIS—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
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  V6L 6-box VASI on left side of runway
V2R 2-box VASI on right side of runway  V6R 6-box VASI on right side of runway
V4L 4-box VASI on left side of runway  V12 12-box VASI on both sides of runway
V4R 4-box VASI on right side of runway  V16 16-box VASI on both sides of runway

NOTE: Approach slope angle and threshold crossing height will be shown when available; i.e., –GA 3.5° 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 system of different specification installed by the airport sponsor, descriptions of the type lights, method of control, and operating frequency will be explained in clear text. See AIM, “Aeronautical Lighting and Other Airport Visual Aids,” for a detailed description of pilot control of airport lighting.

RUNWAY SLOPE
When available, runway slope data will be provided. Runway slope will be shown only when it is 0.3 percent or greater. On runways less than 8000 feet, the direction of the slope up will be indicated, e.g., 0.3% up NW. On runways 8000 feet or greater, the slope will be shown (up or down) on the runway end line, e.g., RWY 13: 0.3% up., RWY 31: Polk. Rtg tcf. 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. “Rtg tcf”—Right traffic indicates right turns should be made on landing and takeoff for specified runway end. Runway Visual Range shall be shown as “RVR” appended with “T” for touchdown, “M” for midpoint, and “R” for rollout; e.g., RVR-TMR.

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

RUNWAY DECLARED DISTANCE INFORMATION
TORA—Take-off Run Available. The length of runway declared available and suitable for the ground run of an aeroplane take–off.
TODA—Take-off Distance Available. The length of the take–off run available plus the length of the clearway, if provided.
LDA—Landing Distance Available. The length of runway which is declared available and suitable for the ground run of an aeroplane landing.

ARRESTING GEAR/SYSTEMS
Arresting gear is shown as it is located on the runway. The a–gear distance from the end of the appropriate runway (or into the overrun) is indicated in parentheses. A–Gear which has a bi–direction capability and can be utilized for emergency approach end engagement is indicated by a (B). Up to 15 minutes advance notice may be required for rigging A–Gear for approach and engagement. 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 setting. Rotary friction brake.</td>
</tr>
<tr>
<td>BAK–12B</td>
<td>Extended BAK–12 with 1200 foot run, ½ 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).</td>
</tr>
</tbody>
</table>
The following device is used in conjunction with some aircraft arresting systems:

**BAK–14**
A device that raises a hook cable out of a slot in the runway surface and is remotely positioned for engagement by the tower on request. (In addition to personnel reaction time, the system requires up to five seconds to fully raise the cable.)

**H**
A device that raises a hook cable out of a slot in the runway surface and is remotely positioned for engagement by the tower on request. (In addition to personnel reaction time, the system requires up to one and one-half seconds to fully raise the cable.)

### UNI–DIRECTIONAL CABLE

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

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

### FOREIGN CABLE

<table>
<thead>
<tr>
<th>TYPE</th>
<th>DESCRIPTION</th>
<th>US EQUIVALENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>44B–3H</td>
<td>Rotary Hydraulic (Water Brake)</td>
<td></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>
</tr>
</thead>
<tbody>
<tr>
<td>MA–1A</td>
<td>Web barrier between stanchions attached to a chain energy absorber.</td>
</tr>
<tr>
<td>BAK–15</td>
<td>Web barrier between stanchions attached to an energy absorber (water squeezer, rotary friction, chain). Designed for wing engagement.</td>
</tr>
</tbody>
</table>

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

### OTHER

**EMAS**
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.

## SERVICE

**SERVICE—CIVIL**

<table>
<thead>
<tr>
<th>CODE</th>
<th>FUEL</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>100</td>
<td>Grade 100 gasoline (Green)</td>
<td>Major airframe repairs.</td>
</tr>
<tr>
<td>100 LL</td>
<td>100LL gasoline (low lead) (Blue)</td>
<td>Major airframe and minor powerplant repairs.</td>
</tr>
<tr>
<td>A+</td>
<td>Jet A, Kerosene, with FS–II*, FP** minus 40°C.</td>
<td>Major airframe and minor powerplant repairs.</td>
</tr>
<tr>
<td>A++100</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>Major airframe and major powerplant repairs.</td>
</tr>
<tr>
<td>A1</td>
<td>Jet A–1, Kerosene, without FS–II*, FP** minus 40°C.</td>
<td>Minor powerplant repairs.</td>
</tr>
<tr>
<td>A1+</td>
<td>Jet A–1, Kerosene with FS–II*, FP** minus 47°C.</td>
<td>Minor powerplant repairs.</td>
</tr>
</tbody>
</table>

**FUEL**

<table>
<thead>
<tr>
<th>CODE</th>
<th>FUEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>J8+100</td>
<td>(JP–8 military specification) Jet A–1, Kerosene with FS–II*, CI/LI*, SDA##, FP** minus 47°C, with +100 fuel additive that improves thermal stability characteristics of kerosene jet fuels.</td>
</tr>
<tr>
<td>J</td>
<td>(Jet Fuel Type Unknown)</td>
</tr>
<tr>
<td>MOGAS</td>
<td>Automobile gasoline which is to be used as aircraft fuel.</td>
</tr>
<tr>
<td>UL91</td>
<td>Unleaded Grade 91 gasoline</td>
</tr>
<tr>
<td>UL94</td>
<td>Unleaded Grade 94 gasoline</td>
</tr>
<tr>
<td>UL100</td>
<td>Unleaded Grade 100 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

<table>
<thead>
<tr>
<th>Code</th>
<th>Type</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>OX 1</td>
<td>High Pressure</td>
<td></td>
</tr>
<tr>
<td>OX 2</td>
<td>Low Pressure</td>
<td></td>
</tr>
<tr>
<td>OX 3</td>
<td>High Pressure</td>
<td>Replacement Bottles</td>
</tr>
<tr>
<td>OX 4</td>
<td>Low Pressure</td>
<td>Replacement Bottles</td>
</tr>
</tbody>
</table>

SERVICE—MILITARY

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

JET AIRCRAFT STARTING UNITS (JASU)—MILITARY

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

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

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

ELECTRICAL STARTING UNITS:

<table>
<thead>
<tr>
<th>Model</th>
<th>AC Voltage</th>
<th>DC Voltage</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM32A-66</td>
<td>115/200v, 3 phase, 90 kva, 0.8 pf, 4 wire</td>
<td>28v, 1500 amp, 72 kw (with TR pack)</td>
</tr>
<tr>
<td>MC-1A</td>
<td>115/208v, 400 cycle, 3 phase, 37.5 kva, 0.8 pf, 108 amp, 4 wire</td>
<td>28v, 500 amp, 14 kw</td>
</tr>
<tr>
<td>MD-3</td>
<td>115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire</td>
<td>28v, 1500 amp, 45 kw, split bus</td>
</tr>
<tr>
<td>MD-3A</td>
<td>115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire</td>
<td>28v, 1500 amp, 45 kw, split bus</td>
</tr>
<tr>
<td>MD-3M</td>
<td>115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire</td>
<td>28v, 500 amp, 15 kw</td>
</tr>
<tr>
<td>MD-4</td>
<td>120/208v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 175 amp, “WYE” neutral ground, 4 wire, 120v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 303 amp, “DELTA” 3 wire, 120v, 400 cycle, 1 phase, 62.5 kva, 0.8 pf, 520 amp, 2 wire</td>
<td></td>
</tr>
</tbody>
</table>

AIR STARTING UNITS

<table>
<thead>
<tr>
<th>Model</th>
<th>AC Voltage</th>
<th>DC Voltage</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM32-95</td>
<td>150 +/- 5 lb/min (2055 +/- 68 cfm) at 51 +/- 2 psia</td>
<td></td>
</tr>
<tr>
<td>AM32A-95</td>
<td>150 +/- 5 lb/min @ 49 +/- 2 psia (35 +/- 2 psig)</td>
<td></td>
</tr>
<tr>
<td>LASS</td>
<td>150 +/- 5 lb/min @ 49 +/- 2 psia</td>
<td></td>
</tr>
<tr>
<td>MA-1A</td>
<td>82 lb/min (1123 cfm) at 130° air inlet temp, 45 psia (min) air outlet press</td>
<td></td>
</tr>
<tr>
<td>MC-1</td>
<td>15 cfm, 3500 psia</td>
<td></td>
</tr>
<tr>
<td>MC-1A</td>
<td>15 cfm, 3500 psia</td>
<td></td>
</tr>
<tr>
<td>MC-2A</td>
<td>15 cfm, 200 psia</td>
<td></td>
</tr>
<tr>
<td>MC-11</td>
<td>8,000 cu in cap, 4000 psig, 15 cfm</td>
<td></td>
</tr>
</tbody>
</table>

COMBINED AIR AND ELECTRICAL STARTING UNITS:

<table>
<thead>
<tr>
<th>Model</th>
<th>AC Voltage</th>
<th>DC Voltage</th>
</tr>
</thead>
<tbody>
<tr>
<td>AGPU</td>
<td>115/200v, 400 cycle, 3 phase, 30 kw gen</td>
<td>28v, 700 amp</td>
</tr>
<tr>
<td>AM32A-60*</td>
<td>AIR: 60 lb/min @ sea level</td>
<td></td>
</tr>
<tr>
<td>AM32A-60A</td>
<td>AIR: 120 +/- 5 lb/min (1644 +/- 55 cfm) at 49 +/- 2 psia</td>
<td>28v, 500 amp, 15 kw</td>
</tr>
<tr>
<td>AM32A-60B*</td>
<td>AIR: 150 +/- 5 lb/min (2055 +/- 68 cfm at 51 +/- 2 psia</td>
<td>28v, 200 amp, 5.6 kw</td>
</tr>
<tr>
<td>AM32A-60B*</td>
<td>AIR: 130 lb/min, 50 psia</td>
<td>28v, 200 amp, 5.6 kw</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/GE–85: 120 lbs/min @ 45 psi.
- MSU–200NAV/AAU47A–5: 204 lbs/min @ 56 psi.
- WELLS AIR START: 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
- 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 Identplate 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
- WAI: Water–Alcohol Injection Type, Thrust Augmentation—Jet Aircraft.
- SP: Single Point Refueling.
- PRESAIR: Air Compressors rated 3,000 PSI or more.
AIRPORT/FACILITY DIRECTORY LEGEND

OXYGEN:
LPOX  Low pressure oxygen servicing.
HPOX  High pressure oxygen servicing.
LHOX  Low and high pressure oxygen servicing.
LOX   Liquid oxygen servicing.
OXR B  Oxygen replacement bottles. (Maintained primarily at Naval stations for use in acft 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;
LHOXR B Low and high pressure oxygen servicing and replacement bottles;
LPOXR B 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.
LHNIT — Low and high pressure nitrogen servicing.

US AVIATION OILS (MIL SPECS):

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

TRANSIENT ALERT (TRAN ALERT)—MILITARY
Tran Alert service is considered to include all services required for normal aircraft turn–around, e.g., servicing (fuel, oil, oxygen, etc.), 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 30 days concerning aeronautical facilities, services, maintenance available, procedures or hazards, knowledge of which is essential for safe and efficient operation of aircraft. Information concerning permanent closing of a runway or taxiway will not be shown. A note “See Special Notices” shall be applied within this remarks section when a special notice applicable to the entry is contained in the Special Notices section of this publication.

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

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

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

NE, 8 SEP 2022 to 3 NOV 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) (NJ) (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 PERMISSON REQUIRED (PPR): Airport is closed to transient aircraft unless approval for operation is obtained from the appropriate commander through Chief, Airfield Management or Airfield Operations Officer. Official Business or PPR does not preclude the use of US Military airports as an alternate for IFR flights. If a non-US military airport is used as a weather alternate and requires a PPR, the PPR must be requested and confirmed before the flight departs. The purpose of PPR is to control volume and flow of traffic rather than to prohibit it. Prior permission is required for all aircraft requiring transient alert service outside the published transient alert duty hours. All aircraft carrying hazardous materials must obtain prior permission as outlined in AFJI 11–204, AR 95–27, OPNAVINST 3710.7.

Note: OFFICIAL BUSINESS ONLY AND PPR restrictions are not applicable to Special Air Mission (SAM) or Special Air Resource (SPAR) aircraft providing person or persons on board are designated Code 6 or higher as explained in AFMAN 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.
SWSR—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 remote 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 followed by the letter “T” or “R,” indicate that the facility will only transmit or receive respectively on that frequency. All radio aids to navigation (NAVAID) frequencies are transmit only. In cases where communications frequencies are annotated with (R) or (E), (R) indicates Radar Capability and (E) indicates Emergency Frequency.

TERMINAL SERVICES

SFA—Single Frequency Approach.

CTAF—A program designed to get all vehicles and aircraft at airports without an operating control tower on a common frequency.

ATIS—A continuous broadcast of recorded non–control information in selected terminal areas.

D–ATIS—Digital ATIS provides ATIS information in text form outside the standard reception range of conventional ATIS via landline & data link communications and voice message within range of existing transmitters.

AUNICOM—Automated UNICOM is a computerized, command response system that provides automated weather, radio check capability and airport advisory information selected from an automated menu by microphone clicks.

UNICOM—A non–government air/ground radio communications facility which may provide airport information.

PTD—Pilot to Dispatcher.

APP CON—Approach Control. The symbol ® indicates radar approach control.

TOWER—Control tower.

GCA—Ground Control Approach System.

GND CON—Ground Control.

GCO—Ground Communication Outlet—An unstaffed, remotely controlled, ground/ground communications facility. Pilots at uncontrolled airports may contact ATC and FSS via VHF to a telephone connection to obtain an instrument clearance or close a VFR or IFR flight plan. They may also get an updated weather briefing prior to takeoff. Pilots will use four “key clicks” on the VHF radio to contact the appropriate ATC facility or six “key clicks” to contact the FSS. The GCO system is intended to be used only on the ground.

DEP CON—Departure Control. The symbol ® indicates radar departure control.

CLNC DEL—Clearance Delivery.

CPDLC—Controller Pilot Data Link Communication. FANS ATC data communication capability from the aircraft to the ATC Data Link system.

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 1900-000021" 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
MEDIVC

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)

### VOR TEST FACILITY (VOT)

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

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

NAVAID information is tabulated as indicated in the following sample:

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

**Class**

**NAME (L) VORW** 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 (VL) (L) ABVORTAC** 117.55 ABE Chan 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>Alitudes</th>
<th>Distance (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>(T) Terminal</td>
<td>1000’ to 12,000’</td>
<td>25</td>
</tr>
<tr>
<td>(L) Low Altitude</td>
<td>1000’ to 18,000’</td>
<td>40</td>
</tr>
<tr>
<td>(H) High Altitude</td>
<td>1000’ to 14,500’</td>
<td>40</td>
</tr>
<tr>
<td></td>
<td>14,500’ to 18,000’</td>
<td>100</td>
</tr>
<tr>
<td></td>
<td>18,000’ to 45,000’</td>
<td>130</td>
</tr>
<tr>
<td></td>
<td>45,000’ to 60,000’</td>
<td>100</td>
</tr>
<tr>
<td>(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>Code</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>SABH</td>
<td>Simultaneous range homing signal and/or voice.</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>
AIRPORT/FACILITY DIRECTORY LEGEND

ILS FACILITY PERFORMANCE CLASSIFICATION CODES

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

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

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

ILS information is tabulated as indicated in the following sample:

<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 IIEx</th>
<th>LOM HERNY NDB.</th>
</tr>
</thead>
</table>

ILS Facility Performance Classification Code

<table>
<thead>
<tr>
<th>FREQUENCY PAIRING TABLE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>VHF FREQUENCY</strong></td>
</tr>
<tr>
<td>108.10</td>
</tr>
<tr>
<td>108.30</td>
</tr>
<tr>
<td>108.50</td>
</tr>
<tr>
<td>108.70</td>
</tr>
<tr>
<td>108.90</td>
</tr>
<tr>
<td>109.10</td>
</tr>
<tr>
<td>109.30</td>
</tr>
<tr>
<td>109.50</td>
</tr>
<tr>
<td>109.70</td>
</tr>
<tr>
<td>109.90</td>
</tr>
<tr>
<td>110.10</td>
</tr>
<tr>
<td>110.30</td>
</tr>
<tr>
<td>110.50</td>
</tr>
<tr>
<td>110.70</td>
</tr>
<tr>
<td>110.90</td>
</tr>
<tr>
<td>111.10</td>
</tr>
<tr>
<td>111.30</td>
</tr>
<tr>
<td>111.50</td>
</tr>
<tr>
<td>111.70</td>
</tr>
<tr>
<td>111.90</td>
</tr>
<tr>
<td>108.05</td>
</tr>
<tr>
<td>108.15</td>
</tr>
<tr>
<td>108.25</td>
</tr>
<tr>
<td>108.35</td>
</tr>
<tr>
<td>108.45</td>
</tr>
</tbody>
</table>

NE, 8 SEP 2022 to 3 NOV 2022
30

AIRPORT/FACILITY DIRECTORY LEGEND
)5(48(1&<3$,5,1*7$%/(
7KHIROORZLQJLVDOLVWRISDLUHG925,/69+)IUHTXHQFLHVZLWK7$&$1FKDQQHOV
7$&$1
&+$11(/
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<

9+)
)5(48(1&<



























































7$&$1
&+$11(/
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<

9+)
)5(48(1&<



























































7$&$1
&+$11(/
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<

9+)
)5(48(1&<



























































7$&$1
&+$11(/
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<

9+)
)5(48(1&<





















































33 &2001$9:($7+(55(0$5.67KHVHUHPDUNVFRQVLVWRISHUWLQHQWLQIRUPDWLRQDIIHFWLQJWKHFXUUHQWVWDWXVRI
FRPPXQLFDWLRQV1$9$,'VZHDWKHUDQGLQWKHDEVHQFHRIDLUJURXQGUDGLRRXWOHWVLGHQWLILHGLQWKH&RPPXQLFDWLRQVVHFWLRQVRPH
DSSURDFKFRQWUROIDFLOLWLHVZLOOKDYHDFOHDUDQFHGHOLYHU\SKRQHQXPEHUOLVWHGKHUH

NE, 8 SEP 2022 to 3 NOV 2022


INTENTIONALLY
LEFT
BLANK
BRIDGEPORT/SIKORSKY (BDR)(KBDR) 3 SE UTC–5(–4DT) N41°09.81’ W73°07.57’

RWAY 11: REIL. PAP(P4L)—GA 3.5º TCH 40’. Trees.

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

LAND AND HOLD–SHORT OPERATIONS

LDG RWAY HOLD–SHORT POINT ABVL LDG DIST
RWAY 06 11–29 3700
RWAY 11 06–24 3350

RUNWAY DECLARED DISTANCE INFORMATION

RWAY 06: TORA–4677 TODA–4677 ASDA–4677 LDA–4677
RWAY 11: TORA–4759 TODA–4759 ASDA–4759 LDA–4759
RWAY 24: TORA–4677 TODA–4677 ASDA–4759 LDA–4357
RWAY 29: TORA–4759 TODA–4759 ASDA–4759 LDA–4395

ARRESTING GEAR/SYSTEM

RWAY 06: EMAS

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

AIRPORT REMARKS: Attended 1100–0500Z‡. Birds and wildlife frequently on and inv of arpt. 120º pole .75 NM south of arpt unlgt. PAEW adjacent to all operational scfs dglgt hrs Apr through Oct. There may be standing water adjacent to all scfs. 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 inv of arpt ctc Sikorsky ops on 133.6 (1200–2130Z‡). Arpt csld to scheduled air carriers more than 10 passengers and unscheduled air carriers more than 30 pax exc 90 day PPR. Rwy 29 csld to takeoff acft more than 45,000 lb exc 30 min PPR 203–576–7497. Rwy 11–29 csld to all air carrier ops. Avoid overflying residential areas NE and SE of arpt. Departing Rwy 24 avoid turns until 1/2 mile byd shoreline. TPA–1009(1000) for single engine acft, 1509(1500) all others. When winds are less than 5 kts requested use of Rwy 11 or Rwy 29. When the twr is csld all engine runups are prohibited. However, if an acft rqs nighttime engine maintenance, PPR from arpt manager is rqs and the runups are to be performed on Twy G between Twy J and Twy K. Pilots are advised to use care in positiong their acft to prevent damage from prop wash to afld sign. Rwy 11–29 not avbl for skedd acr ops more than 9 pax seats or unskd acr ops at least 31 pax seats. Prkg fee all acft aft 2 hrs. Ldg fee all acft exc solo students. Flight Notification Service (ADCUS) available.

AIRPORT MANAGER: 203-576-8163

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

COMMUNICATIONS: CTAF 120.9 ATIS 119.15 UNICOM 123.0
RCO 122.2 (BRIDGEPORT RADIO)

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

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

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

VOR TEST FACILITY (VOT) 109.25

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

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

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

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

ILS/DME 110.7 L–BDR Chan 44 Rwy 06. Class IT. Unmonitored when ATCT ctsd. Glideslope unusable for cpd apchs blw 350’. LOC unusable ovr thr abv 1,000’ byd 5.5 NM abv 3,000’.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.
BRIDGEPORT  N41°09.64´ W73°07.47´ NOTAM FILE BDR.
(L) (L) VOR/DME 108.8  BDR  Chan 25 at Bridgeport/Sikorsky. 6/12W.
VOR unusable:
  106º–120º byd 30 NM blo 2,500´
  121º–130º byd 15 NM blo 3,000´
  161º–180º byd 30 NM blo 1,300´
  181º–260º byd 30 NM blo 2,500´
  261º–359º byd 30 NM blo 5,500´
  360º–105º byd 30 NM blo 3,000´
DME unusable:
  106º–120º byd 30 NM blo 2,500´
  121º–130º byd 30 NM blo 2,200´
  161º–180º byd 30 NM blo 1,300´
  181º–260º byd 30 NM blo 2,500´
  261º–359º byd 30 NM blo 5,500´
  360º–105º byd 30 NM blo 3,000´
RCO 122.2 (BRIDGEPORT RADIO)

CANDLELIGHT FARMS (See NEW MILFORD on page 39)

CANDLELIGHT HELIPORT (See NEW MILFORD on page 39)

CHESTER  (SNC)(KSNC)  3 SW  UTC–5(–4DT)  N41°23.02´ W72°30.35´
416  B  NOTAM FILE SNC
RWY 17–35: H2722X50 (ASPH)  S–8.5  MIRL  0.5% up S
RWY 17: REIL. Thld dsplcd 559´. Trees.
RWY 35: REIL. Trees.
SERVICE:  S4  FUEL  100LL  LGT SS–SR. Rotating bcn opr 24 hrs.
AIRPORT REMARKS: Attended Apr–Oct 1400–0100Z‡, Nov–Mar
  1400–2300Z‡. Self svc fuel avbl with credit card. Rwy 17 dsplcd thld
  marked but not lgtd, dsplcd thld 5´ higher than end of rwy. Rwy 17–35
  NSTD MIRL.
AIRPORT MANAGER:  860-718-2109
WEATHER DATA SOURCES: AWOS–3 118.325 (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/DME 110.4  MAD  Chan 41  N41°18.83´
  W72°41.53´  077º 9.4 NM to fld. 216/13W.
DME unusable:
  330º–090º byd 30 NM blo 4,000´
COMM/NAV/WEATHER REMARKS: Rwy 17–35 UNICOM frequency marked on
  rwy.

NE, 8 SEP 2022 to 3 NOV 2022
CONNECTICUT

DANBURY MUNI (DXR)(KDXR) 3 SW UTC–5(–4DT) N41°22.29´ W73°28.93´ 457 B TPA—See Remarks NOTAM FILE DXR

RWY 08–26: H4421X150 (ASPH–GRRSD) S–38, D–70, 25–90 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.
  RWY 35: Thld dsplcd 231´. Trees.

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


AIRPORT REMARKS: Attended 1200Z–dusk. Deer and birds on and invof arpt. 24 hr self–serve fuel avbl. Rwy 17–35 CLOSED ngts. Arpt CLOSED to sked air carrier ops. Cond not monitored from 0730 lcl to 2400 lcl, Sat thru Sun. Prohibited to ultralight and unregistered acft. Ldg distance avbl NSTD; part 121 and 135 ops compute effective rwy lengths. All others be aware remaining rwy length avbl after clearing controlling obstruction. Rwys 08 and 26 may be insufficient depending on type acft. Intersection tkfs, stop and go tkfs not authorized. Acft using Rwy 35 not visible from twr descending below 1300´ on base leg until approaching 1/2 mile final due to natural terrain. TPA—2200 (1743) Turboprop/Jet. PPR for formation tkf/ldg, ctc arpt manager. 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:

CARMEL (L) VOR/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, 8 SEP 2022 to 3 NOV 2022
CONNECTICUT

DANIELSON  (LZD)(KLZD)   2 NW  UTC–5(–4DT)  N41º49.19´ W71º54.06´
238  B  NOTAM FILE BDR
RWY 13–31: H2700X75 (ASPH)  S–29  MIRL
RWY 13:  Tree.
RWY 31:  REIL. Tree.
SERVICE:  S4  FUEL  100LL
fuel, credit card rqrd: Visa, Mastercard.  Ldg fee for business,
corporate & revenue producing acft.
AIRPORT MANAGER:  860-982-2443
COMMUNICATIONS:  CTAF/UNICOM  123.0
© PROVIDENCE APP/DEP CON  123.675 (Sun–Fri 1030–0530Z‡, Sat
1030–0500Z‡) other times ctc
BOSTON CENTER APP/DEP CON  124.85
CLEARANCE DELIVERY PHONE:  For CD ctc Providence Apch at
401-738-8945, when Apch clsd ctc Boston ARTCC at
603-879-6859.

EAST HADDAM
GOODSPEED  (42B)  1 SE  UTC–5(–4DT)  N41º26.74´ W72º27.34´
9  NOTAM FILE BDR
RWY 14–32: H2120X50 (ASPH)  S–8  LIRL
RWY 14:  Trees.
RWY 32:  Trees.
SERVICE:  LGT  Arpt lghts opr 24 hrs.
AIRPORT REMARKS:  Unattended.  Caution for deer, birds and waterfowl on and invof arpt.  Deer occasionally on rwy at ngt.
Overnight parking fee. Ldg fee.
AIRPORT MANAGER:  (860) 615-9068
COMMUNICATIONS:  CTAF/UNICOM  122.8
•  •  •  •  •  •  •  •  •  •  •  •  •  •  •  •  •  •  •  •  •  •  •  •  •  •  •  •  •  •  •  •  •  •  •  •  •  •  •  •  •  •  •
WATERWAY 16W–34W:  4500X1000 (WATER)
WATERWAY 16W:  Bridge.
WATERWAY 34W:  Hill.

ELLINGTON  (7B9)  2 N  UTC–5(–4DT)  N41º55.53´ W72º27.43´
253  NOTAM FILE BDR
RWY 01–19: H1800X50 (ASPH)  S–9  LIRL(NSTD)
RWY 01:  Trees.
RWY 19:  Trees.
SERVICE:  S4  FUEL  100LL  LGT  Dusk–0500Z‡.  NSTD LIRL Rwy 01–19 opr dusk–0500Z‡, after 0500Z‡ for NSTD LIRL
AIRPORT REMARKS:  Attended 1300–2300Z‡.  Parachute Jumping.  Extensive helicopter training ops.  Acft tfc pat on E side of
arpt only (1250´ MSL).  Hel tfc pat on W side of arpt only (1000´ MSL).  Rwy 01–19 NSTD LIRL due to spacing.  Hangars
east of rwy penetrate part 77 (7:1 side slopes) Rwy 19 apch end.  Rwy 01–19 markings faded.
AIRPORT MANAGER:  860-614-1854
COMMUNICATIONS:  CTAF/UNICOM  123.0
CLEARANCE DELIVERY PHONE:  For CD ctc Yankee Apch at 860-386-3597

GOODSPEED  (See EAST HADDAM on page 35)
GROTON–NEW LONDON  (GON)(KGON) P (ARNG)  3 SE UTC–5(–4DT)  N41°19.80´
W72°02.71´
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 HIRED Rwy 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's in effect are as flws: Rwy 05: turn left hdg 020º til rchg 1000´, then on crs; Rwy 23: turn left
hdg 210º til rchg 1000´, then on crs; Rwy 33: fly rwy hdg until rchg 1000´, then on crs.

AIRPORT REMARKS: Attended 1100–0200Z‡. Deer, birds and waterfowl on and inv of arpt. For fuel after hrs call before 2100
lci day of arr, 860–715–8800. Conditions not monitored from 1800 local to 0600 local, Monday through Friday, and from
1500 local to 0700 local, Saturday through Sunday. Tran pilots at general aviation ramp exit and re-enter arpt via pilot
pedestrian gate adjacent to main terminal with posted gate lock combination. This gate is lgtd with electronic surveillance
24 hrs a day. 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 b/n 0300–1100Z‡. Practice apchs/full–stop/touch and go lgds 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) lgt
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) VOR/DME 110.85  GON  Chan 45(Y)  N41°19.82´ W72°03.12´ at fld. 9/14W.

VOR port usable:  241º–265º b/o 5,000´
DME usable:  355º–019º b/o 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)
HARTFORD–BRAINARD (HFD)(KHFD) 3 SE UTC–5(–4DT) N41°44.20’ W72°38.97’

RWY 02–20: H4417X150 (ASPH–GRVD) S–30, D–43, 2D–70 HIRL
RWY 02: REIL. PAPI(P4L)—GA 4.0º TCH 42’. Thld dsplcd 411’. Trees.
RWY 20: REIL. PAPI(P4R)—GA 4.0º TCH 58’. Thld dsplcd 560’. Trees.
RWY 11–29: H2314X71 (ASPH) S–10 HIRL
RWY 11: Trees.
RWY 29: Thld dsplcd 265’. Trees.
RWY NE–SW: 2309X150 (TURF) 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/depart 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 inof airport. Be alert, (HFD) is located on west side of river. There is a clsd arpt 1 mile east northeast of (HFD). Turf Rwy NE–SW clsd during winter months from Nov 2 to Apr 30 exc for ski–equipped acft and helicopter training. Arpt clsd to air carrier ops. 20’ drop off departure end Rwy 20. Voluntary compliance requested, no touch and go ldg and practice instrument apch Mon–Sat 0300–1100Z‡ and Sun 0300–1400Z‡. Rwy 02–20 grooving 130’ wide. Ldg fee for business, corporate and revenue producing acft.

AIRPORT MANAGER: 860-982-2443

NEW YORK

MARLBOROUGH
SALMON RIVER AIRFIELD (9BB) 3 S UTC–5(–4DT) N41°35.37’ W72°26.54’

540 NOTAM FILE BDR
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

NE. 8 SEP 2022 to 3 NOV 2022
NEW ENGLAND

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

103 B NOTAM FILE MMK

103 NOTAM FILE MMK

RWY 18–36: H3100X75 (ASPH) S–30 MIRL

RWY 18: 3 Sw.

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

SERVICE: S4 FUEL 100LL GT ACTIVATE MIRL Rwy 18–36 and REIL Rwy 36—CTAF.

AIRPORT REMARKS: Attended Mon–Sun 1400–0000Z‡. Ctn deer, coyotes & birds on & inv of arpt. Self svc fuel, credit card only (all major cards accepted). Cranes +150 ft AGL, 0.25 mi NW AER 18, lghtd. PPR for jet. Rwy 36 no touch and go ldg. Std left tcf for both rwyS. Calm wind Rwy 18.

AIRPORT MANAGER: 203-630-2878

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

COMMUNICATIONS: CTAf UNICOM 123.05

YANKIE APP/DEP CON 127.8

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

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

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

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

NEW HAVEN

TWEED/New HAVEN (HVN/KHVN) 3 SE UTC–5(–4DT) N41°15.82’ W72°53.26’

13 B TPA—See Remarks LRA ARFF Index—See Remarks NOTAM FILE HVN


RWY 02: MALSF, PAPI(P4L)—GA 3.0º TCH 50’. RVR–T Trees.


RUNWAY DECLARED DISTANCE INFORMATION

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


SERVICE: S4 FUEL 100LL, JET A OX 1, 3 LGT When ATCT clsd actvt MALSF Rwy 02; HIRL Rwy 02–20—CTAF.


AIRPORT MANAGER: 203-466-8833

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

COMMUNICATIONS: CTAf 124.8 ATIS 133.65 UNICOM 122.95

NEW YORK APP/DEP CON 124.075

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

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

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

RADIO AIDS TO NAVIGATION: NOTAM FILE HVN.

NEW HAVEN (T) DME 109.8 HVN Chan 35 N41°15.74’ W72°53.11’ at fld. 4.

DME unusable: 031º–120º byd 19 NM blo 4,000’

ILS/DME 109.8–1 N–HVN Chan 28 Rwy 02. Class IB. Unmonitored when ATCT clsd.

NEW HAVEN N41°15.74’ W72°53.11’ NOTAM FILE HVN.

(T) DME 109.8 HVN Chan 35 at Tweed/New Haven. 4.

DME unusable: 031º–120º byd 19 NM blo 4,000’

NE, 8 SEP 2022 to 3 NOV 2022
NEW MILFORD

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


AIRPORT MANAGER: (203) 648-6782

COMMUNICATIONS: CTAF 122.9

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

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

RWY 17–35: 2900X50 (TURF) 0.9% up N

RWY 17: Hill.


AIRPORT MANAGER: 860-350-3579

COMMUNICATIONS: CTAF 118.475

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

OXFORD

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

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

RWY 16: PAPI(P4L)—GA 3.0º TCH 47´. Rgt tfc.


RUNWAY DECLARED DISTANCE INFORMATION


SERVICE: 54 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 & pwr ln 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, corporate and revenue producing acft. Steep drop off after safety area north and south of Twy A.

AIRPORT MANAGER: 203-264-8010

WEATHER DATA SOURCES: AWOS–3PT 118.475 CLNC DEL 121.65

COMMUNICATIONS: CTAF 118.475 ATIS 122.95

NEW YORK APP/DEP CON 121.65

TOWER 118.475 (1100–0200Z) GND CON 121.65

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

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

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

MADISON (L) VOR/DME 110.4 MAD Chan 41 N41°18.83´ W72°41.53´ 309° 22.3 NM to ffd. 216/13W.

DME unusable: 330°–90º byd 30 NM byo 4,000´


NE, 8 SEP 2022 to 3 NOV 2022
PLAINVILLE

ROBERTSON FLD (4BB) 2 N UTC–5(–4DT) N41°41.36′ W72°51.88′

202 B TPA—See Remarks NOTAM FILE BDR
RWY 02–20: H365X75 (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 & inv of 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 act only.

AIRPORT MANAGER: 860-747-5519

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

RADIO AIDS TO NAVIGATION: NOTAM FILE HFD.

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

PUTNAM

TOUTANT (C44) 6 NW UTC–5(–4DT) N41°57.34′ W72°03.26′

770 NOTAM FILE BDR
RWY 17–35: H1756X60 (ASPH) RWY LGTS(NSTD) 0.9% up N
RWY 17: Trees.
RWY 35: Trees.

SERVICE: LGT For lgts call 860–974–2099.


AIRPORT MANAGER: 860-974-2099

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

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

195 NOTAM FILE BDR
RWY 03–21: H2205X50 (ASPH) S–25 MIRL(NSTD)
RWY 03: Trees.
RWY 21: Thld dsplcd 270º. Road.

SERVICE: S4 FUEL 100LL LGT Rwy 03–21 NSTD MIRL, thld lgts green/green. ACTIVATE MIRL Rwy 03–21—CTAF.

AIRPORT REMARKS: Attended 1330–2200Z†. Deer and birds frequently on and inv of arpt, particularly in apch to Rwy 03. Rwy 03–21 safety barrier 15′ northeast thld barricaded not lgtd. Rwy 03 has an up–hill grade.

AIRPORT MANAGER: 860-459-1575

CLEARANCE DELIVERY PHONE: For CD ctc Yankee Apch at 860-386-3597. If una, ctc FSS.
CONNECTICUT

STRATFORD

**SIKORSKY HELIPORT** (JSD)(KJSD) PVT  3 N  UTC–5(–4DT)  N41°14.84´ W73°05.87´

**AIRSPACE:** CLASS D svc 1300Z–SS Mon–Fri, 1300Z–SS Sat–Sun as required; other times CLASS G.

THOMASTON

**NORTHFIELD HELIPORT** (NØ9)  4 NW  UTC–5(–4DT)  N41°43.42´ W73°06.94´

903  NOTAM FILE BDR

**HELIPAD H1:** 100X100 (TURF)


**AIRPORT MANAGER:** 860-283-9490

**COMMUNICATIONS:** CTAF 122.9

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

TOUTANT

(See PUTNAM on page 40)

TWEED/NEW HAVEN

(See NEW HAVEN on page 38)

WAREHOUSE POINT

**SKYLARK AIRPARK** (7B6)  2 E  UTC–5(–4DT)  N41°55.71´ W72°34.58´

120  NOTAM FILE BDR

**RWY 10–28:** H3242X60 (ASPH)  S–9  LIRL(NSTD)

**RWY 10:** Thld dsplcd 600´. P–line.

**RWY 28:** Thld dsplcd 175´. Trees.

**SERVICE:** 54  **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.

**AIRPORT REMARKS:** Attended daig hrs. Call first for availability of fuel. No ngt touch and go ldg. Bring tiedown ropes.

**AIRPORT MANAGER:** (413) 537-5121

**COMMUNICATIONS:** CTAF/UNICOM 122.8

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

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

HARTFORD (L) (L) VOR/DME 114.9  HFD  Chan 96  N41°38.47´ W72°32.85´  009º 17.3 NM to fld. 849/13W.

WATERBURY

(4N1)  4 N  UTC–5(–4DT)  N41°38.01´ W73°02.81´

850  NOTAM FILE BDR

**RWY 17–35:** 2005X135 (TURF)

**RWY 17:** Trees.

**RWY 35:** Road.

**RWY 02–20:** 1600X250 (TURF)

**RWY 02:** Trees.

**RWY 20:** Trees.

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

**AIRPORT MANAGER:** 203-775-1604

**COMMUNICATIONS:** CTAF 122.9

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

WATERBURY–OXFORD

(See OXFORD on page 39)

NE, 8 SEP 2022 to 3 NOV 2022
WINDHAM

(IJD)(KJID) 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 REMARKS: Unattended. Self svc fuel credit card only. Jet A has ovr wing and sngl point nozzles. Birds on and invof arpt. 4 obstruction lgts on surrounding hills OTS indef. Ldg fee for business/corporate acft.

AIRPORT MANAGER: 860-982-2443

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) P (ANG ARNG) 3 W UTC–5(–4DT) N41°56.34’ W72°41.06’

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


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

RVR–TMR Trees.


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

OX 1, 2, 3, 4 GT

LGT Unmonitored when afld clsd. Afld ops ltd to tenant acft when afld clsd.

MILITARY—JASU (MD)–3 FUEL A++(Mil) A, A+ (C860–627–3300.) (NC–100LL) FLUID SP LOX OIL O–128–133–148

(Oil) SOAP

AIRPORT REMARKS:

Attended continuously. Numerous birds freq on or invof 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. Parl twy ops on Twy C and Twy H rstrd to acft with wingspans of 171 ft or less. Twy C btm Twy B and Twy H act tax spd rstrn of 8 kts/10 mph max for acft with wingspan 214 ft or gtr. ASDE–X in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. TPA—1873(1700) heavy acft. Fixed wing acft 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.


WEATHER DATA SOURCES: ASOS

118.15 (860) 386–3480. WSP.

COMMUNICATIONS: D–ATIS

118.15 (860–386–3570) UNICOM

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

AIRSPACE: CLASS C svc ctc APP CON.

VOR TEST FACILITY (VOT) 111.4

RADAR AIDS TO NAVIGATION:
NOTAM FILE HFD.

HARTFORD (L) (LY) YORW/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

NE, 8 SEP 2022 to 3 NOV 2022
DOVER

CHANDELLE (0N4) 3 NE UTC–S(–4DT) N39°12.14’ W75°29.13’

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 displaced 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

DELDOT HELISTOP HELIPORT (0N5) 0 N UTC–S(–4DT) N39°08.97’ W75°30.30’

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
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

Smyrna (L) (L) VORTAC
111.4 ENO Channel 51 N39°13.90’ W75°30.96’ 168° 6.6 NM to field 15/9W.

TACAN AZIMUTH unusable:
- 140°–150° byd 36 NM blo 2,000’
- 200°–300° byd 36 NM blo 3,000’

VOR unusable:
- 159°–169° blo 3,000’ . 325–335 byd 15NM blo 4,900’

DME unusable:
- 140°–150° byd 36 NM blo 2,000’
- 200°–300° byd 36 NM blo 3,000’

(T) TACAN
Channel 37 DOV (110.0) N39°07.94’ W75°28.04’ at field 17/12W. NOTAM FILE DOV.

No NOTAM MP: 0500–1100Z‡ Wed (2000/2+1)

TACAN AZIMUTH unusable:
- 095°–105° byd 13 nm blo 3,000’


ILS 111.9 I–LIR Rwy 19. Class IE. ILS WHEEL crossing height data: GROUP 4 (18.1ft).

COMM/NAV/WEATHER REMARKS:

Radar: No—NOTAM MP: 0500–1100Z‡ Mon–Fri.

DOVER/CHESWOLD

DELAWARE AIRPARK (33N)
1 UTC–5(–4DT) N39°13.12’ W75°36.03’

55 B NOTAM FILE MIV

PCN 14 F/C/X/T MIRL

RWY 09: REIL PAP(P2L)–GA 3.0’ TCH 43˚.

RWY 27: REIL PAP(P2L)–GA 3.0’ TCH 43˚.

SERVICE:

FUEL 100LL LGT ACTIVATE REIL Rwy 09 and Rwy 27, MIRL Rwy 09–27—CTAF.

AIRPORT REMARKS:


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) VORTAC
111.4 ENO Channel 51 N39°13.90’ W75°30.96’ 268° 4.0 NM to field 15/9W.

TACAN AZIMUTH unusable:
- 140°–150° byd 36 NM blo 2,000’
- 200°–300° byd 36 NM blo 3,000’

VOR unusable:
- 159°–169° blo 3,000’ . 325–335 byd 15NM blo 4,900’

DME unusable:
- 140°–150° byd 36 NM blo 2,000’
- 200°–300° byd 36 NM blo 3,000’

Dupont

N39°40.69’ W75°36.43’ NOTAM FILE MIV.

(L) (L) VORTAC 114.0 DQO Channel 87 at New Castle. 70/10W.

VOR unusable:
- 230°–265° byd 20 NM

TACAN AZIMUTH unusable:
- 230°–265° byd 20 NM

DME unusable:
- 230°–265° 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. Thd 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 invof arpt. Loading pad adjacent to east side Rwy 34.

AIRPORT MANAGER: 302-349-5055

COMMUNICATIONS: CTAF


RADIO AIDS TO NAVIGATION:

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

DME unusable:
179°–293° byd 30 NM blo 2,000’

VOR unusable:
345°–010°

FELTON

ALBANNA AVIATION (ØN6)  2 NE UTC–5(–4DT)  N39°00.77′ W75°32.04′

50 NOTAM FILE GED

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 22: REIL. PAPI(P4L)—GA 3.0º TCH 45’. Thd 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

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

RADIO AIDS TO NAVIGATION:

HADIN

N39°34.88’ W75°36.84’ NOTAM FILE ILG.

NDB (LOMW) 248 I 013° 5.9 NM to New Castle. 21/10W.
LAUREL (N86) 1 SW UTC–5(–4DT) N38°32.53′ W75°35.66′
W 30 B NOTAM FILE MIV
RWY 15–33: 3175X270 (TURF) LIRL
RWY 15: Trees.
RWY 33: Thld dspcld 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 N38°20.70′ W75°30.63′ 354° 12.5 NM to fld. 48/12W.
VOR unusable:
007°–026° byd 20 NM blo 7,000′
027°–089° byd 13 NM blo 5,000′
090°–110° byd 20 NM blo 5,000′
111°–113° byd 19 NM blo 5,000′
114°–120° byd 16 NM blo 5,000′
261°–285° blo 6,000′
294°–007° blo 5,000′
TAGAN AZIMUTH unusable:
009°–055° byd 20 NM
261°–285° blo 6,000′
294°–007° blo 5,000′
DME unusable:
009°–055° byd 20 NM
261°–285° blo 6,000′
294°–007° blo 5,000′
### DELAWARE

#### MIDDLETOWN

**SUMMIT**  (EVY)(KEVY)  N39°31.26′ W75°43.42′  
70 B  NOTAM FILE MIV  
**RWY 17–35:** H4488X65 (ASPH)  MIRL  
**RWY 17:** REIL. PAPI(P4R)—GA 3.0º TCH 41 ′. Trees.  
**RWY 35:** REIL. PAPI(P4L)—GA 3.0º TCH 41 ′.  
**RWY 11–29:** 3601X200 (TURF)  LIRL  
**RWY 11:** REIL. Tree.  
**RWY 29:** REIL.  
**SERVICE:** FUEL 100LL, JET A 0X2 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 invl of arpt, high rotor down wash velocities. When CH47 helicopters opr, req advisories on UNICOM. South end of parking ramp and mid–fld twy clsd.  
**AIRPORT MANAGER:** 302-834-5400  
**COMMUNICATIONS:** CTAF/UNICOM 122.725  
**CLEARANCE DELIVERY PHONE:** For CD ctc Philadelphia Apch at 800-354-9884.  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.  
**DUPONT** (L) (L) VORTAC 114.0  DQQ  Chan 87 N39°40.69′ W75°36.43′  220º 10.9 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  

---

### NEW CASTLE

(See WILMINGTON on page 50)

#### SMYRNA

**SMYRNA** (38N)  E UTC–5(–4DT) N39°18.22′ W75°35.03′  
18 B  NOTAM FILE MIV  
**RWY 10–28:** 2600X125 (TURF)  LIRL  
**RWY 10:** REIL. Trees.  
**RWY 28:** REIL. Trees.  
**SERVICE:** FUEL 100LL, MOGAS LMT ACTIVATE LIRL Rwy 10–28 dusk–0500Z‡—CTAF.  
**AIRPORT MANAGER:** 302-653-8314  
**COMMUNICATIONS:** CTAF/UNICOM 122.8  
**CLEARANCE DELIVERY PHONE:** For CD ctc Washington ARTCC at 703-771-3587.  
**DUMON** (L) (L) VORTACW 111.4  ENO  Chan 51 N39°48.59′ W75°12.68′  233º 10.1 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)  

---

### WATERLOO

**WATERLOO** N38°48.59′ W75°12.68′  NOTAM FILE MIV.  
**L (L) VOR/DME** 112.6  ATR  Chan 73 N39°13.90′ W75°30.96′  119º 4.0 NM to Delaware Airpark. 15/9W.  
DME unusable:  
179º–293º byd 30 NM blo 2,000′  
VOR unusable:  
345º–010º  
RCO 122.1R 112.6T (MILLVILLE RADIO)
NEW CASTLE (ILG)(KILG)  P  (ANG ARNG)  4 S  UTC–5(–4DT)  N39º40.72’ W75º36.40’

DELAWARE

NEW CASTLE

WILMINGTON

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

RWY 09: REIL  PAP(P4L)—GA 3.0º TCH 61’  Trees.

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

RWY 01–19: H7012X150 (ASPH–GRVD)  S–90, D–140, 2S–175, 2D–250 PCN 55 F/A/W/T

RWY 01: MALSR  RVR–T Road.


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

RWY 14: Trees.

RWY 32: VASI(V4L)—GA 3.0º TCH 28’.

LAND AND HOLD–SHORT OPERATIONS

LDG Rwy  Hold–Short Point  Avbl LDG Dist
RWY 01  09–27  4050
RWY 14  RWY 01–19  4450
RWY 19  14–32  5750
RWY 32  09–27  3600

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA–7012  TODA–7012  ASDA–7012  LDA–7012
RWY 09: TORA–7275  TODA–7275  ASDA–7000  LDA–7000
RWY 14: TORA–4602  TODA–4602  ASDA–4602  LDA–4602
RWY 19: TORA–7012  TODA–7012  ASDA–7012  LDA–7012
RWY 27: TORA–7275  TODA–7275  ASDA–7000  LDA–7000
RWY 32: TORA–4602  TODA–4602  ASDA–4602  LDA–4602

ARRESTING GEAR/SYSTEM

RWY 19: EMAS

SERVICE:  S4  FUEL  100LL, JET A  OK 1, 2, 3, 4  LGT
When twr clsd 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 invof arpt. Rwy 09–27 no touch and go ldg for turbo jet 0400–1200Z‡. When twr clsd, pilots must announce intentions over CTAF before ldg, 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) lgtr. 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:  CTA 126.0  ATIS 123.95  UNICOM 122.95

DUPONT RCO:  122.1R 114.0T (MILLVILLE RADIO)

PHILADELPHIA APP/DEP CON 118.35

WILMINGTON TOWER 126.0  (1130–0400Z+1) GND CON 121.7  CLNC DEL 119.95

CLEARANCE DELIVERY PHONE:  For CD when ATCT is clsd ctc phl Apch at (800) 354-9884.

AIRSPACE:  CLASS D svc 1130–0400Z‡; other times CLASS E.

RADAR AIDS TO NAVIGATION:  NOTAM FILE MIV.

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

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

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

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


NE. 8 SEP 2022 to 3 NOV 2022
MANASSAS RGNL/HARRY P DAVIS FLD (See WASHINGTON on page 52)

RONALD REAGAN WASHINGTON NTL (See WASHINGTON on page 53)

SOUTH CAPITOL STREET HELIPORT (See WASHINGTON on page 54)

WASHINGTON

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

WASHINGTON

MANASSAS RGNL/HARRY P DAVIS FLD

(HEF)(KHEF)

28 WSW

UTC–5(–4DT)

WASHINGTON

COPTER

H–10H, 12I, L–29E, 34E, 36I, A

IAP, AD

NE, 8 SEP 2022 to 3 NOV 2022
RONALD REAGAN WASHINGTON NTL (DCA)(KDCA)  3 S  UTC–5(–4DT)  N38°51.09’

W77°02.26’

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

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

RWY 01: ALSF2. TDZL. PAPI(P4R)—GA 3.0º TCH 54’. RVR–TR Tower.

RWY 15–33: H5204X150 (ASPH–GRVD)  S–110, D–200, 2D–360
PCN 57 F/B/X/T  HIRL

RWY 33: REIL. PAPI(P4L)—GA 3.0º TCH 37’. Trees.

PCN 57 F/B/X/T  MIRL


RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA–6869  TODA–6869  ASDA–6869  LDA–6869
RWY 04: TORA–5000  TODA–5000  ASDA–5000  LDA–4800
RWY 19: TORA–6869  TODA–6869  ASDA–6869  LDA–6869

ARRESTING GEAR/SYSTEM

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

SERVICE:  S2   FUEL A   LGT
Rwy 19 PAPI–4L consists of two PAPI–4L systems. Rwy 19 PAPI–4L is rotated 21 degs to right of cntrl. The rotated PAPI–4L system supports visual and instr apchs to Rwy 19.


AIRPORT REMARKS: Attended continuously. Flocks of birds on and inv of 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 (KDCA) 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 lgts. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Twy K ends at Gate 5. Act crt arr/dep the general aviation parking area prohibited from taxiing bfn air carrier pushback ops and the gates. Trng flts that include multiple apchs and/or touch and go ops rr prior permission from the arpt mgr. Rwy 19X exists to support the DCA LDA associated with the ILS. Twy N btn 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
⑨ 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
⑪ POTOMAC DEP CON 118.95 (West)  125.65 (East)  124.7
CPDLC (LOGON KUSA)
PDC

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

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

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

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

DME unusable:
090°–165° byd 30 NM blo 3,000′
250°–270° byd 20 NM blo 2,500′
340°–040° byd 30 NM blo 2,500′

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

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

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

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

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

COMM/NAV/WEATHER REMARKS: Lcl flow tfc management turbo jet arr Ronald Reagan Washington National Twr in conjunction with the Washington ARTCC, has implemented a metering plan designed to minimize low alt holding, reduce radar vectors and speeds reqd the extn of flaps and to provide for an orderly flow of tfc to the final apch crs. Dependent upon the arpt acceptance rate, in–trail spacing 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 cntl their descent at a uniform rate to preclude intermediate alt restrictions. Procedures are based on a near idle thrust, 300′ per mile descent in still air cond.

SOUTH CAPITOL STREET HELIPORT (Ø9W)  0 N  UTC–5(–4DT)  N38°52.12′ W77°00.45′  WASHINGTON COPTER

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

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

AIRPORT MANAGER: 202-484-8616

COMMUNICATIONS: CTAF/UNICOM 123.05
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-599-3874.
WASHINGTON DULLES INTL (IAD)(KIAD) 20 W UTC–5(–4DT) N38°56.85’
W77°27.60’

DISTRICT OF COLUMBIA

WASHINGTON

COPTER

H–10H, 12I, L–29E, 34E, 36I, A
IAP, AD

CONTINUED ON NEXT PAGE
WEATHER DATA SOURCES: ASOS (703) 661–2990 TDWR.
COMMUNICATIONS: D–ATIS 134.85 571–323–6374. UNICOM 122.95

POTOMAC APP CON 128.525 (091º–240º) 126.1 (331º–090º) 120.45 (241–330º) Air surveillance radar unavbl abv 15,000’.
TOWER 120.1 (Rwy 01R–19L) 120.25 (Rwy 01C–19C) 134.425 (Rwy 01L–19R, Rwy 12–30)
MIDFIELD RAMP CON 129.55
GND CON 121.625 (West) 121.9 (East) CLNC DEL 135.7

POTOMAC DEP CON 126.65 (190º–300º) 125.05 (300º–010º) Air surveillance radar unavbl abv 15,000’.
CPDLC (LOGON KUSA)

PDC

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE IAD.

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

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

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

ILS 111.3 I–OSZ Rwy 01C. Class IIE.

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/DME 111.3 I–DLX Rwy 19C. Class IIIE.

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

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

NE, 8 SEP 2022 to 3 NOV 2022
ASHLAND

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

WATERWAY 15W–30W: 15000×1500 (WATER)


AIRPORT MANAGER: 207-433-0660

COMMUNICATIONS: CTAF 122.9

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

AUBURN/LEWISTON MUNI (LEW)(KLEW) 4 SW UTC–5(–4DT) N44°02.91′ W70º17.01′

288 B 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: 52 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 124.05 (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:

AUGUSTA (VL) (DH) VOR/DME 114.95 AUG Chan 96(Y) N44º19.20′ W69°47.79′ 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–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′

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.
NOTAM FILE BGR
WATERWAY 13W–31W: 2500X100 (WATER)
WATERWAY 31W: Trees.

SEAPLANE REMARKS: Unattended. Daytime use only. Unmarked shoals east of sealane. Location has tidal fluctuation of 4’. Sealane poorly marked, irregular shaped channel. Docks moved during winter months (Oct–May).

AIRPORT MANAGER: 207-626-2306
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Portland Apch at 207-874-7320, when Apch clsd ctc Boston ARTCC at 603-879-6859.

NOTAM FILE AUG
RWY 17–35: H5001X100 (ASPH–GRVD) S–50, D–60 HIRL
RWY 17: MALSR. PAPI(P4L)—GA 3.0º TCH 53’.
RWY 35: REIL. PAPI(P4L)—GA 3.0º TCH 40’. Road.
RWY 08–26: H2703X75 (ASPH) S–30 MIRL
RWY 08: Trees.
RWY 26: Fence.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 08: TORA–2703 TODA–2703 ASDA–2703 LDA–2703
RWY 17: TORA–5001 TODA–5001 ASDA–5001 LDA–5001
RWY 26: TORA–2703 TODA–2703 ASDA–2703 LDA–2703
RWY 35: TORA–5001 TODA–5001 ASDA–5001 LDA–5001

ARRESTING GEAR/SYSTEM
RWY 17: EMAS
RWY 35: EMAS

SERVICE: S4 FUEL 100LL, JET A
LGT ACTIVATE MALSR Rwy 17, REIL Rwy 35, PAPI Rwy 17 and Rwy 35, HIRL Rwy 17–35, MIRL Rwy 08–26—CTAF.


AIRPORT MANAGER: 207-626-2306
WEATHER DATA SOURCES: ASOS 118.325 (207) 623–0432. 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) N44°19.20’ W69°47.79’ at fld. 349/18W.

VOR unusable:
- 005º–015º byd 10 NM blw 7,000’
- 018º–050º byd 40 NM
- 055º–058º byd 40 NM
- 065º–089º byd 40 NM
- 075º–089º byd 25 NM blw 3,000’
- 090º–115º byd 15 NM
- 116º–175º byd 40 NM
- 116º–189º byd 25 NM blw 3,000’
- 188º–207º byd 40 NM
- 206º–220º byd 25 NM blw 3,000’
- 208º–213º byd 40 NM blw 3,000’
- 208º–213º byd 68 NM
- 221º–285º byd 15 NM blw 3,000’
- 246º–256º byd 40 NM
- 246º–256º byd 53 NM
- 257º–261º byd 40 NM
- 271º–275º byd 40 NM
- 271º–275º byd 40 NM
- 300º–353º byd 40 NM

DME unusable:
- 010º–070º byd 25 NM blw 3,000’
- 071º–143º byd 25 NM blw 3,000’
- 144º–154º byd 25 NM blw 7,000’
- 155º–189º byd 25 NM blw 3,000’
- 190º–205º byd 10 NM blw 5,000’
- 206º–220º byd 25 NM blw 3,000’
- 221º–285º byd 15 NM blw 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. Gidgeslope 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) N44°48.45’ W68°49.69’

RWY 15–33: H11440X200 (ASPH–GRVD) S–100, D–210, 2D–400

PCN 120R/A/W/T HIRL CL

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

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

RUNWAY DECLARED DISTANCE INFORMATION

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

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

SERVICE: S FUEL 100LL, JET A, D–100, D–200

PCN 120 R/W/T HIRL CL

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

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

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

MILITARY REMARKS: Transient acct may be diverted to civilian side during non–duty hrs & weekends. Fee required; no ANG transient alert. CAUTION Bash Phase II period Sep–Nov, Apr–May. Expect increased bird activity. Ctc Base Ops/Command Post/SOF for current bird watching conditions. MISIC Rwy 15–33 groved. ANG Opr 1100–1930Z Mon–Fri, clsd weekends and hol. PPR rqr for ANG ramp. Ctc afld mgmt DSN 698–7323, C207–404–7232 for PPR dur opr hrs. Pre-coord all transportation requirements and and haz cargo with PPR rqr. PPR valid +/- 1 hr unless prior coord. 3 hr out call, 30 min out call 311.0 to CFM customs/AG and tran svc. Comd post C207–404–7788 24 hrs.


CONTINUED ON NEXT PAGE
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

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–JVI Chan 32 Rwy 15. Class IIE. DME also serves Rwy 33.

ILS/DME 109.5 I–BGR Chan 32 Rwy 33. Class IIE. 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´ HALIFAX

115 NOTAM FILE BGR

WATERWAY 02W–20W: 15000X4000 (WATER)

SERVICE: S2 FUEL 100LL


AIRPORT MANAGER: (207) 951-2406

COMMUNICATIONS: CTAF 122.9 CLEARANCE DELIVERY PHONE:

BANKS (See SWANS ISLAND on page 87)

BAR HARBOR

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

83 B Class IV, ARFF Index A NOTAM FILE BHB

RKY 04–22: H5200X100 (ASPH) D–72, 2S–91, 2D–100

PCN 40 F/D/X/T HIRL

RKY 04: REIL. VASI(V4L)—GA 3.0º TCH 55´. Trees.

RKY 22: MALSF. VASI(V4L)—GA 3.0º TCH 55´.

RKY 17–35: H3363X75 (ASPH) S–13, D–20 1.1% up N

RKY 17: Thld dsplcd 684´. Tree.

RKY 35: Thld dsplcd 111´.

RUNWAY DECLARED DISTANCE INFORMATION

RKY 04: TORA–5200 TODA–5200 ASDA–5200 LDA–5200


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

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

AIRPORT REMARKS: Attended 1300–2300Z‡. Birds on and invof 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‡, wkends & hols. Rwy 04–22 due to hump at midpoint, opposite ends of rwy not visible at gnd level. Rwy 17–35 not avbl for skedd acr ops (ldg and tkof) more than 9 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 at least 31 px seats. 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

CONTINUED ON NEXT PAGE
MONTREAL

L–32I

NE, 8 SEP 2022 to 3 NOV 2022
MAINE

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. PAPI(P4L)—GA 3.5º TCH 31´. Brush.
RWY 24: Hill.
SERVICE: FUEL 100LL LGT Actvl REIL Rwy 06; PAPI Rwy 06; MIRL
Rwy 06–24—CTAF.
NOISE: Noise abatement ctc AMGR for dtls.
AIRPORT REMARKS: Attended Mon–Fri 1500–2100Z‡, Sat–Sun
1400–2100Z‡. Deer and turkeys on and inv of arpt. Ultralight and
prct act on and inv of 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/W/DME 117.1 ENE Chan 118
N43°25.54´ W70°36.81´ 086º 6.6 NM to fld. 192/17W.
DME unusable:
030º–184º byd 25 NM b/o 2,000´
185º–230º byd 25 NM b/o 2,500´
268º–278º byd 30 NM b/o 4,600´
VOR unusable:
017º–040º byd 40 NM
130º–133º byd 40 NM
192º–202º byd 40 NM b/o 2,500´
192º–202º byd 48 NM b/o 5,000´
192º–202º byd 69 NM
203º–294º byd 40 NM
295º–305º byd 40 NM b/o 5,000´
295º–305º byd 52 NM
306º–359º byd 40 NM

BOWDOINHAM

MERRYMEETING FLD (Ø8B) 1 SE UTC–5(–4DT) N44°00.00´ W69°53.23´
61 NOTAM FILE BGR
RWY 14–32: 1935X100 (TURF)
RWY 32: Thld dsplcd 143´. Trees.
AIRPORT REMARKS: Attended irregularly. Call for rwy conditions prior to ldg. Wildlife on or inv of arpt. Winter ops (Nov 1–May 1) skis only, rwy not plowed. Rwy 14 has +15´ roadway 95´ rgt and +15´ building 125´ left at thld. No line of sight
between rwy ends.
AIRPORT MANAGER: 781-864-7011
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Portland Apch at 207-874-7320, 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 77)
BREWERTN (BØ2) 2 S UTC–5(–4DT) N44°45.83’ W68°46.07’
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 inv of arpt. Public golf course at EOR 01. During winter ski only ops. Make all apch/deps to east of arpt. Rwy 01–19 cntr 50 ft mowed.
AIRPORT MANAGER: 207-299-4086
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc Bangor Apch at 207-561-2521.

BRUNSWICK EXEC (BXM)(KBXM) 2 SE UTC–5(–4DT) N43°53.54’ W69°56.33’
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’. Rgt tfc.
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’. Rgt tfc.
SERVICE: S4 FUEL 100LL, JET A+ OX 1, 2, 3, 4 LGT ACTIVATE MALSR Rwy 01R, REIL Rwy 19L, PAPI Rwy 01R and Rwy 19L, HIRL Rwy 01R–19L—CTAF.
AIRPORT MANAGER: 207-406-2081
WEATHER DATA SOURCES: AWOS–AV
COMMUNICATIONS: CTAF/UNICOM
CLEARANCE DELIVERY PHONE: For CD ctc Portland Apch at 207-874-7320, when Apch clsd ctc Boston ARTCC at 603-879-6859.
AIRSPACE: CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE AUG.

NE, 8 SEP 2022 to 3 NOV 2022

BUCKHORN CAMPS SPB (See NORCROSS(MILLINOCKET) on page 77)
BUCKS HARBOR  N44°37.68' W67°23.70'  RCO 122.5 (BANGOR RADIO)

BURNHAM  N44°41.86' W69°21.52'  NOTAM FILE BGR.
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
RWY 29: Thld dsplcd 398'. Bldg.
SERVICE: FUEL 100LL  LGT ACTIVATE MIRL Rwys 01–19 and 11–29—CTAF.
AIRPORT REMARKS: Unattended. 24 hr fuel avbl with credit card. TPA 800' AGL light acft, 1000' AGL multi and large single engine acft. Rwys 01 +23' power pole and trees approximately 950' from thld across apch. Rwys 01–19 obstruction lghts along both sides of primary sfc and tree line. Flight Notification Service (ADCUS) available.
AIRPORT MANAGER: 207-493-3324
WEATHER DATA SOURCES: ASOS
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.3 (BANGOR RADIO)

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
COMMUNICATIONS: CTAF/UNICOM 122.8

CONTINUED ON NEXT PAGE
MAINE

CONTINUED FROM PRECEDING 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 AVG Chan 96(Y) N44°19.20’ W69°47.79’ 357° 49.3 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 3,000’
- 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

DME 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 15 NM blo 6,000’
- 208°–213° byd 40 NM blo 3,000’
- 211°–213° byd 49 NM blo 7,000’
- 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

CENTRAL MAINE /NORRIDGEWOCK (See NORRIDGEWOCK on page 78)

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

CHESUNCOOK

CHESUNCOOK LAKE HOUSE SPB (1ME) 0 N UTC–5(–4DT) N46°03.65’ W69°24.57’

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) N46°12.15’ W69°14.42’

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 71)

CUTLER RGNL (ME2) 2 W UTC–5(–4DT) N44°40.80’ W67°15.86’

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 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.

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’ 119° 38.3 NM to fld. 360/19W.

DEWITT FLD/OLD TOWN MUNI (See OLD TOWN on page 79)

DEXTER RGNL (1BØ) 3 E  UTC−5(−4DT) N45°00.27’ W69°14.25’

533 B NOTAM FILE BGR

RWY 16–34: H3008X75 (ASPH) S−30 MIRL

RWY 16: Tree.

RWY 34: Trees.

RWY 07–25: 1249X120 (TURF) 0.6% up W

RWY 07: Trees.

RWY 25: Trees.

SERVICE: FUEL 100LL, MOGAS LGT ACTIVATE MIRL Rwy 16–34−CTAF.

AIRPORT REMARKS: Unattended. 24 hr fuel with major credit card, no ethanol in MOGAS. Wildlife on or inv of 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’ 321° 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) N45º10.65´ W69º14.68´

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


AIRPORT MANAGER: 207-279-0156

COMMUNICATIONS: CTAF 122.9

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

DUNNS

N44º24.66´ W69º51.64´ NOTAM FILE AUG.

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

EAST WINTHROP

LAKESIDE MARINA SPB (03M) 4 E UTC–5(–4DT) N44º18.91´ W69º53.22´

165  NOTAM FILE BGR

WATERWAY 02W–20W: 3800X200 (WATER)

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

AIRPORT MANAGER: 207-395-6741

COMMUNICATIONS: CTAF 122.9

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

EASTERN SLOPES RGNL (See FRYEBURG on page 69)

EASTPORT MUNI (EPM)(KEPM) 1 W UTC–5(–4DT) N44º54.61´ W67º00.76´

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 122.8

®BOSTON CENTER APP/DEP CON 124.25

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

RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.

PRINCETON (L) DME 114.3 PNN Chan 90 N45º19.75´ W67º42.25´ 130º 38.7 NM to fld. 398.

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

NE, 8 SEP 2022 to 3 NOV 2022
ELIOT

SEACOAST AIRFIELD (3B4)  2 SE  UTC–5(–4DT)  N43º08.59’ W70º46.41’
125  NOTAM FILE BGR
RWY 12–30:  H27O1X50 (ASPH)  S–8  RWY LGTS(NSTD)  0.7% up NW
RWY 12:  Trees.
    RWY 30:  Thld dsplcd 86’. Trees.
AIRPORT MANAGER:  949-378-8405
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)  3 E  UTC–5(–4DT)  N47º17.13’ W68º18.76’
987  B  LRA  NOTAM FILE FVE
RWY 14–32:  H4600X75 (ASPH)  S–25  MIRL
RWY 14:  REIL.
    RWY 32:  REIL. PAPI(P4L)—GA 3.0º TCH 40º.
SERVICE:  FUEL  100LL, JET A  LGT  Activ REIL Rwy 14 and 32; PAPI Rwy 32; MIRL Rwy 14–32—CTAF.
AIRPORT MANAGER:  207-543-6300
WEATHER DATA SOURCES:  ASOS  135.725 (207) 543–7456.
COMMUNICATIONS:  CTAF/UNICOM  122.7
© BOSTON CENTER APP/DEP CON 124.75
CLEARANCE DELIVERY PHONE:  For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION:  NOTAM FILE PQI.
    PRESQUE ISLE (HI) VOR/DME 116.4  PQI  Chan 111
         N46º46.45’ W68º05.67’  009º  32.0 NM to fld. 592/21W.
DME portion unusable: 180º–200º byd 30 NM blo 3,400’

NE, 8 SEP 2022 to 3 NOV 2022
NOTAM FILE IZG

RWY 14–32: H4200X75 (ASPH) S–30 MIRL 0.8% up NW
RWY 32: REIL, 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 in of arpt.

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.

GILLESPIE FLD (See MEDDYBEMPS on page 75)

GREATON AIRFIELD (See SACO on page 85)
GREENVILLE MUNI (3B1) 2 E UTC–5(–4DT) N45º27.77’ W69º33.10’

RWY 14–32: H4000X75 (ASPH) S–12.5 MIRL 0.3% up NW
RWY 14: REIL, PAP(KP4R)–GA 3.0º TCH 40°.
RWY 32: PAPI(P4L)–GA 3.1º TCH 40°.
RWY 03–21: H3001X75 (ASPH) S–12.5 0.9% up NE


AIRPORT REMARKS: Attended 1300–2200Z†. Moose, deer & ot wildlife on & inv of 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
RCO 122.3 (BANGOR RADIO)®
BOSTON CENTER APP/DEP CON 120.25 CLNC DEL 122.3 (Bangor RADIO)

COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.3 (BANGOR RADIO)®
BOSTON CENTER APP/DEP CON 120.25 CLNC DEL 122.3 (Bangor RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE MLT.
MILLINOCKET (VH) (DH) VOR/DME 117.9 MLT Chan 126
N45º35.20˚ W68º30.93˚ 281º 44.3 NM to fld. 553/20W.

DME unusable:
330°–350° byd 35 NM blo 6,000’
VOR unusable:
030°–040° byd 40 NM
272°–278° byd 40 NM
279°–289° byd 40 NM blo 5,900’
290°–297° byd 40 NM
330°–340° byd 35 NM blo 6,000’
334°–343° byd 40 NM
349°–355° byd 40 NM

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: NOTAM FILE MLT.
MILLINOCKET (VH) (DH) VOR/DME 117.9 MLT Chan 126
N45º35.20˚ W68º30.93˚ 281º 44.3 NM to fld. 553/20W.

DME unusable:
330°–350° byd 35 NM blo 6,000’
VOR unusable:
030°–040° byd 40 NM
272°–278° byd 40 NM
279°–289° byd 40 NM blo 5,900’
290°–297° byd 40 NM
330°–340° byd 35 NM blo 6,000’
334°–343° byd 40 NM
349°–355° byd 40 NM

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)  N45°28.70′ W69°37.16′
1029  NOTAM FILE BGR
WATERWAY 18W–36W: 10000X3000 (WATER)
WATERWAY 36W: Rgt tfc.
SEAPLANE REMARKS: Attended May–Oct daigl 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 mry skis during winter months due to frozen sfc conditions. For SPB conditions call 207–695–2778. Be alert for recreational boats during summer months and snowmobiles during winter months. Be alert: nearby 52B Moosehead Aero Marine SPB (1.1 mi east) utilize same CTAF 122.9.
AIRPORT MANAGER: 207-695-2778
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
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.

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

HOULTON INTL  (HUL/KHUL)  2 E  UTC–5(–4DT)  N46°07.48′ W67°47.54′
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: H7200X60 (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)
© BOSTON CENTER APP/DEP CON 120.25
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Boston ARTCC at 603-879-6859 .
AIRSPACE: CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE MLT.
MILLINOCKET (VH) (DH) VOR/DME 117.9  MLT  Chan 126  N45°35.20′ W68°30.93′  063º 44.3 NM to fld.
553/20W.
DME unusable: 330º–350º byd 35 NM blo 6,000′
VOR unusable: 030º–040º byd 40 NM
272º–278º byd 40 NM
279º–289º byd 40 NM blo 5,900′
279º–289º byd 82 NM
290º–297º byd 40 NM
330º–340º byd 35 NM blo 6,000′
334º–343º byd 40 NM
349º–355º byd 40 NM
ISLESBORO (57B) 1 W UTC–5(–4DT) N44°18.15’ W68°54.64’
88 NOTAM FILE BGR
RWY 01–19: H2400X50 (ASPH) 0.7% up N
RWY 01: Thld dsplcd 250’. Trees.
RWY 19: Road.
NOISE: Noise abatement mntn 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.

JACKMAN
MOOSE RIVER SPB (60B) 0 W UTC–5(–4DT) N45°38.00’ W70°15.97’
1157 LRA NOTAM FILE BGR
WATERWAY 09W–27W: 5500X200 (WATER)
WATERWAY 01W–19W: 4000X4000 (WATER)
SEAPLANE REMARKS: Unattended. For attendant call 207-668-7777 or 207–356–8794 (cell) or 207–399–2503. Taxi past dock, make left-hand turn–a–round in river at wide area and be aware of boat canopies. No wake rule in effect on river. Flight Notification Service (ADCS) avbl.
AIRPORT MANAGER: (207) 356-8794
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

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

KENNEBUNK N43°25.54’ W70°36.81’ NOTAM FILE BGR.
(WH) (DHO VOR/DMX 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
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: Trees.
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 lghts, single green thld lght on each side of thld.

AIRPORT REMARKS: Unattended. Phone 207–884–8283. Deer on and inof 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 (DOMW) 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 11–28: H2973X50 (ASPH) LIRL(NSTD) 0.4% up W
RWY 11: Trees.
RWY 28: Trees.

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

AIRPORT REMARKS: Unattended. 24 hr self–serve fuel with major credit card. Wildlife on or inof arpt. Rwy 11–29 NSTD LIRL. Rwy 29 has 1 thld lght 175´ from thld. Rwy 11 has 2 thld lght 320´ from thld. Rwy lghts spaced at 400´, many lghts 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:
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
LINCOLN RGNL (LRG/KLRG)  2 SW  UTC–5(–4DT)  N45°21.71’ W68°32.07’
208  B  NOTAM FILE BGR
Rwy 17–35: H2804X60 (ASPH)  S–25  MIRL  0.4% up S
Rwy 17: REIL. Trees.
Rwy 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 std arpt. Altitude correction required at or b/t –31C(–24F).
Airport Manager: 207-794-3372
Communications: CTAF/UNICOM 122.8
BOSTON CENTER APP/DEP CON 124.25
Clearance Delivery Phone: For CD ctc Boston ARTCC at 603-879-6859.
Radio Aids to Navigation: NOTAM FILE MLT.
MILLINOCKET (DH) (VH) VOR/DME 117.9  MLT  Chan 126
N45°35.20’  W68º30.93’  203º  13.5  NM to fld. 553/20W.
DME unusable:
330º–350º byd 35 NM blo 6,000’
VOR unusable:
030º–040º byd 40 NM
272º–278º byd 40 NM
279º–289º byd 40 NM blo 5,900’
279º–289º byd 82 NM
290º–297º byd 40 NM
330º–340º byd 35 NM blo 6,000’
334º–343º byd 40 NM
349º–355º byd 40 NM

LONG LAKE SPB (See SINCLAIR on page 86)
LONG LAKE SPB (See NAPLES on page 77)
LUBEC MUNI (65B)  2 W  UTC–5(–4DT)  N44°50.19’ W67°01.62’
85  B  LRA  NOTAM FILE BGR
Rwy 08–26: 2024X100 (TURF–GRVL)  LIRL
Rwy 08: Trees.
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 inv of 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 FL (66B)  1 W  UTC–5(–4DT)  N45º01.78´ W67º21.96´
200  NOTAM FILE BGR
RWY 16–34: 1635X50 (TURF) LIRL(NSTD)
RWY 16: Trees.
RWY 34: Trees.
SERVICE:  LGT Rwy 16–34 LIRL NSTD spacing and number; 2–red/green thld lights each end. Call ahead to 312–502–8307 for light activation.
AIRPORT REMARKS: Unattended. Rwy 16–34 temporarily CLOSED and not being monitored. Rwy not plowed winter months. 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 FL (See BOWDOINHAM on page 62)

MILLINOCKET

MILLINOCKET SPB  (70B)  7 NW  UTC–5(–4DT)  N45º43.70´ W68º50.67´
492  NOTAM FILE BGR
WATERWAY ALL–WAY: 4000X500 (WATER)
SERVICE:  FUEL 100LL
AIRPORT MANAGER: 207-723-8378
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
MILLINOCKET MUNI  (MLT)(KMLT)  1 SE UTC-5(−4DT) N45°38.87′ W68°41.13′  HALIFAX
408 B NOTAM FILE MLT  MON Airport
R WY 11: Bldg.
R WY 29: REIL. VASI(V4R)—GA 3.0º TCH 51´. Trees.
R W Y 16–34: H4000X100 (ASPH) S–30, D–44 0.5% up NW
R W Y 16: Trees.
R W Y 34: Road.
S E R V I C E : FUEL 100LL, JET A  LGT ACTIVATE REIL Rwy 29, VASI Rwy 29 and MIRL Rwy 11–29—CTAF.
A I R P O R T  M A N A G E R : 207-723-6649
W E T H E R  D A T A  S O U R C E S : ASOS
C O M M U N I C A T I O N S : CTAF/UNICOM 122.8
R C O  122.1R 117.9T 122.6 (BANGOR RADIO)
© BOSTON CENTER APP/DEP CON 120.25
C L E A R A N C E  D E L I V E R Y  P H O N E : For CD if una to ctc on FSS freq, ctc Boston ARTCC at 603-879-6859.
R A D I O  A I D S  T O  N A V I G A T I O N : NOTAM FILE MLT.
(VH) (DH) VOR/DME 117.9  MLT Chan 126 N45°35.20´ W68°30.93´ 317º 8.0 NM to fld. 553/20W.
DME unusable:
330º–350º byd 35 NM blo 6,000′
VOR unusable:
030º–040º byd 40 NM
272º–278º byd 40 NM
279º–289º byd 40 NM blo 5,900′
279º–289º byd 82 NM
290º–297º byd 40 NM
330º–340º byd 35 NM blo 6,000′
334º–343º byd 40 NM
349º–355º byd 40 NM
MILNOT NDB (H) 344 LNT N45°38.92´ W68°33.02´ 287º 5.7 NM to fld. 277/17W. NDB unmonitored.
NDB unusable:
Byd 15 NM
L O C  108.9  I–MLT  Rwy 29.
MILLINOCKET  N45°35.20´ W68°30.93´ NOTAM FILE MLT.
(W) (DH) VOR/DME 117.9  MLT Chan 126 317º 8.0 NM to Millinocket Muni. 553/20W.
DME unusable:
330º–350º byd 35 NM blo 6,000′
VOR unusable:
030º–040º byd 40 NM
272º–278º byd 40 NM
279º–289º byd 40 NM blo 5,900′
279º–289º byd 82 NM
290º–297º byd 40 NM
330º–340º byd 35 NM blo 6,000′
334º–343º byd 40 NM
349º–355º byd 40 NM
R C O  122.6 (BANGOR RADIO)
R C O  122.1R 117.9T (BANGOR RADIO)
MILNOT  N45°38.92´ W68°33.02´ NOTAM FILE MLT.
NDB (H) 344 LNT 287º 5.7 NM to Millinocket Muni. 277/17W. NDB unmonitored.
NDB unusable:
Byd 15 NM
M O O S E  R I V E R  S P B  (See JACKMAN on page 72)
M O O S E H E A D  A E R O  M A R I N E  S P B  (See GREENVILLE on page 70)

NE, 8 SEP 2022 to 3 NOV 2022
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
SEAPLANE REMARKS:  Attended Jun–Aug 1400Z‡–dusk. Emergency fuel only.
AIRPORT MANAGER:  (207) 838-3548
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Portland Apch at 207-874-7320, when Apch clsd ctc Boston ARTCC at 603-879-6859.
COMM/NAV/WEATHER REMARKS:  Monitor CTAF within 5 NM of Naples.

NEWTON FLD (See JACKMAN on page 72)

NORCROSS(MILLINOCKET)

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.
NORRIDGEWOCK

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.


Birds and deer on and inv of arpt. 24 hr fuel avbl with major credit card.

Rwy 21 has 30’ dropoff 100’ fm end of rwy. Rwy 03–21 markings faded, cntrln 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‡)

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’ 011º 23.9 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 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’

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–5(–4DT) N44º57.14´ W68º40.47´

127 B LRA NOTAM FILE BGR
RWY 12–30: H4001X75 (ASPH) S–30 MIRL
RWY 12: Trees.
RWY 30: PAPI(P4L)—GA 4.0º TCH 40’. Thld dsplcd 689’. Trees.
RWY 04–22: H2802X75 (ASPH) S–37, D–45 MIRL
RWY 04: REIL. Trees.
RWY 22: PAPI(P4L)—GA 4.0º TCH 41’.
SERVICE: S4 FUEL 100LL, JET A LGT 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 invof arpt. 24 hr fuel self–svc with major credit card. Credit card also avbl at dock. FBO clsd Sundays. Flight Notification Svc (ADCU5) 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.
BANGOR (VH) (H) VORTACW 114.8 BGR Chan 95 N44º50.51´ W68º52.44´ 071º 10.8 NM to fld. 360/19W.
WATERWAY 17W–35W: 8400X100 (WATER)

OXFORD CO RGNL (81B) 2 E UTC–5(–4DT) N44º09.45´ W70º28.88´
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‡)

CONTINUED ON NEXT PAGE
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) (DIO) 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) N46º05.60’ W68º33.86’ HALIFAX
778 NOTAM FILE BGR
WATERWAY 02W–20W: 6000X200 (WATER)
SERVICE: FUEL
AIRPORT MANAGER: 207-528-2626
COMMUNICATIONS: CTA 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’ MONTREAL
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 ACTIVATE MIRL Rwy 18–36 and PAPI Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF.
AIRPORT MANAGER: 207-487-3136
COMMUNICATIONS: CTA/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) VORTAC 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

NE, 8 SEP 2022 to 3 NOV 2022
**PORTAGE LAKE MUNI SPB**  (BGR)  1 W  UTC–5(–4DT)  N46°45.62′ W68°28.85′

**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.

---

**PORTLAND INTL JETPORT**  (PWM)(KPWM)  2 W  UTC–5(–4DT)  N43°38.74′ W70°18.52′

**RUNWAY DECLARED DISTANCE INFORMATION**

<table>
<thead>
<tr>
<th>RWY</th>
<th>TORA</th>
<th>TODA</th>
<th>ASDA</th>
<th>LDA</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>7200</td>
<td>7200</td>
<td>7200</td>
<td>7200</td>
</tr>
<tr>
<td>18</td>
<td>6100</td>
<td>6100</td>
<td>5600</td>
<td>5150</td>
</tr>
<tr>
<td>29</td>
<td>7200</td>
<td>7200</td>
<td>7200</td>
<td>7200</td>
</tr>
<tr>
<td>36</td>
<td>6100</td>
<td>6100</td>
<td>5650</td>
<td>5150</td>
</tr>
</tbody>
</table>

**SERVICE:**

- **FAI:**
  - Fuel: 100LL, JET A
  - GT: Rwy 11 ALSF–II becomes SSALS when ATCT clsd. When twr clsd ACTVT MALS Rwy 29; REIL Rwy 18 and 36; TDZL Rwy 11; Centerline Rwy 11–29; HIRL Rwy 11–29; MIRL Rwy 18–36—CTAF.
- **NOISE:** For noise abatement info, ctc the arpt ops cntr on freq 129.95 or call 207–756–8310. Prior to any run–up ctc the arpt ops on freq 129.95 or call 207–756–8310. Noise abatement proc in act for ldg Rwy 11 and dep Rwy 29.

**AIRPORT REMARKS:**

- Attended 1100–0300Z‡. Birds ocny on and inv of arpt. For fuel aft hrs call 207–774–6318 or 207–523–0988. Actf emergs btt 0500–1045Z‡ ctc Portland Air Rescue 207–874–8576. No touch and go ldgs during snow removal. PAEW adj to rws nghts; 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 rqr fmr tml Gates 1–8, Twy C rqr fmr tml Gate 1A. Actf may not push short of Twy A fmr Gates 1–8 nor short of Twy C fmr Gate 1A. Ctc Gnd 121.9. Adz pushback opr you have Alpha or Charlie prior to push. Landing rights arpt (LRA): GA cust/img fct lctd at cargo apr. Acft arg/depg cust must use extreme ctn when navigating on the cargo apr 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.
- 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.

---

**CONTINUED ON NEXT PAGE**
VOR TEST FACILITY (VOT) 111.0

RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.

KENNEBUNK (VH) (DH) VOR/W/DME 117.1 ENE Chan 118 N43°25.54’ W70°36.81’ 062° 18.7 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 5,000’
203°–294° byd 40 NM
295°–305° byd 40 NM
306°–359° byd 40 NM

ILA/DE 109.9 I–PWM Chan 36 Rwy 11. Class IIIE.

ILA/DE 109.9 I–GCS Chan 36 Rwy 29. Class IIIE.

PRESQUE ISLE

PRESQUE ISLE SPB (B3B) 2 NW UTC–5(–4DT) N46°42.36’ W68°03.64’

500 TPA—1800 (1300) NOTAM FILE BGR

WATERWAY 01W–19W: 6000X300 (WATER)

WATERWAY 01W: Trees.


AIRPORT MANAGER: 207-764-2550

COMMUNICATIONS: CTAF/UNICOM 122.8

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

PRESQUE ISLE INTL (PQI)(KPQI) 1 NW UTC–5(–4DT) N46°41.34’ W68°02.69’

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

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

PCN 94 F/AW/T HIRL 1.1% up N

RWY 01: MALSR.

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

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

PCN 94 F/AW/T MIRL


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

AIRPORT REMARKS: Attended 1100–0000Z‡. ARFF Index clsd to unscheduled air carrier ops with more than 30 passenger seats, exc PPR call arpt manager 207–764–2550. PAEW adjacent to 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 (ADCUS) available.

AIRPORT MANAGER: 207-764-2550

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

COMMUNICATIONS: CTAF/UNICOM 122.8

BOSTON CENTER APP/DEP CON 124.75 CLNC DEL 121.6

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

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

RADIO AIDS TO NAVIGATION: NOTAM FILE PQI.

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

DME portion unusable:
180°–200° byd 30 NM blo 3,400’

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

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

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

DME portion unusable:
180°–200° byd 30 NM blo 3,400’
MAINE

PRINCETON MUNI  (PNN)(KPNN)  2 S  UTC–5(–4DT)  N45°12.04' W67°33.86'  
265  B  LRA  NOTAM FILE BGR  
RWY 15–33: H4007X75 (ASPH)  S–31, D–38  MIRL  0.3% up NW  
RWY 15: PAPI(P4L)—GA 3.5° TCH 44'.  
RWY 06–24: H3998X150 (ASPH)  
RWY 06: Trees.  
SERVICE:  FUEL  100LL  LGT ACTVT MIRL Rwy 15–33 and PAPI Rwy 15—CTAF.  
Wildlife on or inov 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/UNICOM 122.7  
†BOSTON CENTER APP/DEP CON 124.25  
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.  
RADIO AIDS TO NAVIGATION:  NOTAM FILE BGR.  
(L) DME 114.3  PNN  Chan 90  N45°19.75' W67°42.25' 142° 9.7 NM to fld. 398.  
DME unusable: 300°–330° byd 25 NM blo 4,500’.  
COMM/NAV/WEATHER REMARKS: Automated UNICOM; 3 clicks.  

RANGELEY

RANGELEY LAKE SPB  (M57)  2 N  UTC–5(–4DT)  N44°57.20’ W70°39.78’  
1518  NOTAM FILE BGR  
WATERWAY 06W–24W: 7000X1000 (WATER)  
SERVICE:  FUEL  100LL  
SEAPLANE REMARKS: Attended May–Oct. Significant boat activity in summer months. Cold temperature airport. Altitude correction required at or below –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’ 049° 29.5 NM to fld. 1730.  
DME unusable: 080°–125° blo 10,000’ 188°–198° blo 10,000’ 275°–292° blo 10,000’  

HALIFAX

L–32I  
IAP

NE, 8 SEP 2022 to 3 NOV 2022
MAINE

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 Rwy 14 and 32; PAPI Rwy 14 and 32; MIRL Rwy 14–32—CTAF. Rwy 14 VGS I unussbl byd 3 NM.
AIRPORT MANAGER: 207-864-3326
WEATHER DATA SOURCES: AWOS–3PT 118.000 (207) 864–5250.
COMMUNICATIONS: CTAF/UNICOM 122.8
® BOSTON CENTER APP/DEP CON 124.25
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BML.
BERLIN (H) DME 116.55 BML Chan 112(Y) N44º38.01’ W71º11.17’ 046º 31.0 NM to fld. 1730.
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) N44º03.61’ W69º05.98’
55 B NOTAM FILE RKD
RWY 31: REIL. PAPI(P4L)—GA 3.0º TCH 50’. Trees.
RWY 03–21: H4000X100 (ASPH) S–65, D–80, 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 LGT ACTVT MALSR Rwy 13; REIL Rwy 03 and 31, PAPI Rwy 03, 13, 31; HIRL Rwy 13–31; MIRL Rwy 03–21—CTAF.
NOISE: Noise Abatement procs in efct, call 207–596–0617 or visit website for specific instrns.
AIRPORT REMARKS: Attended Mon–Fri 1100–2200Z‡. Arpt may be unatndd fm 0300–1100Z‡. Seagulls and deer on and invof arpt. Rwy conditions may not be avbl weekends and SS–1200Z‡ Mon, Thu, Fri. Voluntary ngt curfew in effect 0330–1100Z‡.
AIRPORT MANAGER: 207-594-4131
WEATHER DATA SOURCES: AWOS–3PT 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
CONTINUED FROM PRECEDING 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 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’

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

SACO

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

NEW YORK

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)  N43º23.63´ W70º42.48´

244 B NOTAM FILE SFM

RWY 07–25: H6389X100 (ASPH–GRVD)  S–65, D–100  HIRL
RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 53’. Tree.

RWY 14–32: H4999X100 (ASPH) D–72, 2S–91  MIRL  0.3% up NW
RWY 14: PAPI(P4L)—GA 4.0° TCH 21’. Thld dsplcd 885’. Tree.
RWY 32: PAPI(P4L)—GA 3.0° 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; MIRL 14–32; twy lgts—CTAF. Twy lgts inop dalgt hrs.


AIRPORT MANAGER: 207-324-3172


COMMUNICATIONS: CTAF/UNICOM 123.075
PORTLAND APP/DEP CON 119.75
BOSTON CENTER APP/DEP CON 128.2

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

AID TO NAVIGATION: NOTAM FILE BGR.

KENNEBUNK (K) (DH) VOR/DME 117.1 ENE  Chan 118  N43º25.54´ W70º36.81´  262º 4.6 NM to fld. 192/17W.

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

VOR unusable:
017º–040º byd 40 NM
130º–138º byd 40 NM
192º–202º byd 40 NM bld 2,500´
192º–202º byd 48 NM bld 5,000´
192º–202º byd 69 NM
203º–294º byd 40 NM
295º–305º byd 40 NM bld 5,000´
295º–305º byd 52 NM
306º–359º byd 40 NM

ILS 111.5 I–SFM Rwy 07. Class IB.

SEACOAST AIRFIELD (See ELIOT on page 68)

SHIN POND SPB (See PATTEN on page 80)

SINCLAIR
LONG LAKE SPB (92B)  3 NE UTC–(–4DT)  N47º11.59´ W68º13.89´
581 B NOTAM FILE BGR
WATERWAY 15W–33W: 25000X4000 (WATER)
WATERWAY 07W–25W: 15800X2640 (WATER)
SERVICE: FUEL MOGAS


AIRPORT MANAGER: 207-543-7584

COMMUNICATIONS: CTAF 122.9

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

STEPHEN A BEAN MUNI (See RANGELEY on page 84)
STONINGTON MUNI (93B) 1 NW UTC–5(–4DT) N44°10.39´ W68°40.82´

32 NOTAM FILE BGR
RWY 07–25: H2099X60 (ASPH) 0.3% up W
RWY 07: Trees.
AIRPORT REMARKS: Unattended. Dalgt use only. Use extreme care seagulls and deer on and 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 122.9

SUGARLOAF RGNL (See CARRABASSETT on page 64)

SWANS FLD (See DIXFIELD on page 66)

SWANS ISLAND

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

100 NOTAM FILE BGR
RWY 10–28: 1500X30 (GRVL) 2.0% up W
RWY 10: Tree.
RWY 28: Thld dspcld 300´. Bldg.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 10: TORA–1500 TODA–1500 ASDA–1500 LDA–1500
RWY 28: TORA–1500 TODA–1500 ASDA–1500 LDA–1200
AIRPORT REMARKS: Unattended. Prior to using arpt call 207–460–1113. All ops rstd to dalgt VFR only. Wildlife on or invof arpt. Rwy 10–28 +6´ rock ledge 50´ from centerline south side of arpt. Rwy 10 has +15´ trees 50´ rgt of centerline 430´ from thld. Rwy 10–28 sfc rough with large stones, steep gradients and no line of sight between ends. Rock drainage swale across 600´ from Rwy 28, approximately 40´ wide at centerline.
AIRPORT MANAGER: 207-596-7500
COMMUNICATIONS: CTAF/UNICOM 122.9
APP/DEP CON 133.6
CLEARANCE DELIVERY PHONE: For CD ctc Bangor Apch at 207-561-2521.

HELIPAD HL: H40X40 (CONC)

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

TURNER

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

355 NOTAM FILE BGR
RWY 11–29: 2151X100 (TURF)
RWY 11: Road.
RWY 29: Trees.
RWY 12–30: H2104X50 (ASPH) S–8.5 0.3% up W
RWY 12: Trees.
RWY 30: Trees.
SERVICE: S4 FUEL 100LL, MOGAS
AIRPORT MANAGER: 207-225-3490
COMMUNICATIONS: CTAF/UNICOM 122.8
APP/DEP CON 125.5
CLEARANCE DELIVERY PHONE: For CD ctc Portland Apch at 207-874-7320, when Apch clsd ctc Boston ARTCC at 603-879-6859.

WATERWAY 04W–22W: 10000X1000 (WATER)
WATERWAY 15W–33W: 5000X1000 (WATER)

TWITCHELL (See TURNER on page 87)
WALES (ME6) 2 SSW UTC–5(−4DT) N44º10.47´ W70º01.14´

210 NOTAM FILE BGR

RWY 04–22: 2100X80 (TURF)

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´ from 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–S(–4DT) N44º32.00′ W69º40.53′

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

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

RWY 23: REL. PAPI(P4L)—GA 3.0º TCH 40 ′.

RWY 14–32: H2301X60 (ASPH) S–25 0.4% up NW

RWY 14: Trees.

RWY 32: Trees.

SERVICE: FUEL 100LL, JET A+

AIRPORT REMARKS: Attended May–Oct 1400–2200Z‡, Nov–Apr 1300–2100Z‡. For fuel after hrs e-mail WVLairport@Waterville-ME.gov (fee chrgd). Rwy 05 and Rwy 23 nrs and cntrln faded. Rwy 14 hold position markings missing. Avoid hospital one mile north. Acft ops on paved area only. Acft de-icing avlb.

AIRPORT MANAGER: 207-861-8013

WEATHER DATA SOURCES: AWOS–3PT 118.375 (207) 877–0519.

COMMUNICATIONS: CTAF/UNICOM 122.7

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

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

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

RADIO AIDS TO NAVIGATION: NOTAM FILE AUG.

AUGUSTA (VL) (DH) 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
115º–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 ′

ILS/DME 110.5 I–RLU Chan 42 Rwy 05. Class IB. Glideslope unusable byd 9 NM and unusable byd 5º left and right side of course.
WISCASSET (IWI) (KIWI) 3 SW UTC–5(–4DT) N43°57.69′ W69°42.75′
70 B NOTAM FILE IWI
RWY 07–25: H3397X75 (ASPH) S–22 MIRL 0.4% up W
RWY 07: PAPI(PAR)–GA 4.0° TCH 40′. Trees.
RWY 25: REIL PAPI(P4L)–GA 3.5° TCH 40′. Rgt tfc.
SERVICE: FUEL 100LL, JET A LGT ACTIVATE REIL Rwy 25, PAPI Rwys 07 and 25, MIRL Rwy 07–25—CTAF.
NOISE: Noise sensitive area southwest off end of Rwy 07, climb straight out to 700′ AGL.
AIRPORT REMARKS: Attended May–Labor Day 1300–2100Z, Sep–Nov Fri–Sun 1400–2100Z, Jan–Mar not attended, Dec–Apr Sat–Sun 1500–1900Z. Deer and wildlife on and inv of arpt. 24 hr credit card fuel opr. Rwy 7 apch obstn lghts on 60′ poles along right side of apch lctrd in 60′ to 70′ tall trees.
AIRPORT MANAGER: (207) 882-5475
WEATHER DATA SOURCES: ASOS 135.725 (207) 882–8094.
COMMUNICATIONS: CTAF/UNICOM 122.8
PORTLAND APP/DEP CON 120.4 (293º–111º) 119.75 (112º–292º) (Mon–Fri 1045–0500Z)
BOSTON CENTER APP/DEP CON 128.2 (112º–292º) 124.25 (293º–111º) (Mon–Fri 0500–1045Z)
CLEARANCE DELIVERY PHONE: For CD ctc Portland Apch at 207-874-7320.
when Portland Apch clsd, ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE AUG.
AUGUSTA (VL) (DH) IAP 114.95 AUG Chan 96(Y) N44°19.20′ W69°47.79′ 188º 21.8 NM to lfd. 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′

NE, 8 SEP 2022 to 3 NOV 2022
MARYLAND

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

ANNAPOLIS

LEE (ANP)(KANP) 5 SW UTC–5 (–4DT) N38°56.57′ W76°34.10′
34 B NOTAM FILE DCA
RWY 12–30: H2500X48 (ASPH) LIRL
RWY 12: PAPI(P2L)—GA 5.75° TCH 21 ′. Thld dsplcd 476 ′. Trees.
SERVICE: S4 FUEL 100LL LGT Arpt bcn opr dusk–0300Z‡. ACTVT LIRL Rwy 12–30—CTAF. Lighting inop btw 0300–1200Z‡.
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′ 173° 14.4 NM to fld. 150/11W.
TACAN AZIMUTH & DME unusable:
133°–155° byd 20 NM blo 10,000′
300°–349° byd 35 NM
TACAN DME unusable:
133°–155° byd 36 NM
VOR unusable:
133°–155° byd 20 NM blo 10,000′
197°–217° byd 17 NM
282°–292°
TACAN AZIMUTH unusable:
029°–042° byd 30 NM
180°–190° byd 17 NM
MARYLAND

Baltimore/Washington Intl Thurgood Marshall (BWI/KBWI)  9 S  UTC–5(–4DT)

N39°10.54’  W76°40.14’
Baltimore/Thurgood Marshall

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


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

Rwy 15L–33R: H5000X100 (ASPH–GRVD)  S–30, D–45

Service: S4  Fuel 100LL, JET A

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


Taxilanes T–1 and H, rstd to Group III acft with max wingspan of 118’. Twy T is rstd to group IV acft with wingspan less than 171’ or less. Twy T b/n Twy H and Twy E rstd to Group IV acft with wingspan less than 171 ft. Twy T b/n Twy E and Twy B rstd to Group V acft with wingspan less than 214 ft; when Group V acft are on Twy T, Twy A is rstd to max wingspan of 110 ft. Twy S, south of Twy P, rstd to aircraft 60,000 lbs & less. Dual parallel taxilanes have been added to the D/E alleyway, Taxilane N and Taxilane E. Taxilane N is designated a Group V taxilane with max wingspan of 213’. Taxilane 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 emergs. Cont mowing operations adj all rwy & 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; Position 4 restricted to acft with wingspan of 213 ft or less & length of 229 ft 2 inches or less. Lane 2 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 wingspan 135 ft or less. Concourse A alt deicing area is rstd to B737–800 size acft with winglets or smlr on spots 6, 7 and 8. B737–700 size acft with winglets or smaller are rstd to spots 6A, 7B and 8B. Ldg fee. Flight Notification Service (ADCUS) avbl.

Airport Manager: 410-859-7024

Weather Data Sources: ASOS (410) 691–1278 TDWR.

Communications: D–ATIS 119.1 127.8

Baltimore Redskins II 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)

Potomac Dep CON 124.55 (East) 128.7 (West)

PDC (LOGON KUSA)

CONTINUED ON NEXT PAGE

NE, 8 SEP 2022 to 3 NOV 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 N39°10.26´ W76°39.68´ at fld. 150/11W.

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

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

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

TACAN AZIMUTH unusable:
133°–155° byd 36 NM

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

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

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.

WASHINGTON COPTER

WATERWAY 16W–34W: 3000X300 (WATER)

NE. 8 SEP 2022 to 3 NOV 2022
MARYLAND

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

22 B TPA—See Remarks NOTAM FILE MTN

RWY 15–33: H6997X180 (ASPH–GRVD) S–65, D–82, 25–175, 2D–140 HIRL

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

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

SERVICE: S2 FUEL 100LL, JET A, A+ LGT Dusk–Dawn. When ATCT clsd actvt REIL Rwys 15 & 33; HIRL Rwy 15–33—CTAF. When ATCT clsd actvt Twy F lgts—UNICOM. Rwy 15 VGSI unusbl by 5 degs either side of centerline. MILITARY—FUEL 100LL, A, A+ — 100LL 24 hr self svc 100LL avbl with credit card.

SERVICE: S2 FUEL 100LL, JET A, A+ — 100LL 24 hr self svc 100LL avbl with credit card. TRAN ALERT Min tran maint and prk avbl dur nml duty hr and Unit Training Assemblies. No fleet svc avbl.

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

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 practice tkf and ldg for acft weighing more than 12,500 lbs. TPA reciprocating engine acft 999(978), turbo prop and civil jet acft 1500(1478), military jet acft 1999(1978). 8,100´ avbl for tkof Rwy 15 and ldg Rwy 33 for mil acft only. ARFF svcs avbl 24 hrs daily. For ARFF svcs when ATCT clsd ctc ARFF station: CTAF or 410–918–6257/410–918–6911. No acft access to Twy S from Strawberry Point ramp. Helipad 800´ left of AER 33. Recreational sailboat masts +50 ft & motor boats in waterway at AER 33 813 ft fm thr 0B. Mowing ops conducted during dalgt. For additional information ctc arpt manager 410–682–8800.


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:

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

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.

HELIPORT H1: H65X65 (CONC) PERIMETER LGTS

HELIPORT REMARKS: Perimeter lgts.

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.
BOWIE

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

168  B  TPA—See Remarks  NOTAM FILE DCA

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

RWY 18: PAPI(P2R)—GA 6.0º TCH 47´, P-line.


SERVICE:  S4  FUEL  100LL  LGT  ACTVT PAPI Rwys 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  123.075

® POTOMAC APP/DEP CON  128.0

CLEARANCE DELIVERY PHONE:  For 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´  005º  14.2  NM to fld. 210/10W.

TACAN AZIMUTH usable:

006º–194º blo 12,500´

DME portion usable:

031º–050º byd 20 NM blo 4,000´

051º–065º byd 20 NM blo 5,000´

066º–076º byd 20 NM blo 3,000´

066º–076º byd 32 NM blo 5,000´

077º–086º byd 20 NM blo 5,000´

087º–122º byd 20 NM blo 7,000´

087º–143º byd 36 NM

123º–143º byd 20 NM blo 6,000´

123º–143º byd 32 NM blo 7,000´

144º–180º byd 20 NM blo 5,000´

181º–259º byd 20 NM blo 2,500´

260º–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

WASHINGTON

COPTER

L–29E, 34F, 36I, A

IAP

NE, 8 SEP 2022 to 3 NOV 2022
CAMBRIDGE–DORCHESTER RGNL (CGE)(KCGE) 3 SE UTC–5(–4DT) N38º32.36´ W76º01.82´

WASHINGTN L–34F, 38I, A

Rwy 16–34: H4477X75 (ASPH–GRVD) S–14 MIRL
Rwy 16: RLT. PAP(P2L)—GA 3.5º TCH 46´. Trees.
Rwy 34: RLT. PAP(P2L)—GA 3.25º TCH 35´. Road.

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

AIRPORT MANAGER: 410-228-4571

COMMUNICATIONS: CTAF/UNICOM 122.7

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.

PATUXENT (L) (L) VORTAC 117.6 PXT Chan 123 N38º17.27´ W76º24.01´ 23.1 NM to fld. 18/10W.

VOR unusable: 023º–byd 10 NM blo 2,500´. 240º–byd 25 NM blo 5,000´.


DME unusable: 230º–byd 20 NM.

CLAREMONT (See ELKTON on page 101)

CLEARVIEW AIRPARK (See WESTMINSTER on page 118)
CLINTON

WASHINGTON EXEC/HYDE FLD (W32) 2 SW UTC–5 (–4DT) N38°44.90’ W76°55.97’

249 B TPA—See Remarks NOTAM FILE DCA

RWY 05–23: H3000X60 (ASPH) URL

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

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

SERVICE: S4 FUEL 100LL, JET A

AIRPORT REMARKS: Attended Mon–Fri 1500–1900Z‡, Sat–Sun 1400–2200Z‡. Birds and wildlife on and infor arpt. Self serve credit card fueling avbl 24 hrs. Compliance with CFR 93.335 is rqr before pilots may opr to/from this arpt. Rwy 05–23—no line of sight between rwy ends. +70’ powerline 1300’ fm AER 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).

AIRPORT MANAGER: 301-297-7290

COMMUNICATIONS: CTAF/UNICOM 122.8

APP/DEP CON 125.65DC–FRZ

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

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

(L) (L) VOR/DME 111.0 DCA Chan 47 N38°51.57’ W77°02.19’ 153º 8.2 NM to fld. 10/9W.

VOR usable:
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 usable:
090º–165º byd 30 NM blo 3,000’
250º–270º byd 20 NM blo 2,500’
340º–040º byd 30 NM blo 2,500’

OXONN NDB (MHW) 332 DCA N38°45.96’ W77°01.64’ 114º 4.6 NM to fld. 11W.

COMM/NAV/WEATHER REMARKS: UNICOM unmonitored.
MARYLAND

COLLEGE PARK (CGS)(KCGS) 1 E UTC–5(–4DT) N38°58.84´ W76°55.34´

48 B NOTAM FILE CGS

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


RWY 33: Thld dsplcd 201´. Trees.

SERVICE: FUEL 100LL, JET A1+ LGT Activ MIRL Rwy 15–33—CTAF.


AIRPORT REMARKS: Attended 1200–0300Z. Deer and other wildlife on and inof arpt. Compliance with 14 CFR Section 93.335 is rqr before pilots may opr to/from this arpt. AER 15 heavy smoke and firefighting training ops intermittently in progress. No student touch and go ldg or solo ops permitted. No acft over 12,500 lbs manufacturer GWT, helicopters only with 24 hr PPR, call arpt mgr 301–864–5844. No 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. Acft handling fee if relocation to/from fuel area rqrd by arpt pers.

AIRPORT MANAGER: 301-864-5844

WEATHER DATA SOURCES: AWOS–3 121.225 (301) 864–5497.

COMMUNICATIONS: CTAF/UNICOM 122.975

® POTOMAC APP/DEP CON 125.65 124.7

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

RADIO AIDS TO NAVIGATION: NOTAM FILE BWI.

BALTIMORE (L) (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 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

CRISFIELD–SOMERSET CO (W41) 3 NE UTC–5(–4DT) N38°01.09´ W75º49.61´

4 B NOTAM FILE DCA

RWY 14–32: H2397X75 (ASPH) S–12 MIRL


RWY 32: REIL. PAP(P2L)—GA 3.25º TCH 33´. Road.

RWY 06–24: 1060X120 (TURF)

RWY 06: Trees.

RWY 24: Trees.

SERVICE: FUEL 100LL LGT Activ REIL Rwy 14 & 32; MIRL Rwy 14–32—CTAF.


AIRPORT MANAGER: 410-968-1333

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 866-640-1124.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

SNOHILL (L) (L) VORTACW 112.4 SWL Chan 71 N38°03.40´ W75º27.83´ 270º 17.4 NM to fld. 34/8W.

VOR unusable: 005º–020º byd 25 NM b/o 1,500´ 020º–040º byd 20 NM b/o 1,700´ 040º–045º byd 10 NM b/o 2,000´ 210º–225º byd 13 NM b/o 4,000´ 210º–225º byd 18 NM b/o 6,000´ 210º–225º b/yd 37 NM 225º–265º byd 10 NM b/o 2,500´ 225º–265º byd 30 NM b/o 9,000´ 265º–205º byd 20 NM b/o 1,500´

TACAN AZIMUTH OTS
CUMBERLAND

GREATER CUMBERLAND RGNL (CBE/KCBE)  2 S  UTC–5(–4DT)  N39º36.92´ W78º45.69´

775  B  TPA—1799(1024)  NOTAM FILE EKN

RWY 05–23: HS047X150 (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´. HIRL
RWY 11–29: H3000X150 (ASPH)  S–12  LIRL(NSTD)

RWY 11: Thld dsplcd 560´. Hill.
RWY 29: Tree.

SERVICE:  FUEL  100LL, JET A  LGT Actvt REIL Rwy 23; HIRL Rwy 05–23; LIRL Rwy 11–29; and twy lgts—CTAF. Rwy 11 nstd LIRL fm Rwy 11 thr to Rwy 11 dsplcd thr, due to improper lens colors and spacing.

AIRPORT REMARKS: Attended 1300–0100Z‡. Deer/birds on and invof arpt.
Glider opns W of arpt use Rwy 11 for dep; Rwy 29 for arr. Rwy 05 apch has rapidly rising terrain 696 ft left, 2000 ft fm thld. Rwy 11 ngt opns and any Indgs not recommended due to high terrain.

AIRPORT MANAGER: 304-738-0002

WEATHER DATA SOURCES: AWO5–3 128.625 (304) 738–0451.
COMMUNICATIONS: CTAF/UNICOM 122.8

JOHNSTON 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.

RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.

GRANTSVILLE (L) DME 112.3  GRV  Chan 70  N39º38.10´ W79º03.03´  095º 13.5 NM to fld. 2640.

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

LOC/DME 110.5 I–CBE  Chan 42  Rwy 23.  DME unusable byd 22º left of course. DME unusable byd 10 NM blw 3,500´.

MEXICO FARMS (1W3)  3 S  UTC–5(–4DT)  N39º36.36´ W78º45.63´

607  TPA—1407(800)  NOTAM FILE EKN

RWY 09–27: 2112X75 (TURF)

RWY 09: Trees. Rgt tfc.


AIRPORT MANAGER: 301-724-5231

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Johnstown Apch at 814-532-5960, when Apch clsd ctc Cleveland ARTCC at 440-774-0213.

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

DAVIS (See LAYTONSVILLE on page 109)
EASTON/NEWNAM FLD (ESN) 2 N UTC–5(–4DT) N38°48.25´ W76°04.14´ 72 B TPA—See Remarks NOTAM FILE ESN
RYW 04–22: H5500X100 (ASPH–GRVD) S–40, D–60, 2D–100 HIRL 0.7% up NE
  RYW 04: PAPI(P4L)—GA 3.0º TCH 43´.
RYW 15–33: H4003X100 (ASPH) S–40, D–60, 2D–100 MIRL 0.5% up SE
  RYW 15: REIL. PAPI(P2L)—GA 3.5º TCH 45´.
  RYW 33: REIL. PAPI(P2L)—GA 3.5º TCH 45´. Trees. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION
  RYW 04: TORA–5175 TODA–5500 ASDA–4775 LDA–4775
SERVICE: S4 FUEL 100LL, JET A OX 4 LGT
  When twr clsd actvt REILS Rwy 15, 22, & 33; HIRL Rwy 04–22; MIRL 15–33—CTAF.
NOISE: Noise abatement for Rwy 22: continue straight out or make a right turn to avoid the airport to
  the extent possible. Noise abatement for Runway 04: if traffic permits,
  make a slight left turn after departure to avoid overflying retirement
  community.

AIRPORT REMARKS: Attended 1300–dusk. Deer, birds and other wildlife on and invof arpt. TPA for jet acft 1598(1526), all
  other acft 1098(1026). Rwy 15–33 distance markers every 1000 ft west side rwy. NOTE: See Special Notices—Easton,
  Maryland Noise Abatement Procedure.
AIRPORT MANAGER: 410-770-8055
COMMUNICATIONS: 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: NOTAM FILE DCA.
  PATUXENT (L) (L) VORTAC 117.6 PXT Chan 123 N38°17.27´ W76°24.01´ 037º 34.7 NM to fld. 1B/10W.
  VOR unusable:
    023 byd 10 NM blo 2,500´
    024º–174º byd 11 NM blo 2,500´
    175º–239º byd 10 NM blo 5,000´
    240º–347º
    348º–022º byd 11 NM blo 2,500´
  TACAN AZIMUTH unusable:
    150º–155º byd 25 NM blo 2,500´
    155º–237º byd 11 NM blo 2,500´
  DME unusable:
    150º–155º byd 25 NM blo 2,500´
    155º–237º byd 11 NM blo 2,500´
ELKTON

CLAREMONT (58M) 3 SW UTC–5(–4DT) N39°34.45’ W75°52.19’

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 Acht rotg bcn—123.0. Acht REIL Rwy 13 & 31; PAPI Rwy 13 & Rwy 31; MIRL Rwy 13–31—123.0.


AIRPORT MANAGER: (410) 398-0234

COMMUNICATIONS: CTAF/UNICOM 122.8

PHILADELPHIA APP/DEP CON 118.35

CLEARANCE DELIVERY PHONE: For CD ctc Philadelphia Apch at (800) 354-9884.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SMYRNA (L) VORTACW 111.4 ENO Chan 51 N39°13.90’ W75°30.96’

W75°30.96’ 330º 26.3 NM to fld. 15/9W.

TACAN AZIMUTH unusable:

140º–150º byd 36 NM blo 2,000’

200º–300º byd 36 NM blo 3,000’

VOR unusable:

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

DMF unusable:

140º–150º byd 36 NM blo 2,000’

200º–300º byd 36 NM blo 3,000’

ELLICOTT N39°17.24’ W76°46.62’ NOTAM FILE BWI.

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

NDB unusable:

140º–320º byd 12 NM blo 10,500’

ESSEX SKYPARK (See BALTIMORE on page 93)

FALLSTON (W42) 1 S UTC–5(–4DT) N39°30.08’ W76°24.68’

460 NOTAM FILE DCA

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

RWY 04: Thld dsplcd 315’. Trees.


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


AIRPORT MANAGER: 410-877-9889

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-429-5882.
FORT MEADE (ODENTON)

TIPTON

FME (KFME) 1 SW UTC–5(–4DT) N39°05.12′ W76°45.56′

150 B TPA—1000 (850) NOTAM FILE FME

RWY 10–28: H3000X75 (ASPH) MIRL 1.2% up E

RWY 10: REIL: PAPI (P2L) — GA 4.0′ TCH 51′. Trees. Rgt tfc.

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

SERVICE: S2 FUEL 100LL, JET A+ LGT Actvl REIL Rwy 10 and 28; PAPI Rwy 10 and 28; MIRL Rwy 10–28—CTAF. Rwy 10–28 REIL; MIRL on photocell during dalgt hrs. Rwy 10 PAPI unusbl by 8 degs left and right of crs. Rwy 28 PAPI unusbl by 5 degs left of crs (trees), and 8 degs right of crs.

AIRPORT REMARKS: Attended 1330–2300Z1. Deer on rwys and twys. PAEW adj all twys and Rwy 10–28 indefly. Be alert for nmrs BWI tbjt arr/dep in the area. Fly tftc 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

WEATHER DATA SOURCES: AWOS–3

COMMUNICATIONS: CTAF/UNICOM 123.05

POTOMAC APP/DEP CON 119.7

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

FREDERICK MUNI

FDK (KFDK) 0 E UTC–5(–4DT) N39°25.02′ W77°22.48′

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 3.0′ TCH 43′. Trees. Rgt tfc.

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

RWY 12–30: H3599X75 (ASPH) MIRL 0.3% up NW


RWY 30: REIL: PAPI (P2L) — GA 4.0′ TCH 37′. Trees.

SERVICE: S4 FUEL 100LL, JET A+ LGT ACTVT ODALS Rwy 23; REIL Rwy 12, 23 and 30; PAPI Rwy 23; HIRL Rwy 05–23; MIRL Rwy 12–30—CTAF.

AIRPORT REMARKS: Attended 1200–0200Z‡. Arpt unattended Christmas Day. Fuel self serve 100LL avbl H24 with credit card. Rwy 23–15 ft depression 400 ft long; 246 ft L of cntrln; parallel to apch end. TPA—1109 (800) helicopters, 1309 (1000) single and lgts twins, 1809 (1500) large twins and jets.

AIRPORT MANAGER: 301-600-2201

WEATHER DATA SOURCES: AWOS–3 (301) 600–1457

COMMUNICATIONS: CTAF 132.4 ATIS 124.875 UNICOM 122.95

POTOMAC APP/DEP CON 126.1

TOWER 132.4 (1200–0200Z‡) GND CON 121.975 CLNC DEL 121.75

126.9 (When twr clsd)

CLEARANCE DELIVERY PHONE: For CD when twr clsd ctc Potomac Apch 126.9 or 866-709-4993.

AIRSPACE: CLASS D svc 1200–0200Z‡; other times CLASS E.

CONTINUED ON NEXT PAGE
CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

WESTMINSTER (H) (H) VORTAC 117.9  EMI Chan 126  N39º29.70´ W76º58.71´  264° 19.0 NM to fld. 820/8W.

VOR portion unusable:
128°–161° byd 20 NM blo 6,500´
221°–231° blo 4,500´
221°–231° byd 13 NM blo 16,000´
295°–334° blo 5,500´

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

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

(T) VOR/W 109.0  FDK  N39º24.73´ W77º22.51´ at fld. 303/8W. NOTAM FILE FDK.

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

ILS 110.3  I–FDK  Rwy 23. Class IT.

FREEWAY  (See BOWIE on page 95)

FRIENDLY

POTOMAC AIRFIELD  (VKXX/VXK)  0 NE  UTC–5(–4DT)  N38º44.92´ W76º57.36´

118  B  NOTAM FILE DCA

RWY 06–24: H2665X40 (ASPH)  MIRL 0.3% up NE
RWY 06: REIL. PAPI(P2L)—QA 5.0° TCH 19’. Thld dsplcd 376´. Trees.

SERVICE:  54  FUEL  100LL   LGT  REIL Rwy 06 and 24; MIRL Rwy 06–24
opr SS–SR; To ACTVT otr times and ACTVT PAPI Rwy 06 and 24—CTAF. Rwy 06 PAPI unusable 3º right of course.

NOISE: Noise abatement procedures: avoid takeoff 0300–1200Z†.


AIRPORT MANAGER: 301-248-5720

COMMUNICATIONS: CTAF/UNICOM 122.8

WASHINGTON COPTER  L–29E, 34F, 36I, A

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) VORTAC 113.1  ADW Chan 78  N38º48.43´ W76º51.98´  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.

NE, 8 SEP 2022 to 3 NOV 2022
GAITHERSBURG

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

539  B  TPA—See Remarks  NOTAM FILE DCA

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

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


SERVICE: S6  FUEL  100LL, JET A  OX 4  LGT 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 btw 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) (L) VOR/DME 113.5  AML  Chan 82  N38º56.08′ W77º28.00′  053º 19.8 NM to fld. 296/8W.

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

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

FREDERICK (T) VOR/W 109.0  FDK  N39º24.73′ W77º22.51′  154º 17.6 NM to fld. 303/8W. NOTAM FILE FDK.

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

GOODEN AIRPARK (See RIDGELY on page 115)

GRANTSVILLE  N39º38.10′ W79º03.03′  NOTAM FILE EKN.
(L) DME 112.3  GRV  Chan 70  095º 13.5 NM to Greater Cumberland Rgnl. 2640.

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) (HGR)

N39°42.51’ W77°43.59’
703 B Class I, ARFF Index B NOTAM FILE HGR

RWY 09–27: H7000X150 (ASPH–GRVD) S–100, D–150, 2S–175,
2D–250 PCN 62 F/B/X/T HIRL 0.3% up E

RWY 09: REIL. PAPI(P4L)—GA 3.0º TCH 55’.
RWY 27: MALSR. PAPI(P4L)—GA 3.0º TCH 55’.
RWY 02–20: H3165X100 (ASPH–GRVD) S–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–3165
TODA–3165
ASDA–3165
LDA–3165

RWY 27:
TORA–7000
TODA–7000
ASDA–7000
LDA–7000

SERVICE: S4 FUEL 100LL, JET A, A1
OIL O–128

AIRPORT REMARKS:

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) VORTACW 115.0 THS Chan 97 N39º55.99’ W77º57.06’ 149º 17.0 NM to fld. 2338/7W.
(L) VORV 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 blo 4,000’
281º–300º byd 24 NM blo 8,000’
351º–050º

ILS/DME 111.9 I–UYK Chan 56 Rwy 09. ILS unavbl when ATCT clsd.

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) 4 E UTC–5(–4DT) 38°35.82’ W77°04.35’
175 B TPA—1005 (830) NOTAM FILE DCA
RWY 02–20: H3740X75 (ASPH) MIRL 0.4% up N
RWY 02: REIL, PAPI(P4L)—GA 3.0’ 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 N38°42.35’
W76°44.68’ 25º 16.7 NM to fld. 210/10W.
TACAN AZIMUTH usable:
006º–194º blo 12,500’
DME portion unusable:
031º–050º byd 20 NM blo 4,000’
051º–065º byd 20 NM blo 5,000’
066º–076º byd 20 NM blo 3,000’
066º–076º byd 32 NM blo 5,000’
077º–086º byd 20 NM blo 5,000’
087º–122º byd 20 NM blo 7,000’
087º–143º byd 36 NM
123º–143º byd 20 NM blo 6,000’
123º–143º byd 32 NM blo 7,000’
144º–180º byd 20 NM blo 5,000’
181º–259º byd 20 NM blo 2,500’
260º–030º byd 20 NM blo 3,000’
VOR unusable:
006º–194º blo 12,500’
072º–138º blo 6,000’
139º–234º blo 10,000’
311º–349º
JOINT BASE ANDREWS (ADW)(KADW)(AF/ANG/AFRC/DOE/MC/NAF) UTC-5(–4DT)
N38°48.65’ W76°52.02’

280 NOTAM FILE ADW Not insp.
Rwy 01R–19L: H9756X150 (ASP–CONC–GRVD) PCN 54 R/B/W/T HIRL
Rwy 01R: ALSF1. PAPI(P4L)—GA 3.0º TCH 62’. RVR–T
Rwy 19L: ALSF1. PAPI(P4L)—GA 3.0º TCH 56’. RVR–T
Rwy 01L–19R: H9318X200 (CONC–GRVD) PCN 72 R/B/W/T HIRL CL
Rwy 01L: ALSF2. TDZL. PAPI(P4R)—GA 3.0º TCH 72’. RVR–TMR
Rwy 19R: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 71’. RVR–TMR

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

FLUID SP PRESAIR De-Ice LPOX HPOX LOX
OIL SOAP

CONTINUED ON NEXT PAGE
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 (btx ndsp ndl thld) avbl for tkf and ldg is 9,318’. Do not land prior to mkrd rwy stdl; ndsp stdl mtry may not be used for tkf or ldg roll out. Offi TERPS end of rwy for obst protection is mkrd thld. Do not use opposite end ndsp stdl thld for tkf computations or tkf 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 acpt ops. OG/CC apv stdl rqr for use of the ndsp stdls for tkf or ldgs. Rwy 01L–19R Len of 11318’ is for Presidential Airlift GP (PAG), 459 ARW acft and 1 ACCS acc and other 89 OG/CC apv acpt acps. Apv for use of the ndsp stdls for tkf or ldgs rqr 89 OG/CC apv. Ctc 89 OSS AM Ops for waiver DSN 858–3411. Rwy 01L–19R Length including displaced threshold areas is 10,918’ X 200’. Operational use of Rwy 01L–19R displaced threshold areas for tkf and/or ldg rollout specifically authorized for Presidential Airlift Group (PAG), 459 ARW acft, 1 accs and other 89 OG/CC apv acpt. Northernmost 400’ of oval displaced threshold areas can accommodate only idle thrust jet blast. Only southernmost 600’ of Rwy 19R displaced threshold areas (nuth end of Rwy 01L–19R) is usable for tkf (i.e. point at which tkf power can be applied) due to proximity of localizer antenna array install 1,200’ from 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 inbd acft ctc Andrews Comd Post (316 WG comd Post) 1 hr out with DCS codes, load msg, blocktime, ETD and rqr. AMC acft opr rtd dur bird watch condition moderate (tkf or ldg perms only when dep/arr rtv avoid ident bird act, no lcl IFR/VFR tfc pat act) and severe (tkf or ldg proh wo OG/CC), ctc baseops for current bird watch cond. Current bird watch cond. E–4 acft rqr afld mgr apvl to use. Rwy 01L–19R South end underrun/overrun usable due to pavement degradation. Rwy 01R–19L due to weak feature at apch end Rwy 01R. All twys are 75’ wide exc Twy E1 and Twy E2. Twy E btx Twys E1 and E4 are only 50’ wide. Twy E, N, E of 3 clsd to acft with wg span greater than 165´ (C5, B747, C17 KC10, etc). For RON svc c3l 316 WG Comd Post DSN 858–5058 or C301–981–5058.Wx flight DSN 858–2840/5826. ASD in use. Opr transponders with alt reporting mode and ADS–B (if equipped) enable in ctrl movement area. Rwy 01R–19L B–747/AN–124 op prh, exc 89AWF acft, due foreign object damage potential; waiver authority is 316 O/G/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 tfc North and South quadrants. Visibility byd 3 miles rtd by trees. Wind flow from 200º–300º displaced 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 tfc to the W, all acft on overhead pat will enter fm the east, regardless of ldg rwy. Overhead pat 2000’, rectangular pat 1500’, lgth acft 1000’ ‘copter 800’. Actr rqr VFR multi patterns must use twr VHF freq. MSC All tran acft will hold on Twy W for ifw mve veh prior to entering prk ramp. First 4300’ and last 325’ of Rwy 01R concrete. Ft/trng 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 at http://www.fly.faa.gov/rmt/n.fdc–preferred–routes–database.jsp. Rwy 01L–19R grooved. Rwy 01R–19L grooved. West ramp rows 2, 3, and 4 closed when DV movement aircraft present on row 5. Rwy 01L–19R mandatory rwy hold signs at end intersections of Twys N, S and W contain incorrect legend. Rwy 01L–19R and Rwy 01R–19L hold signs at instrument ramp rows 2, 3, and 4 closed when DV movement aircraft present on row 5. Rwy 01L–19R South end underrun/overrun usable due to pavement degradation. Rwy 01R–19L due to weak feature at apch end Rwy 01R. All twys are 75’ wide exc Twy E1 and Twy E2. Twy E btx Twys E1 and E4 are only 50’ wide. Twy E, N, E of 3 clsd to acft with wg span greater than 165´ (C5, B747, C17 KC10, etc). For RON svc c3l 316 WG Comd Post DSN 858–5058 or C301–981–5058.Wx flight DSN 858–2840/5826. ASD in use. Opr transponders with alt reporting mode and ADS–B (if equipped) enable in ctrl movement area. Rwy 01R–19L B–747/AN–124 op prh, exc 89AWF acft, due foreign object damage potential; waiver authority is 316 O/G/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 tfc North and South quadrants. Visibility byd 3 miles rtd by trees. Wind flow from 200º–300º displaced 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 tfc to the W, all acft on overhead pat will enter fm the east, regardless of ldg rwy. Overhead pat 2000’, rectangular pat 1500’, lgth acft 1000’ ‘copter 800’. Actr rqr VFR multi patterns must use twr VHF freq. MSC All tran acft will hold on Twy W for ifw mve veh prior to entering prk ramp. First 4300’ and last 325’ of Rwy 01R concrete. Ft/trng 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 at http://www.fly.faa.gov/rmt/n.fdc–preferred–routes–database.jsp. Rwy 01L–19R grooved. Rwy 01R–19L grooved. West ramp rows 2, 3, and 4 closed when DV movement aircraft present on row 5. Rwy 01L–19R mandatory rwy hold signs at end intersections of Twys N, S and W contain incorrect legend. Rwy 01L–19R and Rwy 01R–19L hold signs at instrument critical areas on Twys W, N, S, and E contain incorrect legend. During winter weather events aircrew may receive airfield status information at http://RT3Grip.COM/ANDREWLOGIN.php after retrieving the login information from AM ops at DSN 858–9442 or C301–981–9442. CTSMS/AG/IMG Customs Border Protection hrs 1100–2300Z‡, after 2300Z‡ ctc Andrews Comd Post DSN 858–3411. All tran acft must hold NAVY CSTMS/AG/IMG. Noise Abatement: No practice apch btx 0300–1100Z‡, all acr acpt exp full stop ldg. Quiet hr nmly 0300–1100Z‡. Scramble/Alert msn exempt. 0000–1100Z‡, daily, no helicopter overflight or tfc pat west of Rwy 01L–19R (over base housing) blw 800’ AGL. Strict compliance with procedure rqr. 89 OSS AM Ops DSN 858–3411, C301–981–3411. Noise abatement Navy Ramp:Turboprop taxi low idle and secure outboard engines prior to ramp entry, exempt dur ice cond.
COMMUNICATIONS: D–ATIS 133.675  251.05 D
© POTOMAC APP CON 128.0 335.5
TOWER 118.4  349.0 GND CON 121.8  275.8 CLNC DEL 127.55  285.475
© POTOMAC DEP CON 118.95  257.2 (West) 125.65 348.725 (East)
CPDLC (LOGON KUSA)
PDC
ANDREWS COMD POST 141.55 378.1 (VHS O/S UFN) PMSV METRO 344.6 Wx svc avbl 24hrs. Afd 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 III E.
ILS 110.5 I–VIM 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 117)

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: S2  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)
LEONARDTOWN

ST MARY'S CO RGNL (2W6) 4 NE  UTC–5(–4DT)  N38°18.92′ W76°33.01′

142  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 & inv of Rwy 11–29

SS–SR. Glider and ultralight activity on and inv of arpt. Mil act on inst

app to Pax River NAS may overfly arpt at 1600 MSL & not mon CTAF.

Mil helo ops inv of arpt. Self serve 100LL avbl with credit card. Rwy

29 15 ft depression (downslope) 300 ft fm thr 150 ft R–125 ft L.

When R–4007 in effect, act operating VFR at arpt must remain within

1.5 NM of arpt, at or blw 1500 MSL, and above 700’ AGL. All VFR

flt ops conducted within R–4007 shall be at or blw 1000’ MSL. IFR

and VFR apchs within R–4077 will be coordinated with Patuxent

Apch on 121.0 or by phone 301–342–3740.

AIRPORT MANAGER: (301) 475-4200

WEATHER DATA SOURCES: AWOS–3 119.575 (301) 373–6514.

COMMUNICATIONS: CTAF/UNICOM 123.0

PATUXENT APP/DEP CON 121.0 (1200–0400Z‡ Mon–Sun. Other times by

NOTAM) other time ctc

POTOMAC APP/DEP CON 135.625

CLEARANCE DELIVERY PHONE: For CD 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.

PATUXENT (L) (L) VORTACW 117.6  PXI Chan 123  N38°17.27′ W76°24.01′  239º 7.3 NM to fld. 18/10W.

VOR unusable:

023º byd 10 NM bly 2,500’

024º–174º bly 11 NM bly 2,500’

175º–239º byd 10 NM bly 5,000’

240º–347º

348º–022º byd 11 NM bly 2,500’

TACAN AZIMUTH unusable:

150º–155º byd 25 NM bly 2,500’

155º–237º byd 11 NM bly 2,500’

DME unusable:

150º–155º byd 25 NM bly 2,500’

155º–237º byd 11 NM bly 2,500’

MARTIN STATE (See BALTIMORE on page 94)

MARYLAND (See INDIAN HEAD on page 106)

MASSEY AERODROME (MD1) 2 E  UTC–5(–4DT)  N39°17.96′ W75°47.96′

73  NOTAM FILE DCA

RWY 02–20: 3000X100 (TURF)

RWY 02: Trees.

RWY 20: Thld dsplcd 120’. Trees.

AIRPORT REMARKS: Attended 1500–2200Z‡. Gliders, hang–gliders, powered prchts, ultralight act, on and inv of 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 84 328° 8.5 NM to Joint Base Andrews. 210/10W.

TACAN AZIMUTH unusable:

006°–194° blo 12,500’

DME portion unusable:

031°–050° byd 20 NM blo 4,000’

051°–065° byd 20 NM blo 5,000’

066°–076° byd 20 NM blo 3,000’

066°–076° byd 32 NM blo 5,000’

077°–086° byd 20 NM blo 5,000’

087°–122° byd 20 NM blo 7,000’

087°–143° byd 36 NM

123°–143° byd 20 NM blo 6,000’

123°–143° byd 32 NM blo 7,000’

144°–180° byd 20 NM blo 5,000’

181°–259° byd 20 NM blo 2,500’

260°–303° byd 20 NM blo 3,000’

VOR unusable:

006°–194° blo 12,500’

072°–138° blo 6,000’

139°–234° blo 10,000’

311°–349°

OAKLAND

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–GRV) 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 Actvt REIL Rwy 09–27; PAPI 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: CTA/UNICOM 123.0

CLARKSBURG APP/DEP CON 119.425 (1200–0400Z)

CLEVELAND CENTER APP/DEP CON 124.4 (0400–1200Z)

CLEARANCE DELIVERY PHONE: For CD ctc Clarksburg Apch at 304-842-2011, when Apch clsd ctc Cleveland ARTCC at 440-774-0226.

RADAR AIDS TO NAVIGATION: NOTAM FILE EKN.

GRANTSVILLE (L) DME 112.3 GRV Chan 70 N39°38.10’ W79°03.03’ 256° 13.6 NM to fld. 2640.

DME unusable:

071°–306° byd 20 NM blo 6,000’

108°–113° byd 38 NM

307°–070° byd 20 NM blo 5,000’

325°–345° byd 35 NM
OCEAN CITY MUNI (OXB/KOXB) 2 SW UTC–S (–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 3.0° TCH 47', Trees.

RWY 32: VASI(V4L)—GA 3.0° TCH 39'.

RWY 02–20: H3204X75 (ASPH) MIRL

RWY 02: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 20: REIL. PAPI(P2L)—GA 4.0° TCH 42'. Trees.

SERVICE: S4 FUEL 100LL, JET A LGT All arpt lighting on photo cell, MIRL Rwy 14–32 and Rwy 02–20 opr consly. Rwy 02 PAPI unusbl 7 deg right of cntrl.

AIRPORT REMARKS: Attended 1300–2200Z‡. Parachute Jumping. Deer and birds on and invof arpt. 24 hr self serve 100LL avbl with credit card. Trucks and vehicles crossing twy, north of hold block Rwy 02.

AIRPORT MANAGER: (443) 235-4434


COMMUNICATIONS: CTAF/UNICOM 123.05

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

POTOMAC APP/DEP CON 127.2

CLNC DEL 127.25 (When NHK apch clsd)

CLEARANCE DELIVERY PHONE: For CD 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) VORTAC W 111.2 SBY Chan 49 N38°20.70' W75°30.63' 108° 18.4 NM to fld. 48/12W.

VOR unusable:
007°–026° byd 20 NM bly 7,000'
027°–089° byd 13 NM bly 5,000'
090°–110° byd 20 NM bly 5,000'
111°–113° byd 19 NM bly 5,000'
114°–120° byd 16 NM bly 5,000'
261°–285° bly 6,000'
294°–007° bly 5,000'

TACAN AZIMUTH unusable:
009°–055° byd 20 NM
261°–285° bly 6,000'
294°–007° bly 5,000'

DME unusable:
009°–055° byd 20 NM
261°–285° bly 6,000'
294°–007° bly 5,000'

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

PATUXENT N38°17.37' W76°25.45'

RCD 122.5 (LEESBURG RADIO)
PATUXENT RIVER NAS (TRAPNELL FLD) (NHK)(KNHK) N 0 N UTC–(–4DT) N38°17.18´

113 MARYLAND

WASHINGTON

DELAYED

H–101, 121, L–34E, 36I, A

DIAP, AD

H–101, 121, L–34E, 36I, A

DIAP, AD

ARRESTING GEAR/SYSTEM

RWY 06: Hook E28(B) (1180 FT).

H 28(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 ft 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. Twy acft wt limitations. CAUTION Deer and bird haz. Stopping in rstd area on Twy A, W twy is proh. Portions of rwy, twy and acft ramps not vis fr twr. First 1630 ft. Rwy 32 may be clsd dalgt hrs Mon–Sat dur VFR. Buildings and equipment are located near the approach end of Rwy 32. TFC PAT TPA—VFR initial at 4 DME (Rwy 32 at 3 DME) 2000(1961), break 1500(1461), downwind 1000(961). Reduced rwy separation std in eff for lcl based USN/USMC acft. CSTMS/AG/IMG Ltd to acft on official business at Patuxent River with 72 hr prior notice. Ctc AODO at DSN 342–3836, C301–342–3836. MISC Wx forecast svc avbl 0900–0100Z‡ Mon–Fri. For forecast svc all other hrs ctc FPC/–N at DSN 565–4555 or C888–745–6899. Wx observation and PMSV monitoring avbl 1200–2300Z‡ Sat–Sun.

CALPS For info regard civil air landing permits ctc FPL at 301–342–3836 or email NASPATUXENTRIVERCALPS @US.NAVY.MIL.

AIRPORT MANAGER: 301-863-3339

COMMUNICATIONS: SFA ATIS 322.425

® APP/DEP CON 120.05 281.8 (165º–055º abv 3000) 121.0 250.3 (165º–055º 3000 and blo) 127.95 314.0

(056º–164º) (1200–0400Z‡ Mon–Sun. Other times by NOTAM.)

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

TOWER 123.7 343.6 340.2X (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/Apc are clsd ctc Potomac Apc 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

NE, 8 SEP 2022 to 3 NOV 2022
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
(L) (L) VORTAC W 117.6 PXT Chan 123 N38°17.27' W76°24.01' at fld. 18/10W.

VOR unusable:
023° byd 10 NM blo 2,500'
024°–174° byd 11 NM blo 2,500'
175°–239° byd 10 NM blo 5,000'
240°–347°
348°–022° byd 11 NM blo 2,500'

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

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

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

TACAN AZIMUTH unusable:
026°–045° byd 20 NM
060°–075°
076°–090° byd 15 NM
135°–170° byd 15 NM
171°–190°
191°–220° byd 25 NM
221°–240° byd 15 NM
250°–290° byd 15 NM
355°–025°

DME unusable:
026°–045° byd 20 NM
060°–075°
076°–090° byd 15 NM
135°–170° byd 15 NM
171°–190°
191°–220° byd 25 NM
221°–240° byd 15 NM
250°–290° byd 15 NM
355°–025°

NDB (MHW) 400 NHK N38°17.16' W76°24.20' at fld. 20/10W.

Unusable:
Byd 10 NM

ILS/DME 108.7 I–NHK Chan 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 UTC–5(–4DT)
45 B NOTAM FILE DCA Not insp.
RWY 04–22: H79B8X200 (ASPH) PCN 44 F/A/W/T HIRL
RWY 22: RELF PAPI(P4L)—GA 3.0' TCH 49'.

SERVICE: MILITARY—LGACTVT RELF Rwy 22; PAPI Rwy 22; HIRL Rwy 04–22, when twr clsd by PPR only. FUEL JB OIL 0–113–156(MIL)


MILITARY REMARKS: Opr 1100–2300Z‡ Mon–Fri, exc hol. RSTD 24 hr PPR all actn. Tran actn 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 arrng 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.) END CON 121.9

CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc Potomac Apch at 866-429-5882.
AIRSPACE: CLASS D svc 1300–2100Z‡ Mon–Fri exc hol; other times PPR; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

DUPONT (L) VORTAC W 114.0 DQQ Chan 87 N39°40.69' W75°36.43' at fld. 18/10W.

VOR unusable:
230°–265° byd 20 NM

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

DME unusable:
230°–265° byd 20 NM

WASHINGTON H–10L, 12L, L–34F, 36J, A

NE, 8 SEP 2022 to 3 NOV 2022
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) N38°58.21’ W75°51.98’

64 B NOTAM FILE DCA


RWY 12: REIL. P–line.

RWY 30: REIL. Trees. Rgt tcf.

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 act movement areas. Turf areas adjacent to act movement areas soft when wet. Twp/Apn pavements are failing with loose aggregate and alligator cracking. Rwy 12–30 thld bars and rwy numbers are half size.

AIRPORT MANAGER: 302-270-2227

COMMUNICATIONS: CTAF/UNICOM 122.8

© POTOMAC APP/DEP CON 124.55

DOVER APP/DEP CON 132.425 (Rwy 30)

CLEARANCE DELIVERY PHONE: For CD ctc Dover Apch at 302-677-3940.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SMYRNA (L) (L) VORTAC W 111.4 ENO Chan 51 N39°13.90’

W75°30.96’ 235º 22.7 NM to fld. 15/9W.

TACAN AZIMUTH unusable:

140º–150º byd 36 NM blos 2,000’

200º–300º byd 36 NM blos 3,000’

VOR unusable:

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

DME unusable:

140º–150º byd 36 NM blos 2,000’

200º–300º byd 36 NM blos 3,000’

COMM/NAV/WEATHER REMARKS: UNICOM unmon.

ST MARY’S CO RGNL (See LEONARDTOWN on page 110)

SALISBURY

BENNETT (1N5) 4 NW UTC–5(–4DT) N38°24.77’ W75°37.02’

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’. Road.

RWY 08–26: 2302X95 (TURF)

RWY 08: Thld dsplcd 800’. Road.

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

© 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.
MARYLAND

SALISBURY–OCEAN CITY WICOMICO RGNL (SBY)(KSBY) 4 SE UTC–5(–4DT) N38º20.41´ W75º30.57´
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 54º.
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–6400 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 lghts—CTAF. PAPI Rwy 05, 14, 23, and 32 opr consly.

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

AIRPORT MANAGER: 410-548-4827

WEATHER DATA SOURCES: ASOS 118.325 (410) 341–0868.
COMMUNICATIONS: CTAF 112.45 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 PATUXENT RADIO

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

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

RADIO AIDS TO NAVIGATION: NOTAM FILE SBY.

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.

SNOW HILL N38º03.40´ W75º27.83´ NOTAM FILE DCA.

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–006º byd 20 NM blo 1,500´

TACAN AZIMUTH OTS

WASHINGTON H–101, 121, L–34F, 361, A IAP, AD

NE, 8 SEP 2022 to 3 NOV 2022
STEVENSVILLE

BAY BRIDGE (W29) 1 W UTC–5(–4DT) N38°58.59´ W76°19.80´
15  B TPA—1215(1200) NOTAM FILE W29
RWY 11–29: H2713X60 (ASPH) MIRL 0.3% up E
RWY 11: REIL, PAPI(P2L)—GA 3.0º TCH 39´.
RWY 29: REIL, PAPI(P2L)—GA 3.0º TCH 30´. Trees.
SERVICE: S4 FUEL 100LL LGT ACTVT REIL Rwy 11 and Rwy 29; MIRL
Rwy 11–29—CTAF. Rwy 11 VGSI unusable byd 5 deg left of
centerline. PAPIs are baffled.
NOISE: Noise abatement proc in effect—AMGR. Noise sensitive residential
area S of arpt; enter downwind for Rwy 29 over water twr S of fld.
AIRPORT REMARKS: Attended Mon–Sat 1230–2130Z‡, Sun unattended.
Wildlife on and inv of arpt. Self serve fuel avbl H24 with credit card.
Tgl ops NA. Alert heli 8 NM east of arpt. Rotor craft: Use rgt tfc pat for
Rwy 29. At all other times, use left tfc pat. Prkg fee.
AIRPORT MANAGER: 410-643-4364
WEATHER DATA SOURCES: AWOS–3 120.575 (410) 643–8795.
COMMUNICATIONS: CTA9/UNICOM 122.725
® POTOMAC APP/DNP CON 119.0
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-429-5882.
RADIO AIDS TO NAVIGATION: NOTAM FILE BWI.
BALTIMORE (L) VORTACW 115.1 BAL Chan 98 N39°10.26´
W76°39.68´ 138º 19.4 NM to fld. 150/11W.
TACAN AZIMUTH & DME usable:
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

KENTMORR AIRPARK (3W3) 5 SW UTC–5(–4DT) N38°55.09´ W76°21.53´
10 TPA—1000(990) NOTAM FILE DCA
RWY 10–28: 2400X75 (TURF)
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 acft movement areas. Rwy 10–28 may be soft and wet. Rwy 10–28 dpcld thrs mkd with orange cones. Helicopters
requested to use standard tfc pattern. Taxi and park on north side of rwy.
AIRPORT MANAGER: 301-456-0566
COMMUNICATIONS: CTA9§ 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-429-5882.

TIPTON (See FORT MEADE/ODENTON on page 102)

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

CARROLL CO RGNL/JACK B POAGE FLD (DMW)(KDMW) 3 N UTC–5(–4DT) N39°36.50´

W77°00.46´

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 45º.

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

SERVICE:  FUEL  100LL, JET A

OX 3, 4  LGT Actvl REIL Rwys 16 & 34; MIRL Rw 16–34, twy lgts—CTAF. PAPI Rwy 16 unusbl byd 5 deg R of cntrln.


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:  CTAF/UNICOM 122.7

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

RADIO AIDS TO NAVIGATION:  NOTAM FILE DCA.

WESTMINSTER (H) (H) VORTAC 117.9 EMI Chan 126  N39°29.70´ W76°58.71´  357º 6.9 NM to fld. 820/8W.

VOR portion unusable:

128º–161º byd 20 NM blo 6,500´

221º–231º blo 4,500´

221º–231º byd 13 NM blo 16,000´

295º–334º blo 5,500´

TACAN AZIMUTH unusable:

281º–055º byd 35 NM blo 3,000´

DME unusable:

281º–055º byd 35 NM blo 3,000´

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

799  B  NOTAM FILE DCA

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

RWY 14: APAP(PNIL)—GA 4.0º TCH 20º. Thld dsplcd 330’. Trees.

RWY 32: APAP(PNIL)—GA 7.0º TCH 34º. Thld dsplcd 277’. 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 unatndd Thanksgiving, Christmas, and New Years Day. Unl vehicle aces to acft movement areas. 60´ drop off 125´ from AER 14. Utralight act on and inv of arpt.

AIRPORT MANAGER:  410-795-1176

COMMUNICATIONS:  CTAF/UNICOM 122.8

WESTMINSTER RCO 122.1R 117.9T (LEESBURG RADIO)

PO TOMAC 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  N39°29.70´ W76°58.71´  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 byd 35 NM blo 3,000´
MARYLAND

WESTMINSTER  N39°29.70′ W76°58.71′  NOTAM FILE DCA.
(H) VORTAC 117.9  EMI  Chan 126  235° 2.5 NM to Clearview Airpark. 820/8W.
VOR portion unusable:
  128°–161° byd 20 NM blo 6,500′
  221°–231° blo 4,500′
  221°–231° byd 13 NM blo 16,000′
  295°–334° blo 5,500′
TACAN AZIMUTH unusable:
  281°–055° byd 35 NM blo 3,000′
DME unusable:
  281°–055° byd 35 NM blo 3,000′
RCO 122.1R 117.9T (LEESBURG RADIO)

WASHINGTON

COPTER  H–10H, 12I, L–29E, 34F, 36J, A

NE. 8 SEP 2022 to 3 NOV 2022
MASSACHUSETTS

BARRÉ/BARRÉ PLAINS

TANNER–HILLER (BB5) 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 inv of arpt. Fuel not avbl. Gliders op from arpt on intermittent basis. Gliders and powered acft: follow left hand tfc pat on both rwys. Rwy 24 has grvl ovrn, Rwy 06 has turf ovrn.

AIRPORT MANAGER: (609) 923-3228

COMMUNICATIONS: CTAF/UNICOM 123.0

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

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

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

BEDFORD

LAURENCE G HANSCOM FLD (BED)(KBED) P (AF) 0 NE UTC–5(–4DT) N42º28.20´

W71º17.34´

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


RWY 11: MALS R PAPI(P4L)—GA 3.0º TCH 67´. RVR–T Hill.

RWY 29: MALS R PAPI(P4R)—GA 3.0º TCH 52´. RVR–R


RWY 05: REIL PAPI(P4L)—GA 3.5º TCH 55´.

RWY 23: REIL PAPI(P4R)—GA 3.2º TCH 55´.

LAND AND HOLD–SHORT OPERATIONS

LDG RWY HOLD–SHORT POINT AVBL LDG DIST

RWY 05 11–29 3000

RWY 11 05–23 2650

RWY 29 05–23 3662

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA–5107 TODA–5107 ASDA–5107 LDA–5107


RWY 29: TORA–7011 TODA–7011 ASDA–7011 LDA–7011

SERVICE: S4 FUEL 100LL, JET A

OX 1, 2, 3, 4 LGT Actvl MALSR

Rwy 11 and 29; REIL Rwy 05 and 23; HIRL Rwy 11–29; MiRL Rwy 05–23; twy lgts—118.5. MILITARY—JASU 3(A/M32A–86) 2(MA–1A) FUEL 100LL, A TRAN ALERT Opr 1200–0400Z‡ wkd; 1400–2200Z‡ Sun; PPR OT and hol DSN 845–5589/5592. De–icing avbl fr vendor. Ltd hgr space and extremely ltd maint. Fleet svc avbl fr vendor.


AIRPORT MANAGER: 781-869-8000

WEATHER DATA SOURCES: ASOS 124.6 (781) 274–9733. LAWRS.

COMMUNICATIONS: CTAF 118.5 ATIS 124.6 (781) 274–6283 UNICOM 122.95

® BOSTON APP/DEP CON 124.4

HANSCOM TOWER 118.5 (1200–0400Z‡) GND CON 121.7 CLNC DEL 121.85

AIRSPACE: CLASS D svc 1200–0400Z‡; other times CLASS G.

VOR TEST FACILITY (VOT) 110.0

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

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

VOR unusable:
- 061°–104° byd 18 NM blo 2,000’
- 271°–060° byd 25 NM blo 2,000’

LAWRENCE (L) DME 112.5 LWM Chan 72 N42°44.43’ W71°05.69’ 208° 18.4 NM to fld. 306. NOTAM FILE LWM.

DME unusable:
- 160°–195° byd 23 NM blo 2,500’

ILS/DME 112.7 I–BED Chan 48(Y) Rwy 11. Class IA. Unmonitored when ATCT clsd.

ILS/DME 112.7 I–ULJ Chan 48(Y) Rwy 29. Class IA. Unmonitored when ATCT clsd.

BERKLEY MYRICKS (1M8) 3 SE UTC–5(–4DT) N41°50.34’ W71°01.59’

73 NOTAM FILE BDR

RWY 09–27: 2466X50 (TURF) 0.3% up NE

RWY 09: Tree.

RWY 27: Trees.

SERVICE: S2 FUEL 100LL

AIRPORT REMARKS: Attended daignt hrs. Wildlife on and invof arpt. Aerial banner pickup and drop ops on and invof arpt.

AIRPORT MANAGER: 508-822-2457

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Providence Apch at 401-738-8945, when Apch clsd ctc Boston ARTCC at 603-879-6859.

BEVERLY RGNL (BVY)(KBVY) 3 NW UTC–5(–4DT) N42°35.05’ W70°54.97’

107 B LRA NOTAM FILE BVY

RWY 16–34: H5001X100 (ASPH–GRVD) S–30, D–55, 2D–103 MIRL 0.5% up NW

RWY 16: MALS. PAPI(P4L)—GA 3.5º TCH 41’. Thld dsplcd 239’. Trees.

RWY 34: REIL.

RWY 09–27: H4755X100 (ASPH–GRVD) S–30, D–114, 2S–145, 2D–180 MIRL 0.4% up E

RWY 09: PAPI(P4L)—GA 3.0º TCH 43’. Tree.


LAND AND HOLD–SHORT OPERATIONS

LDG RWY HOLD–SHORT POINT AVBL LDG DIST

RWY 09 16–34 3450

RWY 16 09–27 4000

SERVICE: S4 FUEL 100LL, JET A, A+ OX 3, 4 LGT Rwy 16 nstd

MALS–800 ft. When twr clsd ACTVT MALS Rwy 16; REIL Rwy 34; PAPI Rwy 16, 09 and 27; MIRL Rwy 09–27 and 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 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

CONTINUED ON NEXT PAGE
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 N42°44.43´ W71°05.69´ 140° 12.3 NM to fld. 306.


LOC/DME 110.5 I–BVY Chan 42 Rwy 16. LOC unusable byd 15º left of course. DME unusable byd 15º left of course.

COM/M/N/W REmARKS: Emerg frequency 121.5 not available at twr. When twr not opn, close flight plan with Boston apch—121.6.

BomDE N41°43.93´ W70°26.48´ NOTAM FILE FMH.

NDb (LOM) 362 FM 235º 5.7 NM to Cape Cod Coast Guard Air Station.
LAND AND HOLD–SHORT OPERATIONS

<table>
<thead>
<tr>
<th>LDG RWY</th>
<th>HOLD–SHORT POINT</th>
<th>AVBL LDG DIST</th>
</tr>
</thead>
<tbody>
<tr>
<td>RWY 04L</td>
<td>15L–33R</td>
<td>5250</td>
</tr>
<tr>
<td>RWY 15R</td>
<td>09–27</td>
<td>6800</td>
</tr>
<tr>
<td>RWY 22L</td>
<td>09–27</td>
<td>6400</td>
</tr>
<tr>
<td>RWY 27</td>
<td>04R–22L</td>
<td>5650</td>
</tr>
</tbody>
</table>

RUNWAY DECLARED DISTANCE INFORMATION

<table>
<thead>
<tr>
<th>RWY 04L</th>
<th>TORA–7864</th>
<th>TODA–7864</th>
<th>ASDA–7864</th>
<th>LDA–7864</th>
</tr>
</thead>
<tbody>
<tr>
<td>RWY 04R</td>
<td>TORA–10006</td>
<td>TODA–10006</td>
<td>ASDA–10006</td>
<td>LDA–8851</td>
</tr>
<tr>
<td>RWY 09</td>
<td>TORA–7001</td>
<td>TODA–7001</td>
<td>ASDA–7001</td>
<td>LDA–7001</td>
</tr>
<tr>
<td>RWY 14</td>
<td>TORA–5000</td>
<td>TODA–5000</td>
<td>ASDA–5000</td>
<td>LDA–5000</td>
</tr>
<tr>
<td>RWY 15L</td>
<td>TORA–2557</td>
<td>TODA–2557</td>
<td>ASDA–2557</td>
<td>LDA–2557</td>
</tr>
<tr>
<td>RWY 15R</td>
<td>TORA–10083</td>
<td>TODA–10083</td>
<td>ASDA–10083</td>
<td>LDA–9202</td>
</tr>
<tr>
<td>RWY 22L</td>
<td>TORA–10006</td>
<td>TODA–10006</td>
<td>ASDA–10006</td>
<td>LDA–8806</td>
</tr>
<tr>
<td>RWY 22R</td>
<td>TORA–7864</td>
<td>TODA–7864</td>
<td>ASDA–7864</td>
<td>LDA–7046</td>
</tr>
<tr>
<td>RWY 27</td>
<td>TORA–7001</td>
<td>TODA–7001</td>
<td>ASDA–7001</td>
<td>LDA–7001</td>
</tr>
<tr>
<td>RWY 32</td>
<td>TORA–5000</td>
<td>TODA–5000</td>
<td>ASDA–5000</td>
<td>LDA–5000</td>
</tr>
<tr>
<td>RWY 33L</td>
<td>TORA–10083</td>
<td>TODA–10083</td>
<td>ASDA–10083</td>
<td>LDA–10083</td>
</tr>
<tr>
<td>RWY 33R</td>
<td>TORA–2557</td>
<td>TODA–2557</td>
<td>ASDA–2557</td>
<td>LDA–2557</td>
</tr>
</tbody>
</table>

ARRESTING GEAR/SYSTEM

<table>
<thead>
<tr>
<th>RWY 04L</th>
<th>EMAS</th>
</tr>
</thead>
<tbody>
<tr>
<td>RWY 15R</td>
<td>EMAS</td>
</tr>
</tbody>
</table>

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

NOISE: Between 0500–1100Z‡ Rwly 15R is preferential night rwy for tfd and Rwly 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 invf arpt. Numerous cranes on and invf arpt. Rwly 14–32 undirectional, no ldgs Rwly 14, no tfks Rwly 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 actf without 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.
CAPE COD (See MARSTON MILLS on page 131)

CAPE COD COAST GUARD AIR STATION (FMH)(KFMH) CG UTC–5(–4DT) NEW YORK
N41º39.55´ H–10J, 11D, 12K, L–33D

Service: Fuel J5 OK 2 LGT Apt cncl sked: dusk–0400Z‡.

Military Remarks: Attended continuously. See FLIP AP/I Supplementary Arpt Information. ANG is only apn cplb of acptg C5at

CAPE COD AIRSPACE: CLASS B See VFR Terminal Area Chart.

COMMUNICATIONS: ATIS 128.425 291.1 GND CON 124.15 275.8

CAPE COD AIRPORT MANAGER: 508-968-6674
WEATHER DATA SOURCES: AWOS–4 508-968–6563

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 TOWER 128.8 (West) 132.225 (East) 124.725 (Helicopters)

PRE TAXI CLNC 121.65 RAMP CTL 134.05

CPDLC (LOGON KUSA)

COMM/NAV/WEATHER REMARKS: DME Channel 40 located 2171´ from stop end Rwy 04R and 260´ left of centerline is common
to Rwy 22L.
CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE MVY.

MARThA's VINEYARD (L) (L) VOR/W/DME 114.5 MVY Chan 92 N41°23.77' W70°36.76' 029° 16.3 NM to fld. 62/15W.

BOMDe NDB (LOM) 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 129)

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 24: REIL. PAPI(F2L)–GA 3.5º TCH 39'. Trees.

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 inov arpt. Be aware of hi–speed mil jet and heavy helicopter tfc invof Cape Cod CGAS. Avoid residential areas as much as possible. Recommended minimum alt 2000' AGL from northeast to southeast of arpt over national seashore. Water ldg area csld 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 (WH) (DH) VOR/W/DME 114.7 LFV Chan 94 N42°01.03' W70°02.23' 190° 19.8 NM to fld. 151/16W.

VOR unusable: 245°–250° byd 40 NM

NAUSET NDB (MHW) 279 CQX N41°41.52' W69°59.26' at fld. 56/16W. NOTAM FILE CQX.

NDB unusable: 220°–280° byd 20 NM

CHESTER N42°17.48' W72°56.96' NOTAM FILE BTV.

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

VOR unusable: 248°–274°

CRANLAND (See HANSON on page 128)
EDGARTOWN

KATAMA AIRPARK (1B2) 2 S UTC–5(–4DT) N41°21.51´ W70°31.47´

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) N41°35.14´ W70°32.42´

NOTAM FILE BDR

RWY 07–25: H2298X40 (ASPH) S–4 LIRL
  RWY 07: Trees. Rgt tfc.
  RWY 25: Trees.

SERVICE: FUEL 100LL, UL94 LGT

AIRPORT REMARKS: Attended 1300–2100Z‡. Wildlife inv of arpt. Watch for pedestrians or animals inv of rwy. Turf around Rwy 07–25 soft after rain. Be aware of hi–speed mil jet and heavy helicopter tfc inv of Cape Cod CGAS. Airport clsd to acft exceeding 5000 lbs published maximum gross weight. Tns ops daytime only. No nght tns tflks or Indgs. No tran student activities, solo or dual at Falmouth Airpark. Full stops only. 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.

RADIO AIDS TO NAVIGATION: NOTAM FILE MVY.

MARTHAS VINEYARD (L) (L) VOR/DME 114.5 MVY Chan 92 N41°23.77´ W70°36.76´ 031º 11.8 NM to fld.

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

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, UL94 LGT Actvt REIL Rwy 14 and 32; PAPI Rwy 14 and 32; MIRL Rwy 14–32—123.0. Rtg bcn not avlb during dalgt IFR conds. Rwy 14 PAPI unusbl byd 5 degs L and R of cntrln.

AIRPORT REMARKS: Attended 1300–2200Z‡. Wildlife on and inv of 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.

RADIO AIDS TO NAVIGATION: NOTAM FILE Fit.

GARDNER (L) (L) VOR/DME 110.6 GDM Chan 43 N42°32.76´ W72°03.49´ 102º 13.3 NM to fld. 1280/14W.

NEW YORK

L–33D IAP

NE, 8 SEP 2022 to 3 NOV 2022
GARDNER MUNI (GDM)(KGDM) 2 SW UTC−5(−4DT) N42°32.99′ W72°00.96′
954 B NOTAM FILE BDR
RWY 18–36: H3000X75 (ASPH) S−25 MIRL 1.0% up N
RWY 36: Trees.
SERVICE: S2 FUEL 100LL LGT ACTIVATE MIRL Rwy 18–36—CTAF.
AIRPORT REMARKS: Attended irregularly. No radio acft on and invof arpt.
Wildlife on and in vcnty of arpt.
AIRPORT MANAGER: 978-852-1331
COMMUNICATIONS: CTAF/UNICOM 122.8
©BOSTON CENTER APP/DEP CON 123.75
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
(L) (L) VOR/DME 110.6 GDM Chan 43 N42°32.76′ W72°03.49′ 097º 1.9 NM to fld. 1280/14W.

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

GENERAL EDWARD LAWRENCE LOGAN INTL (See BOSTON on page 123)

GREAT BARRINGTON
WALTER J KOLADZA (GBR)(KGBR) 2 W UTC−5(−4DT) N42°11.05′ W73°24.19′
739 B NOTAM FILE BTV
RWY 11–29: H2579X50 (ASPH) S−8 LIRL
RWY 11: REIL. Thld dsplcd 170 ′. Trees.
RWY 29: Thld dsplcd 75 ′. Trees.
SERVICE: S4 FUEL 100LL OK LGT Activt REIL Rwy 11; LIRL Rwy 11–29—121.6.
AIRPORT REMARKS: Attended dalgt hrs. Wildlife on and invof arpt. Practice
VFR GPS Rwy 11 not authorized when Rwy 29 is in use for student tfc.
Touch and go ldg not authorized. Rwy 11 lgd thl recld 170′, 2409′ of rwy usbl for ngt ops. Cold temperature airport. Altitude correction
required at or below −20C.
AIRPORT MANAGER: 413-528-1010
©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.
CHESTER (L) (L) VOR/DME 115.1 CTR Chan 98 N42°17.48′ W72°56.96′ 266º 21.2 NM to fld. 1600/13W.
VOR unusable.
248º−274º
HALIFAX

MONPONSET POND SPB (MA6)  2 NW  UTC–5(–4DT)  N42°00.59´ W70°50.59´

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 122.9

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 122.9

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

HARRIMAN–AND–WEST (See NORTH ADAMS on page 134)

HOPEDALE 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 122.8

®YANKEE APP/DEP CON 119.0

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

RADIO AIDS TO NAVIGATION:  NOTAM FILE BDR.

PUTNAM (H) (H) VOR/W/DME  117.4  PUT  Chan 121  N41°57.33´ W71°50.65´ 073°  17.5 NM to fld. 652/14W.

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

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

MASSACHUSETTS

RWY 06–24: H5425X150 (ASPH–GRVD) S–30, D–108

PCN 32 F/A/X/T HIRL


RWY 15–33: H5255X150 (ASPH–GRVD) S–30, D–108

PCN 43 F/A/X/T HIRL


RWY 33: PAPI(P4L)—GA 3.0º TCH 53’. RVR–R Thld dsplcd 150’.

LAND AND HOLD–SHORT OPERATIONS

LDG RWY HOLD–SHORT POINT AVBL LDG DIST

RWY 15 06–24 4150

RWY 24 15–33 4650

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA–5425 TODA–5425 ASDA–5425 LDA–5019

RWY 15: TORA–5255 TODA–5255 ASDA–5255 LDA–5255


RWY 33: TORA–5255 TODA–5255 ASDA–5255 LDA–5105

ARRESTING GEAR/SYSTEM

RWY 24: EMAS

SERVICE: 54 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 ops prohibited btn 0200–1059Z‡ PPR by AMGR.

AIRPORT REMARKS: Attended continuously. Birds, coyotes on and invof arpt. AVGAS unavailable btn 0000Z‡ and 1100Z‡ daily. Call Griffin aft hrs 508–367–2140. Clsd to unskd acr ops with more than 9 pax seats 0500–1100Z‡ excp 1 hr PPR AMGR 508–760–7770. Be aware of high–spd mil jet & hvy hel tft vcty 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 lgt. 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 btt 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 119.5 ATIS 123.8 (508) 778–1143 UNICOM 122.95

BOSTON CONSOLIDATED TRACON APP/DEP CON 118.2 (1000–0500Z)

BOSTON CENTER APP/DEP CON 128.75 (0500–1000Z)

HYANNIS TOWER 119.5 (1100–0300Z) GND CON 118.45 CLNC DEL 125.15 120.125 (when twr clsd)

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

RADIO AIDS TO NAVIGATION: NOTAM FILE MVY.

MARTHAS VINEYARD (L) (L) VOR/DME 114.5 MVY Chan 92 N41°23.77’ W70°36.76’ 057º 22.2 NM to fid. 62/15W.

ILS/DME 108.95 I–BCU Chan 26(Y) Rwy 15. Class IB. Unmonitored when ATCT clsd.


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

KATAMA AIRPARK (See EDGARTOWN on page 126)

LAURENCE G HANSCOM FLD (See BEDFORD on page 120)
LAWRENCE MUNI (LWM) (KLWM) 2E 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. PAP(P4R)—GA 3.0º TCH 55’.


RWY 14–32: H3654X100 (ASPH) S–30, D–34, 2D–53 MIRL

0.7% up SE

RWY 32: REIL. PAP(P4L)—GA 4.0º TCH 32’. Thld dsplcd 80’.

Trees.

SERVICE: S4 FUEL 100LL, JET A, A+ LGT ACTVT REIL Rwys 05, 23 and 32, PAPI Rwys 05, 23 and 32, HIRL Rwys 05–23, MIRL Rwys 14–32—CTAF.

AIRPORT REMARKS: Attended 1200Z‡–0300Z‡. Wildlife on and inv of arpt. Use reasonable efforts to maintain manufacturer’s recommended best rate of climb. Cld tcf 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 (ADCSUS) available.

AIRPORT MANAGER: 978-794-5880

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

COMMUNICATIONS: CTAF 119.25 ATIS 126.75 UNICOM 122.8

® BOSTON APP/DEP CON 124.4

TOWER 119.25 (1200–0300Z‡) GND CON 124.3 CLNC DEL 124.3 12w.15 (When twr clsd)

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

RADIO AIDS TO NAVIGATION: NOTAM FILE LWM.

(U) DME 112.5 LWM Chan 72 N42°44.43’ W71°05.69’ 222° 1.9 NM to fld. 306.

DME unusable: 160°–195° byd 23 NM blo 2,500’ ILS 111.7 I–LWM Rwys 05. Class IB. ILS unmtd when ATCT clsd.

MANSFIELD MUNI (1B9) 2SE UTC–5(–4DT) N42°00.05’ W71°11.88’

123 B NOTAM FILE BDR

RWY 14–32: H3500X75 (ASPH) S–26 MIRL

RWY 14: Thld dsplcd 509’. Trees.

RWY 32: PAPI(P4L)—GA 4.0º TCH 38’. Thld dsplcd 237’. Trees.

RWY 04–22: 2059X100 (TURF) 0.3% up NE

RWY 04: Trees.

RWY 22: Trees.

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

AIRPORT REMARKS: Attended Apr–Nov 1300Z‡–dusk, Dec–Mar 1400–2200Z‡. Deer on & inv of arpt. Turf strip clsd winter months & aft hvy rains. No touch and go ldgs 0200–1300Z‡. On dep Rwy 32 turn L to 290 degs. No R turns on dep fm Rwy 32 til 1,000 ft MSL. On dep Rwy 14 no L turns til 824 ft MSL.

AIRPORT MANAGER: (508) 339-3001

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.5 (BRIDGEPORT RADIO)

® 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.

PUTNAM (H) (H) VOR/DME 117.4 PUT Chan 121

N41°57.33’ W71°50.65’ 098º 29.0 NM to fld. 652/14W.

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

MARCONI N42°01.03’ W70°02.23’ NOTAM FILE BDR.

(VH) (DH) VOR/DME 114.7 LFV Chan 94 308º 8.8 NM to Provincetown Muni. 151/16W.

VOR unusable: 245º–250º byd 40 NM

RCO 122.2 (BRIDGEPORT RADIO)
MARSHFIELD MUNI – GEORGE HARLOW FLD  (GHG)(KGHG)  2 E  UTC–5(–4DT)  N42°05.85’
W70°40.38’

B  NO TAM 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+  OX

AIRPORT REMARKS:
Attended 1300Z–dusk. Birds, deer and wildlife on
and inof arpt. Fll training activity. After hrs service by request.
Airfield sfc conds not mnt and snow removal not guaranteed btt
1930–0900 EST++.  

AIRPORT MANAGER: 781-834-4928

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

AIRPORT REMARKS:
Attended dalgt hrs. Parachute jumping on fld. Be aware of hi–speed military jet and heavy helicopter tfc
vicinity of Cape Cod CGAS. Be alert for radio control airplanes NE corner afld. PPR for Rwy 05–23 ops. Banner tow ops
in progress Jun thru Aug north side of afld. Glider tow ops during dalgt hrs. Rwy 35 also has trees. Helicopter ops ctc arpt
manager for arpt procedures/parking.

AIRPORT MANAGER: 508-428-8732

COMMUNICATIONS: CTAF/UNICOM 122.8

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

TURNERS FALLS (0B5) 3 N UTC–5(–4DT) N42°35.50’ W72°31.38’

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 N42º32.76’ W72º03.49’ 292º 20.8 NM to fld. 1280/14W.

MYRICKS (See BERKLEY on page 121)

NANTUCKET MEML (ACK)(KACK) 3 SE UTC–5(–4DT) N41°15.18’ W70°03.59’

B ARFF Index—See Remarks NOTAM FILE ACK

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

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

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

RWY 15–33: H4500X100 (ASPH) S–60, D–85, 2S–108, 2D–155

PCN 37 FA/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 ABVL 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 inovf 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 unsked acr ops with more than 9 pax seats. Call AMGR 508–325–5300. Twp F rstrd to sml acft 12,500 lbs or less. Twp G btm Twp H & Twp E runup pad for Rwy 24 rstrd to actvt wingspan 94 ft or less when twr clsd. Twp G btm Twp H & secure coml ramp rstrd to actvt wingspan 78 ft or less. Twp F btm Twp B & Twp 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

CONTINUED ON NEXT PAGE
WEATHER DATA SOURCES: ASOS (508) 325–6082 LAWRS.
COMMUNICATIONS: CTA F 118.3 ATIS 127.5 (508) 228–5375 UNICOM 122.95
RCO 122.1R 116.2T (BRIDGEPORT RADIO)
® 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:
NAUSET N41º41.52´ W69º16.91´ 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´
97 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 NA
RWY 05: MALS R. RVR–T Tree.
RWY 23: MALS R. PAPI(P4L)–GA 3.0º TCH 46´. RVR–R Thld dp 400´ 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: REL. PAPI(P4L)–GA 3.5º TCH 50´. Trees.
SERVICE: S4 FUEL 100LL, JET A OX 3, 4 LGT When twr clsd
ACTIVATE MALS Rwy 05 and Rwy 23, REIL Rwy 32, HIRL Rwy 05–32, 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 inof arpt. Ldg fees for acft over 5,500 lbs. Arpt clsd to non sked acft with more than 31 pax exc 48 hr PPR 508–991–6161. Flight Notification Service (ADCUS) available.

AIRPORT MANAGER: (508) 991-6161
WEATHER DATA SOURCES: ASOS 126.85 (508) 992–0195. LAWRS.
COMMUNICATIONS: CTA F 118.1 ATIS 126.85 (508) 994–6277 UNICOM 122.95
® PROVIDENCE APP/DEP CON 128.7 (Sun–Fri 1030–0530Z‡, Sat 1030–0500Z‡) other times ctc BOSTON CENTER APP/DEP CON 124.85
TOWER 118.1 (1130–0300Z‡) GND CON 121.9
CLEARANCE DELIVERY PHONE: For CD when Apch clsd ctc Boston ARTCC at 603-879-6859.

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

RADIO AIDS TO NAVIGATION: NOTAM FILE PVD.
PROVIDENCE (H) (H) VOR/DME 115.6 VOR portion unusable:
085º–105º byd 12 NM bly 5,500’
085º–105º byd 8 NM bly 3,000’
106º–294º byd 30 bly 3,000’
295º–330º byd 30 bly 6,000’
331º–084º byd 30 bly 3,000’
DME portion unusable:
085º–105º byd 12 NM bly 5,500’
085º–105º byd 8 NM bly 3,000’
106º–152º byd 11 NM bly 2,000’
106º–152º byd 20 NM bly 4,000’
153º–294º byd 30 NM bly 3,000’
295º–330º byd 30 bly 6,000’
331º–084º byd 30 bly 3,000’
ILS/DME 109.7 I–EWB Chan 34 Rwy 05. Unmonitored when ATCT clsd. Autopilot cpd apch blw 470´ na. Localizer backcourse unusable 15º left and r of course; byd 12 NM. Backcourse DME unusable 15º left and r of course; byd 12 NM.
**NEWBURYPORT**

**PLUM ISLAND** (2B2)  1 SE  UTC–5(–4DT)  N42°47.72′ W70°50.37′

11  NOTAM FILE BDR

**RWY 14–32:**  2300X100 (TURF)

RWY 14:  Trees.

RWY 32:  Trees.

RWY 10–28:  H2105X50 (ASPH)  S–B

RWY 10:  Trees.

RWY 28:  Thld dsplcd 300′. Fence.

**SERVICE:**  S4  FUEL  100LL


**AIRPORT MANAGER:**  978-463-4222

**COMMUNICATIONS:**  CTAF/UNICOM 123.0

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

---

**NORTH ADAMS**

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

654  B  NOTAM FILE AQW

**RWY 11–29:**  H4300X100 (ASPH)  S–25  MIRL

RWY 11:  Thld dsplcd 500′. Trees.

RWY 29:  Thld dsplcd 100′. Bldg. Rgt tfc.

**SERVICE:**  S4  FUEL  100LL, JET A  OX 3  LGT ACTIVATE MIRL Rwy 11–29—CTAF.

**AIRPORT REMARKS:**  Attended 1300–2130Z‡. Aft hrs/emerg, ctc amgr prim 413–207–2020 or 802–823–4639. Wildlife on and invof arpt. Extsw glider ops dawn–dusk sfc–18,000’ year round; primarily weekends and hols. Mt ranges 9100 ft N at 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

**CLEARANCE DELIVERY PHONE:**  For CD ctc Albany Apch at 518-862-2299.

---

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

121  B  NOTAM FILE BTV

**RWY 14–32:**  H3335X50 (ASPH)  S–7.5  MIRL

RWY 14:  PAPI(P4L)—GA 4.5° 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 invof arpt May–Oct. Fuel is 24 hr self–serve. Arpt clsd to acft and hel crtfyd 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

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

---

**NEW YORK**

**NE, 8 SEP 2022 to 3 NOV 2022**
NORWOOD MEML (OWD)(KOWD)  2 E  UTC–5(–4DT)  N42º11.43´ W71º10.38´
49 B NOTAM FILE OWD
RWY 17–35: H4007X100 (ASPH–GRVD) S–58, D–69, 2S–88 MIRL
RWY 17: PAPI(P4R)—GA 3.0° TCH 40´. Trees.
RWY 35: MALSF. PAPI(P4L)—GA 3.0° TCH 40´. Rgt tftc.
RWY 10–28: H3995X75 (ASPH) S–58, D–69, 2S–88

LAND AND HOLD–SHORT OPERATIONS
LDG 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 4 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 invof 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 tftc for touch and go ldg only. Gate 2 taxilane limited to acft with wingspans of 50’ or less. Gate 3 taxilane limited to acft with wingspans of 45’ or less. Ldg fees for transient fixed–wing acft with more than 5000 lbs max tolg, as well as transient hels regardless of weight.

AIRPORT MANAGER: 781-255-5615

WEATHER DATA SOURCES: ASOS

COMMUNICATIONS: CTAF 126.0

ORANGE MUNI (ORE)(KORE)  1 SE  UTC–5(–4DT)  N42º34.20´ W72º17.31´
556 B NOTAM FILE ORE
RWY 01–19: H5001X75 (ASPH) S–25 MIRL 0.4% up S
RWY 01: Thld dsplcd 101´. Trees.
RWY 19: Thld dsplcd 800´. Trees.
RWY 14–32: H4800X75 (ASPH) S–25 MIRL 0.4% up SE
RWY 14: Trees.
RWY 32: Thld dsplcd 1290´. Trees.

SERVICE: S4 FUEL 100LL, JET A LGT Dusk–Dawn. ACTVT MIRL Rwy 01–19 and 14–32—CTAF.


AIRPORT MANAGER: 978-544-8189

WEATHER DATA SOURCES: ASOS

COMMUNICATIONS: CFAF/UNICOM 122.8

GARDNER (L) (U) VOR/DME 110.6 GDM Chan 43 N42º32.76´ W72º03.49´ 292° 10.3 NM to fld. 1280/14W.
PITTSFIELD MUNI  (PSF)(KPSF)  2 W  UTC–5(–4DT)  N42°25.66' W73°17.45'
1188  B  LRA  NOTAM FILE PSF
RWY 08–26: H5791X100 (ASPH–GRVD)  S–44, D–54  PCN 43 F/D/X/T
MIRL  1.0% up W
RWY 08: Trees.
RWY 26: REIL, PAPI(P4L)—GA 3.0° 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 Rwy 08–26 and 14–32—CTAF.

AIRPORT REMARKS:  Attended 1200–2000Z‡. Birds & wildlife on & invof arpt. Airfield sfc cond not mnt and snow removal not guaranteed btt 2000–1200Z‡. 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). All actv use Twy A, C & D for Rwy 08–26. Twy A use ltd to acft with wingspan less than 79 ft. Aft 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
ALBANY APP/DEP CON 132.825
® BOSTON CONSOLIDATED TRACON APP/DEP CON 118.2 (1000–0500Z‡)
® BOSTON CENTER APP/DEP CON 128.75 (0500–1000Z‡)
CLNC DEL 127.75

CLEARANCE DELIVERY PHONE:  For CD ctc Albany Apch at 518-862-2299.

RADIO AIDS TO NAVIGATION:


PLUM ISLAND  (See NEWBURYPORT on page 134)

PLYMOUTH MUNI  (PYM)(KPYM)  4 SW  UTC–5(–4DT)  N41°54.52' W70°43.66'
148  B  NOTAM FILE PYM
RWY 06–24: H4350X75 (ASPH)  S–25, D–64  MIRL  0.3% up NE
RWY 06: MALSF, PAPI(P4L)—GA 3.0° TCH 40°. Trees.
RWY 24: REIL, PAPI(P4L)—GA 4.0° 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 3.0° 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
® BOSTON CONSOLIDATED TRACON APP/DEP CON 118.2 (1000–0500Z‡)
® BOSTON CENTER APP/DEP CON 128.75 (0500–1000Z‡)
CLNC 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.

CONTINUED ON NEXT PAGE
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
MARCONI (VH) (DH) VOR/DME 114.7 LFV Chan 94 N42°01.03’ W70°02.23’ 274° 31.6 NM to fld. 151/16W.
VOR unusable:
245°-250° byd 40 NM
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’

RWY 07–25: H3502X100 (ASPH) S–25 HIRL
SERVICE: FUEL 100LL LGT Activ MALSF Rwy 07; REIL Rwy 25; PAPI Rwy 07 & 25; HIRL Rwy 07–25—122.85.
AIRPORT REMARKS: Attended May–Oct, daigt hrs, Nov–Apr, Mon–Sat
AIRPORT MANAGER: 508-487-0241
COMMUNICATIONS: CTAF/UNICOM 122.8

SOUTHBRIDGE MUNI (3B0) 2 N UTC–5(–4DT) N42°06.07’ W72°02.33’

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: 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

NEW YORK
COPTER
L–33D
IAP

NE, 8 SEP 2022 to 3 NOV 2022
SPENCER (60M) 2 NE UTC–5(–4DT) N42°17.43’ W71°57.88’
1043 TPA—1843(800) NOTAM FILE BDR
RWY 01–19: H1898X50 (ASPH) LIRL
RWY 01: Trees.
RWY 19: Trees.
SERVICE: LGT ACTVT LIRL RWY 01–19—CTAF.
AIRPORT REMARKS: Apt is currently unatndd. Attended Mon–Sat 1400–2300Z‡.
AIRPORT MANAGER: 508-344-8930
COMMUNICATIONS: CTAF/UNICOM 123.0
CLEARANCE DELIVERY PHONE: For CD ctc Yankee Apch at 860-386-3597

STERLING (3B3) 2 SW UTC–5(–4DT) N42°25.56’ W71°47.57’
459 B NOTAM FILE BDR
RWY 16–34: H3086X40 (ASPH) S–8 LIRL(NSTD) 0.3% up N
RWY 16: Thld dspcld 150’. Trees.
RWY 34: Thld dspcld 500’. Tree.
SERVICE: S2 FUEL 100LL LGT ACTIVATE LIRL Rwy 16–34 and rotating bcn—CTAF.
AIRPORT MANAGER: 978-422-8860
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Yankee Apch at 860-386-3597
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
GARDNER (L) VOR/DME 110.6 GDM Chan 43 N42°32.76’ W72°03.49’ 135º 13.8 NM to fld. 1280/14W.

STOGE
N42°07.18’ W71°07.71’ 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) N42°27.62’ W71°31.08’
280 B TPA—See Remarks NOTAM FILE BDR
RWY 03–21: H3110X48 (ASPH) S–12.5 LIRL
RWY 03: Hill.
RWY 21: REIL. PAPI(P2L)—GA 3.5º 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 MANAGER: 978-897-3933
COMMUNICATIONS: CTAF/UNICOM 122.8
® BOSTON APP/DEP CON 124.4
CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5552.
RADIO AIDS TO NAVIGATION: NOTAM FILE MHT.
MANCHESTER (L) VOR/DME 114.4 MHT Chan 91 N42°52.11’ W71°22.17’ 210º 25.3 NM to fld. 470/15W.

TANNER–HILLER (See BARRE/BARRE PLAINS on page 120)
MASSACHUSETTS

TAUNTON MUNI – KING FLD (TAN) (KTAN) 3 E UTC–5(–4DT) N41º52.47´ W71º00.98´

42 B NOTAM FILE TAN

RWY 12–30: H3500X75 (ASPH) S-21 MIRL

RWY 12: Trees.

RWY 30: REIL, PAPI(P4R)–GA 4.0º TCH 45º, Trees.

RWY 04–22: 1900X60 (TURF–GRVL)

RWY 04: Trees.

RWY 22: Trees.

SERVICE: S4 FUEL 100 LL 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 invof arpt and rwy. Rwys 04–22 surface rough and loose stones. Avoid flying over the elementary school at DER 30. Helicopters avoid overflight of densely populated areas west and south of arpt.

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 1030–050Z‡, 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 bll 5,500´

085º–105º byd 8 NM bll 3,000´

106º–294º byd 30 bll 3,000´

295º–330º byd 30 bll 6,000´

331º–084º byd 30 bll 3,000´

DME portion unusable:

085º–105º byd 12 NM bll 5,500´

085º–105º byd 8 NM bll 3,000´

106º–152º byd 11 NM bll 2,000´

106º–152º byd 20 NM bll 4,000´

153º–294º byd 30 NM bll 3,000´

295º–330º byd 30 bll 6,000´

331º–084º byd 30 bll 3,000´

TURNERS FALLS (See MONTAGUE on page 132)

NEW YORK

L–33

IAP

NE, 8 SEP 2022 to 3 NOV 2022
VINEYARD HAVEN

MARTHA’S VINEYARD (MVY) 3 S  N41º23.61’ W70º36.83’

67 B ARFF Index—See Remarks  NOTAM FILE MVY

RWY 06–24: H5504X100 (ASPH—GRVD)  S–65, D–108, 2S–137,
2D–185 PCN 29 F/A/X/T HIRL
  RWY 24: MALSР. PAPI(P4R)—GA 3.0º TCH 52’, РVR–Т Рgt 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 MALSР
Rwy 24; REIL Rwy 33; HIRL Rwy 06–24; MIRL Rwy 15–33—CTAF.

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

AIRPORT REMARKS: Attended continuously. Class I, ARFF Index B. 24 hr
PPR for unskd acr ops with more than 9 пax seats call AMGR
508–693–7022. Rwy 15–33 not avbl for skedd acr ops more than 9
pax seats or unskd 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 CON 133.75 (1000–0500Z)
CLNC DEL 119.7 (When twr clsd)
© BOSTON CENTER APP/DEP CON 128.75 (0500–1000Z).
  VINEYARD TOWER 121.4 (May 15–Oct 31 1100–0300Z‡, Nov 1–May 14 1200–2200Z‡)
  GND 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) VOR/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 127)

WESTFIELD–BARNES RGNL  (See WESTFIELD/SPRINGFIELD on page 141)
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/B/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 ´.

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

OX 1, 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 VGS unusbl byd 4 NM.

MILITARY—A–GEAR Req thru twr dur twr opr hr, when twr clsd req thru ANG CP, Whip on UHF 309.0. Rwy 02–20, mil actr arst barriers may fail in the up posn. Verify status of barriers prior to ldg. Utilize Rwy 15–33 max extent at ngt or when twr clsd.

FUEL  A, (C413–562–4999, Avbl 1200–0200Z‡; OT PPR 413–627–9901, $75 callout fee) (NC–100LL)  FLUID  SP PRESAIR LPOX LOX  OIL 0–148 (Mil) SOAP

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

AIRPORT REMARKS:  Attended 1200–0000Z‡. Birds and other wildlife on and invof arpt. Fuel avbl 1200–0000Z‡; svc aft 0000Z‡. Severe downdraft AER 33 when wind northwest in excess of 15 kts. Rwy 15–33 not avbl for skedd acr ops more than 9 px seats or unskd acr ops at least 31 px seats. Twy G clsd to civ ops. Be aware wing tip clearance south runup/D–arm pad twy centerline markings for F–15 actr only. TPA–1300 (1029) tgt actr, 1800 (1529) hvy and mil actr. Expct mil ovhd and clsd pat tfc. PPR 24 hr for acr ops with more than 9 px–AMGR. Jet actr starting units avbl. Rwy 02–20 military actr arst barriers may fail in the up posn. Sml GA acr op should use ctn, spcly at ngt, and if poss cfm the actual sts 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 blo –21C. Ldg fee for coml, corporate; acft ovr 7500 lbs. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER: (413) 572-6275

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

COMMUNICATIONS: CTAF 118.9 ATIS 121.7 413–572–4561

® YANKEE APP/DEP CON 125.35 CLNC DEL 121.7 (0300–1200Z‡)

WESTFIELD TOWER 118.9 (1200–0300Z‡) GND CON 121.7

CLEARENCE 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) (L) VORTAC (L) 113.0  BAF  Chan 77  N42°09.72´ W72°42.97´ at fld. 267/14W.

VORTAC unusable:

310º–340º byd 25 NM blo 6,500’

VOR unusable:

249º–260º byd 10 NM blo 10,000’

ILS 111.9  I–BAF  Rwy 20.  Class I A.

Unmonitored when ATCT clsd. LOC unusbl byd 25º left and r of course.
WESSTVER ARB/METRO (CEF) (KCEF) MIL/CIV AF 3 NE UTC-5(-4DT) N42°11.64’

241 B TPA—See Remarks Class IV, ARFF Index A NOTAM FILE CEF

Rwy 05-23: H11597X300 (ASPH) 2S-175, C5-840 PCN 37 F/AWT HIRL

Rwy 05: ALSF1. PAPI(P4L)—GA 3.0’ TCH 72’. RVR-T Thld displaced 1202’. Rgt tfc.

Rwy 23: ALSF1. PAPI(P4L)—GA 3.0’ TCH 64’. RVR-T

Rwy 15-33: H7085X150 (ASPH) PCN 21 R/C/W/T HIRL


SERVICE: FUEL 100LL, JET A LGT

When ATCT clsd actvt ALSF1 Rwy 05 & 23; PAPI Rwy 05, 15, 23 & 33; HIRL Rwy 05-23 & Rwy 15-33—CTAF. Arpt bcn opr dusk–0400Z‡. Airfield lgts not avbl 0400–1200Z‡. Dalgt turned on when airfield is IFR. PCL only auth with 5 hr PPR to metro FBO. Rwy 23 PAPI unusbl byd 6 deg R. PAPI all rwy provides proper TCH for hgt GP4 acft only. PAPI off dur op rpr periods of no tfc. Rwy 05 ALSF–1 SFL portion OTS UFN. TRAN ALERT Fleet svc for tran acft unavbl wkend and M–F 2030-0400Z‡ without prior apvl fr AMOPS DSN 589–2951. CTC DSN 589–2951 for availability.

AIRPORT REMARKS: Attended 1200–0400Z‡. Fuel opr hrs 1200–0400Z‡ wkdays, 1200–2000Z‡ Sat–Sun exc hol. VMC dep acft remain at or blo 1000’ until past departure end of rwy to ensure separation from VFR overhead and clsd pat tfc. Strobe lgt 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 tcf bio 10,000’ along river and highway 5 NM southwest of afld. Lgt acft tcf, hang glider oprs and hot air ballooning activity along river west and northwest of arpt. Westover ARB is a joint-use afld. IFR tfok & landing min as prescribed by USAF reg apply, call FBO mgr at C413–593–5543 for clarification. Civ tmrg ltd to low apchs only; TPA rectangular tcf 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 acft opr rstd dur Bird Watch Conditions Moderate (tfk or ldg permissions only when dep/arr rte avoid identified bird activity, no icl tcf pat activity) and Severe (tfk and ldg prohibited without O/G/CC apvl), ctc PTD/ATIS for current Bird Watch Condition Code. Civ tcf pd to low apchs only. Civ pilots are reminded to check mil NOTAMS by visiting the Federal NOTAM System (FNS) Website (https://NOTAMS.AIM.FAA.GOV/NOTAMSEARCH/) or contacting flight service. Aft hrs dep/arr 24 hr PPR notice 413–593–5543. CAUTION VMC departing acft remain at or blo 1000’ until past departure end of rwy to ensure separation from VFR overhead and clsd pat tcf. Strobe lgt lcct at stacks 4000’ left Rwy 23 thld, ocnl steam cloud. Unctld vehicular tcf on ramps and twys. Potential for hydroplaning after any precipitation. Ponding at int Rwy 05–23 and Rwy 15–33 measured in 1/10th inches. See NOTAMs for KCEF. Heavy VFR tcf blo 10,000’ along river and highway 5 NM SW afld. Lgt acft tcf, hang glider ops and hot air ballooning activity along river West and NW afld. Extv hang glider and glider in the Mt. Greylock area aprx 45 NM NW of fld. Unlighted obst west side Rwy 05 clearance zone. Eastside pad 19, pad 33 and Twy L do not have paved shoulders. TFC PTP TPA rectangular lgt acft 1000’, large/heavy acft 2000’, overhead 2500’. CSTMS/AG/IMG Pilot must arng crwt 860–292–1314. AIRPORT MANAGER: 413-593-5543

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

® YANKEE APP/DEP CON 125.35 281.5

TOWER 134.85 348.75 (1200-0400Z‡) GND CON 118.35 275.8

COMD POST 439 AW (CASINO ROYALE) 252.1 (Opr 24 hrs)

PMSV METRO 274.75 Full svc 1100-0400Z‡, DSN 589–2879, other times ctc 15 OWS DSN 576–9755. Ngt obstrn ltd due to hi intst scy lghts. Afd wx is mnt by AN/FMQ-9. Automated obs are qly tcf for accuracy durg ATC flying hrs.

CLEARANCE DELIVERY PHONE: When ATCT clsd, for CD ctc Bradley Apch 860-386-3580.

AIRSPACE: CLASS D svc 1200–0400Z‡; other times CLASS G.

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

(T) TACAN Chan 87 CEF (114.0) N42°11.85’ W72°31.58’ at fld. 240/14W.  
No NOTAM MP 1100–1500‡ Fri  
TACAN AZIMUTH unusable: 001°–089° byd 35 NM blo 7,000’ 090°–110° blo 8,000’ 111°–180° byd 20 NM blo 7,000’ 220°–240° byd 24 NM blo 4,000’ 305°–320° byd 15 NM blo 4,000’  
DME unusable: 001°–089° byd 20 NM blo 7,000’ 090°–110° blo 8,000’ 111°–180° byd 20 NM blo 7,000’ 220°–240° byd 24 NM blo 4,000’ 305°–320° byd 15 NM blo 4,000’  
BARNES (L) (L) VORTACW 113.0 BAF Chan 77 N42°09.72’ W72°42.97’ 091° 8.3 NM to fld. 267/14W. NOTAM FILE BAF.  

VORTAC unusable: 310°–340° byd 10 NM blo 10,000’  
VOR unusable:  

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 1400–1600‡.  

WORCESTER RGNL (ORH)(KORH) 3 W UTC–5(–4DT) N42°16.03’ W71°52.54’ 

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 LDR LDR  

RWY 15: REIL. VASI(V4L)—GA 3.6º TCH 42’. Antenna.  

RWY 33: REIL. PAPI(P4L)—GA 3.0º TCH 40’  

RUNWAY DECLARED DISTANCE INFORMATION  

RWY 11: TORA–7001 TODA–7001 ASDA–7001 LDA–7001  

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

RWY 29: TORA–7001 TODA–7001 ASDA–7001 LDA–7001  

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

ARRESTING GEAR/SYSTEM  

RWY 11: EMAS  

RWY 29: EMAS  

SERVICE: S4 FUEL 100LL, JET A LGT Actvl REIL Rwy 15, 29 and 33; HIRL Rwy 11–29; MIRL Rwy 15–33—CTAF. Rwy 11 ALSF–2 becomes SSALS preset on med intst only when twr clsd. Rwy 15 VASI unubl byd 9º left of crs.  

AIRPORT REMARKS: Attended continuously. Wildlife and birds on and inof arpt. Use ctn for arpt vehicles mnt CTAF and operg on arpt durg non twr hrs. Rwy guard lgts installed on all bwy to rey intersections, Rwy 11–29 only. EMAS 170’ wide, 154’ length located at DER 11. EMAS 170’ wide, 300’ length located at DER 29. Ldg fee for multi-eng actf and lrgr. Flight Notification Service (ADCUUS) available. 2 hours advance notice for customs.  

AIRPORT MANAGER: 508-849-5550  

CONTINUED ON NEXT PAGE

NEW YORK  

H–10I, 11D, 12K, L–33C, 34J IAP, AD

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 LDR LDR

RWY 15: REIL. VASI(V4L)—GA 3.6º TCH 42’. Antenna.

RWY 33: REIL. PAPI(P4L)—GA 3.0º TCH 40’

RUNWAY DECLARED DISTANCE INFORMATION

RWY 11: TORA–7001 TODA–7001 ASDA–7001 LDA–7001

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

RWY 29: TORA–7001 TODA–7001 ASDA–7001 LDA–7001

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

ARRESTING GEAR/SYSTEM

RWY 11: EMAS

RWY 29: EMAS

SERVICE: S4 FUEL 100LL, JET A LGT Actvl REIL Rwy 15, 29 and 33; HIRL Rwy 11–29; MIRL Rwy 15–33—CTAF. Rwy 11 ALSF–2 becomes SSALS preset on med intst only when twr clsd. Rwy 15 VASI unubl byd 9º left of crs.

AIRPORT REMARKS: Attended continuously. Wildlife and birds on and inof arpt. Use ctn for arpt vehicles mnt CTAF and operg on arpt durg non twr hrs. Rwy guard lgts installed on all bwy to rey intersections, Rwy 11–29 only. EMAS 170’ wide, 154’ length located at DER 11. EMAS 170’ wide, 300’ length located at DER 29. Ldg fee for multi-eng actf and lrgr. Flight Notification Service (ADCUUS) available. 2 hours advance notice for customs.

AIRPORT MANAGER: 508-849-5550

CONTINUED ON NEXT PAGE
WEATHER DATA SOURCES: ASOS (508) 795–7546
COMMUNICATIONS: CTA F 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.

RA D TEST FACILITY (VOT) 108.2

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 12° left
of course; byd 13 NM; byd 25° right of course.

ILS/DME 110.9 I–EKW Chan 46 Rwy 29. Class IB. Unmonitored when ATCT clsd. Glideslope unusable for coupled
apchs blo 1,266’ MSL. LOC unusable byd 25° left and byd 25° right of course.

COMM/NAV/WEATHER REMARKS: Durg sn removal ops, 30 min PPR, freq 120.50 during twr hrs, freq 119.0 during non twr hrs
or call 508–799–1325. Tsnt act ctc FBO on 122.95 for svc.
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. Use NOTAMS for ice rwy conds. Rwy 01W thld approx 100 ft NE of floating bandstand. All seaplane tksfs and ldsgs must be N of the bandstand. All tvl S of the bandstand must not exceed headway spd. Rwy 01W–19W P–line marked with orange balls 1000´ south of thld at south end, less than 30´ height along roadway. For seaplane prkg and ice rwy conds call AMGR (603) 455–7817. Tkof and Idg using Rwy 19W prohibited Jan–Mar.
AIRPORT MANAGER: 603-545-2315
COMMUNICATIONS: CTA/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, 2S–104, 2D–140
HIRL 0.5% up N
RWY 18: REIL. PAPI(P4L)—GA 3.5º TCH 65´. Trees.
RWY 36: REIL. Trees.
SERVICE: S2 FUEL 100LL, JET A LGT ACTVT REIL Rwy 18 and 36, PAPI Rwy 18, HIRL Rwy 18–36—CTAF.
AIRPORT MANAGER: 603-449-2168
WEATHER DATA SOURCES: AGOS 135.175 (603) 449–3328.
COMMUNICATIONS: CTA/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.
DME unusable: 080º–125º b10 10,000´
188º–198º b10 10,000´
275º–292º b10 10,000´

BOIRE FLD (See NASHUA on page 154)

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 unrdb. Rwy 21 rwy designator and cntrln unrdb.
AIRPORT MANAGER: 603-744-8334
COMMUNICATIONS: CTAF 122.9 CLEARANCE DELIVERY PHONE: For CD ctc Boston Apch at 603-594-5552.
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. PAP(P2L)—GA 4.0º TCH 31´. Trees.

SERVICE:  S2  FUEL 100LL  LGT  Rotg bcn dcitet 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:

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. NOTAM FILE LEB,

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

COLEBROOK

GIFFORD FLD  (4C4)  1 SW UTC–5(–4DT)  N44º53.25´ W71º30.46´

1017  NOTAM FILE BGR
RWY 04–22: 2423X60 (TURF)  0.5% up NE
RWY 04: Thld dsplcd 433´. Trees.
RWY 22: Road.

AIRPORT REMARKS: Unattended. Rwy 04–22 CLOSED Nov–May exc ski acft. Call 603–237–4914 for afld conditions. Rwy 04–22 strip soft in spring. DT wet areas all year. Road traverses rwy 425´ from Rwy 04 thld. Rwy 04 edges and ends marked with yellow cones. Rwy 04 dsplcd thld marked with three yellow cones aligned perpendicular to each rwy edge. 7´ crops immediately west of rwy dur summer. Rwy 22 edges and ends marked with yellow cones.

AIRPORT MANAGER: 603 237-4914

COMMUNICATIONS: CTAF/UNICOM 122.8

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

NE, 8 SEP 2022 to 3 NOV 2022
NEW HAMPSHIRE

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(4PL)—GA 3.0º TCH 50’. Thld dispcl 641’. Tree.
RWY 12–30: H3200X75 (ASPH) S–30 MIRL
RWY 12: PAPI(2PL)—GA 3.3º TCH 52’. Trees.
RWY 30: Trees.

SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE MALS Rwy 35, HIRL Rwy 17–35, MIRL Rwy 12–30—CTAF. MILITARY—FUEL J8(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:
(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 blo 8,000’
190º–210º byd 12 NM blo 4,000’
318º–326º byd 30 NM blo 12,000’

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

EPSOM NDB (LOM) 216 CO N43°07.13’ W71°27.16’ 355º 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 149)

DILLANT/HOPKINS (See KEENE on page 150)

EPSOM N43°07.13’ W71°27.15’ NOTAM FILE CON.
NDB (MWH/LOM) 216 CO 353º 5.5 NM to Concord Muni. 355/16W.

NDB unusable:
Byd 20 NM

ERROL (ERR)(KERR) 1 NW UTC–5(–4DT) N44°47.53’ W71°09.87’
1248 TPA—2048(800) NOTAM FILE BGR
RWY 15–33: 3600X60 (GRVL) 0.3% up SE
RWY 15: Trees.


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.

NEW YORK
H–11D, 12K, L–32H
IAP, AD

NE, 8 SEP 2022 to 3 NOV 2022
FITZY \( \text{N42°51.85' W71°31.73'} \) NOTAM FILE MHT.  
NDB (LOMW) 209  MJ  060° 5.8 NM to Manchester Boston Rgnl. 234/15W.

FRANCONIA (1B5)  \( \text{N44°11.76' W71°45.04'} \)  
975 NOTAM FILE BGR  
Rwy 18–36: 2300X150 (TURF)  0.9% up S  
Rwy 18: Trees.  
NOISE: Tkofs and ldgs not adzd frm 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.

GIBFORD FLD (See COLEBROOK on page 146)

GORHAM (2G8)  \( \text{N44°23.61' W71°11.89'} \)  
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)  \( \text{N42°57.68' W70°49.81'} \)  
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 Apc at 603-594-5552.

HANOVER \( \text{N43°42.14' W72°10.65'} \) NOTAM FILE LEB.  
NDB (MHW) 276 LH 245° 7.2 NM to Lebanon Muni. 1190/15W.  
NDB unusable: Byd 20 NM
HAVERHILL

DEAN MEML (5B9)  3 NE  UTC–5(–4DT)  N44°04.81′ W72°00.47′
582  NOTAM FILE BGR
RWY 01–19: H2511XS8 (ASPH)  S–8.5  LIRL(NSTD)  1.4% up S
RWY 01: Thld dspld 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.
MONTPELIER (H) (H) ABVOR/DME 116.9  MPV Chan 116
N44°05.13′ W72°26.96′  107º 19.1 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′

HAWTHORNE–FEATHER AIRPARK

(See HILLSBORO on page 149)

HILLSBORO

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

JAFFREY/SILVER RANCH  (AFN)(KAFN)  1 SE  UTC–(−4DT)  N42°48.31′ W72°00.18′

1040  B  NOTAM FILE AFN

RWY 16: Trees.

RWY 16: Trees.

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


AIRPORT MANAGER: 603-532-8870

WEATHER DATA SOURCES: ASOS 135.875 (603) 532–6195.

COMMUNICATIONS: CTAF/UNICOM 122.8

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°14.73′

KEENE

DILLANT/HOPKINS  (EEN)(KEEN) P (ANG)  2 S  UTC–(−4DT)  N42°53.90′ W72°14.25′

488  B  NOTAM FILE EEN

RWY 02–20: H6201X100 (ASPH) D–60 PCN 40 F/C/X/T  HIRL

RWY 02: MALS R. PAPI(P4L)—GA 3.0º TCH 39′. Trees.

RWY 28: PAPI(P4L)—GA 3.0º TCH 50′. Trees.

RWY 14–32: H4001X75 (ASPH) S–25 PCN 8 F/C/X/T MIRL 0.3% up SE

RWY 14: REIL.

RWY 32: REIL. Thld dspld 1100′. Trees.

SERVICE: S4  FUEL  100LL, JET A OX 1, 2, 3, 4 LGT PAPI Rwy 20 OTS indefly. ACTVT MALS Rwy 02; HIRL Rwy 02–20 and MIRL Rwy 14–32—CTAF. MILITARY— FUEL (NC–100LL – Avbl H24 with credit card; A – After hr fone C603–357–7600.)

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

AIRPORT REMARKS: Attended Mon–Fri 1200–2400Z‡. 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 RCN 122.6(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 BDR.

ILS 108.9  I–EEN  Rwy 02. Class IA. Localizer unusable 25º right of course.
NEW HAMPSHIRE

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 dispcld 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: S 4 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

BOSTON APP/DEP CON 134.75

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 Channel 76 N43º13.19´ W71º15.23´ 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´

ILS/DME 108.5 I–LCI Channel 22 Rwy 08. Class IB. DME unusable byd 25º right of course.

NEW YORK

H–11D, 12K, L–32H

IAP

NE, 8 SEP 2022 to 3 NOV 2022
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’. Trees.

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

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

0.8% up S

RWY 18: REIL. Brush.

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

SERVICE: S4 FUEL 100LL, JET A OX 1 LGT Actvt REIL Rwy 07 and 25; PAPI Rwy 07, 25, 36; MIRL Rwy 07–25; HIRL Rwy 18–36—CTAF.

NOISE: Noise abatement procedures in effect, ctc arpt manager. All arrival/departure 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

®

RCO 122.2 (BANGOR RADIO)

BOSTON CENTER APP/DEP CON 134.7
TOWER 125.95 (1100–0300Z‡) GND CON 121.6

CLEARANCE DELIVERY PHONE: For CD if 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.

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) N42°55.97′ W71°26.15′
266 B LRA Class I, ARFF Index C NOTAM FILE MHT
RWY 17: MALSR, TDZL, PAPi(PAR)—GA 3.1° TCH 67′. RVR–TMR Thld dsplcd 336′. Pole. 0.3% up.
RWY 35: ALSF2, TDZL, PAPi(PAL)—GA 3.0° 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(PAL)—GA 3.0° TCH 50′. RVR–TR Thld dsplcd 442′. Trees.
RWY 24: REIL, PAPi(PAL)—GA 3.0° TCH 50′. RVR–TR Trees.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–7650 TODA–7650 ASDA–7650 LDA–7208
RWY 17: TORA–9250 TODA–9250 ASDA–9250 LDA–8914
RWY 24: TORA–7650 TODA–7650 ASDA–6850 LDA–6850
RWY 35: TORA–9250 TODA–9250 ASDA–8500 LDA–7650

ARRESTING GEAR/SYSTEM
RWY 06: EMAS

SERVICE: S4 FUEL 100LL, JET A OX 3 LGT Rwy 06 PAPI unusbl byd 6 degs R of ctrln.

NOISE: Noise abatement procedures: turbojet acft should expect a right turn when departing Rwy 17.

AIRPORT REMARKS: Attended continuously. No touch and go ldgs during snow removal opr. Twy A safety area S of Twy E to Twy A2 is 65 ft. Jet acft taxiing w/b acrs Rwy 17–35 at Twy E must use ctn and low settings due to lgts prkg on the E ramp. No taxiing between pushd back acft and the airline terminal or cargo ramps. Acft not permitted to taxi between airline terminal bldg and acft that have pushed back or are taxiing on Twy G or Twy N. Air carrier acft only permitted to opr on airline terminal ramp. Air carriers excluded from Twy L. Acft with wingspan greater than 145′ rstd from Twy G and Twy N. AMMON ramp rstd to acft with wingspan less than 118′. Acft are req to maintain taxilane centerline to avoid parked general aviation acft tiedowns. Acft with wingspan 118′ or greater req ground crew assistance for taxi and parking. Ldg fee. U.S. Customs user fee arpt.

AIRPORT MANAGER: 603-624-6539

WEATHER DATA SOURCES: ASOS 119.55 (603) 621–1766. LAWRS.
COMMUNICATIONS: ATIS 119.55 603–621–1766
UNICOM 122.95

MOULTONBOROUGH (4MB) 1 NE UTC–5(–4DT) N43°46.05′ W71°23.26′
576 B NOTAM FILE BGR
RWY 02–20: H3505X50 (ASPH) S–8 RWY LGTS(NSTD)
RWY 02: P–line.
RWY 20: Trees.

SERVICE: S4 FUEL 100LL LGT Actvt rtg 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. Lgd only btwn dthrs, vrb spacing, 2890 ft of rwy lgtd. Rwy thr lgts non–std, clear lenses only.


AIRPORT MANAGER: 603-387-1694

COMMUNICATIONS: TAF/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, 2S–102, 2D–133 HIRL

RWY 14: MALSR. PAPI(PAR)—GA 3.0º TCH 45’. Trees.

RWY 32: REIL. PAPI(PAL)—GA 3.0º TCH 45’. Thld dsplcd 350’. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA–6000 TODA–6000 ASDA–5650 LDA–5650

RWY 32: TORA–6000 TODA–6000 ASDA–6000 LDA–5650

SERVICE: S4 FUEL 100LL, JET A1+ OX 1, 2, 3, 4 LGT When twr clsd

ACTVT MALSR Rwy 14; REIL Rwy 32; PAPI Rwy 14; HIRL Rwy 14–32—CTAF.

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

AIRPORT REMARKS: Attended 1200–0200Z‡. Migratory birds and wildlife on and inv of arpt. Ramp bfn Twy D & Twy E clsd to acft w/ wingspan gr than 48 ft unless auzd by ATCT. Ldg fee for acft over 12,500 lbs, fee per 1000 lbs.

AIRPORT MANAGER: 603-882-0661

WEATHER DATA SOURCES: AWOS–3PT 125.1 (603) 578–0473.

COMMUNICATIONS: CTAF 133.2 ATIS 125.1

® BOSTON APP/DEP CON 124.9

NASHUA TOWER 133.2 (1200–0200Z‡) GND CON 121.8 CLNC DEL 121.8

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

RADIO AIDS TO NAVIGATION:

NOTAM FILE MHT.

MANCHESTER (L) (L) VOR/DME 114.4 MHT Chan 91 N42°52.11′ W71°22.17′ 246º 8.2 NM to fld. 470/15W.

LAWRENCE (L) DME 112.5 LWM Chan 72 N42°44.43′ W71°05.69′ 278º 18.7 NM to fld. 306. NOTAM FILE LWM.

DME unusable:

160º–195º byd 23 NM blo 2,500′


NEWFOUND VALLEY

PARLIN FLD (2B3) 2 N UTC–5(–4DT) N43°23.22′ W72°11.26′

785 B NOTAM FILE BGR

RWY 18–36: H3448X50 (APSH) S–12 LIRL 0.4% up N

RWY 18: Thld dsplcd 400’. Hill. Rgt tfc.

RWY 36: Thld dsplcd 300′. Trees.

RWY 12–30: 1981X60 (TURF) 0.4% up SE


RWY 30: Trees.

SERVICE: S4 FUEL 100LL OX 1, 2, 3, 4 LGT Rotating bcn OTS indef.


AIRPORT MANAGER: (978) 886-0854

COMMUNICATIONS: CTAF/UNICOM 122.8

® BOSTON CENTER APP/DEP CON 134.7

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

RADIO AIDS TO NAVIGATION:

NOTAM FILE LEB.

LEBANON (L) DME 113.7 LEB Chan 84 N43°40.73′ W72°12.96′ 176º 17.5 NM to fld. 1443.

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′

154 NEW HAMPSHIRE (See WHITEFIELD on page 157)
PARLIN FLD  (See NEWPORT on page 154)

PEASE  N43°04.70’ W70°49.23’  NOTAM FILE PSM.
     (L) DME 116.5  PSM Chan 112 at Portsmouth Intl at Pease. 108.
     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’

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 perpendicular to each rwy edge. +3´ drainage swales located 15´ from rwy edge, both sides of rwy beginning at midfield then west for 700’. Numerous non–radio equipment acft operating from afld.

AIRPORT MANAGER: (603) 536-5818

WEATHER DATA SOURCES: AWOS–3
     118.45 (603) 536–1698.

COMMUNICATIONS:
     CTAF/UNICOM  122.8

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

PORTSMOUTH INTL AT PEASE  (PSM)(KPSM) P (ANG)  1 W  UTC–5(–4DT)  N43°04.68’
     W70°49.40’
     100  B TPA—See Remarks  LRA  Class I, ARFF Index B  NOTAM FILE PSM
     RWY 16: MALS R. PAPI(PAL)—GA 3.0º TCH 72´. RVR–T Thld dsplcd 803’. Trees. Rgt tfc. 0.3% down.
     RWY 34: MALS R. PAPI(PAL)—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: 54  FUEL  100LL, JET A, JB  OX 3, 4  JASU (A/M 32A–B6)
     9(A332–95) 5(MA–1A)  FUEL  JB(Mil) (avbl at ANG 603–430–2459) A, A+
     (C603–812–5502; overnight C603–812–5502) (NC–100LL)
     FLUID  PRESSAIR De–Ice LHQX OIL O–148 SOAP; RQR 48 HR processing time. TRAN ALERT
     Maint and parts support extremely ltd. No drag chute repack. Nml hr 1200–2100Z‡ Mon–Fri, exc hol.

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

AIRPORT REMARKS: Attended continuously. Birds on and 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 tkf bfn 0300–1159Z‡, when tail wind component is 5 kts or less. All inbnd actd 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. BFO 603–430–1111/128.825 ARINC. No practice low apch or touch and go ldg 0400–1200Z‡ for lcl based acft and 0200–1200Z‡ for tran acft or before 1700Z‡ Sun for all acft. Dur snow removal ops PPR 15 minutes on 128.4 and no practice low apch or touch and go ldg. On other than a published IAP arr acft should establish themselves on final apch at least 2 NM from the rwy thld at a minimum of 700´ MSL. Littlebrooke 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 acft 1100(1000). Rwy 16 fst 600´ conc–grooved. No 180º turns for acft over 12,500 lbs GWT on asph portion of Rwy 16–34. Rwy 16–34 double faced distance markers both sides of rwy at 1000´ intervals. Rwy 16–34 edge lgs are 24” tall, 85’ from cntrln. Caution: Height group 1 WCH 54’. Index E ARFF capability avbl 24/7. 157 ARW is fully opr KC46 Base.

AIRPORT MANAGER: 603-433-6536.

CONTINUED ON NEXT PAGE
NEW HAMPSHIRE
CONTINUED FROM PRECEDING PAGE

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  N43º05.07´ W70º49.92´  at fld. 108.
DME unusable:
  029º–071º byd 35 NM blo 2,500´
  080º–085º byd 35 NM blo 2,500´
  115º–120º byd 37 NM blo 2,500´
  190º–205º byd 35 NM blo 2,500´
  225º–240º byd 25 NM blo 2,500´

ILS 110.1  I–PGQ Rwy 16.  Class IA.
ILS 110.1  I–PSM Rwy 34.  Class IB.

PAR

SKYHAVEN (DAW)(KDAW)  3 SE  UTC–(–4DT)  N43º17.05´ W70º55.77´

322  B  TPA—1122(800)  NOTAM FILE DAW

RHWY 15–33:  H4201X75 (ASPH)  S–30  MIRL  0.5% up SE

RHWY 15:  REIL.  Trees.
RHWY 33:  ODALS.  PAPI(P4L)—GA 3.0º TCH 43´.  Rgt tfc.

SERVICE:  FUEL 100LL  LGT Bcn lctd 3000 ft NW of arpt.  Actvt

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 card.  Rwy 33 dsngd calm wind rwy.

AIRPORT MANAGER:  603-433-6536

WEATHER DATA SOURCES:  ASOS 135.275 (603) 332–7814.

COMMUNICATIONS:  CTAF/UNICOM

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

RADIO AIDS TO NAVIGATION:  NOTAM FILE BGR.

ROLLINS NDB (MHW)  260  ESG  168º 5.2 NM to Seacoast Airfield, 72/16W.

SKYHAVEN  (See ROCHESTER on page 156)

TWIN MOUNTAIN  (8B2)  1 SW  UTC–(–4DT)  N44º15.84´ W71º32.80´

1459  NOTAM FILE BGR

RHWY 09–27:  H2660X60 (ASPH)  S–8.5  LIRL

RHWY 09:  Trees.
RHWY 27:  Trees.

SERVICE:  LGT Rwy 09–27 lgts OTS indef.


Wildlife on and invof arpt.  Arpt markings faded.  No centerline markings.  Acft are requested to stay on paved surfaces only.


AIRPORT MANAGER:  603-846-5505

COMMUNICATIONS:  CTAF/UNICOM 122.8

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

RADIO AIDS TO NAVIGATION:  NOTAM FILE MPV.

MONTPELIER (H) (H) ABVOR/DME 116.9  MPV  Chan 116  N44º05.13´ W72º26.96´  090º 40.4 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´
**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 45º. Trees.

**SERVICE:** S4 FUEL 100LL LGT ACTIVATE REIL Rwy 10 and Rwy 28; PAPI Rwy 10; MIRL Rwy 10–28—CTAF.

**AIRPORT REMARKS:** Attended irregularly. Wildlife on and inv of arpt. Arpt conds not rglrly mnt. 100LL self svc avbl 24 hrs with credit card. Cold temperature rstd arpt. Altitude correction required at or blo –29C. Rwy 28 trans line across apch 20:1+ and marked with day glow balls. Rising trn lctd 3NM SE of arpt. Rental car avbl by req, call 603–788–4568.

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

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

**COMMUNICATIONS:**
- CTAF/UNICOM 122.8
- WHITEFIELD RCO 122.4 (BANGOR RADIO)
- BOSTON CENTER APP/DEP CON 135.7

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

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MPV.
- MONTPELIER (H) (H) ABVORWME 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´

---

**MONTREAL**

**L–32H**

**IAP**

**NE, 8 SEP 2022 to 3 NOV 2022**
NEW JERSEY

AEROFLEX/ANDOVER (See ANDOVER on page 158)

ALEXANDRIA (See PITTSSTOWN on page 174)

ANDOVER

AEROFLEX/ANDOVER (12N) 3 N UTC–5(–4DT) N41°00.52´ W74°44.28´

353 B NOTAM FILE 12N

RWY 03–21: H1981X50 (ASPH) MIRL

RWY 03: Trees. Rgt tfc.

RWY 21: Tree.

SERVICE: S4 FUEL 100LL LGT Actvt MIRL Rwys 03–21—CTAF.

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

AIRPORT REMARKS: Attended 1400–2200Z. Deer and birds on and in the area. No touch and go lds. PPR required for night-transients ctc AMGR 973–786–5100. Avoid overflying Lake Lenape while on downwind. Arpt rstd to apch category A Aft only. Rwys 03–21 lakes at both apch ends. Dirt svc road to tml area in front of Rwy 03 thld.

AIRPORT MANAGER: 973-786-5100

WEATHER DATA SOURCES: ASOS

COMMUNICATIONS: CTAF/UNICOM 122.8

® NEW YORK APP/DEP CON

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

RADIO AIDS TO NAVIGATION:

NOTAM FILE MIV.

STILLWATER (L) (L) VOR/DME 109.6 STW Chan 33 N40º59.75´ W74º52.14´ 094º 6.0 NM to fld. 920/11W.

DME unusable:

089º–099º within 12 NM blo 10,000´
210º–320º byd 30 NM blo 4,000´

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

SERVICE: S3 FUEL 100LL, JET A, A++ OX 3 MILITARY—A–GEAR Avoid centerline lgt dur cable engagement to prevent tailhook bounce. FUEL A++(MIL) (NC–100LL, A) MILITARY. OIL JOAP(Mil) TRAN ALERT Ltd maint and prk.


MILITARY REMARKS: ANG BASH Phase II in effect Apr thru Oct, ctc base ops on 261.0 or 140.7 for current BASH condition. PPR, ctc ANG base ops C609–761–6001, fax C609–761–6482, command post C609–761–6001. Ltd tran svc avbl 1100–2030Z Tue–Fri, ctsd Sat–Mon and hol. NSTD mark on ANG ramp, blue lines delineate F–16 wing tip clnc, yellow lines at hangar doors for personnel clear zone.

CONTINUED ON NEXT PAGE

NE, 8 SEP 2022 to 3 NOV 2022
NEW JERSEY

CONTINUED FROM PRECEDING PAGE

AIRPORT MANAGER: 609-645-7895
WEATHER DATA SOURCES: ASOS (609) 272–9311
COMMUNICATIONS: ATS 125.725 (609–485–4444)
APP/DEP CON 134.25 (310º–129º) 124.6 (130º–309º)
TOWER 120.3 GND CON 121.9 CLNC DEL 127.85
ANG OPS 140.7
AIRSPACE: CLASS C svc ctc APP CON.
RADIO AIDS TO NAVIGATION:
(L) (L) VORTACW 108.6 ACY Chan 23 N39º27.35´ W74º34.58´ at fld. 67/10W.
VORTAC unusable:
290º–300º byd 10 NM blo 4,000´
301º–355º byd 35 NM blo 2,000´
ILS/DME 109.1 I–PVO Chan 28 Rwy 13. Class IT.
ILS/DME 109.1 I–ACY Chan 28 Rwy 31. Class IE.
ASR
COMM/NAV/WEATHER REMARKS: Durg ATC zero events, CTAF 120.3.

BELMAR/FARMINGDALE

MOMNOUTH EXEC (BLM)(KBLM) 5 W UTC–5(–4DT) N40º11.21´ W74º07.47´
153 B NOTAM FILE BLM
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 REMARKS: Attended 1100–0300Z†. Self svc 100LL avbl 24 hrs.
AIRPORT MANAGER: (732) 513-8917
WEATHER DATA SOURCES: AWOS–3PT 121.625 (732) 938–3330.
COMMUNICATIONS: CTAF/UNICOM 123.0
APP/DEP CON 126.475
CLNC DEL 126.15
CLEARANCE DELIVERY PHONE: For CD ctc Mc Guire Apch via freq, if una call 609-754-2767.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
COLTS NECK (L) (L) VOR/DME 115.4 COL Chan 101 N40º18.70´ W74º09.58´ 179º 7.7 NM to fld. 129/11W.
VOR portion usable:
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 usable:
230º–240º byd 18 NM
ROBBINSVILLE (H) (H) VORTACW 113.8 RBV Chan 85 N40º12.14´ W74º29.70´ 103º 17.1 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´
BERLIN

CAMDEN CO (19N) 1 SW UTC–5(–4DT) N39º46.71´ W74º56.87´
150  B  NOTAM FILE MIV
RWY 05–23: H3094X45 (ASPH) MIRL 0.3% up SW
RWY 05: REIL, PVASI(PSR)—GA 4.0º TCH 23´. Thld dsplcd 740´. Trees.
RWY 23: REIL, PVASI(PSR)—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 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 02 LGT Actvt MIRL Rwy 07–25 CTAF.
AIRPORT MANAGER: 908-362-8965
COMMUNICATIONS: CTAF/UNICOM 123.0
® NEW YORK APP/DEP CON 127.6 (from EAST)
® ALLENTOWN APP/DEP CON 124.45 (from WEST)
CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
STILLWATER (L) (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 (ØOØ) 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 MANAGER: 609-805-0408
COMMUNICATIONS: CTAF 122.9
NOTAM FILE MIV.

(1) NEW JERSEY

161

BROADWAY  N40°47.91' W74°49.31'  NOTAM FILE MIV.

(L) (L) VOR/W/DME 114.2  BWZ  Channel 89  157º 12.4 NM to Somerset. 1050/11W.

VOR portion unusable:
- 125º–180º byd 15 NM blo 5,000’
- 125º–240º blo 3,000’
- 180º–210º byd 15 NM
- 210º–235º byd 15 NM blo 5,000’

DME portion unusable:
- 297º–307º byd 20 NM blo 6,000’
- 297º–307º blo 32 NM blo 8,000’

BUCKS (See BRIDGETON on page 160)

CALDWELL

ESSEX CO  (CDW)(KCDW)  2 N  UTC–5(–4DT)  N40°52.51' W74°16.88'

172  B  TPA—See Remarks  NOTAM FILE CDW

RWY 04–22: H4552X80 (ASPH–GRVD)  S–30  HIReL

RWY 04: Thld dsplcd 375’, Tree.


RWY 10–28: H3719X75 (ASPH)  S–30  MIReL

RWY 10: Thld dsplcd 344’. Tree.


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

When twr clsd MIReL Rw 10–28 and HIReL Rw 04–22 preset med ints. REIL Rw 22 avbl high ints only. ACTIVATE HIReL Rw 04–22 and REIL Rw 22—CTAF. Rw 22 PAPI unusable byd 5º right of centerline due to obstruction.

NOISE: Non–standard traffic patterns for Rw 04 prohibited due to noise sensitive area southwest of the airport.

AIRPORT REMARKS: Attended 1200–0400Z‡. Local ops suspended Mon–Sat 0400–1200Z‡ and 0400Z‡ Sat–1500Z‡ Sun. Deer and birds on and invw of arpt. Turbo jet actv Bkgd and skys restricted to Rw 04–22. Touch and go ldgs ltd to actv only. TPA for large and turbojet actv 1699(1527), light actv 1199(1027). Fixed wing VFR actv dep: Rw 04–fly rw hdg for 1 mi, then turn crosswind if remaining in the tfl pat. If departing the tfl pat, cont on rwy hdg til reaching tfl pat alt. Fixed wing VFR actv dep: Rw 10–fly rwy hdg 080º at rwy dep end. Upon reaching 900 ft MSL, turn crosswind if remaining in the tfl pat; if departing the tfl pat, cont on hdg 080º til reaching tfl pat alt. Fixed wing VFR actv dep: Rw 22 fly rwy hdg til reaching 900 ft MSL then turn crosswind if remaining in the tfl pat. If departing the tfl pat, cont on rwy hdg til reaching tfl pat alt. Fixed wing VFR actv dep: Rw 22 fly rwy hdg for 1 mi then turn crosswind if remaining in the tfl pat. If departing the tfl pat, cont on rwy hdg til reaching tfl pat alt.

RWC: If psbl, cross the arpt bdry at or abv 700 ft MSL. Pilots be alert—the Morristown ILS and GPS Rw 23 approaches transit Essex Co Arpt Class D asp. Tfc passes two mi west of the arpt descending through 2000 ft MSL. Eng run–ups on Twy N at AER 28 shd be conducted to imt eflct to acft parked on RN Ramp. Ldg fee for all tran acft.

WEATHER DATA SOURCES: ASOS 135.5 (973) 575–4417.

COMMUNICATIONS: CTAF 119.8  ATIS 135.5  UNICOM 122.95

® NEW YORK APP CON 127.6

Caldwell Tower 119.8 (1200–0400Z‡)  GND CON 121.9  CLNC DEL 121.1

® NEW YORK DEP CON 119.2

CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc New York Apch at 800-645-3206

AIRSPACE: CLASS D svc 1200–0400Z‡; other times CLASS G.

AIRPORT MANAGER: 973-227-4567

CAMDEN CO  (See BERLIN on page 160)
CAPE MAY CO  (See WILDWOOD on page 182)

CEÇAR LAKE  N39º32.26’ W74º58.03’ NOTAM FILE MIV.  
(L) (L) VOR/W/DME 115.2  VCN  Chan 99 26º 3.8 NM to Kroelinger.  120/10W.  

CENTRAL JERSEY RNGL  (See MANVILLE on page 167)

CHATHAM  N40º44.45’ W74º25.79’ NOTAM FILE MIV.  
NDB (MHW) 254  CAT  024º 3.6 NM to Morristown Muni.  251/13W.  

COLTS NECK  N40º18.70’ W74º09.58’ NOTAM FILE MIV.  
(L) (L) VOR/W/DME 115.4 COL Chan 101 179º 7.7 NM to Monmouth Exec.  129/11W.  
VOR portion unusable: 
031º–179º byd 15 NM blo 6,000’ 
230º–240º byd 18 NM 
241º–329º byd 15 NM blo 3,000’ 
351º–030º byd 30 NM blo 3,000’ 
Byd 30 NM blo 6,000’ 
DME portion unusable: 
230º–240º byd 18 NM 
RCO 122.3 (MILLVILLE RADIO)  

COYLE  N39º49.04’ W74º25.90’ NOTAM FILE MIV.  
(H) (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.  
Raney 09–27: H3500X50 (ASPH) S–13 RWY LGTS(NSTD) 0.7% up E  
Raney 09: Trees. Rgt ttc. 
Raney 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 ttc is to 
remain south of Rwy 09–27. Deer and birds on and inov arpt. Rwy 
hold markings very faded at both ends of the rwy and less than std 
displacement from rwy. Rwy 27 dsplcd thld marked with lgts. Rwy 
09–27 LIRL lgt spacing NSTD. Rwy 09 no yellow caution zone lgts. 
AIRPORT MANAGER: 856-629-3033 
COMMUNICATIONS: CTAF/UNICOM 122.8  
PHILADELPHIA APP/DEP CON 127.35 133.875 
CLEARANCE DELIVERY PHONE: For CD ctc Philadelphia Apch at 
800-354-9884. 
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 181)  
ESSEX CO  (See CALDWELL on page 161)  
FLYING W  (See LUMBERTON on page 166)  
GREENWOOD LAKE  (See WEST MILFORD on page 182)
NEW JERSEY

HACKETTSTOWN  (N05)  3 SW  UTC–5(–4DT)  N40°49.21’ W74°51.31’
670  NOTAM FILE MIV
RWY 05–23:  H2200X50 (ASPH)  S–5
RWY 05:  Tree.
RWY 23:  Tree.
SERVICE:  S2  FUEL  100LL
AIRPORT REMARKS:  Attended 1300–2300Z†. Deer and birds on and invof arpt.
AIRPORT MANAGER:  908-303-8016
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc New York Apch at 800-645-3206.

HAMMONTON MUNI  (N81)  3 NE  UTC–5(–4DT)  N39°40.05’ W74°45.46’
65  B  NOTAM FILE MIV
RWY 03–21:  H3601X75 (ASPH)  S–12  MIRL
RWY 03:  REIL. PAPI(P2L)—GA 3.5º TCH 25’. Trees.
SERVICE:  S4  FUEL  100LL, JET A
LGT ACTIVATE REIL Rwy 03 and Rwy 21; MIRL Rwy 03–21—123.5. VGSI continuous.
AIRPORT MANAGER:  (609) 567-4300
WEATHER DATA SOURCES:  AWOS–AV 122.7.
COMMUNICATIONS:  CTAF/UNICOM 122.7
® ATLANTIC CITY APP/DEP CON 134.25
RADIO AIDS TO NAVIGATION:  NOTAM FILE MIV.
CEDAR LAKE (L) (L) VOR/DMK 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  (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 167)

KROELINGER  (See VINELAND on page 181)
LAKEHURST MAXFIELD FLD  (NEL)(KNEL) N (A)  3 W  UTC-5 (–4DT)  N40º02.15´ W74º21.08´

NEW YORK
H–101, 12J, L–34G  DIAP, AD

101  B  NOTAM FILE MIV  Not insp.
R WY 06–24:  H5002X150 (ASPH)  PCN 21 F/A/W/T  HIRL
   R WY 24:  MALS R. PAPI(P4L)—GA 3.0º TCH 52´. Rgt ttc.
R WY 15–33:  H5002X150 (ASPH)  PCN 13 F/B/W/T
   R WY 15:  Rgt ttc.
R WY 063–243:  H3500X90 (CONC)  PCN 54 R/B/W/T

SERVICE:  MILITARY—LGT  Rotg bcn 110 deg 2 NM fm arpt. PCL–120.425, key times for LIRL, 7 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 hols, except for scheduled UTA trng. No acft opr will be apv outside these hrs wo 48 hr PPR. Wx observer only (ASOS avbl).  First 150´ of Rwy 06–24 conc, remaining 4700 asphalt. 180 deg turns restricted TI conc portions of rwys only. Rwy 06–24 has 150´ W x 180´ L conc pads instld at the thld for C–17 opr. 12000 ft test fac rwy 2 NM W clsd to tnt tfc and previous fac brief. R WY 15–33 clsd to trnc acft. R WY 15–33 Use for LCL assigned acft or opr necessarily only. Altn Indg zone is grooved. For ctsms support ctc McGuire Fld ATC at DSN X650–2231 at least 24 hrs prior to sked acft arr. FUEL A++ (Mil) Avbl 1230–2330Z‡. TRAN ALERT Svc avbl 1230–2330Z‡ Mon–Fri. Advs prk Navy or Army line.

AIRPORT MANAGER: 609-754-2714
COMMUNICATIONS: SFA ATIS 276.525

MC GUIRE APP/DEP CON 126.475 363.8
   TOWER 127.775 360.2 340.2 1300–1700Z‡ Mon–Wed, 1300–0100Z‡ Thu–Fri.
   GND CON 118.375 307.375

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  N40º02.69´ W74º20.13´  at fld. 127/11W. unmonitored 2400–1200Z‡ Mon–Fri, h24 Sat, Sun and federal hol.
   nel NDB monitor location: nel ATCT
(T) TACAN Chan 55  NEL (111.8)  N40º02.22´ W74º21.19´  at fld. 87/11W. TACAN unmonitored when field clsd.
ROBBINSVILLE (H) (H) VORTACW 113.8  RBV  Chan 85  N40º12.14´ W74º29.70´  156º 12.0 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 bld 4,000´
   COLTS NECK (L) (L) VOR/DME 115.4  COL  Chan 101  N40º18.70´ W74º09.58´  219º 18.7 NM to fld. 129/11W.
   VOR portion unusable:
   031º–179º byd 15 NM bld 6,000´
   230º–240º byd 18 NM
   241º–329º byd 15 NM bld 3,000´
   351º–030º byd 30 NM bld 3,000´
   Byd 30 NM bld 6,000´
   DME portion unusable:
   230º–240º byd 18 NM
LAKEWOOD (N12) 3 SE UTC–5(–4DT) N40°04.01′ W74°10.65′
42 B NOTAM FILE MIV
Rwy 06–24: H2987X60 (ASPH) S–25 MIRL 0.3% up SW
Rwy 24: REIL, PAPI(P2L)—GA 3.0° TCH 42’. Road, Rgt tfc.
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
® 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) VORTAC 113.4 CYN Chan 81 N39°49.04′
W74°25.90′ 044° 19.0 NM to fld. 203/10W.
VOR unusable:
044°–054° blo 3,800′

LINCOLN PARK (N07) 2 N UTC–5(–4DT) N40°56.86′ W74°18.87′
181 B NOTAM FILE MIV
Rwy 01–19: H2767X40 (ASPH) HIIRL
Rwy 01: Thld dsplcd 690’. Trees.
Rwy 19: PAPI(P2L)—GA 4.0° TCH 30’. Thld dsplcd 95’. Stack.
Service: S4 FUEL 100LL, JET A OX 4 LGT ACTVT HIIRL Rwy
01–19—CTAF.
Deer and birds inv of rwy. Touch and go landings prohibited. Narrow
taxiways and twys caused by nstd clearances. Tsnt hel ops allowed
with pre-apvl only, call 973–628–7166.
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) VORTAC 115.7 SAX Chan 104 N41°04.05′
W74°32.30′ 136° 12.5 NM to fld. 1400/11W.
VOR unusable:
075°–085° blo 6,500′
155°–165°
LINDEN  (LDJ) (KLDJ)  1 SE  UTC–5(–4DT)  N40º37.05´ W74º14.68´

NEW YORK

TPA—See Remarks NOTAM FILE MIV

RWY 09–27:  H1410X100 (ASPH)  S–31.5, D–42  MIRL

RWY 09:  REIL. VASI(V2R)—GA 3.8º TCH 60´. Tld dsplcd 462´. Pole.

RWY 27:  REIL. VASI(V2L)—GA 3.5º TCH 40´. Tld dsplcd 541´. Antenna.

SERVICE:  S2  FUEL  100LL, JET A

RGWY 09:  MIRL Rwy 09–27; VASI Rwy 09 and 27; and REIL Rwys 09 and 27—CTAF.

Rwy 09 VASI unusbl byd 6 degs right and left of cntrln. Rwy 27 VASI unusbl byd 2 degs right of cntrln.

Rwy 09–27 rwy shoulder markings NSTD. Ldg fee.

AIRPORT REMARKS: Attended Oct–Apr 1330–2300Z‡, May–Sep 1200–0130Z‡. Deer and birds on and invof arpt. Touch and go ldgs for base assigned acft, all others ctc arpt manager 908–862–8800 for PPR. TPA—800´ MSL, Rwy 09 enter tfc 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 lgt 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

®

NEW YORK APP CON 135.35

CLNC DEL 127.25

®

NEW YORK DEP CON 119.2

RADIO AIDS TO NAVIGATION: NOTAM FILE JFK.

RADIO AIDS TO NAVIGATION: NOTAM FILE JFK.

COMM/NAV/WEATHER REMARKS: Clnc Del provided on frequency 127.25 by Newark twr, or ctc New York Apch at 800–645–3206.

LITTLE FERRY SPB  (2N7)  1 E  UTC–5(–4DT)  N40º51.01´ W74º01.98´

NEW YORK

TPA—500(500) NOTAM FILE MIV

WATERWAY 01W–19W:  5500X150 (WATER)

WATERWAY 01W:  Tower.

WATERWAY 19W:  Bridge. Rgt tfc.

SEAPLANE REMARKS: Unattended. Dalgt use only. Ldg area usbl; hwvr, dckg cpty is ltd to two seaplanes.

AIRPORT MANAGER: 201-264-6728

COMMUNICATIONS: CTAF/UNICOM


LUMBERTON

FLYING W  (N14)  1 SW  UTC–5(–4DT)  N39º56.06´ W74º48.43´

NEW YORK

B  NOTAM FILE MIV

RWY 01–19:  H3496X75 (ASPH)  MIRL  0.4% up N


RWY 19:  REIL. PAPI(P2L)—GA 3.2º TCH 22´.

SERVICE:  S2  FUEL  100LL, JET A

Rwy 01–19 PAPI and REIL Rwys 01 and 19, and twy lgts—CTAF.


AIRPORT MANAGER: 609-267-7673

COMMUNICATIONS: CTAF/UNICOM

®

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.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

TACAN AZIMUTH unusable:

105º–115º byd 30 NM

DME unusable:

075º–115º byd 25 NM

130º–160º byd 30 NM blo 4,000´

NE, 8 SEP 2022 to 3 NOV 2022
MANVILLE

CENTRAL JERSEY RGNL (47N) 1 S UTC–5(–4DT) N40°31.47´ W74°35.90´

86 B NOTAM FILE MIV

RWY 07–25: H3507X50 (ASPH) S–30 LIRL 0.6% up SW

SERVICE: S4 FUEL 100LL

AIRPORT REMARKS: Attended 1300Z–dusk except for Christmas and New Year. Banner tow ops SW Rwy 07. Rwy 07 thld located 37´ prior to dsplcd thld, 585´ from pavement end. Deer and birds on and inv of 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

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/DME 108.2 ARD Chan 19 N40°15.20´ W74°54.46´ 051º 21.6 NM to fld. 294/10W.

VOR unusable:
020º–040º 195º–225º byd 25 NM blo 5,000´
250º–265º blo 3,500´
266º–280º byd 20 NM blo 5,000´
281º–300º byd 14 NM blo 6,000´

DME unusable:
225º–275º byd 25 NM blo 5,000´

CONTINUED ON NEXT PAGE
MILITARY REMARKS: CAUTION
Rwy 18–36 has 200 ft asphalt non-grooved ovrn. NSTD mrk on vector for alert MSN, X–RAY Row (PRIM), and Romeo Row (ALTN) for combat off load ops. Extv non–ci VFR act within 20 NM of aprt. Rwy 18–36
spot ldg zone markings mid–fld. Use extreme caution for extv UAS ops invof R–5001. 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
All classified material must be stored at the JB Comd Post DSN 650–3935/3936. Afld mgmt has no classified storage capabilities. Rwy condition codes (RWYCC) unavailable. All TSFR ACFT PPR. REQ APVL thru base OPS DSN 650–2714,
C609–754–2714 NAV EXTN 6459, 24 HR PN for WKS, 48 HR PN WKEN and HOL. All inbd PAX/cargo acft ctc
Comd Post no later than 30 min prior to ldg. Normal BASH Phase II period from 1 Nov–31 Mar; OT by NOTAM. Ctc Afd
Mgmt OPRs for current Bird Watch cond. AN/FMQ 19 automated observing sys in use, augmented by human obs when
nec durg airfield hrs. Vis of airfield rstr fr base wx ops NW–SE durg manual augmentation by wx forecaster. Wx svc avbl
24Hr. Wx flt DSN 650–3992/3568, C609–754–3992/3568. When wx svc clsd, tran crews ctc 15 Opr Wx Squadron (OWS) at Scott AFB
prior to ldg. ATC will suppl obs as needed. RSTD
Dur fall BASH adv, no sorties will be skd drg BASH window WO 305
OG/CC APVL. NOTE: Waiver apvl to ARR/DEP DRG BASH window does not constitute apvl to ARR/DEP in BWC SEV. No
LCL TRSN trng will be accomplished in BASH window. Sked ARR/DEP drg BASH window may be delayed or diverted to
ALTN location in event that BWC is elevated. USAF ACFT rqr 305 OG/CC apvl for dep/arr when BWC severe. Tenant
units rqr apvl of thair OG/CC or svc equivalent. Coord waivers thru Commd Post. Dur BASH Phase II, one–time dep/arr
authorized +/- 1 hr SR/SS under real–time bird watch cond. USAF acft rqr 305 OG/CC apvl for dep/arr when bird watch
cond SEVERE. Tenant units rqr apvl of thair OG/CC or svc equivalent. Coord waivers thru Commd Post. ASA ramp opr wkday
1230–2130Z‡. Wkend hr by prior apvl. Facility lctd on SW side of afld. 72 hr PPR for ASA Army. Ramp ldg and all ldg
locations on ASA Fort Dix reservation DSN 944–6377/5287, C609–562–6377/5287. Tran acft ctc Army ops 15 min
prior to ldg. Tran acft rqr cust must coord with airfield mgmt at time of PPR req.
AIRSPACE: CLASS D
RADIO AIDS TO NAVIGATION:
NOTAM FILE WRI.
(L) (L) VORTACW 110.6 GXU Chan 43 N40º00.57´ W74º35.79´ at fld. 119/12W.
VOR unusable:
165º–265º byd 15 NM
165º–265º byd 8 NM blo 2,000 ·
266º–269º
270º–285º byd 15 NM
286º–330º blo 3,000´
355º–060º blo 20 NM
TACAN AZIMUTH unusable:
165º–285º byd 12 NM blo 2,000´
165º–285º byd 15 NM
355º–060º byd 20 NM
VOR & TACAN No NOTAM MP 1100–1300Z‡ Mon and thr
DME unusable:
165º–285º byd 12 NM blo 2,000´
165º–285º byd 15 NM
355º–060º byd 20 NM
VOR & TACAN No NOTAM MP 1100–1300Z‡ Mon and thr
ILS 110.1 I–WRI Rwy 06. Class IIId. Par – apch dly fr 1100–0300Z‡ contingent upon par controller avbl and/or
deployed status of mobile par. 108 ang comd post – 303.0 remarks: (call torch control) dsn 650–2127.
ILS/radar–radar: between 0300–1100Z‡, par avbl for full stop ldg only when wx is blw TACAN min. No NOTAM MP:
1100–1300Z‡ Tue, Wed, Fri. Autopilot cpd apchs na blw 580´ MSL.
COMM/NAV/WEATHER REMARKS: See Terminal FLIP for Radar minima. Radar No NOTAM MP Mon–Thur 0930–1103Z‡, Fri
0730–1103Z‡, Sat 1100–1500Z‡.
NEW JERSEY

MILLVILLE MUNI (MIV) (KMIV) 3 SW UTC–5(–4DT) N39°22.07’ W75°04.33’
85 B NOTAM FILE MIV
RWY 10: MALSR. PAPI(4L)—GA 3.0’ TCH 53’ Trees.
RWY 28: PAPI(4L)—GA 3.0’ TCH 29’.
RWY 14: PAPI(4L)—GA 3.0’ TCH 48’ Trees.
RWY 32: PAPI(4L)—GA 3.0’ TCH 39’ Trees.
SERVICE: S8 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 involv arpt. PAEW within all rwy and taxiway safety areas daily May–Oct. Arpt CLOSED to ultralight actv, 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 actv north of Twy K. Twy G not to be used by actv with wing span greater than 79’ on Twy G north of Twy A. Rwy 10 calm wind rwy.
AIRPORT MANAGER: 856-825-1244
WEATHER DATA SOURCES: ASOS 119.6 (856) 327–3455.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.2 (MILLVILLE RADIO)
ATLANTIC CITY APP/DEP CON 124.6
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc atlantic city approach at 609-485-6193.
AIRSPACE: CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
CEDAR LAKE (L) VOR/DME 115.2 VCN Chan 99 N39°32.26’ W74°58.03’ 216º 11.3 NM to fld. 120/10W.
RAINBOW NDB (HW) RNB N39°25.09’ W75°08.10’ 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.
CONTINUED ON NEXT PAGE

MONMOUTH EXEC (See BELMAR/FARMINGDALE on page 159)

MORRISTOWN MUNI (MMU) (KMMU) P (A) 3 E UTC–5(–4DT) N40°47.96’ W74°24.89’
187 B TPA—See Remarks AOE NOTAM FILE MMU
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(2L)—GA 3.5’ TCH 39’. Trees.
SERVICE: FUEL 100LL, JET A, A+ OX 1, 2, 3, 4 LGT Dusk–Dawn; ACTVT HIRL Rwy 05–23, MIRL Rwy 13–31, REIL Rwy 05 and 31, MALSR Rwy 23, and PAPI Rwy 31—CTAF. MILITARY— FUEL (NC–100LL, A+)
AIRPORT REMARKS: Attended 1145–0330Z‡. Birds and deer on and involv arpt. When twr clsd all actv and vehicles must state intentions on CTAF before ops on any rwy. ARFF svc 24 hrs daily. For ARFF svc when twr clsd ctc ARFF station—CTAF or 973–455–1953. Request FBO svc, 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 vlc 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 actv, 1700(1513) heavy actv. Actv carrying explosive cargo PPR before ldg, call 973–538–6400. Helicopter ops over residential areas blw 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 of FBO ramp, no hel or actv with a wingspan gr 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.
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
TOWER 118.1 (1145–0330Z†) GND CON 134.2 CLNC DEL 128.6
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/DME 108.4 TEB Chan 21 N40º50.92´ W74º03.73´ 271º 16.3 NM to fld. 3/11W.
DMF unusable:
060º–080º byd 22 NM 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
CHATHAM NDB (MHW) 254 CAT N40º44.45´ W74º25.79´ 024º 3.6 NM to fld. 251/13W. NOTAM FILE MIV.
ILS 110.3 I–MMU Rwy 23. Class IB. Unmonitored when ATCT closed. Glideslope unusable for coupled apchs blo 732´ MSL.

MOUNT HOLLY
SOUTH JERSEY RGNL (VAY)(KVAY) 4 SW UTC–5(–4DT) N39º56.57´ W74º50.75´
53 B TPA—853(800) NOTAM FILE VAY
RWY 08–26: H3881X50 (ASPH) S–30 MIRL
RWY 06: 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
WEATHER DATA SOURCES: ASOS 119.325 (609) 267–1176.
COMMUNICATIONS: CTAF/UNICOM 122.8
MC GUIRE APP/DEP CON 126.475
GCO 121.725 thru McGuire Apch Control
CLEARANCE DELIVERY PHONE: For CD use GCO 121.725, if una ctc Mc Guire Apch at 609-754-2767.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
ROBBINSVILLE (H) (H) VORTAC 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
DMF unusable:
075º–115º byd 25 NM
130º–160º byd 30 NM blo 4,000´
NEW YORK LIBERTY INTL (EWR) (KEWR) 3 S UTC–5 (–4 DT) N40°41.55´ W74°10.12´

NEWARK LIBERTY INTL

171

LAND AND HOLD–SHORT OPERATIONS

LDG Rwy
Hold–Short Point
Avbl LDG DIST

RWY 04L
11–29
7750

RWY 04R
11–29
8100

RWY 11
04R–22L
5700

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04L:
TORA–11000
TODA–11000
ASDA–11000
LDA–8460

RWY 04R:
TORA–10000
TODA–10000
ASDA–10000
LDA–8810

RWY 11:
TORA–6726
TODA–6726
ASDA–6726
LDA–6726

RWY 22L:
TORA–10000
TODA–10000
ASDA–10000
LDA–8207

RWY 22R:
TORA–11000
TODA–11000
ASDA–11000
LDA–9560

RWY 29:
TORA–6726
TODA–6726
ASDA–6726
LDA–6502

ARRESTING GEAR/SYSTEM

RWY 11: EMAS

RWY 29: EMAS

SERVICE: S4 FUEL 100 LL, JET A 0X 3 LGT Rwy status lghts in opr. Rwy 29 PAPI unusbl 4º left of cntrln.


AIRPORT MANAGER: 973-961-6161

WEATHER DATA SOURCES: AGOS (973) 621–2892 LLWAS. TDWR.

COMMUNICATIONS: D–ATIS ARR 115.7 D–ATIS SOUTH ARR 134.825 (973) 824–4417. UNICOM 122.95

® NEW YORK APP/DEP CON 132.8 (241º–269º) 128.55 (090º–240º) 127.6 (270º–330º) 132.7 (331º–089º)

® NEW YORK APP/DEP CON 119.2

TOWER 118.3 134.05 GND CON 121.8 126.15 CLNC DEL 118.85

PRE TAXI CLNC 118.85 RAMP CTL 132.45

CPDLC DCL (LOGON KUSA)

PDC

CONTINUED ON NEXT PAGE

NE, 8 SEP 2022 to 3 NOV 2022
AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE TEB.

TETERBORO (T) (T) VORW/DME 108.4  TEB  Chan 21  N40°50.92´ W74°03.73´  218° 10.6 NM to fld. 3/11W.
DME unusable:
060º–080º byd 22 NM blo 2,500´
081º–120º blo 4,000´
121º–180º blo 3,000´
236º–246º

VOR unusable:
081º–120º blo 4,000´
121º–180º blo 3,000´
236º–246º

ILS/DME 110.75  I–EWR  Chan 44(Y)  Rwy 04L.  Class IID.  DME shared with ILS Rwy 22R.

ILS/DME 108.7  I–EZA  Chan 24  Rwy 04R.  Class IIIE.  DME serves Rwy 04L and Rwy 22L. DME unusable byd 15 NM.

ILS/DME 109.15  I–GPR  Chan 28(Y)  Rwy 11.  Glideslope usable byd 5º right and left of ctrln. LOC unusable byd 25º left of course. Autopilot cpd apch not avbl blw 350’ MSL. Glideslope unusable within 0.7 NM blw 300´.

ILS/DME 108.7  I–LSQ  Chan 24  Rwy 22L.  Class IIIE.  LOC unusable byd 20º left of course.

ILS/DME 110.75  I–JNN  Chan 44(Y)  Rwy 22R.  Class IT.  AYRON OM is also used for Rwy 22L. DME shared with ILS Rwy 04L. Localizer unusable byd 20º left of course.

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.
NEW JERSEY

OLD BRIDGE (3N6) 5 S UTC–5(–4DT) N40º19.79’ W74º20.81’

87 B NOTAM FILE MIV

RWY 06–24: H3594X50 (ASPH) MIRL 0.6% up NE

RWY 06: REIL. PAPI(P2L)—GA 4.0º TCH 25’. Thld dsplcd 600’. Tree.

RWY 24: REIL. PAPI(P2R)—GA 4.0º TCH 40’. Thld dsplcd 400’. Tree. Rgt tfc.

SERVICE: S4 FUEL 100LL LGT Actvt REIL Rwy 06 and 24; MIRL Rwy 06–24—CTAF. Actvt rotg bcn—CTAF.

AIRPORT REMARKS: Attended 1300–2200Z ++. Deer and birds on and invof arpt. No touch and go. Drag strip park and trees E/W of arpt and invof apch end Rwy 06–24. Twys poor cond, 2 in cracks, 3 to 4 in deep, mlny nr twy hld shrt lines. Twy sfc uneven, bumpy, with some vegetation. All twy markings faded; areas of spalling on twys lctd by east T hngrs. Loose mtrl haz for acft. Ldg fee.

AIRPORT MANAGER: 732-718-0444

COMMUNICATIONS: CTAF/UNICOM 123.075

ROBINSVILLE RCO 122.1R 113.8T (MILLVILLE RADIO)

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 N40º12.14’ W74º29.70’ 052º 10.2 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’

WASHINGTON L–34G, A IAP

WOODSTOWN (L) (L) VORTACW 112.8 OOD Chan 75 N39º38.16’ W75º18.18’ 334º 7.4 NM to fld. 147/10W.

VOR unusable:

039º–041º byd 20 NM blo 2,500’

090º–105º

159º–190º

DME unusable:

045º–065º byd 20 NM blo 2,500’

090º–105º
NOTAM FILE MIV

PITTSFORD

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 BYD 2º 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 tfk and ldg rstd to Rwy 08–26 only. Helicopters use
fixed–wing tfc pat and als. No touch and go landings or straight in
apchs allowed. Rwy 13–31 25’ wide asph 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

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 ACTIVT REIL Rwy 07 and Rwy 25, PAPI
Rwy 07 and Rwy 25, MIIRL Rwy 07–25 and twy lgts—CTAF. Rwy 07
VGSI and descent angles not coincident. Unusbl 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 overlap of
horse farm (stables) 500’ north of act hngrs.

AIRPORT REMARKS:  Attended continuously. Deer and birds on and invof
arpt. Helicopter activity on and invof arpt. Self–serve fuel system on
north end of tie–down ramp. Apn main ramp cld to hel air tax
and hvr ops near fuel pump.

AIRPORT MANAGER:  908–996–4200

WEATHER DATA SOURCES: AWOS–3 121.725.

COMMUNICATIONS: CTAF/UNICOM 122.975

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
VOR unusable:
247º–255º byd 40 NM blo 2,200’
256º–051º byd 40 NM

© 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.
NEW JERSEY

PRINCETON (39N) 3 N UTC–5(–4DT) N40°23.95’ W74°39.54’

128 B NOTAM FILE MIV

RWY 10–28: H3499X75 (ASPH) S–15 MIRL

RWY 10: REIL PAPI(P2L)—GA 3.45º TCH 42’. Tree.


SERVICE: S4 FUEL 100LL, JET A LGT Actvt MIRL Rwy 10–28 and REIL Rwy 10–123.05.


AIRPORT MANAGER: 609-921-3100

COMMUNICATIONS:

CTAF/UNICOM 122.725

® NEW YORK APP/DEP CON 132.8

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

RADIO AIDS TO NAVIGATION:

NOTAM FILE IPT.

ARD (L) (L) VOR/DME 108.2 ARD Chan 19 N40°15.20’ W74°54.46’ 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 N39°25.09’ W75°08.10’ 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) N40°34.96’ W74°44.20’

189 TPA—See Remarks NOTAM FILE MIV

RWY 04–22: H5598X50 (ASPH–TURF) MIRL 0.7% up NE

RWY 04: Thld dsplcd 1301’.

RWY 22: Thld dsplcd 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 inv of arpt. Blimp and hot air balloon activity on and inv of arpt, spring through fall. Dsplcd thld Rwy 04 1301’ turf, 180’ wide. Dsplcd thld Rwy 22 1300’ turf, 180’ wide. All rws 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 rws depart straight out to 1200’ before turning. Rwy 04–22 MIRL on paved 3000’X50’ portion of rwy. Tkofs and ldgs prohibited on Rwy 04 when acft are operating on Rwy 13–31 and Rwy 10–28. Ctc ops, 908–534–4000, prior to operating on Rwy 10–28. Noticeable bump where rwy crosses grvl apch road to VORTAC.

AIRPORT MANAGER: 908-534-4000

COMMUNICATIONS: CTA/UNICOM 122.8

® NEW YORK APP/DEP CON 132.8

GCO 121.725 If unable, ctc NY Apch at 800-645-3206.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

(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 163)

ROBBINSVILLE
TRENTON–ROBBINSVILLE  (NB7)  1 E  UTC–5(–4DT)  N40°12.84’ W74°36.11’
118  B  NOTAM FILE MIV  L–34H  IAP
RWY 11–29: H4275X75 (ASPH)  S–25  MIRL
SERVICE:  S4  FUEL  100LL  LGT  Actvt 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 invof arpt. Self svc fuel system mid–fild apron. Wind indicator OTS indef. Rwy 11 VGSI and descent angles not coincident. Rwy 29 VGSI and descent angles not coincident. Twy and ramp areas have mult transverse and parl cracks and scattered loose grvl, uneven sfc, vegetation. Rwy 11–29 nmrs 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 have round patches 5 to 6 ins diam of loose chunks of rwy asph broken apart and loose grvl scattered over rwy sfc. Rwy 29 rwy and twy markings faded.
AIRPORT MANAGER:  609-259-7929
COMMUNICATIONS:  CTAF/UNICOM 123.0
MC GUIRE APP/DEP CON 126.475
CLEARANCE DELIVERY PHONE:  For CD ctc Mc Guire Apch at 609-754-2767.
RADIO AIDS TO NAVIGATION:  NOTAM FILE MIV.
  ROBBINSVILLE (H) (H) VORTACW 113.8  RBV  Chan 85  N40°12.14’ W74°29.70’  288° 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 blio 4,000’
COMM/NAV/WEATHER REMARKS:  FAR PART 135 wx svc avbl.

ROBBINSVILLE  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 blio 4,000’

SEA ISLE  N39°05.73’ W74°48.02’  NOTAM FILE MIV.
(H) (H) VORTAC 114.8  SIE  Chan 95  233° 7.3 NM to Cape May Co. 8/9W.
  VOR unusable:
  060º–110º byd 20 NM blio 3,900’
  269º–279º byd 36 NM blio 3,000’
  DME unusable:
  065º–110º
  238º–048º byd 34 NM blio 1,800’
  TACAN AZIMUTH unusable:
  065º–110º
  RCO 122.1R 114.8T (MILLVILLE RADIO)

SKY MANOR  (See PITTSTOWN on page 174)

SOLBERG–HUNTERDON  (See READINGTON on page 175)
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
RCO 122.1R 112.9T (MILLVILLE RADIO)

SOMERSET  (See SOMERVILLE on page 177)

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 4.2° TCH 43’. Trees.
RWY 08–26: 1923X100 (TURF)  0.4% up E
RWY 08: Tree.
RWY 26: Tree. Rgt tcf.
RWY 17–35: 1700X150 (TURF)  0.6% up N
RWY 17: Trees.
RWY 35: Trees.
SERVICE: 54  FUEL  100LL, JET A  OK 1, 2, 3, 4  LGT ACTIVATE REIL
Rwy 12 & Rwy 30, MIRL Rwy 12–30–118.325. PAPI Rwy 12 and
Rwy 30 opr continuously.
AIRPORT REMARKS: Attended 1300–2200Z‡. Unattended Thanksgiving,
Christmas and New Years. Deer and birds on and invof arpt. Rwy
08–26 550’ west end unsuitable for 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
® NEW YORK APP/DEP CON 132.8
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 170)

SOUTHERN CROSS  (See WILLIAMSTOWN on page 183)

SPARTA  N41°04.05’ W74°32.30’  NOTAM FILE MIV.
(H) (H) VORTAC 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’

NE. 8 SEP 2022 to 3 NOV 2022
NEW JERSEY

SUSSEX (FWN)(KFWN)  1 SW  UTC–5(–4DT)  N41°12.01´ W74°37.38´  B  NOTAM FILE MIV

RWY 03–21: H3506X75 (ASPH)  MIRL  0.6% up SW
  RWY 03: REIL. PAP(P2L)—GA 4.0º TCH 40´. Thld dispcld 466´. Trees.

SERVICE:  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 (973) 875–0859.

COMMUNICATIONS:  CTAF/UNICOM 122.7

NEW YORK APP/DEP CON 127.6

TETERBORO (TEB)(KTEB)  1 SW  UTC–5(–4DT)  N40°51.01´ W74º03.65´  B

RWY 01–19: H7000X150 (ASPH–GRVD)  S–50, D–100 PCN 35 F/C/X/T  HIRL  CL
  RWY 01: REIL. VASI(V4R)—GA 3.46º TCH 59´. Thld dispcld 771´. Tree.

RWY 06–24: H6013X150 (ASPH–GRVD)  S–50, D–100 PCN 35 F/C/X/T  HIRL  CL
  RWY 06: MALS. TDZL. REIL. RVR–TR Tree.
  RWY 24: REIL. PAPI(P4L)—GA 3.2º TCH 46´. RVR–TR Tree.

LAND AND HOLD–SHORT OPERATIONS

RWY 01:  S4  FUEL  100LL, JET A  OX 1, 2, 3, 4  LGT  Rwy 01–19 dispcld thld centerline lghts OTS indef.

WEATHER DATA SOURCES:  ASOS (201) 393–0855

CONTINUED ON NEXT PAGE
NEW JERSEY
CONTINUED FROM PRECEDING PAGE

COMMUNICATIONS: D–ATIS 132.85 114.2 201–288–1690
RCO 122.2 (MILLVILLE RADIO).
® NEW YORK APP CON 127.6 RAMP CTL 120.675
TOWER 119.5 125.1 GND CON 121.9 CLINC 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 N40°50.92´ W74°03.73´ at fld. 3/11W.
DME unusable:
060º–080º byd 22 NM blo 2,500´
081º–120º blo 4,000´
121º–180º blo 3,000´
236º–246º
VOR unusable:
081º–120º blo 4,000´
121º–180º blo 3,000´
236º–246º
TORMBY NDB (LOMW) 214 TE N40°48.26´ W74°07.95´ 062º 4.3 NM to fld. LOM unusable byd 10 NM.

ILS 108.9 I–TEB Rwy 06. Class IE. LOM TORMBY NDB. LOM unusable byd 10 NM. LOC unusable byd 14º left of course. Gideslope usable byd 6º left of course.

COMM/NAV/WEATHER REMARKS: For radar svc blo 1800´ ctc Teterboro twr frequency 119.5. Arpt ops frequency 130.575.

Toms River

OCEAN CO (MIX)(KMIX) 5 SW UTC–5(–4DT) N39°55.56´ W74°17.73´
B6 N NOTAM FILE MJX
Rwy 06–24: H5950X100 (ASPH) S–100, D–176, 2D–581
PCN 45 F/A/X/T HIRL
Rwy 06: MALS R. PAPI(2L)—GA 3.0º TCH 56’.
Rwy 24: REIL. PAPI(2L)—GA 3.0º TCH 55’. Thld dispcl 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(2L)—GA 3.0º TCH 40’.
Rwy 32: REIL. PAPI(2L)—GA 3.0º TCH 40’.
SERVICE: S4 FUEL 100LL, JET A OX3 LGT activate MALS Rwy 06; REIL Rwy 14, Rwy 32, Rwy 24; PAPI Rwy 06, Rwy 24, Rwy 14 and Rwy 32; HIRL Rwy 06–24; MIRL Rwy 14–32—CTAF.


AIRPORT MANAGER: (732) 929-2054
WEATHER DATA SOURCES: AWOS–3PT 119.875 (732) 797–2542.

COMMUNICATIONS: CTAF/UNICOM 122.7
® MC GUIRE APP/DEP CON 126.475

CLEARANCE DELIVERY PHONE: For CD use GCO 121.725, if una ctc Mc Guire Apch at 609-754-2767.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

COYLE (H) (H) VORTAC 113.4 CYN Chan 81 N39°49.04´ W74°25.90´ 054º 9.1 NM to fld. 203/10W.
VOR unusable:
044º–054º blo 3,800´
ILS 109.9 I–MJX Rwy 06. Class IA. Unmonitored.

HELIPAD H1: H100X100 (ASPH)
HELIPORT REMARKS: Helipad H1 perimeter lights. ACTIVATE perimeter lgts—CTAF.

TOMBY N40°48.27´ W74°07.95´ NOTAM FILE TEB.

NDB (LOMW) 214 TE 062º 4.3 NM to Teterboro. 16/12W.
NDB unusable:
Byd 10 NM
NEW JERSEY

TRENTON MERCER (TTN) (KTTN) P (ARNG) 4 NW UTC–5 (–4DT) N40º16.60´ W74º48.81´

RWY 06–24: H6006X150 (ASPH–GRVD) S–120, D–180, 2S–175, 2D–320 PCN 24 F/A/WX HIRL 0.5% up NE

RWY 24: MALSR, Tree.

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 16: REIL (PAP4L)–GA 3.0º TCH 40˚.

RWY 34: REIL (PAP4L)–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, 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 apt. Fuel avbl continuously. No touch and go ldg or training ops 0300–1200Z‡. TPA—for acft under 12,500 lbs 1200(987), acft over 12,500 lbs 1700(1487). Rwy 24 VGSI and RNAV glidepath not coincident. Rwy 16 VGSI and RNAV glidepath not coincident. Voluntary curfew 0500–1100Z‡. ARFF mnts gnd and ATCT freqs durg ATC zero events. Ldg fee for all tran acft. U.S. Customs user fee arpt. Twp view of Twp J obsc ctn ADZ.

AIRPORT MANAGER: 609-882-1601
WEATHER DATA SOURCES: ASOS 126.775 (609) 538–8690. LAWRS.
COMMUNICATIONS: CTAF 120.7 ATIS 126.775 UNICOM 122.95
PHILADELPHIA APP/DEP CON 123.8
TOWER 120.7 (1100–0300Z‡) GND CON 121.9 CLNC DEL 121.9
CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc 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 fld. 294/10W.

ILS 111.3 I–TTN Rwy 06. Class IB. Unmonitored when ATCT closed.

HELIPAD H1: H64X64 (ASPH)
HELIPAD H2: H64X64 (ASPH)
HELIPORT 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 176)
VINELAND

KROELINGER (29N)  3 N  UTC–5(–4DT)  N39º31.44´  W75º02.78´
93  NOTAM FILE MIV
RWY 10–28: 2086X190 (TURF–NONE)
RWY 10:  Tree.
RWY 28:  P–line.
AIRPORT REMARKS: Unattended. Deer and birds on and invof arpt. Rwy 10 trees near apch end and along rwy sides.
AIRPORT MANAGER: 856-794-2134
COMMUNICATIONS: CTAF 122.9
ATLANTIC CITY APP/DEP CON 124.6
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
CEDAR LAKE (L) VOR/DME 115.2  VCN  Chan 99  N39º32.26´  W74º58.03´  267º 3.8 NM to fld. 120/10W.

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
ATLANTIC CITY APP/DEP CON 124.6
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

VINELAND–DOWNTOWN (28N)  4 NE  UTC–5(–4DT)  N39º32.38´  W74º58.06´
120  TPA—1320(1200)  NOTAM FILE MIV
RWY 02–20: 2251X100 (TURF)  LIRL
RWY 02:  Tree.
RWY 20:  Bldg.
RWY 12–30: 1800X100 (TURF)
RWY 12:  Fence.
RWY 30:  Fence.
SERVICE: S4  FUEL  100LL, JET A  LGT Arpt lgts PPR call 856–697–3300. Rwy 02–20 nonstandard LIRL due to spacing. Thld and rwy end lgts nonstandard colors.
AIRPORT REMARKS:
AIRPORT MANAGER: 856-697-3300
COMMUNICATIONS: CTAF/UNICOM 122.8

WEST CREEK

EAGLES NEST (31E)  2 N  UTC–5(–4DT)  N39º39.93´  W74º18.48´
39  B  NOTAM FILE MIV
RWY 14–32: H3670X60 (ASPH)  HIRL
RWY 14: PAPI(P2L)—GA 4.0º TCH 45´. Thld dsplcd 400´. Tree.
RWY 32: PAPI(P2L)—GA 4.0º TCH 45´. Thld dsplcd 400´. Tree. Rgt tfc.
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 REMARKS:
AIRPORT MANAGER: 609-296-1229
COMMUNICATIONS: CTAF 122.9
APP/DEP CON 134.25
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
COYLE (H) (H) VORTACW 113.4  CYN  Chan 81  N39º49.04´  W74º25.90´  158º 10.8 NM to fld. 203/10W.
VOR unusable: 044º–054º blo 3,800´
WEST MILFORD

GREENWOOD LAKE (4N1) 1 E UTC–5(–4DT) N41º07.70´ W74º20.79´

790 B NOTAM FILE MIV

RWY 06–24: H3471X60 (ASPH) MIRL

RWY 06: Trees. Rgt tcf.

RWY 24: PAPI(P2L)—GA 3.5º TCH 44´. Tree.

SERVICE: S4 FUEL 100LL, JET A LGT Actvt MIRL Rwy 06–24—CTAF; 5 clicks to actvt. PAPI Rwy 24 opr cons.


AIRPORT MANAGER: 973-728-7721

COMMUNICATIONS: CTAF 122.9

NEW YORK APP/DEP CON 127.6

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

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SPARTA (H) VORTACW 115.7 SAX Chan 104 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.

RUNWAY 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

RWY 28:
TORA–4998 TODA–4998 ASDA–4998 LDA–4998

SERVICE: S2 FUEL 100LL, JET A LGT Actvt HIRL Rwy 01–19; PAPI Rwy 10 & 28; MIRL Rwy 10–28—CTAF.

AIRPORT REMARKS: Attended 1300–2200Z2. Birds on and invof arpt. PAEW within the safety area of all rws and twys daily May thru Oct. Arpt cld to ultraligt actvt, glider ops and formation flights except PPR (609) 886–8652 Mon–Fri 1300–1100Z2. Twy B south of Twy A can only by used by actvt with wingspans less than 79´. Twy A west of Twy F can only be used by actvt 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 wt LMT of 28,000 lbs and should not by 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
CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SEA ISLE (H) (H) VORTAC 114.8 SIE Chan 95 N39º05.73’ W74º48.02’ 233º 7.3 NM to fld. 8/9W.

VOR unusable:
- 060º–110º byd 20 NM bld 3,900’
- 269º–279º byd 36 NM bld 3,000’

DME unusable:
- 065º–110º
- 238º–048º byd 34 NM bld 1,800’

TACAN AZIMUTH unusable:
- 065º–110º

WATERLOO (L) (L) VOR/DME 112.6 ATR Chan 73 N38º48.59’ W75º12.68’ 059º 18.5 NM to fld. 5/9W.

DME unusable:
- 179º–293º byd 30 NM bld 2,000’

VOR unusable:
- 345º–010º

LOC 108.9 I–CEJ Rwy 19. LOC unmonitored.

WILLIAMSTOWN

SOUTHERN CROSS (CR1) 3 SW UTC–5(–4DT) N39º39.33’ W75º00.87’

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 N39º13.15’ W74º47.69’

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 3.7º TCH 21’. Trees.


RWY 31: REIL. PAPI(P2L)—GA 3.5º 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 sgnfnt nr of longl and transverse cracks on rwy with weeds and grass growing in cracks. Rwy 13–31 sgnfnt 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 N39º05.73’ W74º48.02’ 011º 7.4 NM to fld. 8/9W.

VOR unusable:
- 060º–110º byd 20 NM bld 3,900’
- 269º–279º byd 36 NM bld 3,000’

DME unusable:
- 065º–110º
- 238º–048º byd 34 NM bld 1,800’

TACAN AZIMUTH unusable:
- 065º–110º
WOODSTOWN  N39°38.16’ W75°18.18’  NOTAM FILE MIV.
(L) (L) VORTAC 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, 8 SEP 2022 to 3 NOV 2022
NEW YORK

ADIRONDACK RGNL  (See SARANAC LAKE on page 241)

AIRHAVEN  (See STAATSBURG on page 248)

AIRLANE ENTERPRISES  (See CLAY on page 193)

AKRON/JESSON FLD  (9G3)  I E  UTC–5(–4DT)  N43º01.27´ W78º28.96´

840  B  NOTAM FILE BUF

RWY 07–25: H3268X75 (ASPH)  S–B  MIRL  0.3% up NE

RWY 07: PAPI(P2L)—GA 4.0º TCH 54´. Trees.

RWY 25: REIL. PAPI(P2L)—GA 4.0º TCH 55´. Trees.

RWY 11–29: 1955X50 (TURF)

RWY 11: Trees.

RWY 29: Trees.


NOISE: Rwy 25 noise abatement—maintain rwy holding until 3/4 miles byd dep end Rwy 25 before turning.


AIRPORT MANAGER: 716-542-4607

COMMUNICATIONS:  CTAF/UNICOM 122.725

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  N42º55.74´ W78º38.78´  052º 9.1 NM to fld. 730.

DME unusable:

036º–261º blo 11,000´

262º–275º blo 2,300´

276º–035º blo 6,000´

NE, 8 SEP 2022 to 3 NOV 2022
ALBANY INTL  (ALB)(KALB)  P (ARNG)  6 NW  UTC–5(–4DT)  N42°44.95’ W73°48.12’

PCN 70 F/C/X/T HIWL CL
Rwy 01: MALSR. TDZL, PAPI(P4R)—GA 3.0° TCH 53’. RVR–TR
Rwy 19: MALSR. PAPI(P4L)—GA 3.0° TCH 53’. RVR–TR Tree.
Rwy 10: REIL. Ground.

LAND AND HOLD–SHORT OPERATIONS
LDG RWY HOLD–SHORT POINT AVBL LDG DIST
RWY 01 10–28 4150
RWY 28 01–19 3757

RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA–8500 TODA–8500 ASDA–8500 LDA–8500
RWY 10: TORA–7200 TODA–7200 ASDA–6780 LDA–6780
RWY 19: TORA–8500 TODA–8500 ASDA–8500 LDA–8500
RWY 28: TORA–7200 TODA–7200 ASDA–7200 LDA–6007

SERVICE: S4 FUEL 100LL, JET A OX 3 FUEL (NC–100LL, A) FLUID HPOXRB

AIRPORT REMARKS: Attended continuously. Birds, deer and other wildlife on and in/around arpt. Mowing within safety areas of all rwys and twys May through Nov. Wx balloon launches approximately 3 miles south of arpt at 1100Z‡ and 2300Z‡. Ty C west of Ty A non-movement area. Ty D east of Rwy 01–19 rstd to acft 12,500 lbs and less. No acft parking between fire station and Ty L. Customs/Immigration’s Flt Information Service located north end General Aviation apron. Acft clearing Customs utilize painted markings and proceed to minimize blast impact. Ldg fee. Flight Notification Service (ADCSUS) avbl. User fee arpt.

COMMUNICATIONS: D–ATIS 120.45 UNICOM 122.95
RCO 122.2 (BURLINGTON RADIO)

COMM/NAV/WEATHER REMARKS: Class C information avbl on ATIS frequency 20 NM.

ALBERT S NADER RGNL  (See ONEONTA on page 234)
ALBION

PINE HILL  (9G6)  5  SW  UTC–5(–4DT)  N43º10.41´ W78º16.48´
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:  Thld displaced 250´. Road.
SERVICE:  LGT ACTIVATE rwy lgts at 585–589–7758.
AIRPORT MANAGER:  585-589-7758
COMMUNICATIONS:  CTAF/UNICOM 123.0

ALPINE  N42º14.32´ W76º45.84´ NOTAM FILE ELM.
NDB (MHW) 245  ALP  242º 7.4 NM to Elmira/Corning Rgnl. 1287/12W.

ARGYLE  (1C3)  2 NE  UTC–5(–4DT)  N43º15.27´ W73º28.21´
330  NOTAM FILE BTV
RWY 03–21:  2400X87 (TURF)
RWY 03:  Tree.
RWY 21:  Tree.
AIRPORT REMARKS:  Attended 1400Z–dusk. Arpt may be CLOSED wet wx call 518–638–9723. Ultralgts on and invof arpt. Rwy 03–21 width varies from 87´–100´. Rwy generally plowed drg winter but may be snowy/icy. Check/inspect bfr taking off or 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.
BATAVIA

GENESEE CO (GVQ) (KVQ) 2 N UTC–5(–4DT) N43º01.91´ W78º10.18´
914 B NOTAM FILE GVQ
RWY 10–28: H5499X100 (ASPH–GRVD) S–21, D–33 HIRL
RWY 10: REIL, PAPI(P2L)—GA 3.0º TCH 40´. Fence.
RWY 28: MALS R PAPI(P2L)—GA 3.0º TCH 62´.
SERVICE: S4 FUEL 100LL, JET A1+ OX 1 LGT Activ MALS Rwy 28;
REIL Rwy 10; PAPI Rwy 10 and 28; HIRL Rwy 10–28—CTAF.
AIRPORT REMARKS: Attended Apr–Oct 1230–0100Z‡, Nov–Mar
1230–2330Z‡.
AIRPORT MANAGER: 585-344-8532
WEATHER DATA SOURCES: AWOS–3PT 127.525 (585) 343–6369.
COMMUNICATIONS: CTAF/UNICOM 122.7
ROCHESTER APP/DEP CON 123.7
CLEARANCE DEL 121.8

BAYPORT AERODROME (23N) 1 NW UTC–5(–4DT) N40º45.46´ W73º03.16´
39 TPA—639(600) NOTAM FILE ISP
RWY 18–36: 2750X150 (TURF) 0.3% up N
RWY 36: Thld dsplcd 556´. Trees.
NOISE: All downwind spacing for Rwy 18–36 should be over lakes for noise abatement.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Arpt CLOSED 30 mins after SS–30 mins before SR. Phone at arpt
631-467-3279. Rwy 18–36 west 75´ width open May–Sep, east 75´ width open Oct–Apr. No clsd tfc pat or touch and
go ldgs. All tfc enter 45º left base for Rwy 36 at 600´ MSL due to heavy jet tfc Rwy 33L at ISP. All tfc enter 45º rgt
downwind for Rwy 18 over lakes at 600´ MSL due to heavy jet tfc ldg Rwy 33L at ISP. Rwy 18 thld marked with conc
blocks flush with turf scf. Rwy 36 thld and dsplcd thld marked with conc blocks flush with turf scf. Rwy 36 dsplcd thld
marked with 1´ wide apron and 2´ wide thld (white) both made with conc blocks flush with turf scf. Pilots be advised
due to pattern procedures, acft in the run–up area or starting takeoff roll on Rwy 36, and acft on final approach to Rwy
36, may not be able to see each other due to trees.
AIRPORT MANAGER: 631-467-3300
COMMUNICATIONS: CTAF/UNICOM 122.7

BECKS GROVE (See ROME on page 240)
NEW YORK

BINGHAMTON

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: MALSR. PAPI(P2L)—GA 3.0º TCH 61´. RVR–TR Thld dsplcd 400´. Antenna.

RWY 34: MALSR. PAPI(P2L)—GA 3.0º TCH 64´. RVR–TR Thld dsplcd 205´.

RWY 10–28: H5001X150 (ASPH–GRVD)  S–81, D–103, 2S–159,
2D–168 PCN 32 F/D/X/T MIRL  0.4% up W

RWY 10: VASI(V4L)—GA 3.0º TCH 53’.

RWY 28: RELI. 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 MALSR Rwy 16 and Rwy 34, HIRL Rwy 16–34, MIRL Rwy 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.

Ldg 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

BINGHAMTON RCO 122.1R 112.2T (BUFFALO RADIO)

BINGHAMTON APP/DEP CON 118.6 (Sfc–5000’) 127.55 (6000–8000’) (1100–0500Z‡)

BINGHAMTON TOWER 119.3  (1100–0500Z‡)  END CON 121.9  CLNC DEL 125.05

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc New York ARTCC at 631-468-1425.

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

TRSA svc ctc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

BINGHAMTON (L) (L) VOR/DME 112.2  CFB  Chan 59  N42º09.45´ W76º08.19´  076º 7.6 NM to fld. 1583/10W.

VOR unusable: 023º–033º byd 15 NM blo 6,000´


BINGHAMTON (L) I–BGM  Rwry 34.  Class IA.  Unmonitored when twr clsd.

COMM/NAV/WEATHER REMARKS: For Clnc Del when twr clsd ctc Buffalo Radio on CFB RCO 122.1R 112.2T.

HELIPAD H1: H54X54 (ASPH)  PERIMETER LGTS

HELIPORT REMARKS: Helipad located at the intersection of Twy L and the west apron.

BLUE HERON (See GALLUPVILLE on page 203)

NE, 8 SEP 2022 to 3 NOV 2022
BROOKPORT

**LEDGEDALE AIRPARK** (7G8) 3 SE UTC–(–4DT) N43°10.87′ W77°54.93′

665 B NOTAM FILE BUF

**RWY 10–28:** H4206X75 (ASPH) S–12

**RWY 10:** Brush.

**RWY 28:** Trees.

**SERVICE:** S4 FUEL 100LL, JET A

**AIRPORT REMARKS:** Attended 1500–2100Z. For attendance other hrs
on arpt in spring and fall.

**AIRPORT MANAGER:** (585) 233-5117

**COMMUNICATIONS:**

® ROCHESTER APP/DEP CON 123.7

**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′ 302° 11.3 NM to fld. 545/12W.

BROOKHAVEN (See SHIRLEY on page 245)

BUFFALO

**BUFFALO AIRFIELD** (9G0) 6 SE UTC–(–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 dplcd 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 inv of arpt. 24 hrs self fuel with credit card. Rwy 06 218′
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

® APP/DEP CON 126.15

**CLEARANCE DELIVERY PHONE:** For CD ctc Cleveland ARTCC at 440-774-0490.

**RADIO AIDS TO NAVIGATION:**

® DME 116.4 BUF Chan 111 N42°55.74′

W78°38.78′ 218º 5.1 NM to fld. 730.

DME unusable:

036º–261º blo 11,000′

262º–275º blo 2,300′

276º–035º blo 6,000′
BUFFALO NIAGARA INTL (BUF)(KBUF) 5 E UTC–(4–5DT) N42°56.43’ W78°43.84’

RWY 05: MALSR. TDZL. PAPI(P4L)—GA 3.0º TCH 49’. RVR–TMR Thld dsplcd 535’. Bldg. 0.9% up.
RWY 14–32: H7161X150 (ASPH–GRVD) S–120, D–250, 2D–489, 2D/2D2–1016 PCN 70 F/B/W/T HIRL
RWY 14: REIL. PAPI(P4L)—GA 3.0º TCH 53’. Thld dsplcd 320’. Tree.
RWY 32: MALSR. PAPI(P4L)—GA 3.0º TCH 54’. Thld dsplcd 720’. Sign.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–8829 TODA–8829 ASDA–8104 LDA–7569

SERVICE: S4 FUEL 100LL, JET A OX 1, 2, 3, 4
AIRPORT REMARKS: Attended continuously. Heavy concentration of gulls, blackbirds, and starlings up to 5000’ on and inv of arpt. Deer on and inv of arpt. Class I, ARFF Index C. ARFF Index D equipment coverage provided. Twy K1 clsd 0200–1300Z‡ daily. Twy A SW runup area/hldg bay mkd design group 3 acft (generally B737 A21 or smaller), unavbl design group 4 (incl but not ltd to B757 767). Twy P btn apch end Rwy 14 and Twy P2 clsd to acft wingspan more than 117 ft. For FBO svc ctc 131.75, for cargo svc 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: D–ATIS 135.35 RCO 122.2 (BUFFALO RADIO)
APP/DEP CON 126.15 (053º–233º) 126.5 (234º–052º)
TOWER 120.5 GND CON 133.2 CLNC DEL 124.7 PRE TAXI CLNC 124.7
CPDLC (LOGON KUSA)
PDC
AIRSPACE: CLASS C svc ctc APP CON.

CLARENCE AERODROME (D51) 5 NE UTC–(4–5DT) N43º04.00’ W78º40.99’

RWY 10–28: 2500X67 (TURF)
RWY 10: Trees.
SERVICE: LGT Actvt LIRL Rwy 10–28—CTAF.
AIRPORT REMARKS: Unattended. Deer and birds on and inv of arpt. Ultralights on and inv of arpt. Drive/twy crosses Rwy 10 apx 300 ft from W end. Rcmd touchdown byd txy. 2200 ft remaining.
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 214)

CALVERTON N40°55.78’ W72°47.93’ NOTAM FILE ISP.
(L) VOR/DME 117.2 CCC Chan 119 219º 7.2 NM to Brookhaven. 85/13W.
VOR unusable:
106º–116º
280º–290º byd 25 NM
CAMBRIDGE

CHAPIN FLD (1B8) 2 N UTC-5(–4DT) N43°03.16´ W73°21.79´

510 NOTAM FILE BTV
RWY 05–23: 2130X65 (TURF)
RWY 05: Tree.
RWY 23: Trees.
RWY 07–25: 2100X63 (TURF)
RWY 07: Thld dsplcd 222´. Railroad.
RWY 25: Thld dsplcd 306´. Road.

SERVICE: S2


AIRPORT MANAGER: (518) 727-6509

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

CANANDAIGUA (IUA/KIUA) 3 NW UTC-5(–4DT) N42°54.53´ 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

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

GENESEE (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 unusable:
208º–224º byd 29 NM blo 5,000´
225º–230º
231º–245º byd 29 NM blo 5,000´

DME unusable:
115º–120º byd 29 NM blo 4,000´
140º–155º byd 30 NM blo 5,000´

CANARSIE N40°36.75´ W73°53.67´ NOTAM FILE JFK.

(T) (T) VOR/DME 112.3 CRI Chan 70 084º 5.5 NM to John F Kennedy Intl. 10/11W.

VOR unusable:
047º–175º
224º–035º
CARMEL  N41°16.81´ W73°34.88´  NOTAM FILE ISP.
(L) (L) VOR/DME 116.6  CMK  Chan 113  051º 7.1 NM to Danbury Muni. 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’

CATTARAUGUS CO–OLEAN  (See OLEAN on page 233)

CHAPIN FLD  (See CAMBRIDGE on page 192)

CHAUTAUQUA CO/DUNKIRK  (See DUNKIRK on page 196)

CHAUTAUQUA CO/JAMESTOWN  (See JAMESTOWN on page 211)

CLARENCE AERODROME  (See BUFFALO on page 191)

CLAY  385  NOTAM FILE BUF
     RWY 01–19: 2220X75 (TURF)
     RWY 01: Brush.
     RWY 19: Trees.
     RWY 10–28: 1550X97 (TURF)
     RWY 10: Trees.
     RWY 28: Trees.
AIRPORT MANAGER: 315-699-5734
COMMUNICATIONS: CTAF
CLEARANCE DELIVERY PHONE: For CD ctc Syracuse Apch at 315-455-6218.

COLUMBIA CO  (See HUDSON on page 209)

COOPERSTOWN—WESTVILLE  1260  NOTAM FILE BUF
     RWY 02–20: 2337X125 (TURF)  MIRL(NSTD)
     RWY 02: NSTD. Trees. Rgt tfc.
     RWY 20: NSTD. Crops.
SERVICE: 54  FUEL 100LL  LGT ACTIVATE MIRL Rwy 02–20—CTAF.
AIRPORT REMARKS: Unattended. 87 octane also avbl. Self svc fueling avbl. Call manager for svcs. Rwy 02–20 NSTD MIRL spacing, 2 thld lgts each side. Rwy edge denoted by white tires around edge lgts.
AIRPORT MANAGER: 607-437-8308
COMMUNICATIONS: CTAF/UNICOM
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´

194  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 Actvt MIRL Rwy 13–31 and REIL Rwy 13 and 31—CTAF.
    LGT rotg bcn—CTAF.

AIRPORT REMARKS:  Attended dalgt hrs.
AIRPORT MANAGER:  607-962-0053

COMMUNICATIONS:  CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION:
    NOTAM FILE ELM.
    ELMIRA  (L) (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 Rwy24, 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 CON (N) 126.125
Syracuse APP/DEP CON 133.35 (0500–1100Z‡)

CLEARANCE DELIVERY PHONE:  For CD ctc Syracuse Apch at 315-455-6218.
RADIO AIDS TO NAVIGATION:  NOTAM FILE ITH.
ITHACA  (L) DME 111.8  ITH  Chan 55  N42º29.70´
    W76º27.58´ 062º 12.3 NM to fld. 1112.
    DME unusable:
    360º–160º byd 20 NM blo 6,500´
NEW YORK

195

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’. Fence.
   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‡. Extensive glider activity. 100LL after hrs ctc AMGR cell. Call AMGR for fuel availability. Glider use right pat for the turf area to the rgt of Rwy 32 and left 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

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 int rl of thld mkd by cones. Rwy 20 starts at approximately 250’ from trees on rwy end. Rwy 20 3 earthen ounds approx 5 ft high off right side of rwy 400 ft from thld. Trees/brush next to rwy thld L/S. Rwy 02 trees/brush next to corner of thld L/S.
AIRPORT MANAGER: (315) 379-1907
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.

DOWNTOWN MANHATTAN/WALL ST HELIPORT (See NEW YORK on page 221)

NEW YORK

195

DETROIT L–30I, 31E, 32F IAP

DELANCEY N42º10.70’ W74º57.42’ NOTAM FILE BUF.
(L) (L) VOR/DME 112.1  DNY  Chan 58  301º 21.8 NM to Sidney Muni. 2560/11W.

NE, 8 SEP 2022 to 3 NOV 2022
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 ´
RWY 24: REIL. PAPI(P4L)–GA 3.0º TCH 44´. Tree.
RWY 15–33: H4000X100 (ASPH) –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‡, excl federal hrs. 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 conditions not monitored outside of normal attendance hrs. PPR for svcs outside FBO hrs; FBO oprng hrs are 1300–2200Z‡, call FBO at 716–203–6478 durg and aft oprng hrs. Cold temperature airport. Altitude correction required at or below –22C.
AIRPORT MANAGER: (716) 661-8930
COMMUNICATIONS: CTAF/UNICOM 123.075
RCO 122.25 (BUFFALO RADIO)
BUFFALO APP/DEP CON 126.5
CLEARANCE DELIVERY PHONE: For CD ctc Buffalo ATCT at 716-626-6939/6919.
RADIO AIDS TO NAVIGATION: NOTAM FILE DKK.
DUNKIRK (H) DME 116.2 DKK Chan 109 N42°29.42´ W79°16.45´ at fld. 681.
DME unusable:
094°–221° byd 26 NM blo 8,000´

EAST 34TH STREET HELIPORT (See NEW YORK on page 222)
NEW YORK

EAST HAMPTON TOWN  (JPX)(KJPX) PVT  3 W  UTC–5(–4DT)  N40°57.57´ W72°15.10´

AIRSPACE: CLASS D svc 1300–0100Z‡, oprs Sat bfr Memorial Day to Sun aft Labor Day; other 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.


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 tkf with no wind; heavy gross weight; and for noise abatement.

AIRPORT REMARKS: Attended May–Oct dalgt hrs. Arpt CLOSED indef. Parachute Jumping. Ultralgts on and invof arpt. PAEW 75´ east of Rwy 18. Due to close proximity of Lufker arpt (590´ between rwys) adhere to the following tfc pat. North ops, Spadaro–Rgt tfc, LUFKER–Left tfc. South ops, Spadaro–Left tfc, Lufker–Rgt tfc. Arrivals, intercept final apch leg 1500´ from apch end of rwy. Departures, make 45º turn as soon as possible after tkf to intercept crosswind leg. Use south ops for ldg when winds are 5 kts or less, or when winds are more than 5 kts 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 MANAGER: (518) 863-4338
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

NE. 8 SEP 2022 to 3 NOV 2022
ELLENVILLE

JOSEPH Y RESNICK (N89) 1 NE UTC–5(–4DT) N41º43.67´ W74º22.64´

292  B  NOTAM FILE ISP

RWY 04–22: H3838X75 (ASPH)  MIRL

RWY 04: REIL. PAPI(P2L)—GA 3.5º TCH 40´. Trees.
Rgt tlc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA–3838  TODA–3838  ASDA–3838  LDA–3538

SERVICE: 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:

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 blc 4,300´
070º–140º byd 30 NM blc 3,400´

NE, 8 SEP 2022 to 3 NOV 2022
ELMIRA/CORNING RGNL (ELM) (KELM) 6 NW UTC–5(–4DT) N42º09.59´ W76º53.50´

NEW YORK

955 B TPA—See Remarks ARFF Index—See Remarks NOTAM FILE ELM Not insp.


RWY 06: MALS R, VASI(V4L)—GA 3.0º TCH 51´. RVR–TMR Thld dspcld 600´. Tree.


RWY 10: Trees.


RWY 05–23: 2017X150 (TURF)

RUNWAY DECLARED DISTANCE INFORMATION


RWY 06: TORA–8001 TODA–8001 ASDA–8001 LDA–7401

RWY 10: TORA–5404 TODA–5404 ASDA–5004 LDA–5004


ARRASTING GEAR/SYSTEM

RWY 06: EMAS

SERVICE: 44 FUEL 100LL, JET A Ox 4 LGT When twr clsd ACTIVATE


AIRPORT REMARKS: Attended continuously. Extensive glider activity on and off arpt. Birds and deer on and off arpt. Blimp activity rqr PPR, ctc arpt management at 607–426–5621. Class 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) Turboprop/Jet. Rwy 10 opr prohibited for acft with apch speeds greater than or equal to 121 knots and/or wingspans greater than 118´. Act with wing spans greater than 93´ should use extreme care when taxiing on Wry T adjacent to aprons. Rwy 05–23 (southeast of Wry 06–24) unmarked seasonal use turf clsd 1 Dec through 30 Apr.

For land side access from apron when FBO clsd ctc ELM arpt attendant at 607–739–5621. Rwy 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 Wry H, Wry J, and Wry L limited to design Group II acct. Ldg fee for all non based acct. Terminal ramp is uncontrolled. Do not call for push/power back. Advise ground control when ready to taxi for dep. Wry T btt Wry L and Wry 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

CLEARANCE DELIVERY PHONE: For cd if una to ctc on FSS freq, ctc New York ARTCC at 631-468-1425.

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

TRS CON svc ctc APP CON (within 15 NM)

RADIO AIDS TO NAVIGATION: NOTAM FILE ELM.

(L) (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 (MHW) 246 ALP N42º14.32´ W76º46.84´ 242º 7.4 NM to fld. 1287/12W.

ILS 109.1 I–UEK Rwy 06. Class IA. Unmonitored when twr clsd.


COMM/NAV/WEATHER REMARKS: For Clnc Del when twr clsd ctc Buffalo Radio on 122.2.
ENDICOTT

TRI–CITIES (CZG/KCZG)  3 SW  UTC–5(–4DT)  N42°04.71´  W76°05.78´

833  B  NOTAM FILE CZG

RWY 03–21: H3900X75 (ASPH)  S–30  MIRL

RWY 03: REIL. Road.

RWY 21: REIL. PAP(P2R)—GA 4.0º TCH 40’. Road.

SERVICE:  FUEL  100LL  LGT  Rotating bcn obscured north and west of arpt
due to high terrain. ACTIVATE  MIRL 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  N42°09.45´  W76°08.19´  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 222)
NEW YORK

FARMINGDALE

REPUBLIC
FRG

1 E UTC–5(–4DT)
N40º43.76´ W73º24.81´

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 dsplcd 676’. Pole.

RWY 32:
REIL. PAPI(P4L)—GA 3.0º TCH 53’. Road. Rgt tfc.

RWY 01–19:
H5516X150 (ASPH–GRVD)
S–45, D–60 PCN 76 F/C/X/T
MIRL

RWY 01:
REIL. PAPI(P4L)—GA 3.0º TCH 44’. Pole. Rgt tfc.

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 19:
TORA–5516
TODA–5516
ASDA–5516
LDA–5516

RWY 32:
TORA–6833
TODA–6833
ASDA–6833
LDA–6833

ARRESTING GEAR/SYSTEM

RWY 14
EMAS

RWY 32
EMAS

SERVICE:
FUEL
100LL, JET A
OX 1, 2, 3, 4
LGT
When ATCT clsd
actvt REIL Rwys 01, 19, 32; PAPI Rwys 01, 19, 14, and 32; HIRL Rwy 14–32; MIRL Rwy 01–19; twy lgts—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 MANAGER:
631-752-7707

WEATHER DATA SOURCES: ASOS
(631) 752–8129 LAWRS.

COMMUNICATIONS: CTAF
118.8 ATIS
126.65 UNICOM
128.125 NEW YORK APP CON
125.7 NEW YORK DEP CON

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.

RADIOS AIDS TO NAVIGATION:

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 unusable:
Byd 25 NM bly 5,000’

DMΕ unusable:
265º–274º byd 17 NM bly 5,000’
275º–280º
281º–015º byd 17 NM bly 5,000’

FRIKK NDB (LONW) 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 244)
FISHERS ISLAND

ELIZABETH FLD  (BBB)  8 SE  UTC–5(–4DT)  N41°15.13’ W72°01.90’

7  NOTAM FILE BDR

RWY 12–30:  H2345X100 (ASPH)  MIRL
  RWY 12:  REIL  PAP(P2L)—GA 3.0º TCH 20’. Road.
  RWY 30:  REIL  PAP(P2R)—GA 3.0º TCH 20’.

RWY 07–25:  H1806X75 (ASPH)  MIRL
  RWY 07:  REIL  PAP(P2L)—GA 3.75º TCH 20’. Ground.
  RWY 25:  REIL  PAP(P2L)—GA 3.0º TCH 20’. Road.

SERVICE:  LGT ACTIVATE MIRL Rwys 07–25 and 12–30, PAPI Rwys 07, 12, 25 and 30—CTAF.


AIRPORT MANAGER:  631-788-7463

COMMUNICATIONS:  CTAF/UNICOM 122.8

AIRPORT REMARKS:  Providence App/Dep Con
  Providence: 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.

FLOYD BENNETT MEML  (See GLENS FALLS on page 205)

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

CLEARANCE DELIVERY PHONE:  For CD ctc Albany Apch at 518-862-2299.

FRANCIS S GABRESKI  (See WESTHAMPTON BEACH on page 254)

FRANKFORT–HIGHLAND  (See UTICA/FRANKFORT on page 250)

FREDERICK DOUGLASS/GREATER ROCHESTER INTL  (See ROCHESTER on page 239)

FREEHOLD  (1I5)  1 NW  UTC–5(–4DT)  N42°21.84’ W74°03.90’

440  NOTAM FILE BTV

RWY 12–36:  H2275X22 (ASPH)  0.7% up NW
  RWY 12:  Trees.
  RWY 36:  Trees.

AIRPORT REMARKS:  Attended Apr–Dec 1400Z‡–dusk. Extensive glider activity, especially on weekends. Rwy 12–30 sfc broken and spalling for entire length. Ctc arpt manager for fld conditions Dec 1–Apr 1, 518–966–8503. Rgt tfc for gliders Rwy 12 only, Rwy 12–30 100’ by 2640’ turf rwy adjacent to paved rwy (south edge) beginning at 735’ from Rwy 30 thld.

AIRPORT MANAGER:  518-966-8503

COMMUNICATIONS:  CTAF 122.9

CLEARANCE DELIVERY PHONE:  For CD ctc Albany Apch at 518-862-2299.

FRIKK  N40°46.59’ W73°28.95’  NOTAM FILE FRG.

NDB (LOMWW)  407  FR  146º 4.2 NM to Republic. 153/14W.
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 LTG 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 invof arpt. Ultralight activity on and invof arpt. Rwy conditions may not be monitored or reported when arpt is unattended. During periods of snow removal operations Nov 1 thru Apr 1 acct must ctc aprt on freq 123.0 10 minutes prior to ldg. 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.

GALLUPVILLE

BLUE HERON (N25) 3 NE UTC–5(–4DT) N42°41.84’ W74°11.97’ 1200 NOTAM FILE BTV
RWY 09–27: 2600X70 (TURF)
RWY 09: Road.
RWY 27: Trees.
AIRPORT MANAGER: 518-872-2638
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.
GANSEVOORT

HEBER AIRPARK (K30) 2 SE UTC–5(–4DT) N43°11.00’ W73°37.99’

230 NOTAM FILE BTV
RWY 06–24: H2200X24 (ASPH) MIRL(NSTD)
RWY 06: Thld dsplcd 200’. Road. Rgt tfc.
RWY 24: Tree.
SERVICE. LGT ACTIVATE NSTD MIRL Rwy 06–24—CTAF.
Rwy 24 uphill grade exceeds 2% up. Recommended Idg Rwy 24, tkl Rwy 06. Skydiving on and invol arpt May–Oct. Lgt colored full width conc pavement section 144’ from Rwy 24 thld, 20’ long. Golf course adjacent to rwy both sides. Rwy 06–24 NSTD MIRL due to spacing, 33’ from rwy edge on 3’ wood posts. Rwy 06–24 NSTD dsplcd thld, no bar.
AIRPORT MANAGER: 518-793-8983
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

GANSE
N43°15.30’ W73°36.31’ NOTAM FILE GFL.
NDB (LOMW) 209 GF 011° 5.2 NM to Floyd Bennett Meml. 228/14W.

GARNSEYS (See SCHUYLERVILLE on page 244)

GASPORT

ROYALTON (905) 1 SE UTC–5(–4DT) N43°10.92’ W78°33.47’

628 NOTAM FILE BUF
RWY 07–25: H2530X35 (ASPH) MIRL
RWY 07: Road.
RWY 25: Thld dsplcd 300’. Tree.
SERVICE. FUEL 100LL, MOGAS LGT ACTIVATE MIRL Rwy 07–25—CTAF.
AIRPORT REMARKS: Attended 1400–2300Z‡. Ultralgts on and invol 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 188)

GENESEO (D52) 1 W UTC–5(–4DT) N42°47.92’ W77°50.55’

560 NOTAM FILE BUF
RWY 05–23: 4695X90 (TURF)
RWY 05: Trees.
AIRPORT REMARKS: Attended Apr–Sep 1500–2100Z‡; Oct–Mar, Mon, Wed, Fri 1500–2100Z‡. Attendance requests for other than scheduled times call 585–243–2100. Two lgtd antennas left of Rwy 23 in the village of Geneso. Rwy 05–23 ends are not clearly marked. Rwy 05 end marked with white paint at edges and orange cones only during airshow. Rwy 23 end marked with white paint at edges only during airshow. Rwy 23 end marked with white paint at edges. Rwy 05 has +90’ trees 155’ from rwy beginning 110’ right and continues across centerline at an angle. Rwy 05 has +29’ powerline 38’ from rwy, 125’ right and continues across rwy centerline at an angle. Rwy 23 60–70 ft trees 370 ft from rwy 100 ft left of cntrln. Turf soft and wet for first 1800 ft from thld of Rwy 23 during Oct–May.
AIRPORT MANAGER: 585-243-2100
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.

GENESEO
N42°50.06’ W77°43.97’ NOTAM FILE BUF.
(L) VOR/DME 108.2 GEE Chan 19 324° 12.5 NM to Le Roy. 990/9W.
VOR portion unusable:
208°–224° byd 29 NM b1o 5,000’
225°–230°
231°–245° byd 29 NM b1o 5,000’
DME unusable:
115°–120° byd 29 NM b1o 4,000’
140°–155° byd 30 NM b1o 5,000’
RCO 122.1R 108.2T (BUFFALO RADIO)

GEORGETOWN
N42°47.34’ W75°49.60’ NOTAM FILE BUF.
(L) TACAN 117.8 GGT Chan 125 085° 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 twn 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 233)

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:  MALSR. PAPI(P4L)–GA 3.0º TCH 53’.
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 MALSR Rwy 01; PAPI Rwy 01, 19, 12, 30; HIRL Rwy 01–19; MIRL Rwy 12–30; twn lgts—CTAF.

NOISE: Noise sensitive area 1.5 miles north. Use NBAA noise abatement procedures. Recommended no touch and go ops from 2200–1200Z.


Full svc fueling avbl after hrs by pre–arrangement, call 518–798–3091. PJE airspace defined as 5 NM radius of GFL.

Grass cutting equipment ops adjacent to all opr sfcs dalgt hours May thru Oct. During periods of snow removal ops Nov 1–Apr 1 acft must 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 tflc 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: AGOS 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/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 (LOMW) 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

MIDLAKES (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 14:  Trees.
RWY 32:  Road.
AIRPORT MANAGER:  585-764-1802
COMMUNICATIONS:  CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE:  For CD ctc Cleveland ARTCC at 440-774-0490.

GOWANDA (D59)  3 N UTC–5(–4DT)  N42°30.24’ W78°57.04’
830  NOTAM FILE BUF
RWY 09–27:  3430X100 (TURF)
RWY 09:  Tree. Rgt tfc.
RWY 27:  Thld dspcld 1132’. Rgt tfc.
SERVICE:  FUEL 100
AIRPORT MANAGER:  716-532-3371
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Cleveland ARTCC at 440-774-0490.

GREAT VALLEY (N56)  1 SE UTC–5(–4DT)  N42°12.30’ 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 REMARKS:  Attended dalgt hrs. Arpt dalgt ops only. For rwy conds Nov–Apr call 716–490–1134. Rw 06 +6’ brush 40’ from rwy end both sides of centerline, trees 30’–80’, 100’–300’ fm rwy end. 90’–200’ left of centerline. Rw 24 +44’ tree 164’ fm rwy end 80’ left of centerline. Rw 06–24 LIRL NSTD due to spacing. Rw 24 unlighted first 400’. Rw 06–24 LIRL NSTD due to spacing. Rw 24 unlgtd first 400’.
AIRPORT MANAGER:  716-490-1134
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Cleveland ARTCC at 440-774-0227.

GREATER BINGHAMTON/EDWIN A LINK FLD (See BINGHAMTON on page 189)

GREEN ACRES (See LIVINGSTON on page 215)

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
207

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.
RWY 19: Thld dsplcd 112 ′. Trees.
AIRPORT REMARKS: Attended May–Nov. dalgt hrs. Arpt CLOSED Dec 1–Apr 1. Rwys 01–19 may be clsd after rains due to wetness. Rwys 01–19 soft and wet during Mar–Jun. +30 ′ p–line parallel to and 150 ′ west of rwy centerline. Rwys 19 edges and thld marked by white markers (1 ′ square). Rwys 01 edges and dsplcd thld marked by white markers (1 ′ square), end of usable rwy not marked and is 112 ′ north of white thld markers.
AIRPORT MANAGER: 518-966-5343
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

HAMBURG (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 dsplcd 462 ′. Trees.
RWY 19: Thld dsplcd 456 ′. Pole.
SERVICE: S2 FUEL 100LL, MOGAS LGT ACTIVATE LIRL Rwy 01–19—CTAF.
AIRPORT REMARKS: Unattended. Ultralgt acft on and invof arpt. Tie down area avbl east of Rwy 19 end. Rwy 01–19 NSTD LIRL due to placement.
AIRPORT MANAGER: 716-472-6218
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.

HAMILTON MUNI (VGC)(KVGC) 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 dsplcd 300 ′. Trees.
RWY 35: REIL. PAPI(P2L)—GA 4.0º TCH 40 ′. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 17: TORA—5314 TODA—5314 ASDA—5314 LDA—5014
RWY 35: TORA—5314 TODA—5314 ASDA—5314 LDA—5014
SERVICE: S4 FUEL 100LL, JET A, A+ LGT 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: 315-834-1111
COMMUNICATIONS: CTAF/UNICOM 123.0
SYRACUSE APP/DEP CON 126.125
CLEARANCE DELIVERY PHONE: For CD ctc Syracuse Apch at 315-455-6218.
RADIOS AIDS TO NAVIGATION: NOTAM FILE BUF.
GEORGETOWN (L) TACAN Chan 125 GGT (117.8) N42°47.34′ W75°49.60′ 085º 12.2 NM tofld. 2040/11W.

HAMPTON (H) VORTAC 113.6 HTO Chan 83 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:
01º–240º
01º–240º
270º–332º
RCO 122.6 (NEW YORK RADIO)

NE, 8 SEP 2022 to 3 NOV 2022
HANCOCK  N42°03.78' W75°18.98'  NOTAM FILE BUF.
(R) (R) VOR/DME 116.8  HNK  Chan 115  2070/11W.

HARRIS  (See FORT ANN on page 202)

HAVERSTRAW HELIPORT  (H43)  1 E  UTC-5(–4DT)  N41°12.66' W73°58.16'

HOLLANDS INTL FLD  (See NEWFAKE on page 229)

HORNELL MUNI  (HTF/KHTF)  3 N  UTC-5(–4DT)  N42°22.93' W77°40.93'

HEBER AIRPARK  (See GANSEVOORT on page 204)

HEWITT FLD  (See NEWFAKE on page 229)

HOLCROFT  N40°29.35' W79°09.75'  NOTAM FILE BUF.
NEW YORK
209

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 A+ OX 1, 3 LGT ACTIVATE
REIL Rwy 03 and Rwy 21; MIRL Rwy 03–21—CTAF.
AIRPORT REMARKS: Attended 1200–2300Z‡.
AIRPORT MANAGER: 518-828-7011
WEATHER DATA SOURCES: AWOS–3 133.525 (518) 828–2577.
COMMUNICATIONS: CTAF/UNICOM 123.05
© ALBANY APP/DEP CON 132.825
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.
RADIO AIDS TO NAVIGATION: NOTAM FILE ALB.
ALBANY (L) (L) VORTAC W 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 238)

HUGUENOT N41º24.58’ 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 N42º51.25’ W73°56.01’ NOTAM FILE SCH.
NDB (MHW) 356 HEU at Schenectady Co. 332/14W.

NE, 8 SEP 2022 to 3 NOV 2022
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

RWWY 14–32: H6977X150 (ASPH–GRVD)  S–100, D–192, 2S–114, 2D–574, 2D/2D–1044 PCN 58 F/C/W/T  HIRL  0.3% up SE
RWWY 14: PAPI(P4L)—GA 3.0º TCH 50’. RVR–R

RWWY 15–33: 2018X50 (TURF)  0.3% up SE
RWWY 15: Road.
RWWY 33: Antenna.

RUNWAY DECLARED DISTANCE INFORMATION
RWWY 14: TORA–6977 TODA–6977 ASDA–6602 LDA–6602
RWWY 32: TORA–6977 TODA–6977 ASDA–6602 LDA–6602
SERVICE: S4 FUEL 100LL, JET A  LGT When ATCT clsd ACTVT MALS R
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 unskd 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 correction required at or blo –19ºC. Ldg
fee for tran acft.

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
(a) ELMIRA APP/DEP CON 124.3 (1100–0500Z‡)
(b) NEW YORK CENTER APP/DEP CON 133.35 (0500–1100Z‡)
TOWER 119.6 (1030–0200Z‡) GND CON 121.8 CLNC DEL 121.8

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc New York ARTCC.
CLEARANCE DELIVERY PHONE: For CD when twr and elm Apch clsd ctc New York ARTCC.
AIRSPACE: CLASS D svc 1030–0200Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE ITH.
(D) DME 111.8 ITH Chan 55 N42°29.70’ W76°27.58’ at fld. 1112.
DME unusable:
360º–160º byd 20 NM blo 6,500’
ILS 108.7 I–ITH  Rwy 32. Class IA. Unmonitored when ATCT closed. Glideslope unusable byd 9 NM.
COMM/NAV/WEATHER REMARKS: UNICOM unmon. For Clnc Del when ATCT clsd ctc Elmira Apch on 124.3.

NE, 8 SEP 2022 to 3 NOV 2022
NEW YORK

JAMESTOWN
CHAUTAUQUA CO/JAMESTOWN (JHW) (KJHW) 3 N UTC–5 (–4 DT) N42°09.20′ W79°15.48′

1723 B Class IV, ARFF Index A NOTAM FILE JHW MON Airport
RWY 07–25, HS299X100 (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 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 inof 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 Apc at 716-626-6920, when Apc 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 N42°11.32′ W79°07.28′ 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 223)
JOHNSTOWN

FULTON CO (NY0)  2 E  UTC–5(–4DT)  N42º59.89´ W74º19.77´
881  B  NOTAM FILE BTV
RWY 10–28: H4000X75 (ASPH)  MIRL  0.4% up E
RWY 10: REIL  PAP (P2L)—GA 3.0º TCH 40’. Trees.
RWY 28: REIL  PAP (P2L)—GA 3.0º TCH 40’. Trees.
SERVICE: S3 FUEL  100LL  LGT
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) (L) VORTACW 115.3  ALB  Chan 100  N42º44.84´ W73º48.19´
V73º48.19´ 316º 27.7 NM to flg. 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  JH  N42º59.97´ W74º19.89´ at flg. 867/14W. NOTAM FILE BTV.

JOSEPH Y RESNICK (See ELLENVILLE on page 198)

KATHI N43º06.54´ W78º50.30´ NOTAM FILE IAG.
NDB (LOM) 329  IA  279º 4.7 NM to Niagara Falls Intl.

KEENE

MARCY FLD (111)  2 S  UTC–5(–4DT)  N44º13.25´ W73º47.28´
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 N40º37.97´ W73º46.28´ 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)

NE, 8 SEP 2022 to 3 NOV 2022
### KINGSTON–ULSTER

**IAP**

- **IAP:** 28N
- **ICAO:** NEW YORK
- **Location:** N41°59.12’ W73°57.86’
- **ICAO Code:** ISP
- **Runway:** RWY 15–33: H3100X60 (ASPH)
- **IAPs:**
  - MIRL
  - 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

- **Fuel:** 100LL, JET A
- **LGT:**
  - Activity on RWYS 15 and 33—123.3. MIRL Rwy 15–33; REIL Rwy 33 and twy lgts operate 123.3 dusk–dawn. Rwy 15 PAPI unusable 5º left of course and 8º right of course.

### Noise

- Voluntary NS ABTMT procedures in effect. Avoid overflight of housing development adjacent to north end of rwy.

### Airport Remarks

- Attended 1400–2200Z‡. Unattended Thanksgiving and Christmas. 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.

### Airport Manager

- **Telephone:** 845-481-1559

### 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

- **IAP NOTAM FILE ISP.**
- **(L) (L) VOR/DME 117.6 IGW Chan 123 N41°39.93’ W73°49.33’ 354° 20.2 NM to fld. 582/12W.
- **VOR portion unusable:**
  - 045º–050º byd 35 NM blo 4,300’
  - 070º–140º byd 30 NM blo 3,400’
- **RCO 122.1R 117.6T (NEW YORK RADIO).**

### KINGSTON

- **IAP NOTAM FILE ISP.**
- **(L) (L) VOR/DME 117.6 IGW Chan 123 242° 3.6 NM to Hudson Valley Rgnl. 582/12W.
- **VOR portion unusable:**
  - 045º–050º byd 35 NM blo 4,300’
  - 070º–140º byd 30 NM blo 3,400’
- **RCO 122.1R 117.6T (NEW YORK RADIO).**

### KLINE KILL

- **See GHENT on page 205**

### KLUMP

- **NOTAM FILE BUF.**
- **NDB (LOMW) 231° BU 233° 5.0 NM to Buffalo Niagara Intl. 630/9W.

### KOBELT

- **See WALLKILL on page 251**

### LA GUARDIA

- **NOTAM FILE LGA.**
- **(L) (L) VOR/DME 113.1 LGW Chan 78 at Laguardia. 9/12W.
- **VOR unusable:**
  - 245º–280º blo 6,000’
- **DME unusable:**
  - 245º–280º byd 25 NM blo 6,000’

### LAGUARDIA

- **See NEW YORK on page 225**
LAKE PLACID (LKP)(KLKP) 1 SE UTC–5(–4DT) N44º15.87’ W73º57.71’
1747 NOTAM FILE BTV
RWY 14–32: H4196X60 (ASPH) S–8 PCN 24 F/B/X/T MIRL
RWY 14: PAPI(P2L)—GA 3.5º TCH 51’. Trees.
RWY 32: Thld dspcld 1140’. Trees.
SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE PAPI Rwy 14, MIRL
Rwy 14–32 and twy lghts—CTAF.
AIRPORT REMARKS: Attended May–Sep 1300–2100Z‡, Oct–Apr
1300–2100ZZ‡. Extensive glider activity. Mountains on both apchs
1–5 miles from rwy ends. 24 hrs advanced notice required for all Jet
A svc after posted business hrs. Cold temperature airport. Altitude
correction required at or below –32C. Rwy 14 PAPI unusable byd 3
NM.
AIRPORT MANAGER: 518-523-2473
COMMUNICATIONS: CTAF/UNICOM 122.8
© BOSTON CENTER APP/DEP CON 120.35
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.
BURLINGTON (L) (L) VOR/W/DME 117.5 BTV Chan 122 N44º23.83’
W73º10.96’ 272º 34.5 NM to fld. 417/15W.
VOR unusable:
075º–132º byd 30 NM blo 9,000’
133º–165º byd 30 NM blo 8,000’
DME unusable:
075º–132º byd 30 NM blo 9,000’
133º–165º byd 30 NM blo 8,000’
LANCASTER
BUFFALO–LANCASTER RGNL (BQR)(KBQR) 3 NE UTC–5(–4DT) N42º55.32’ W78º36.72’
752 B TPA—1552(800) NOTAM FILE BUF
RWY 09–27: H3199X75 (ASPH) MIRL
RWY 09: REIL. PAP(P2R)—GA 3.0º TCH 40’. Fence.
RWY 27: REIL. PAP(P2L)—GA 3.0º TCH 40’. Fence.
SERVICE: S6 FUEL 100LL LGT Activate MIRL Rwy 09–27; REIL Rwy
09–27 & PAPI Rwy 09–27—CTAF. Rwy 09 PAPI unusbl byd 3 deg
right of RCL. Rwy 27 PAPI unusbl byd 5 deg left of RCL.
AIRPORT REMARKS: For attendance call 716–860–6044. +28 ft railroad
215 ft S of rwy cntrln parallel to Rwy 09–27.
AIRPORT MANAGER: 716-860-6044
COMMUNICATIONS: CTAF/UNICOM 123.05
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at
440-774-0490.
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
(H) DME 116.4 BUF Chan 111 N42º55.74’
W78º38.78’ 105º 1.6 NM to fld. 730.
DME unusable:
036º–261º blo 11,000’
262º–275º blo 2,300’
276º–035º blo 6,000’
COMM/NAV/WEATHER REMARKS: Automated UNICOM. ADYZ also avbl by
calling 617–262–3825.
NEW YORK

LE ROY (5G0) 2 E UTC–5(–4DT) N42°58.88´ W77°56.11´
780 B NOTAM FILE BUF
RWY 10–28: H3854X60 (ASPH) S–12.5 MIRL
RWY 10: REIL, PAPI(P2L)—GA 3.0º TCH 31´. 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:
GENESEO (L) (L) VOR/DME 108.2 GEE Chan 19 N42°50.06´ W77º43.97´ 324º 12.5 NM to fld. 990/9W.
VOR portion unusable:
208º–224º byd 29 NM blo 5,000´
225º–230º
231º–245º byd 29 NM blo 5,000´
DME unusable:
115º–120º byd 29 NM blo 4,000´
140º–155º byd 30 NM blo 5,000´

LEDGEDALE AIRPARK (See BROCKPORT on page 190)

LIVINGSTON
GREEN ACRES (1A1) 2 NE UTC–5(–4DT) N42°08.97´ W73°45.03´
297 NOTAM FILE BTW
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 N40°43.74´ 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 226)

LONG LAKE
LONG LAKE /HELMS SPB (NY9) 0 N UTC–5(–4DT) N43°58.50´ W74°25.23´
1629 NOTAM FILE BUF
WATERWAY NE–SW: 15000X1500 (WATER)
SERVICE: S2 FUEL 100LL
SEAPLANE REMARKS: Attended Apr–Nov 1300ZI–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)  N43°58.14´ W74°25.73´  NEW YORK
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 231)

LUFKER  (See EAST MORICHES on page 197)

MALONE–DUFORT  (MAL)(KMAL)  W UTC–5(–4DT)  N44°51.22´ W74°19.74´  MONTREAL
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 dsplc 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 98 MSS (114.1) N44°54.87´ W74°43.36´ 116º 17.2 NM to fld. 198/14W.

MARCY FLD  (See KEENE on page 212)
MASSENA INTL—RICHARDS FLD (MSS)(KMSS) 2 E UTC–5(–4DT) N44°56.17’ W74°50.71’

221 B AOE LRA Class II, ARFF Index A NOTAM FILE MSS

RWY 05-23: H5601X100 (ASPH–GRVD) S–30, D–50, 2D–76
PCN 18 F/C/X/T HIRL 0.3% up NE

RWY 05: REIL. PAPI(P4L)—GA 3.0º 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 twy lgts—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 0900–2200Z‡. Unattended Sat Sun and hol. Birds and deer on and in and arpt. Frequent concentration of seagulls and Canada geese on and in and arpt particularly during poor wx periods. 421’ lgtd/marked twr 6000’ south of arpt. Rwy conditions reported during normal hrs of ops. Caution NVD ops conducted periodically in arpt tfc pattern area. Mil hel training on and in arpt. PPR 24 hrs for air carrier ops with more than 30 passenger seats, call arpt manager 315–769–7605. Rwy 05 first 50 ft not grvd. Rwy 09 first 50 ft not grvd. Rwy 27 first 50 ft not grvd. Overnight acft parking avbl at terminal apron. After attendance hrs vehicle and pedestrian access to FBO apron and hangar only avbl with key card for automatic gate. Commuter acft secure area clsd to general aviation acct clearing customs. Parking avbl at right of terminal bldg. Flight Notification Service (ADCUS) avbl. Ldg fee. User fee arpt.

AIRPORT MANAGER: 315-769-7605

COMMUNICATIONS:

CTAF/UNICOM 122.9
RCO 122.2 (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:

(H) TACAN Chan 88 MSS (114.1) N44°54.87’ W74°43.36’ 298º 5.4 NM to fld. 198/14W.
MISSE NDB (LOMW) 278 MS N44°51.25’ W74°54.95’ 045º 5.8 NM to fld. 245/14W.
ILS 108.7 I–MSS Rwy 05. Class IE. LOM MISSE NDB. LOM unmonitored.

MONTREAL
H–11C, 12K, L–32G
IAP

MATTITUCK (21N) 1 SE UTC–5(–4DT) N40°59.22’ W72°31.15’

30 NOTAM FILE ISP

RWY 01–19: H2200X60 (ASPH)

RWY 01: Trees.

RWY 19: Trees.

AIRPORT REMARKS: Unattended. All training ops, tfk and ldg practice and ngt ops are prohibited. Deer on and in arpt. Rwy 19, extensive pavement rutting at centerline, 240’–350’ from thld. Segmented circle has no tfc pat indicator.

AIRPORT MANAGER: (631) 445-4348

COMMUNICATIONS: CTAf 122.9


NEW YORK

NE, 8 SEP 2022 to 3 NOV 2022

COPTER
MAYVILLE
DART  (D79)  2 E  UTC–5(–4DT)  N42º16.09´ W79º28.90´
1330  TPA—2130(800)  NOTAM FILE BUF
RWY 10–28:  3800X60 (TURF)
RWY 10:  Trees.
RWY 28:  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 daigl hours. Extensive glider ops on and inflf of arpt. Ultralight activity on and inflf of arpt. Pole line running along north side of Rt. 430.
AIRPORT MANAGER:  716-753-6711
COMMUNICATIONS:  CTAF 122.9
CLEARANCE DELIVERY PHONE:  For CD ctc Buffalo Apch at 716-626-6920, when Apch clsd ctc Cleveland ARTCC at 440-774-0232.

MIDDLESEX VALLEY  (4N2)  1 NW  UTC–5(–4DT)  N42º42.84´ W77º16.32´
770  NOTAM FILE BUF
RWY 03–21:  2130X175 (TURF)  2.1% up NE
RWY 03:  Brush.
RWY 21:  Tree.
SERVICE:  S2
AIRPORT MANAGER:  (585) 465-3926
COMMUNICATIONS:  CTAF/UNICOM 122.7
CLEARANCE DELIVERY PHONE:  For CD ctc Cleveland ARTCC at 440-774-0490.

MIDDLETOWN
RANDALL  (B6N)  2 SE  UTC–5(–4DT)  N41º25.91´ W74º23.49´
523  NOTAM FILE ISP
RWY 08–26:  H2810X60 (ASPH)  S–25  MIRL  0.6% up E
RWY 08:  PAPI(P2L)—GA 4.0º TCH 44´. Thld dsplcd 563´. Road.
RWY 26:  PAPI(P2R)—GA 4.0º TCH 30´. Trees.
SERVICE:  LGT Several rwy and twy lgts OTS indef. PAPI Rwy 26 OTS indef. ACTIVATE MIRL Rwy 08–26—CTAF.
AIRPORT REMARKS:  Unattended. Heavy glider and hang glider activity on weekends and holidays. Ultralight on and inflf of arpt. Rwy 08–26 sfc treatment, single wheel strength is 12.5. Rwy markings very badly faded.
AIRPORT MANAGER:  845-343-5965
COMMUNICATIONS:  CTAF/UNICOM 122.8
® NEW YORK APP/DEP CON 132.75
CLEARANCE DELIVERY PHONE:  For CD ctc New York Apch at 516-683-2448
RADIO AIDS TO NAVIGATION:  NOTAM FILE ISP.
HUGUENOT (H) (H) VOR/DME  116.1  HUO  Chan 108  N41º24.58´
W74º35.50´  093º  9.1 NM to fld. 1300/11W.
VOR unusable:
029º–045º byd 15 NM b/o 5,000´
050º–060º byd 10 NM
210º–230º byd 20 NM b/o 6,500´

MIDLAKES  (See GORHAM on page 206)
MILLBROOK
SKY ACRES (44N) 6 SW UTC–5(–DT) N41°42.45′ W73°44.28′
697 NOTAM FILE ISP
RWY 17–35: H328X60 (ASPH) S–20 MIRL 1.3% up S
RWY 17: Trees.
RWY 35: PAPI(P2L)—GA 3.0º TCH 33’. Trees.
SERVICE: S4 FUEL 100LL LGT ACTIVATE MIRL Rwy 17–35; PAPI Rwy 35–122.8.
AIRPORT REMARKS: Attended 1300–2100Z‡. Self-svc fuel avbl 24 hrs. Rwy 17–35 safety areas have 30’ dropoffs sloping 20’ from thld at both ends. Parallel twy not lgtd. PAPI Rwy 35 unusable 8º right of centerline. Cold temperature airport. Altitude correction required at or below –23C.
AIRPORT MANAGER: 845-677-5010
COMMUNICATIONS: CTAF/UNICOM 122.8
NEW YORK APP/DEP CON 132.75
CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 516-683-2448
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.
KINGSTON (L) (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 (LOMW) 278 MS 045º 5.8 NM to Massena Intl–Richards Fld. 245/14W.

MONTAUK (MTP)(KMTP) 3 NE UTC–5(–DT) N41°04.60’ W71°55.23’
7 NOTAM FILE MTP
RWY 06–24: H3246X75 (ASPH) MIRL
RWY 24: PAPI(P2L)—GA 4.0º TCH 24’. Thld dsplcd 668’. Hill. Rgt tlc.
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 inv of arpt. Arpt clsd to helicopter ops SS–SR; PPR. Helicopters call for prior permission to land on ramp area. Arpt clsd to jet acft 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) VORTACW 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
L–33B, 34I NEW YORK
NE, 8 SEP 2022 to 3 NOV 2022
MONTGOMERY
ORANGE CO (MGJ)(KMGJ) 1 SW UTC–5(–4DT) N41º30.71´ W74º15.81´
370  B TPA—See Remarks NOTAM FILE MGJ
Rwy 04–22: H5006X100 (ASPH–GRVD) S–30, D–57, 2D–85 HIRL
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 0X1, 2, 3, 4 LGT ACTVT HIRL Rwy
04–22; MIRL Rwy 08–26; twh lgs—CTAF. REIL Rwy 04 and 22; PAPI
Rwys 04 and 22; 08 and 26 opr consly. PCL only avbl SS–SR.
NOISE: Noise abatement procedures in effect, ctc arpt mgr
845-457-4925.
AIRPORT REMARKS: Attended Sun 1330–2130Z‡, Nov–Apr Mon–Sat
1200–2200Z‡, May–Oct Mon–Sat 1200–0000Z‡. Deer and birds on
and inflv arpt. Rwy 04 designated calm wind rwy. Wind indicator on
Rwys 04, 22, 26. Be aware of large turbojet actf inflv Stewart arpt lctd
7 NM east–southeast. 800´ hill 1/2 mile northwest of arpt on
downwind/base leg for Rwy 22. TPA—1764(1400) single engine,
2064(1700) multi–engine/turbooprop/jet. 9´ stabilized shoulder each side of Rwy 08–26.
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 CNCL DEL 123.85
CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 516-683-2448 or 123.85
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.
  HUGUENOT (H) VOR/DME 116.1 HUO Chan 108 N41º24.58´ W74º35.50´ 078º 16.0 NM to fld. 1300/11W.
VOR unusable:
  029º–045º byd 15 NM blo 5,000´
  050º–060º byd 10 NM
  210º–230º byd 20 NM blo 6,500´
ILS 111.7 I–MGJ Rwy 04. Class IT. Unmonitored when mgj co office clsd.
NEW YORK

MONTICELLO

SULLIVAN CO INTL (MSV)  6 NW UTC–5 (–4DT)  N41º42.10’ W74º47.70’
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 REMARKS:

AIRPORT MANAGER:
(845) 807-0326

WEATHER DATA SOURCES: AWOS–3PT (845) 583–5056.

COMMUNICATIONS: CTAF/UNICOM 122.8
NEW YORK APP/DEP CON 132.75
MONTICELLO CLNC DEL 121.6

CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 516-683-2448 or 121.6

RADIO AIDS TO NAVIGATION:
HUGUENOT (H) (H) VOR/DME 116.1  HUO  Chan 108  N41º24.58’ W74º35.50’  343º 19.8 NM to fld. 1300/11W.
VOR unusable:
029º–045º byd 15 NM blo 5,000’
050º–060º byd 10 NM
210º–230º byd 20 NM blo 6,500’
ILS 109.1  I–MSV  Rwy 15. Class IB.

MOORES (See DEGRASSE on page 195)

MORAVIA

OWASCO AIRFIELD (2N4)  3 NW UTC–5 (–4DT)  N42º44.19’ W76º29.18’
1380  NOTAM FILE
RWY 11–29: 2333X50 (TURF)  LIRL
RWY 11: Trees.
RWY 29: Trees.
AIRPORT REMARKS:
Unatndd. Deer inv of and on rwy. Rwy not plowed in winter.
AIRPORT MANAGER: 860-526-0809
COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Syracuse Apch at 315-455-6218.

NEW YORK

NEELY

N41º29.15’ W74º13.68’  NOTAM FILE SWF.
NDB (MHW/LOM) 335  SW 093º 5.7 NM to New York Stewart Intl. 408/14W.

DOWNTOWN MANHATTAN/WALL ST HELIPORT (JRB)(KJRB)  3 SE  N40º42.07’ W74º00.54’
7  NOTAM FILE ISP
HELIPAD H1: H62X62 (CONC)  S–50  PERIMETER LGTS
SERVICE:  FUEL  JET A
HELIPORT REMARKS:
AIRPORT MANAGER: 212-248-7240
WEATHER DATA SOURCES: AWOS–3PT (212) 425–1534
COMMUNICATIONS: CTAF/UNICOM 123.05
APP/DEP CON 120.8

NEW YORK COPTER

EAST 34TH STREET HELIPORT (6N5) 0 E N40°44.56’ W73°58.32’

10 B NOTAM FILE ISP
HELIPAD H1: H37X37 (ASPH–CONC) RWY LGTS(NSTD)
HELIPAD H2: H44X44 (ASPH) RWY LGTS(NSTD)
HELIPAD H3: H44X44 (ASPH) RWY LGTS(NSTD)
HELIPAD H4: H44X44 (ASPH) RWY LGTS(NSTD)
SERVICE: FUEL JET A1
HELIPORT REMARKS: Attended Mon–Fri 1300–0100Z‡. Heliport clsd Sat and Sun. Lctd 4.3 SW of La Guardia Arpt. Bcn lctd abv office trailer bio elev highway. NX RAD wx sys avbl. No late or early ops avbl. All ops over East River. Call ahead for parking. Rwy H1 lgtd bldg and fence NW and SE, elev highway and bldg to the west, fence and bldg to the north and south. River on the east side, sailboats and ferries possible rwy edge of pad. H1 NSTD green perimeter lgts. Ldg fee.

AIRPORT MANAGER: 212-889-6370
COMMUNICATIONS: CTAF/UNICOM 123.075
APP/DEP CON 120.8
CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 800-645-3206.

EVERS SPB (6N6) 12 NE UTC–5(–4DT) N40°50.76’ W73°48.97’

00 NOTAM FILE ISP
WATERWAY ALL–WAY: 5000X400 (WATER)
WATERWAY ALL: Boat.
WATERWAY WAY: Boat.
SEAPLANE REMARKS: Attended April–Oct 1300–0000Z‡. Dalgt ops only. Unlighted barge approximately 350’ northeast of ldg dock and ramp. Left tfc pat is west, southwest, south, southeast; rgt tfc pat is east, northeast, north, northwest. All turns over water. Min alt 300’ base to final turn.
AIRPORT MANAGER: 718-863-9111
COMMUNICATIONS: CTAF 122.9

NE, 8 SEP 2022 to 3 NOV 2022
NEW YORK

JOHN F KENNEDY INTL (JFK)(KJFK) 13 SE UTC–5(–4DT) N40°38.40´ W73°46.72´

13 B LRA Class I, ARFF Index E NOTAM FILE JFK

RWY 31L: PAPI(P4L)—GA 3.0º 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’. 
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–TR
RWY 22L: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 66’. RVR–TR 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 0X 1, 3

CONTINUED ON NEXT PAGE

NE. 8 SEP 2022 to 3 NOV 2022

AIRPORT MANAGER: (718) 244-3501

CONTINUED ON NEXT PAGE
NEW YORK
CONTINUED FROM PRECEDING PAGE

WEATHER DATA SOURCES: ASOS 128.725 (718) 656–0956. LLWAS. TDWR.
COMMUNICATIONS: D–ATIS ARR/DEP 128.725 D–ATIS ARR–SW 115.4 D–ATIS ARR–NE 117.7 UNICOM 122.95
⑤ NEW YORK APP CON 125.7 128.125
⑤ NEW YORK DEP CON 135.9
TOWER 119.1 (Rwys 04R–22L and 13L–31R) 123.9 (Rwy 04L–22R and 13R–31L)
GND CON 121.9 CLNC DEL/PRE TAXI CLNC 135.05 RAMP CTL 125.05
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: 340°–345° byd 20 NM blo 4,000´
340°–345° byd 30 NM
CANARSI (T) (T) VORW/DME 112.3 CRI Chan 70 N40º36.75´ W73º53.67´
LOC 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 IIE. 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–IWA 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–IOW 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 obsct at twy k indef.
COMM/NAV/WEATHER REMARKS: Use caution for possible radio interference or false instructions on twr frequencies.

LAGUARDIA (LGA)(KLGA) 4 E UTC–5(–4DT) N40º46.64´ W73º52.36´

New York

CONTINUED ON NEXT PAGE
NE. 8 SEP 2022 to 3 NOV 2022
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)

COMMUNICATIONS: D–ATIS
125.95 (718) 424–4713
D–ATIS
127.05 (718) 424–4713
UNICOM
122.95

®
NEW YORK
APP
CON
120.8
120.05

®
NEW YORK
DEP
CON
120.4

PDC
AIRSPACE: CLASS B See VFR Terminal Area Chart.
RADIO AIDS TO NAVIGATION: NOTAM FILE LGA.

LA GUARDIA (L) (L) VOR/W/DME 113.1 LGA Chan 78 N40°47.02’ W73º57.12’ at fld. 9/12W.
VOR unusable: 245º–280º blo 6,000’
DME unusable: 245º–280º byd 25 NM blo 6,000’

ILS/DME 110.5 I–LGA Chan 42 Rwy 04. Class IT. LOC unusable byd 20º left of course.
ILS/DME 108.5 I–GDI Chan 22 Rwy 13. Class IE. Glideslope unusable byd 4º left of course.
ILS/DME 110.5 I–URD Chan 42 Rwy 22. Class IIE.

LGA Chan 78
N40º47.02´ W73º52.12´ at fld. 9/12W.
VOR unusable: 245º–280º blo 6,000’
DME unusable: 245º–280º byd 25 NM blo 6,000’

LOC/DME 110.5 I–PZV Chan 22 Rwy 31. Offset localizer angle 1.7 degrees.

HELIPORT REMARKS: H1 lctd int Twys BB between Twys D and F. Helicopter pad lctd at the int of Twy D, Twy F and Twy Y clsd indef. H1 helipad NSTD markings and lgts.

LONG ISLAND MAC ARTHUR (ISP)(KISP) P (ARNG) 40 E UTC–5(–4DT) N40°47.77’

LAND AND HOLD–SHORT OPERATIONS

LDG 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 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: S4 FUEL 100LL, JET A 1X, 1, 2, 3, 4 LGT Dusk–dawn. When ATCT clsd ACTVT MIRL Rwy 15R–33L; twy lgts—CTAF. HIRL Rwy 06–24 preset low intst ACTVT—CTAF. MALSR Rwy 06 or 24 preset med intst for prevailing wind rwy. Rwy 06 nstd MALSR, three outermost flasher lgts exceed std spacing.


Airport REMARKS: Attended continuously. Bird activity on and invof arpt. Advys, tcf ldg Rwy 33L high density VFR tcf opr 600’ MSL and blo vcnty Bayport Aerodrome 3 miles southeast. Updrafts may be encountered invof powerplant 1.5 NM northeast Rwy 24. Rwy 15L–33R clsd to fixed wing acft at ngt and avbl for taxiing. Rwy 15L–33R not avbl for ngt tcf and ldg ops. Ldgt fee.

CONTINUED ON NEXT 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) VOR/DME 117.7 DPK Chan 124 N40º47.50´ W73º18.22´ 100º 9.3 NM to fld. 123/12W.
VOR/DME usable:
Byd 25 NM blo 5,000´
DME usable:
265º–274º byd 17 NM blo 5,000´
275º–280º
281º–015º byd 17 NM blo 5,000´
LOOKS 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) 0 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 flt 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 tcf 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 tcf and intership nav safety. Ldg fee.
AIRPORT MANAGER: (201) 214-0969
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 800-645-3206.
NEW YORK STEWART INTL (SWF)(KSWF)(P(A AR ANG MC) 44 N UTC–5(–4DT) N41°30.25’ W74°06.29’

491 TPA—See Remarks LRA Class I, ARFF Index C NOTAM FILE SWF MON Airport

Rwy 09–27: H11817X150 (ASPH–GRVD) S–85, D–175, 2S–175, 2D–350, 2D/2D–775 PCN 65 F/A/W/T HIRL CL

Rwy 09: ALSF2, TDZL PAPI(P4L)—GA 3.0º TCH 65’. RVR–TMR Thld dsplcd 2000’. Fence. 0.4% down.


Rwy 16–34: H6004X150 (ASPH–GRVD) S–120, D–190, 2S–175, 2D–350, 2D/2D–800 PCN 65 F/A/W/T HIRL 0.6% up NW

Rwy 16: REIL PAPI(P4L)—GA 3.0º TCH 53’.

Rwy 34: REIL PAPI(P4L)—GA 3.0º TCH 49’. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

Rwy 09: TORA–11817 TODA–11817 ASDA–10817 LDA–8817

Rwy 16: TORA–6004 TODA–6004 ASDA–6004 LDA–6004

Rwy 27: TORA–11817 TODA–11817 ASDA–11817 LDA–9817

Rwy 34: TORA–6004 TODA–6004 ASDA–6004 LDA–6004

SERVICE: S4 FUEL 100LL, JET A LGT SFL Rwy 09 O/S UFN. PAPI unusbl byd 5 degs left of cntrln. 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 ttc on Rwys 16 and 27 may be used for noise abatement.


AIRPORT MANAGER: 845-838-8200

COMMUNICATIONS: ATIS 124.575 845–567–9311 UNICOM 122.95

NEW YORK APP/DEP CON 132.75

TOWER 121.0 GND CON 121.9

AIRSPACE: CLASS D

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

KINGSTON (L) VOR/DME 117.6 IGN Chan 123 N41°39.93’ W73°49.33’ 245º 16.0 NM to fld. 582/12W.

VOR portion unusbl:
045º–050º byd 35 NM blo 4,300’
070º–140º byd 30 NM blo 3,400’

NEELY NDB (MHW/LOM) 335 SW N41°29.15’ W74°13.68’ 093º 5.7 NM to fld. 408/14W. NOTAM FILE SWF.

ILS 110.1 I–SWF Rwy 09. Class III E. LOM NEELY NDB.

ILS/DME 109.95 I–JKH Chan 36(Y) Rwy 27. Class IB.

HELIPAD H1: H40X40 (ASPH)

HELIPORT REMARKS: Helipad located intersection Twy B and Twy C and east of Twy C.
NEW YORK

WEST 30TH ST HELIPORT  (JRA)(KJRA)  0 N  N40º45.27´ W74º00.43´
7 NOTAM FILE ISP
HELIPAD H1: H64X64 (ASPH)  S–6 PERIMETER LGTS
HELIPAD H1: Rgt tfc.
HELIPAD H2: H44X44 (ASPH)  S–6
HELIPAD H2: Rgt tfc.
HELIPAD H3: H44X44 (ASPH)
HELIPAD H4: H44X44 (ASPH)
HELIPAD H5: H44X44 (ASPH)
HELIPAD H6: H44X44 (ASPH)
HELIPAD H8: H44X44 (ASPH)
HELIPAD H9: H44X44 (ASPH)
HELIPAD H10: H44X44 (ASPH)
HELIPAD H11: H44X44 (ASPH)
SERVICE: FUEL JET A
AIRPORT MANAGER: 212-563-4442
COMMUNICATIONS: CTAF/UNICOM 123.05
APP/DEP CON 126.05 127.85

NEWFANE

HOLLANDS INTL FLD  (B5N)  3 SW UTC–5(–4DT)  N43º15.29´ W78º45.93´
360 NOTAM FILE BUF
RWY NE–SW: 2875X75 (TURF)
RWY NE: Trees.
RWY SW: Trees.
AIRPORT REMARKS: Unattended. Parachute Jumping. Rwy SW nmrs 100´ trees srnd rwy. Rwy NE; nmrs trees +25´–80´ tall; 50´ left to 143´ right of cntrln. Rwy NE/SW Rolling terrain. 4´ ditch between rwy and bx. Rwy used for farming. Large round hay bales on rwy; unsafe for acft.
AIRPORT MANAGER: 716-536-8653
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.

NE, 8 SEP 2022 to 3 NOV 2022
NAIGARA FALLS INTL (IAG) (KFAG) P (AFRC/ANG) 4E UTC 5(–4DT) N43°06.45′ W78°56.75′

NEW YORK

DETROIT

H—10H, 11B, L—31E

IAP, DIAP, AD

WEATHER DATA SOURCES: ASOS (716) 297–9684

COMMUNICATIONS: CTAF 118.5 ATIS 120.8 269.4 UNICOM 122.95

® BUFFALO APP/DEP CON 126.5 317.6

TOWER 118.5 340.0 (1200–0400Z) GND CON 125.3 275.8 CLNC DEL 119.25 251.1


CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION:
NOTAM FILE BUF.

BUFFALO (H) DME 116.4  BUF Chan 111 N42°55.74’ W78°38.78’ 309° 17.0 NM to fld. 730.
DME unusable:
036°–261° blo 11,000’
262°–275° blo 2,300’
276°–355° 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 dgr 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: PAPI(P2L)—GA 4.0º TCH 34˚. Thld dsplcd 275’. Trees.

RWY 19: REIL. PAPI(P2L)—GA 3.75º TCH 50’. Thld dsplcd 333’. Road.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA–4727 TODA–4727 ASDA–4394 LDA–4119

RWY 19: TORA–4727 TODA–4727 ASDA–4452 LDA–4119

SERVICE: FUEL 100LL, JET A, A+ LGT ACTVT REIL Rwy 19; PAPI Rwy 01 and 19; HIRL Rwy 01–19—CTAF. Rwy 01 PAPI unusbl byd 4 deg left of cntrln. Rwy 19 PAPI unusbl byd 3 NM and 4 deg left of cntrln.


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) VORW/DME 112.6 RKA Chan 73 N42°27.98’ W75°14.35’ 307º 14.0 NM to fld. 2032/11W.

NE 8 SEP 2022 to 3 NOV 2022
OGDENSBURG INTL  (OGS/KOGS)  2 SE UTC–5 (–4DT)  N44°40.94’ W75°27.80’
302 B AOE LRA ARFF Index—See Remarks NOTAM FILE OGS
P CN 46 F/D/W T HIRL
RWY 09: PAPIP(4L)—GA 3.0’ TCH 46˚.
RWY 27: REIL PAPIP(4L)—GA 3.0’ 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; twy lghts—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) N44°54.87’ W74°43.36’ 260° 34.6 NM to fld. 198/14W.
OGIVE NDB (LOMW) 358 OG N44°42.09’ W75°21.18’ 269° 4.9 NM to fld. 358/13W. NOTAM FILE OGS.
LOC/DME 110.7 I–OGS Chan 44 Rwy 27. LOM OGIVE NDB. Loc/LOM unmonitored.
COMM/NAV/WEATHER REMARKS: Acft approaching from the west and landing on Rwy 09 should monitor Brockville Arpt (CNL3) UNICOM on 123.0.

OGIVE N44°42.09’ W75°21.18’ NOTAM FILE OGS.
NDB (LOMW) 358 OG 269° 4.9 NM to Ogdensburg Intl. 358/13W.

MONTREAL H–11C, 12K, L–32G
IAP, AD
NEW YORK

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

CATTARAGUS CO–OLEAN (OLE)(KOLE) 10 N UTC–5(–4DT) N42°14.47´ W78°22.28´

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: REL. PAPI(P2L)—GA 3.0º TCH 40´. Thld dsplcd 100´. Trees.


RWY 16–34: 2117X100 (TURF) 0.9% up NW

RWY 16: Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA–4800 TODA–4800 ASDA–4600 LDA–4500


SERVICE: FUEL 100LL, JET A+ LDT ACTVT REIL Rwy 04 and 22; PAPI Rwy 04 and 22; HIRL Rwy 04–22; WDI—CTAF. PAPI Rwy 22 unusable byd 5 deg left of RCL.


AIRPORT MANAGER: 716-557-8800

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEVELAND CENTER APP/DEP CON 124.325


GIERMEK EXEC (8G3) 2 SE UTC–5(–4DT) N42°05.38´ W78°24.33´

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.

DETROIT

NE, 8 SEP 2022 to 3 NOV 2022
ONEONTA

ALBERT S NADER RGNL  (N66)  3 N  UTC–5(–4DT)  N42º31.49´ W75º03.87´

1763  B  NOTAM FILE BUF
RWY 06–24: H4199X75 (ASPH)  S–12  MIRL  0.3% up SW
RWY 06: REIL, VASI(V4R)—GA 3.0º TCH 30´. Tree.
RWY 24: MALS, REIL, PAPI(P2L)—GA 3.0º TCH 51´. Fence.
SERVICE: S4  FUEL  100LL, JET A, A+  LGT Rwys 06 and 24, MIRL Rwys 06–24—CTAF.

AIRPORT REMARKS: Activated MALS Rwy 24, REIL Rwy 06 and Rwy 24, VASI Rwy 06 and Rwy 24, MIRL Rwy 06–24—CTAF.

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.

ORANGE CO  (See MONTGOMERY on page 220)

OSWEGO CO  (See FULTON on page 203)

OVID  (D82)  2 SE  UTC–5(–4DT)  N42º39.29´ W76º47.78´

1062  NOTAM FILE BUF
RWY 01L–19R: H2800X40 (ASPH)
RWY 01L: Trees.
RWY 19R: Trees.
RWY 01L–19R: 2200X60 (TURF)
RWY 01L: Trees.
RWY 19R: Trees.
SERVICE: FUEL  MOGAS


AIRPORT MANAGER: 607-869-5601
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.

OWASCO AIRFIELD  (See MORAVIA on page 221)

PAWLING  (L) (L) VORW/DME 114.3  PWL  Chan 90  247º 27.7 NM to New York Stewart Intl. 1250/12W.

NE, 8 SEP 2022 to 3 NOV 2022
PENN YAN (PEO)  1 S  UTC–5(–4DT)  N42°38.23´ W77°03.17´  
988 B  NOTAM FILE PEO  
RWY 01–19:  H5499X100 (ASPH–GRVD)  S–82.6, D–112, 2D–195  
PCN 3 F/C/Y/T  MIRL  1.3% up S  
RWY 01:  REIL. PAPI(P2L)—GA 3.0º TCH 28´. Fence.  
RWY 19:  REIL. PAPI(P2L)—GA 3.0º TCH 40´. Trees.  
RWY 10–28:  H3561X50 (ASPH)  S–12.5 PCN 4 F/B/X/U  LIRL 1.6% up E  
RWY 28:  PAPI(P2R)—GA 3.5º TCH 43´. Thld dsplcd 383´. Pole.  
SERVICE:  S4  FUEL 100LL, JET A  Ox 3, 4  LGT ACTIVATE PAPI Rwy 01, 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 current acft using Rwy 10–28. Helicopter airframe repairs.  
AIRPORT MANAGER:  315-536-4471  
WEATHER DATA SOURCES:  ASOS  
® 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  N42°29.70´ W76º27.58´ 288º 27.6 NM to fld. 1112.  
DME unusable:  360º–160º byd 20 NM blo 6,500´  
NDB (MHW) 260°  PYA  N42°38.64´ W77°03.37´  at fld. 857/12W.  NOTAM FILE PEO.  
NDB unmnt  

PERRY–WARSAW (01G)  3 NW  UTC–5(–4DT)  N42°44.13´ W78°01.13´  
1558 B  NOTAM FILE BUF  
RWY 10–28:  H3429X60 (ASPH)  MIRL  
RWY 10:  REIL. Tree.  
RWY 04–22:  1806X60 (TURF)  0.5% up NE  
RWY 04:  Trees.  
RWY 22:  Fence.  
SERVICE:  S4  FUEL 100LL  LGT Rwy 10 and Rwy 28 REIL OTS indef. ACTIVATE MIRL Rwy 10–28 and REIL Rwy 10 and 28—CTAF.  
AIRPORT MANAGER:  585-237-9938  
COMMUNICATIONS:  CTAF/UNICOM 122.8  
CLEARANCE DELIVERY PHONE:  For CD ctc Cleveland ARTCC at 440-774-0490.  
RADIO AIDS TO NAVIGATION:  NOTAM FILE BUF.  
GENESEE (L) (L) VOR/DME 108.2  GEE Chan 19  N42°50.06´ W77°43.97´ 258º 15.2 NM to fld. 990/9W.  
VOR portion unusable:  208º–224º byd 29 NM blo 5000´  
225º–230º  
231º–245º byd 29 NM blo 5000´  
DME unusable:  115º–120º byd 29 NM blo 4000´  
140º–155º byd 30 NM blo 5000´  

PHILMONT N42°15.19´ W73°43.40´  NOTAM FILE BTV.  
NDB (MHW) 272° PFH 027º 2.4 NM to Columbia Co. 340/13W.  
PINE HILL (See ALBION on page 187)
NOTAM FILE BUF.

RWY 04–22:
H3016X60 (ASPH) S–8 MIRL 0.3% up NE

RWY 04: REIL. PAPI(P2L)—GA 3.0º TCH 44’. Trees. Rgt tfc.

RWY 22: REIL. Trees.

AIRPORT REMARKS: Attended May–Oct, Sat–Sun 1400–2200Z‡. Airport unattended Nov–Apr. Large birds, deer, bears occasionally vcty rwy during summer months. Expect turbulence and downdrafts during periods of strong crosswinds. Area not maintained for ski equipped acft. Rwy 04–22 may be unusable due to snow accumulation Nov–Apr. Check NOTAMS or call 518–548–3415 for afld conditions. Acft departing Rwy 22 are requested to maintain rwy heading until past Island checkpoint, prior to making left turn. Acft arriving maintain rgt downwind heading until past Island checkpoint. Rwy lgts (electric eye over–ride).

AIRPORT MANAGER: 518-548-3415

COMMUNICATIONS: CTAF/UNICOM 122.8

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) N43º01.59´ W75º09.87´ 048º 38.3 NM to fld. 1420/0W.

•

HELIPAD H1: H40X40 (ASPH) PERIMETER LGTS

HELIPORT REMARKS: Helipad H1 perimeter lgts

PLATEAU SKY RANCH (See EDINBURG on page 197)
NEW YORK

PLAZZ  N42°52.43´ W78°48.99´  NOTAM FILE GBD.
NDB (LOMW) 204  GB  052º  5.5 NM to Buffalo Niagara Intl. 593/9W.

PORT WASHINGTON

SANDS POINT SPB  (7N3)  2 NW  UTC–(–4DT)  N40°49.65´ W73°43.03´
00  NOTAM FILE ISP
WATERWAY 01W–19W: 6000X300 (WATER)
WATERWAY 12W–30W: 6000X300 (WATER)
AIRPORT MANAGER: 516-883-7900
COMMUNICATIONS: CTAF

POTSDAM MUNI/DAMON FLD  (PTD/KPTD)  2 E  UTC–(–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 Rwys 06 and 24; PAPI Rwys 06 and 24; MIRL Rwy 06–24; twy lgs—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
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)  N44°54.87´ W74°43.36´  228º  17.2 NM to fld. 198/14W.
NDB (MHW) 400  PTD  N44°43.40´ W74°52.96´  239º  4.0 NM to fld. 360/14W. NOTAM FILE PTD.
NDB unusable:
Byd 20 NM

NE. 8 SEP 2022 to 3 NOV 2022
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/T  HIRL

RWY 06: MALS R. PAPI(P4L)—GA 3.0º TCH 57´. Tree.


RWY 15–33: H2744X100 (ASPH–_CONC)  S–35, D–45, 2D–80

PCN 26 F/D/W/T  MIRL  0.3% up SE

RWY 15: Trees.

RWY 33: REIL. VASI(V4L)—GA 3.75º TCH 64´. Trees.

RWY 07–25: 1358X100 (TURF)

RWY 25: Antenna.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA–5001 TODA–5001 ASDA–5001 LDA–5001

RWY 07: TORA–1358 TODA–1358 ASDA–1358 LDA–1358

RWY 15: TORA–2743 TODA–2743 ASDA–2743 LDA–2743

RWY 24: TORA–5001 TODA–5001 ASDA–5001 LDA–4888


RWY 33: TORA–2743 TODA–2743 ASDA–2743 LDA–2743

SERVICE: S4 FUEL 100LL, JET A

LGT When twr clsd actvt HIRL Rwy 06–24, REIL Rwy 24, MALS 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 for hrs, 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 fuel svc. TPA—1197(1034) small acft 1997(1834) large acft. Rwy 07–25 rstd to acft 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. Twy C, Twy G t–hngr txl, and Twy J t–hngr txl clsd to air carrier acft. Ground soft in tie down areas. Rwy 06 touch and go lndg and practice apchs prohibited due to obscd line of sight fm ATCT. Ldg fee for multi–engine acft.

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)

NEW YORK APP/DEP CON 132.75

TOWER 124.0 (1200–0300Z‡ 15 May–14 Sep, 1200–0200Z‡ 15 Sep–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: NOTAM FILE ISP.

KINGSTON  (L) (L) VOR/DME 117.6 IGN Chan 123 N41°39.93´ W73°49.33´ 242º 3.6 NM to fld. 582/12W.

VOR portion unusable:

045º–050º byd 35 NM bld 4,300´
070º–140º byd 30 NM bld 3,400´

ILS 111.3 1–POU Rwy 06. Class IA. Unmonitored when ATCT clsd.

POUGHKEEPSIE  N41°37.60´ W73°53.02´

RCO 122.2 (NEW YORK RADIO)

NE, 8 SEP 2022 to 3 NOV 2022

PRATT’S EASTERN DIVIDE  (See SHERMAN on page 245)

R & R AERO  (See WARSAW on page 251)

RANDALL  (See MIDDLETOWN on page 218)

RENSSELAER CO  (See TROY on page 250)

REPUBLIC  (See FARMINGDALE on page 201)
ROCHESTER
FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC)(KROC)(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 55 R/C/X/T HIRL CL
RWY 04: ALSF2. TDZL. RVR–TR Trees. 0.3% up.
RWY 22: MALS R. PAPI(P4L)—GA 3.0º TCH 67´. RVR–TR Tree. Rgt tfc. 0.5% down.
PCN 47 R/C/X/T HIRL
RWY 28: MALSR. PAPI(P4L)—GA 3.0º TCH 57´. RVR–TR Thld dsplcd 600´. Trees.
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 3.0º TCH 40´. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 04: TORA–8001 TODA–8001 ASDA–8001 LDA–8001
RWY 07: TORA–4000 TODA–4000 ASDA–4000 LDA–4000
RWY 10: TORA–6402 TODA–6402 ASDA–5802 LDA–5502
RWY 25: TORA–4000 TODA–4000 ASDA–4000 LDA–4000
RWY 28: TORA–6402 TODA–6402 ASDA–6402 LDA–5802
ARRESTING GEAR/SYSTEM
RWY 28: EMAS
SERVICE: 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 ROCHSTER 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) (L) VOR/DME 110.0 ROC Chan 37 N43°07.08´ W77°40.37´ at fld. 545/12W.
ILS 110.7 I–MCU Rwy 04. Class IIE.
ILS 110.7 I–MWD Rwy 22. Class IT. OM unmonitored.
ILS/DME 109.5 I–ROC Chan 32 Rwy 28. Class IC.
ROCKDALE
N42°27.98´ W75°14.35´ NOTAM FILE BUF.
(L) (L) VOR/DME 112.6 RKA Chan 73 077º 8.5 NM to Albert S Nader Rgnl. 2032/11W.
NE, 8 SEP 2022 to 3 NOV 2022
NE, 8 SEP 2022 to 3 NOV 2022
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 dalg hrs. Large birds (turkeys) and
deer on and inv of Rwy 06–24. Rwy edge lights are not centered on
pavement on approach to Rwy 06. Note that bldg, bushes are 45–55′
short 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 (RM)(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: MALS, PAPI(P4L)—GA 3.0º TCH 56′. Rgt ttc.
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 MALS, Rwy
33, HIRL Rwy 15–33, and twy lgts —CTAF.
AIRPORT REMARKS: Attended 1200–0400Z‡. Migratory bird alert Aug–Nov
and Apr–May, Class IV, ARFF Index A. PPR 24 hrs for air carrier ops
with more than 9 passenger seats outside of attendance schedule hrs
call aprt manager 315–790–3072 or 315–272–5881.
PPR 24 hrs for air carrier ops with more than 30 passenger seats call aprt 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 aprt. 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
CLEARED DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

WATERWAY 14W–32W: 4000X600 (WATER)

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
CLEARED DELIVERY PHONE: For CD ctc Burlington Apch at 802-657-4401.

ROYALTON (See GASPORT on page 204)

SANDS POINT SPB (See PORT WASHINGTON on page 237)

SARANAC LAKE
ADIRONDACK RGNL (SLK/KSLK) 4 NW UTC–5(–4DT) N44°23.12´ W74°12.37´
1663 B ARFF Index—See Remarks NOTAM FILE SLK
RWY 05–23: H6573X150 (ASPH–GRVD) S–40, D–73, 2S–92, 2D–115
PCN 64 F/B/W/T HIRL 0.3% up NE
RWY 05: PAPI(P4L)—GA 3.0º TCH 35´. Trees.
RWY 23: MALSR. Trees.
RWY 09–27: H3997X100 (ASPH) S–40, D–73, 2S–92, 2D–115
PCN 61 F/B/W/T MIRL
RWY 09: Trees.
RWY 27: Thld dsplcd 400´. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–6573 TODA–6573 ASDA–6573 LDA–6573
RWY 09: TORA–3997 TODA–3997 ASDA–3997 LDA–3997
SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE HIRL Rwy 05–23, MIRL Rwy 09–27, MALSR Rwy 23, PAPI Rwy 05 and twy lgts—CTAF.
AIRPORT MANAGER: 518-891-4600
WEATHER DATA SOURCES: ASOS 124.175 (518) 891–6696.
COMMUNICATIONS: CTAF/UNICOM 123.0
® BOSTON CENTER APP/DEP CON 120.35

CONTINUED ON NEXT PAGE
NEW YORK

CONTINUED FROM PRECEDING 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  N44º23.07᾽ W74º12.27᾽ at fld. 1647.
DME unusable:
  089º–104º byd 25 NM blo 10,000′
  105º–110º byd 25 NM
  111º–165º byd 25 NM blo 10,000′
  300º–350º byd 36 NM blo 10,000′

ILS 108.9  I–SLK  Rwy 23.  Class IA.  Unmonitored.

SARATOGA SPRINGS

SARATOGA CO (See SARATOGA SPRINGS on page 242)

SARATOGA CO  (SB2)  3 SW  UTC–5(–4DT)  N43º03.04᾽ W73º51.70-placeholder
434  B  TPA—1201(767)  LRA  NOTAM FILE SB2
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: S4  FUEL  100LL, JET A  OX 4  LGT ACTVT REIL Rwy 05–23;
MIRL Rwy 05–23–CTAF. Rwy 14–32 rwy lgts OTS.

AIRPORT REMARKS: Attended 1230Z–dusk. Albany ANG helicopters do
touch and go ldg ops usually during daigl hrs. Glider activity on
weekends and occasionally weekdays with extensive pre–launch and
after ldg ground ops on shoulders of rwy in use. Year round federally
and state protected habitat for Karner Blue Butterfly, unauthorized
off–pavement ops prohibited. VASI clearance plane obstruction exists
on Rwy 32 due to tree height.

AIRPORT MANAGER: 518-885-5470

WEATHER DATA SOURCES: AWOS–3 132.025 (518) 884–9289.

COMMUNICATIONS: CTAF/UNICOM 123.075

ALBANY APP/DEP CON 118.05

GCO 118.125 (ALBANY CLNC DEL)

CLEARANCE DELIVERY PHONE: For CD if GCO una ctc Albany Apch at 518-862-2299.

RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.

CAMBRIDGE (L) VOR/DME 115.0  CAM  Chan 97  N42º59.66᾽ W73º20.64᾽ 293º 23.0 NM to fld. 1490/14W.
DME portion unusable:
  040º–130º blo 9,000′

NE, 8 SEP 2022 to 3 NOV 2022
SCHENECTADY CO (SCH)(KSCH) P (ANG) 3 N UTC–5(–4DT) N42°51.16′ W73°55.77′
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 22: PAPI(P4L)—GA 3.0º TCH 50′. Ground.
RWY 10: PAPI(P2L)—GA 4.0º TCH 50′. Thld dsplcd 200′. Road.
RWY 28: REL. PAPI(P2L)—GA 3.0º TCH 50′. Trees.

SERVICE: FUEL 100LL, JET A OK. 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 O–148–156(Mil).

NOISE: Noise abatement procedure in effect for large acft remaining in pattern ctc airfield manager for details.

AIRPORT REMARKS: Attended 1230–0330Z‡. Birds on and infl of arpt. No ultra–light opr in Class D airspace without avpl from ATCT. Military C130 pattern opr conducted daily. 60° dropoff 150′ from Rwy 28 end. No fld or braking action reports avbl between 0330Z‡ and 1230Z‡ daily. Ldg fee for itinerant multi–engine acft requesting twr svc 0330–1200Z‡. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER: (518) 399-0111
WEATHER DATA SOURCES: AWOS–3 119.275 (518) 399–6586.

COMMUNICATIONS: CTAF 121.3 UNICOM 122.95
ALBANY APP/DEP CON 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) (L) VORTACW 115.3 ALB Chan 100 N42°44.84′ W73°48.19′ 332° 8.4 NM to fld. 273/13W.


TACAN AZIMUTH unusable: 032°–042° byd 15 NM 164°–168° 303°–308° byd 37 NM 308°–333°

DME unusable: 303°–308° byd 37 NM

HUNTER NDB (MHV) 356 HEU N42°51.25′ W73°56.01′ at fld. 332/14W. NOTAM FILE SCH.

COMM/NAV/WEATHER REMARKS: UNICOM use 122.95 for svc from FBO.
SCHROON LAKE (4B7) 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 dspcld 100′. Road.
  RWY 34: Trees.
AIRPORT REMARKS: Attended daigt hrs. Debris from adjacent land fill is occasionally blown onto and across rwy. 25 ft dropoff 30 ft fm pavemant AER 34. Recommend ldg 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) VOR/DME 117.5 BTV Chan 122
  N44°23.83′ W73º10.96′ 232º 40.1 NM to fld. 417/15W.
  VOR unusable: 075º–132º byd 30 NM blo 9,000′
  133º–165º byd 30 NM blo 8,000′
  DME unusable:
    075º–132º byd 30 NM blo 9,000′
    133º–165º byd 30 NM blo 8,000′

SCHUYLERVILLE
GARNSEYS (B04) 1 S UTC–5(–4DT) N43°04.06′ W73º35.03′
100 NOTAM FILE BTV
RWY 02–20: 2500X90 (TURF)
  RWY 02: Road.
  RWY 20: Road.
AIRPORT REMARKS: Attended May–Sep daigt 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)

SENECA FALLS
FINGER LAKES RGNL (0G7) 2 SE UTC–5(–4DT) N42°53.01′ W76º46.87′
492 B NOTAM FILE BUF
RWY 01–19: H4592X75 (ASPH) S–12.5, D–30 MIRL
  RWY 01: REIL. PAPI(P2L)—GA 3.0º TCH 40′. Thld dspcld 392′. Trees.
  RWY 19: REIL. PAPI(P2L)—GA 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/DEP CON 119.55 (W–NW) 329º 27.3 NM to fld. 1112.
  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′ W76º27.58′ 329º 27.3 NM to fld. 1112.
  DME unusable:
    360º–160º byd 20 NM blo 6,500′
**SHARON**

(K31)  2 SE UTC–5 (–4DT)  N42°46.70´ W74°34.66´

1508  NOTAM FILE BUF

RWY 13–31: 2570X120 (TURF)


RWY 31: Trees.

**AIRPORT REMARKS:** Attended irregularly. P–line parallel on SW side of rwy 285 ft from rwy edge. Rwy 13 thld dsplcd ngt ops only. Rwy shortened by 200´ on the west end due to turf holes/crevasses.

**AIRPORT MANAGER:** 518-284-2081

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**CLEARANCE DELIVERY PHONE:** For CD ctc Syracuse Apch at 315-455-6218.

---

**SHERMAN**

(D88)  4 W UTC–5 (–4DT)  N42°09.00´ W79°41.15´

1640  NOTAM FILE BUF

RWY 08–26: 2600X75 (TURF)

RWY 08: Trees.

RWY 26: Trees.

**AIRPORT REMARKS:** Attended irregularly. Deer on and invof rwy. Ultralight on and invof arpt. There are 28´ p–lines running along south side of Hazen Rd sighted 115´ left and 495´ from Rwy 08 end.

**AIRPORT MANAGER:** 814-725-5923

**COMMUNICATIONS:** CTAF 122.9

**CLEARANCE DELIVERY PHONE:** For CD ctc Buffalo Apch at 716-626-6920, when Apch clsd ctc Cleveland ARTCC at 440-774-0232.

---

**SHIRLEY**

(HWW)(KHWV)  1 N UTC–5 (–4DT)  N40°49.32´ W72°52.01´

81  B  NOTAM FILE HWV

RWY 15–33: H4222X150 (ASPH–CONC) S–52, D–70, 25–89, 2D–120 MIRL

RWY 15: REIL. PAPI(P2L)—GA 3.0º TCH 47´. Trees.

RWY 33: REIL. PAPI(P2L)—GA 3.0º TCH 46´. Trees.

RWY 06–24: H4201X100 (ASPH) S–32, D–56, 2D–93 MIRL

0.3% up NE

RWY 06: MALSR. VASI(V4L)—GA 3.0º TCH 47´. Trees.

RWY 24: REIL. Trees.

**SERVICE:** S4  FUEL  100LL, JET A  LGT All twy lgts opr. Actvt MALSR Rwy 06; REIL Rwys 24, 15 and 33; PAPI Rwys 15 and 33; MIRL Rwys 06–24 and 15–33—CTAF. 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 invof 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 lgtr ctng training on and invof 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 wkend, 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:** AGOS 119.625 (631) 399–7095.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**NEW YORK APP/DEP CON** 120.05

**CLNC DEL** 133.2

**CLEARANCE DELIVERY PHONE:** For CD ctc New York Apch at 516-683-2449 or 133.2

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

**CALVERTON**  (L)  VOR/DME  117.2  CCC  Chan 119  N40°55.78´ W72°47.93´  219º 7.2 NM to fld. 85/13W.

**VOR unusable:**

| 106º–116º |

**280º–290º byd 25 NM**

**ILS**

I–HWV  Rwy 06.  Glideslope unmonitored. LOC unusable byd 4.6 NM fm thld abv 2,100´. LOC unusable within thld abv 1,000´. LOC unusable within 0.5 NM.
NEW YORK

SIDNEY MUNI (N23) 1 W UTC–5(–4DT) 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
® BOSTON APP/DEP CON 133.25
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
DELANCEY (L) (L) VOR/DME 112.1 DNY Chan 58 N42º10.70’
W74º57.42’ 301º 21.8 NM to fld. 2560/11W.
ROCKDALE (L) (L) VOR/DME 112.6 RKA Chan 73 N42º27.98’
W75º14.35’ 230º 12.6 NM to fld. 2032/11W.

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 lgt OTS indef. ACTIVATE MIRL Rwy 10–28—CTAF.
AIRPORT REMARKS: Unattended, call manager. Fuel avbl 24 hr self svc credit card. Rwy 28 two 55’ power poles 70’ either side centerline 700’ from thld. Rwy 04–22 avbl 15 May to 15 Oct. Rwy 10–28 NSTD MIRL, lghts are 38’ from pavement edge. Rwy 28 has 4 lghts out and 2 lghts very dim. One thld lght is rotated 90º (red/green lens). Rwy 10 3’ fence 20’ from thld on both sides, 15’ road 30’ from thld on both sides and 4’ fence 80’ from thld on both sides. –10’ culvert/ditch 50’ left of centerline at thld. Rwy 04–22 has variations in rwy sfc.
AIRPORT MANAGER: 707-580-9240

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 (VH) (H) VORTAC 117.0 SYR Chan 117 N43º09.63’ W76º12.27’ 226º 18.1 NM to fld. 453/11W.
TACAN AZIMUTH unusable:
Byd 35 NM blo 4,000’
VOR unusable:
010º–025º
026º–066º byd 40 NM
067º–077º byd 30 NM
078º–133º byd 40 NM
134º–144º byd 19 NM
145º–216º
217º–227º byd 40 NM blo 18,000’
228º–288º byd 40 NM
289º–299º byd 40 NM blo 2,300’
289º–299º byd 47 NM
300º–351º byd 40 NM
352º–009º byd 40 NM blo 3,000’
352º–009º byd 57 NM
DME unusable:
Byd 35 NM blo 4,000’

NE, 8 SEP 2022 to 3 NOV 2022
SKY ACRES  (See MILLBROOK on page 219)

SOUTH ALBANY  (See SOUTH BETHLEHEM on page 247)

SOUTH BETHLEHEM

SOUTH ALBANY  (4B0)  2 N  UTC–5(–4DT)  N42°33.64´ W73°50.04´  NEW YORK
196  NOTAM FILE BTV
RWY 01–19: H2853X60 (ASPH)  LIRL  0.4% up N
RWY 01: RVR–T Thld dsplcd 150´. Fence.
SERVICE: 54  FUEL  100LL, JET A  LGT ACTVT LIRL Rwy 01–19 and windsock lg—CTAF.
NOISE: Helicopter noise abatement procedures in effect. VFR dep maintain rwy hdg until reaching 500´ AGL. Avoid arr and dep to/from the west.
AIRPORT MANAGER: (518) 281-5430
COMMUNICATIONS: CTAZ 122.9
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  N42º59.66´ W73º20.64´  234º 33.8 NM to fld. 1490/14W.
DME portion unusable:
040º–130º blo 9,000´

SOUTHAMPTON HELIPORT  (87N)  5 SE  N40º50.78´ W72º27.98´
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 300 FT S. Rwy H1; +24´ brush 65´ SE; +31´ AWOS twr 165´ SE; +45´ bldg 430´ SE. Rwy H1; +52´ bldg 550´ SW. Ldg fee $150 for less than 5,000 lbs max gross ldg weight and $200 for greater than or equal to 5,000 lbs max gross ldg weight. Rwy H1; +3´ concrete block, 53´ NE of helipad. Rwy H1; +5´ dune, 300´ NW of helipad.
AIRPORT MANAGER: 631-283-0247
COMMUNICATIONS: CTAZ 122.9
CLEARANCE DELIVERY PHONE: For CD ctc New York Apch at 516-683-2449
RADIO AIDS TO NAVIGATION: NOTAM FILE HTO.
HAMPTON (H) (H) VORTAC 113.6  HTO  Chan 83  N40º55.14´ W72º19.00´  250º 8.1 NM to fld. 22/13W.
DME unusable:
280º–325º byd 35 NM blo 1,700´
326º–355º byd 30 NM blo 2,000´
TACAN AZIMUTH unusable:
280º–325º byd 35 NM blo 1,700´
326º–355º byd 30 NM blo 2,000´
VOR unusable:
010º–240º
270º–320º

SPADARO  (See EAST MORICHES on page 197)

SPENCERPORT AIRPARK  (D91)  2 S  UTC–5(–4DT)  N43º10.17´ W77º49.10´
614  NOTAM FILE BUF
RWY E–W: 2450X90 (TURF)
RWY E: Trees.
RWY W: Trees.
AIRPORT MANAGER: (585) 737-3018
COMMUNICATIONS: CTAZ 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0490.

NE, 8 SEP 2022 to 3 NOV 2022
STAATSBURG

AIRHAVEN (Ø9N)  3 SE UTC–5(–4DT)  N41º49.96´ W73º52.57´

450  NOTAM FILE ISP
RWY 02–20: 1863X75 (TURF)  1.5% up N
RWY 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 inonf rwy. Rwy 06–24 not plowed. Flee market obstns and material may be next to rwy ends. Rwy 06–24 wide cracks and weeds on rwy.

AIRPORT MANAGER: (845) 227-4444
COMMUNICATIONS: CTAF/UNICOM 122.8
NEW YORK APP/DEP CON 132.75

SUFFOLK CO  N40º50.27´ W72º37.91´ NOTAM FILE FOK.

(T) TACAN 111.0  FOK  Chan 47  at Francis S Gabreski. 50/13W. TACAN unmonitored when twr clsd.
No NOTAM MP: 1600–2000Z‡ Mon
TACAN AZIMUTH unusable:
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 221)
NEW YORK

SYRACUSE HANCOCK INTL (SYR/KSYR) P (ANG AR) 4 NE UTC–5(–4DT) N43º06.67´ W76º06.38´

421 B LRA Class I, ARFF Index C NOTAM FILE SYR


RWY 10: MALS. VASI(V4L)—GA 3.0º TCH 55´. RVR–TMR Trees.

RWY 28: ALSF2. TDZL. PAPI(P4R)—GA 3.0º TCH 60´. RVR–TMR Trees. 0.3% up.


RWY 15: MALS. VASI(V4L)—GA 3.0º TCH 53´. RVR–R Trees.

RWY 33: PAPI(P4L)—GA 3.0º TCH 53´. RVR–T Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 10: TORA–9003 TODA–9003 ASDA–9003 LDA–9003

RWY 15: TORA–7500 TODA–7500 ASDA–7500 LDA–7500

RWY 28: TORA–9003 TODA–9003 ASDA–9003 LDA–9003

RWY 33: TORA–7500 TODA–7500 ASDA–7500 LDA–7500

SERVICE: S4 FUEL 100LL, JET A OX 1, 2, 3, 4 MILITARY—JASU 2(A&M32A–86) 1(MC–1A) 2(MC–2A) 3(M32A–60A) 2(MC–11) FUEL A+ (NC–100LL, A)

NOISE: Noise abatement procedures in effect.

AIRPORT REMARKS: Attended continuously. Deer, coyote, birds on and invof arpt. 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 Rwys 10 and 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.

(VH) (H) VORTAC 117.0 SYR Chan 117 N43º09.63´ W76º12.27´ 135º 5.2 NM to fld. 453/11W.

TACAN AZIMUTH unusable:

VOR unusable:

DME unusable:

ILS/DME 109.9 I–MRZ Chan 36 Rwys 10, 33. Class IB. Monitored by ATCT.

ILS/DME 109.9 I–SYR Chan 36 Rwys 28. Class IIE.
TICONDEROGA MUNI  (4B6)  2 NE  UTC–5(–4DT)  N43°52.64′ W73°24.79′

NEW YORK

NOTAM FILE BTV

RWY 02–20:  H4041X60 (ASPH)  MIRL

RWY 02:  REIL. PAPI(P2L)—GA 3.0′ TCH 46′. Fence.

RWY 20:  REIL. PAPI(P2L)—GA 3.0′ TCH 45′. Trees. Rgt tfc.

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

TRI–CITIES  (See ENDICOTT on page 200)

TROY

RENSSELAER CO  (5B7)  6 SE  UTC–5(–4DT)  N42°41.50′ W73°34.80′

NEW YORK

NOTAM FILE BTV

RWY 18–36:  H2670X50 (ASPH)  S–8

RWY 18:  Trees.

RWY 36:  Trees.

AIRPORT REMARKS:  Unattended. Tran act call 518–596–5947 for fld conditions prior to arrival. Deer and birds on and inv of arpt. Surrounding terrain slopes down to rwy, due to higher surrounding terrain recommend use of the following procedures, departing Rwy 36, use best angle of climb speed until well clear of residential area north of Rwy 36, arrivals Rwy 18 maintain sufficient alt on final so as to avoid low alt and/or high power over residential area which underlies final apch to Rwy 18. Departures Rwy 18 and arrivals Rwy 36 use normal procedures. Rwy 18–36 pavement cracked, loose rocks and vegetation. Rwy 18 first 40′ overgrown with grass. Rwy 18 markings not visible. Rwy 36 marking numbers faded.

AIRPORT MANAGER: (518) 596-5947

COMMUNICATIONS: CTAF/UNICOM 122.7

CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

UTICA/FRANKFORT

FRANKFORT–HIGHLAND  (6B4)  4 SE  UTC–5(–4DT)  N43°00.97′ W75°10.17′

NEW YORK

NOTAM FILE BUF

RWY 13–31:  H2750X50 (ASPH)  S–12  LIRL 0.4% up NW

RWY 13: Thld dsplcd 200′. Trees.

RWY 31: Thld dsplcd 205′.

SERVICE:  FUEL 100LL

AIRPORT REMARKS:  Unattended. Self-serve fuel. Geese on and inv of arpt during spring and fall. Model plane club opr on arpt. Rwy 31 has 120′ dropoff 90′ from thld on both sides. LIRL Rwy 13–31 not avbl to tran acft.

AIRPORT MANAGER: 315-796-6257

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Syracuse Apch at 315-455-6218.

UTICA

NEW YORK

NOTAM FILE BUF.

(L) TACAN 111.2  UCA Chan 49  319° 16.4 NM to Griffiss Intl. 1420/0W.

RCO 122.2 (BUFFALO RADIO)
NEW YORK

WALLKILL
KOBEKT (N45) 2 NE UTC–5(–4DT) N41°37.45’ W74°08.50´
420 B NOTAM FILE ISP
RWY 03–21: H2864X50 (ASPH) S–13
RWY 03: Trees.
RWY 21: Trees.
SERVICE: FUEL 100LL
AIRPORT REMARKS: Unattended. Arpt clsd to acft 13,500 lbs and over. Deer on and invof arpt. PJE at arpt 3.0 NM radius
SFC–14,500’. Rwys 03 has access road 16´ from thld both sides. Rwy center width of 30´ in good condition, 10´ width
on both sides of centerline in poor condition with extensive cracks and vegetation. Rwy 03–21 slight depression in grass
areas opposite south end of rwy. Rwy center 30´ in fair condition, outside edges beyond this in poor condition. 18´ wide
parallel twy, stub connectors to rwy between ends in poor condition.
AIRPORT MANAGER: 845-255-1087
COMMUNICATIONS: CTAF/UNICOM 122.8

WARSAW
R & R AERO (5R5) 3 WSW UTC–5(–4DT) N42°43.25’ W78°11.08´
1650 NOTAM FILE ISP
RWY 10–28: 4000X140 (TURF)
AIRPORT REMARKS: Attended irregularly. Clsd 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 REMARKS: Attended irregularly. Arpt CLOSED to tran acft sunset–sunrise. Deer and bird act near movement areas.
Mountains and twrs in close vicinity of arpt. Self svc fuel avbl. Rwy 08 has 6´ chain link fence 58´ left, parallel to rwy.
Practice Idgs NA. Rwy 03R–21L SND LIRL, spacing 400´ apart. Seaplane use of Wickham Lake prohibited.
AIRPORT MANAGER: 845-258-0183
COMMUNICATIONS: CTAF/UNICOM 123.0
WATERTOWN INTL (ART)(KART) 5 W UTC–5(–4DT) N43º59.51´ W76º01.17´

PCN 43 F/C/X/T MIRL 0.3% up E
RWY 10: PAPI(P4L)—GA 3.0º TCH 47´. Trees.
RWY 28: REIL. PAPI(P4L)—GA 3.0º TCH 45´. Trees.
RWY 07–25: H4999X150 (ASPH–GRVD) S–105, D–147, 2D–244
PCN 41 F/C/X/T HIRL 0.3% up NE
RWY 07: MALSR. PAPI(P4L)—GA 3.0º TCH 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 MALSR Rwys 07; REIL Rwy 28; PAPI Rwys 10 and 28; HIRL Rwy 07–25; MIRL Rwy 10–28; twy lgts—CTAF.


Caution ngt vision device ops periodically conducted in arpt traffic pattern area. Twy lgts not vsb under ngt vision goggles. Military helicopters training on and invof arpt. RC model act act located 4 NM north of Watertown Intl Arpt blo 400´ at 44.05 N–76.05 W. Class I, ARFF Index A. PPR 2 hrs for unscheduled ops with more than 30 passenger seats call 315–466–6741 or 315–447–6405. Index B coverage is avbl on req. Rwy/Twy conditions not monitored outside of normal attendance hrs. Actt de/anti icing avbl, ctc FBO 315–786–6001. Ldg fee for acft over 6000 lbs gross weight. 2 hrs advance notice to U.S. CSTMS by pilot rqrd, call 315–482–2261. User fee arpt.

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.

VOR unusable:
090º–111º byd 15 NM
112º–150º
151º–175º byd 20 NM

ILS 111.1 I–ART Rwy 07. Class ID.

NE, 8 SEP 2022 to 3 NOV 2022
WEEDSPORT
WHITFORDS (B16) 2 NE UTC–5(–4DT) N43°04.84´ W76°32.29´
400 B TPA—1200(800) NOTAM FILE BUF
RWY 10–28: H3630X50 (ASPH) MIRL
RWY 10: Thld dsplcd 430´. Trees.
RWY E–W: 2800X100 (TURF)
RWY E: Hill.
RWY W: Trees.
SERVICE: S2 FUEL 100LL LGT ACTVT MIRL Rwy 10–28—122.7.
Beacon OTS indfey. Beacon dusk–0400Z†, for rotating bcn after
0400Z† call 315–834–9950.
AIRPORT REMARKS: Attended dalgt hours. Parachute Jumping. Skydiving on
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 (VH) (H) VORTACW 117.0 SYR Chan 117 N43°09.63´
W76°12.27´ 263º 15.4 NM to fld. 453/11W.
TACAN AZIMUTH unusable:
Byd 35 NM bld 4,000´
VOR unusable:
010º–025º
026º–066º byd 40 NM
067º–077º byd 30 NM
078º–133º byd 40 NM
134º–144º byd 19 NM
145º–216º
217º–227º byd 40 NM bld 18,000´
228º–288º byd 40 NM
289º–299º byd 40 NM bld 2,300´
290º–299º byd 47 NM
300º–351º byd 40 NM
352º–009º byd 40 NM bld 3,000´
352º–009º byd 57 NM
DME unusable:
Byd 35 NM bld 4,000´

WELLSVILLE MUNI/TARANTINE FLD (ELZ)(KELZ) 2 SW UTC–5(–4DT) N42°06.57´
W77°59.40´
2125 B NOTAM FILE ELZ
RWY 10–28: H5300X100 (ASPH–GRVD) S–25, D–45 HIRL
0.4% up W
RWY 28: MALS. PAPI(P2L)—GA 3.0º TCH 52´. Tree.
SERVICE: S4 FUEL 100LL, JET A LGT ACTVT MALS Rwy 28; REIL Rwy
10; PAPI Rwy 10 and 28; HIRL Rwy 10–28—CTAF. PAPI ususbl byd
9 degs right and left of ctrln. Bcn on dusk–dawn daily.
AIRPORT REMARKS: Attended Mon–Fri 1300–2130Z†. Unattended
weekends, Memorial Day, 4th of July, Labor Day, Thanksgiving,
Christmas Eve, Christmas and New Years Day. After hrs svcs are avbl
by 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 115.85 ELZ Chan 105(Y) N42°05.38´ W77°59.97´ 020º 1.3 NM to fld. 2298.

WEST 30TH ST HELIPORT (See NEW YORK on page 229)

NE. 8 SEP 2022 to 3 NOV 2022
WESTHAMPION BEACH
FRANCIS S GABRESKI

66 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. PAP(P2L)–GA 3.0° TCH 66’. Trees.
RWY 01–19: H5100X150 (ASPH–CONC) PCN 31 F/B/X/T HIRL
0.3% up NE
RWY 01: Trees.
RWY 19: Trees.
RWY 15–33: H5002X150 (ASPH) PCN 42 F/B/W/T MIRL
0.4% up NW
SERVICE: S4 FUEL 100LL, JET A OX 3, 4 LGT When ATCT clsd ACTVT MALSR Rwy 24; REIL Rwy 06, 15, and 33; PAPI Rwy 06, 15 and 24; VASI Rwy 33; HIRL Rwy 06–24; MIRL Rwy 15–33—CTAF. MILITARY—JASU Avbl dur ANG opr hr. (A/M32A–86) 2(MA–1A) FUEL Avbl dur ANG opr hr. A++(Mil) avbl (NC–100LL, A)
FLUID SP De–Ice LOX OIL <O–148–156>(Mil) SOAP
NOISE: Voluntary noise abatement procs in efct; see arpt website. When safety and opns allow, Rwy 24 pref for noise abatement.
AIRPORT REMARKS: Attended 1200–0400Z‡. Parachute Jumping. Birds and deer on and inof arpt. Evtv glider activity. Rcmnd 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 01–19 south end rwy 900’ and north end rwy 1000’ are safety areas. Rwy 06–24 and Rwy 15–33 1000’ safety area each end. Rwy 06 VGSI and RNAV glidepath not coincident. Rwy 24 VGSI and ILS glidepath not coincident.
MILITARY REMARKS: See FLIP AP/I Supplementary Arpt Remarks. CAUTION Birds and deer haz. PJE vcnty of arpt. ANG Radio ctl acft opr 0.5 NM north of AER 15 SR–SS, ctc twr for advsy. PPR DSN 456–7362/4, C631–723–7362/4. PPR offb bus. For use of ANG ramp. Offb bus only PPR all acft, 48 hr PN, ctc afld ops DSN 456–7362, C631–723–7362 drg hr. Tue–Fri PPR drg off–duty hr. 106 OG/CC apvl required nml duty hr. Nml duty hr 1200–2130Z‡ Mon–Fri. Cld Sat, Sun, hol and ev otr Mon. Ltd ramp space. Tran acft may be diverted to civ FBO drg non–duty hr. Non–standard markings on HH–60 apron; while painted lines denoting a roadway on the apron by the pods indicating where a vehicle must drive in order to maintain all necessary wingtip clearances. Rwy clsd to acft AUW 100,000 lb exc C130/emerg UFN. AMC/ACC acft opr nml dur Bird Watch cond MODERATE (tkof or ldg proh wo OG/CC apvl), ctc Afld Managment OPS for current Bird Watch cond. Dur Phase II BASH window (+/– 1 hr of SR/SS), not tkof or ldg perms, 106 OG/CC waiver auth. Bird haz (waterfowl) hy dr Phase II BASH Window. Phase II nml begins 1 Aug and ends 30 Nov. CSTMS/AG/IMG US CSTMS cnc svc avbl with PN (JFK) 718–487–2691 (Mil flts will coord through Base Ops 631–723–7362/7364). Mon–Fri minimum 24 hr PN, and hol before 2200Z‡ on regular business day preceding svc req date, maximum pax 15.
AIRPORT MANAGER: 631-852-8095
WEATHER DATA SOURCES: ASOS 119.925 631) 288–0588.
COMMUNICATIONS: CTAF 125.3 1200–0400Z‡; other times CLASS G.
ANG OPS (RESCUE OPS) 328.475
CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc New York Apch at 516-683-2449.
AIRSPACE: CLASS D svc 1200–0400Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.
CALVERTON (L) VOR/DME 117.2 CCC Chan 119 N40°55.78’ W72°47.93’ 137º 9.2 NM to fld. 85/13W. VOR unusable: 106º–116º
280º–290º byd 25 NM
SUFFOLK CO (T) TACAN Chan 47 FOK (111.0) N40°50.27’ W72°37.91’ at fld. 50/13W. NOTAM FILE FOK.
TACAN unmonitored when twr clsd. No NOTAM MP. 1600–2000Z‡ Mon TACAN AZIMUTH unusable: 028º–038º byd 8 NM b1o 3,500’ 090º–155º byd 7 NM 335º–345º byd 7 NM b1o 3,500’
ILS/DME 111.7 I–FOK Chan 54 Rwy 24. Class IT. Unmonitored when ATCT clsd.
NEW YORK

WHEELER–SACK AAF (GTB)(KGTB) A 1 NE UTC–5(–4DT) N44°03.34´ W75°43.19´ MONTREAL H–11C, 12K, L–32F DIAP, AD

690  B  TPA—See Remarks  NOTAM FILE GTB  Not insp.

RWY 03–21: H10000X150 (CONC) PCN 59 R/B/W/T HIWL

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 HIWL

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 tmsp 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 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) VORTAC 109.8 ART Chan 35 N43°57.13´ W76°03.88´ 079º 16.2 NM to fld. 374/12W.

VOR unusable:

090º–111º byd 15 NM

112º–150º

151º–175º byd 20 NM

ILS/DME 108.5 I–AEZ Chan 22 Rwy 03.

ILS/DME 108.5 I–GTB Chan 22 Rwy 21. Class IE.

ASR/PAR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima. 128.875 and 257.8 in all apch plates/mins.
WHITE PLAINS

WESTCHESTER CO (HPN)(KHPN) 3 NE UTC–5(–4DT) N41°04.02’ W73°42.45’

NEW YORK

COPPER

RHW 16–34: H6549X150 ASPH–GRVD D–120, 2S–152

PCN 34 F/B/X/U HIRL CL 0.9% up NW

RWY 16: MALSR. TDZL. PAPI(P4L)—GA 3.0’ TCH 55’. RVR–T

RWY 34: REIL. PAPI(P4L)—GA 3.0’ TCH 56’. RVR–R Bldg.

RWY 11–28: H4451X150 ASPH–GRVD S–70, D–120, 2S–152, 2D–120 PCN 28 F/B/X/U MIRL

RWY 11: REIL. PAPI(P4L)—GA 3.0’ 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 TOWA–4451 ASDA–4451 LDA–4451

RWY 16: TORA–6549 TOWA–6549 ASDA–6549 LDA–6549

RWY 29: TORA–4451 TOWA–4451 ASDA–4451 LDA–3159

RWY 34: TORA–6549 TOWA–6549 ASDA–6549 LDA–6549

SERVICE: S4 FUEL 100LL, JET A OX

ACTVT MALSR Rwy 16; REIL Rwy 11 and Rwy 34; TDZ lgts Rwy 16; cntrln lgts Rwy 16–34; HIRL Rwy 16–34; MIRL Rwy 11–29; twy lgts—CTAF.


AIRPORT REMARKS: Attended continuously. Deer, birds and other wildlife on and invof arpt. Rwy 11–29 clsd to skd acr ops with more than 9 pxn seats and non skd acr ops with more than 30 pxn 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 rwys and twys May thru Nov. Equipment and materials staged adjacent to the southern edge of Hangar 6 ramp. Be alert: Ground equipment opr adjacent to east side of Twy A between Twy G and Twy F. Acft opr MGTOW over 120,000 lbs must have prior permission, to be granted by arpt mgr or designee 914–995–4861. All approved acft must ctc arpt ops (open 24/7) on unicm freq 122.95 with actual tkof and ldg weights. ATC cncl rqr for pushback onto movmnt 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. NOTE: See Special Notices—Westchester Co Noise Abatement Procedures.

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: NOTAM FILE ISP.

CARMEL (L) (L) VOR/DME 116.6 CMK Chan 113 N41°16.81’ W73°34.88’ 216° 14.0 NM to fld. 693/12W.


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’

ILS/DME 109.7 I–HPN Chan 34 Rwy 16. Class IIE.

ILS/DME 109.7 I–OJZ Chan 34 Rwy 34. Class IT. LOC unusable byd 28º left of course and 25º right of course.

COMM/NAV/WEATHER REMARKS: ATIS can also be received via CMK VOR frequency 116.6 (CARMEL)

WHITFORDS (See WEEDSPORT on page 253)
WILLIAMSON–SODUS
(See WILLIAMSON/SODUS on page 257)

WILLIAMSON–SODUS
(SDC)(KSDC) 3 W UTC–5(–4DT) N43°14.08´ W77°07.17´

424  B TPA—1400(976) NOTAM FILE BUF

RWY 10–28: H3803X60 (ASPH) S–12 MIRL
  RWY 10: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Trees.
  RWY 28: REIL. PAPI(P2R)—GA 3.2º TCH 42´. Tree.

SERVICE: S4 FUEL 100LL. LGT ACTIVATE REIL Rwy 10 and Rwy 28;
  MIRL Rwy 10–28—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1330–2200Z‡. Credit card fuel avbl
  24 hrs. Geese and deer on and in vicinity of arpt.

AIRPORT MANAGER: 315-483-6011

WEATHER DATA SOURCES: AWOS–3 124.2 (315) 483–6171.

COMMUNICATIONS: CTAF/UNICOM 122.8

Rochester (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 (N82) 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 REMARKS: Attended 1400–2200Z‡. Winter months attended till
dusk. Extensive glider activity. Deer on and in vicinity of arpt. Twr
elevation 1690´ MSL 250´ AGL, located 9000´ NE thld apch Rwy
23.

AIRPORT MANAGER: (845) 888-2791

COMMUNICATIONS: CTAF/UNICOM 122.8

New York APP/DEP CON 132.75

CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at
  440-774-0490.

RADIO AIDS TO NAVIGATION: NOTAM FILE ROC.

Kingston (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 bly 4,300´
  070º–140º byd 30 NM bly 3,400´
ALLENTOWN QUEEN CITY MUNI (XLL)(KXLL) 2 SW UTC–5(–4DT) N40º34.22´ W75º29.30´ NEW YORK L–30, 33A, 34G

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 invof arpt. For svc after hrs ctc 610–266–6000.

AIRPORT MANAGER: 610-791-5193


COMMUNICATIONS: CTAF/UNICOM 122.7
® APP/DEP CON 119.65 (3000´ and blo) 124.45 (abv 3000´) 124.45 (from west) TOWER 120.5 CLNC DEL 124.05

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 Rwy 06. Class III.
ILS 111.9 I–BXY Rwy 13. Class IB.

ALLENTOWN N40°43.60’ W75°27.28’ NOTAM FILE ABE.

(L) (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’

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: MALSRS. 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 OK 1, 3 LGT Rwy 03–21, thld lgts and edge lgts OTS exc with PCL, avbl fm 0100–1300Z daily. Rwy 12–30, thld lgts and edge lgts OTS exc with PCL avbl fm 0100–1300Z daily. HIRL Rwy 03–21 and MIRL Rwy 12–30 preset low intst, incr intst and ACTVT PAPI Rwy 12, 30, 03 and 21, MALSRS 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 0930–0300Z+, Sat 1200–0030Z+, Sun 1330–0130Z+. Rwy/rwy cnads unmtnred outside of normal attendance hrs. Specialized acft (ultralgt, homebuilt, etc) ctc AMGR 814–793–2027 or UNICOM prior to ldg. PPR 24 hrs for unscheduled air carrier and non–air carrier ops with more than 30 passenger seats call arpt manager 814–793–2027. Excp for taxi, Rwy 12–30 not avbl for sked acr ops with more than 9 pax and unsked for acr ops with more than 30 pax.

AIRPORT MANAGER: 814-793-2027

WEATHER DATA SOURCES: AGOS 127.125 (814) 793–9665.

COMMUNICATIONS: CTAF 123.5 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.
AIRSPACE: CLASS E

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

ST THOMAS (L) VORTAC W
115.0 THS Chan 97 N39°55.99’ W77°57.06’ 329° 27.6 NM to fld. 2338/7W.
ILS 111.1 I–AOO Rwy 21. Class IA. LOC unusable byd 25º right of course.

ARNOLD PALMER RGNL (See LATROBE on page 285)

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.

ARBOR PALMER RGNL (See LATROBE on page 285)

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.

ARBOR PALMER RGNL (See LATROBE on page 285)

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.

ARBOR PALMER RGNL (See LATROBE on page 285)

ARNDL

BANDEL (See EIGHTY FOUR on page 272)

BAUBLITZ COMMERCIAL (See BROGUE on page 264)

BEAVER CO (See BEAVER FALLS on page 260)

BEAVER FALLS

BEAVER CO (BVI)(KBVI) 3 NW UTC–5(–4DT) N40°46.35’ W80°23.49’

1253 B NOTAM FILE BVI

RWY 10–28: H4501X100 (ASPH–GRVD) S–16, D–32 MIRL
   1.1% up E
   Rwy 10: REIL. PAPI(P4L)—GA 3.0º TCH 42’. Trees.
   Rwy 28: REIL. PAPI(P4L)—GA 3.0º TCH 43’. Trees.

SERVICE: S4 FUEL 100LL, JET A, A+ LGT When ATCT clsd MIRL

NOISE: Noise abatement procedures in effect for deps 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) (L) VOR/DME 115.8 EWC Chan 105 N40°49.50’ W80°12.69’ 257° 8.8 NM to fld. 1227/8W.

VOR unusable:
   285º–335º

LOC 109.3 I–BVI Rwy 10. LOC unmonitored when ATCT clsd

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at twr.
BETFORD (HMZ(KHMZ)) 4 N UTC–5(–4DT) N40º05.17’ W78º30.81’
1162 B NOTAM FILE AOO
RWY 14–32: H5006X75 (ASPH) S–38, D–60, 2D–100 MIRL
RWY 32: REIL, PAPI(P2L)—GA 4.0º TCH 53’. Trees.
SERVICE: S4 FUEL 100LL, JET A OX 1 LGT ACTIVATE MIRL Rwy
14–32 and REIL Rwy 14 and Rwy 32—CTAF. REIL ACTIVATE only
with 5 or 7 clicks. Rwy 14 PAPI and Rwy 32 opr continuously. Ldg fee
for all acft except light single engine with fuel purchase.
AIRPORT REMARKS: Attended Mon–Fri 1200–2200Z‡, Sat 1300–2200Z‡,
Sun 1200–2200Z‡. For svc after hrs ctc 814–494–0929. High terrain
(mountain ridges) southeast of arpt lgtd with red obstruction lgts.
AIRPORT MANAGER: 814-623-0704
WEATHER DATA SOURCES: AWOS–3
COMMUNICATIONS: CTAF/UNICOM 122.7
® JOHNSTOWN APP/DEP CON 121.2 (1200–0400Z‡) or ctc 814–532–5960.
® CLEVELAND CENTER APP/DEP CON 124.4 (0400–1200Z‡) or ctc Cleveland
ARTCC 440–774–0234.
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: NOTAM FILE AOO.

BETFORD (HMZ(KHMZ)) 4 N UTC–5(–4DT) N40º05.17’ W78º30.81’
1162 B NOTAM FILE AOO
RWY 14–32: H5006X75 (ASPH) S–38, D–60, 2D–100 MIRL
RWY 32: REIL, PAPI(P2L)—GA 4.0º TCH 53’. Trees.
SERVICE: S4 FUEL 100LL, JET A OX 1 LGT ACTIVATE MIRL Rwy
14–32 and REIL Rwy 14 and Rwy 32—CTAF. REIL ACTIVATE only
with 5 or 7 clicks. Rwy 14 PAPI and Rwy 32 opr continuously. Ldg fee
for all acft except light single engine with fuel purchase.
AIRPORT REMARKS: Attended Mon–Fri 1200–2200Z‡, Sat 1300–2200Z‡,
Sun 1200–2200Z‡. For svc after hrs ctc 814–494–0929. High terrain
(mountain ridges) southeast of arpt lgtd with red obstruction lgts.
AIRPORT MANAGER: 814-623-0704
WEATHER DATA SOURCES: AWOS–3
COMMUNICATIONS: CTAF/UNICOM 122.7
® JOHNSTOWN APP/DEP CON 121.2 (1200–0400Z‡) or ctc 814–532–5960.
® CLEVELAND CENTER APP/DEP CON 124.4 (0400–1200Z‡) or ctc Cleveland
ARTCC 440–774–0234.
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: NOTAM FILE AOO.

BETFORD (HMZ(KHMZ)) 4 N UTC–5(–4DT) N40º05.17’ W78º30.81’
1162 B NOTAM FILE AOO
RWY 14–32: H5006X75 (ASPH) S–38, D–60, 2D–100 MIRL
RWY 32: REIL, PAPI(P2L)—GA 4.0º TCH 53’. Trees.
SERVICE: S4 FUEL 100LL, JET A OX 1 LGT ACTIVATE MIRL Rwy
14–32 and REIL Rwy 14 and Rwy 32—CTAF. REIL ACTIVATE only
with 5 or 7 clicks. Rwy 14 PAPI and Rwy 32 opr continuously. Ldg fee
for all acft except light single engine with fuel purchase.
AIRPORT REMARKS: Attended Mon–Fri 1200–2200Z‡, Sat 1300–2200Z‡,
Sun 1200–2200Z‡. For svc after hrs ctc 814–494–0929. High terrain
(mountain ridges) southeast of arpt lgtd with red obstruction lgts.
AIRPORT MANAGER: 814-623-0704
WEATHER DATA SOURCES: AWOS–3
COMMUNICATIONS: CTAF/UNICOM 122.7
® JOHNSTOWN APP/DEP CON 121.2 (1200–0400Z‡) or ctc 814–532–5960.
® CLEVELAND CENTER APP/DEP CON 124.4 (0400–1200Z‡) or ctc Cleveland
ARTCC 440–774–0234.
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: NOTAM FILE AOO.

BETFORD (HMZ(KHMZ)) 4 N UTC–5(–4DT) N40º05.17’ W78º30.81’
1162 B NOTAM FILE AOO
RWY 14–32: H5006X75 (ASPH) S–38, D–60, 2D–100 MIRL
RWY 32: REIL, PAPI(P2L)—GA 4.0º TCH 53’. Trees.
SERVICE: S4 FUEL 100LL, JET A OX 1 LGT ACTIVATE MIRL Rwy
14–32 and REIL Rwy 14 and Rwy 32—CTAF. REIL ACTIVATE only
with 5 or 7 clicks. Rwy 14 PAPI and Rwy 32 opr continuously. Ldg fee
for all acft except light single engine with fuel purchase.
AIRPORT REMARKS: Attended Mon–Fri 1200–2200Z‡, Sat 1300–2200Z‡,
Sun 1200–2200Z‡. For svc after hrs ctc 814–494–0929. High terrain
(mountain ridges) southeast of arpt lgtd with red obstruction lgts.
AIRPORT MANAGER: 814-623-0704
WEATHER DATA SOURCES: AWOS–3
COMMUNICATIONS: CTAF/UNICOM 122.7
® JOHNSTOWN APP/DEP CON 121.2 (1200–0400Z‡) or ctc 814–532–5960.
® CLEVELAND CENTER APP/DEP CON 124.4 (0400–1200Z‡) or ctc Cleveland
ARTCC 440–774–0234.
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: NOTAM FILE AOO.
BERMUDIAN VALLEY AIRPARK  (See KRALLTOWN on page 284)

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: Trees.
SERVICE: S4  FUEL  100LL  LGT ACTIVATE MIRL Rwy 09–27—CTAF.
AIRPORT MANAGER: (570) 317-2481
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Wilkes-Barre Apch at 570-655-2084.
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
MILTON  (L)  VORTACW 109.2  MIP  Chan 29  N41°01.40´ W76°39.92´  107º 10.6 NM to fld. 1000/9W.

BRADEN AIRPARK  (See EASTON on page 271)

BRADFORD CO  (See TOWANDA on page 310)
PENNSYLVANIA

BRADFORD RGNL

(BFD)(KBFD) 10 S UTC–5(–4DT) N41°48.18´ W78°38.40´

2143  B  ARFF Index—See Remarks NOTAM FILE BFD
RWY 14: REIL. VASI(V4L)—GA 3.0º TCH 42´. Trees.
RWY 32: MALSR. Pole.
RWY 05–23: H4499X100 (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 lgts—CTAF.

AIRPORT REMARKS:

AIRPORT MANAGER: 814-368-5928
WEATHER DATA SOURCES: ASOS 133.825 (814) 368–2581.
COMMUNICATIONS: CTAF/UNICOM 123.075
RCO 122.2 (ALTOONA RADIO)
® CLEVELAND CENTER APP/DEP CON 124.325
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0227.

AIRSPACE: CLASS E svc 1100–0330Z‡ Mon–Fri, 1100–2330Z‡ Sat, 1300–0330Z‡ Sun; other times CLASS G.

RADIO AIDS TO NAVIGATION:
(L) DME 116.6 BFD Chan 113 N41°47.18´ W78°37.16´ 317º 1.4 NM to fld. 2110.
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 317º 1.4 NM to Bradford Rgnl. 2110.
RCO 122.2 (ALTOONA RADIO)

BRANDYWINE RGNL (See WEST CHESTER on page 313)

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 tfc.
RWY 21: Tree.


AIRPORT MANAGER: 814-784-0093
COMMUNICATIONS: CTAF 122.9 (Opr Hrs 1100–0100Z‡).

CLEARANCE DELIVERY PHONE: For CD ctc Johnstown Apch at 814-532-5960, when Apch clsd ctc Cleveland ARTCC at 440-774-0213.

NE. 8 SEP 2022 to 3 NOV 2022

CINCINNATI

DETROIT

H–10H, 12I, L–30I

IAP

1349621.8, 12J, L–30I IAP

DETROIT

L–30I

RCO 122.2 (ALTOONA RADIO)
BROGUE

BAUBLITZ COMMERCIAL (QW8) 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
Rwy 10–28 edges and rwy ends marked by white flush painted markers co–located with orange cones. Rwy 10 dsplcd thld marked by 3 white flush markers each side of rwy. Rwy 28 dsplcd thld marked by 3 white flush markers each side of rwy. Rwy 28 at west end last 400´ slopes downward 16´.
AIRPORT MANAGER: (717) 870-4076
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-429-5882.

BROKENSTRAW (See PITTSFIELD on page 298)

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 Apch at 412-472-5591

PITTSBURGH/BUTLER RGNL (BTP)(KBTP) 5 SW UTC–5(–4DT) N40º46.60´ W79º57.07´
1248 B NOTAM FILE BTP MON Airport
RWY 08–26: H4801X100 (ASPH–GRVD) S–37, D–50 HIRL 0.3% up E
RWY 08: MALSF, PAPI(P4L)—GA 3.0º TCH 53´. Trees.
RWY 26: REIL. PAPI(P4L)—GA 3.5º TCH 52´. Trees.
SERVICE: S4 FUEL 100LL, JET A, A+ OX 1, 2 LGT Actvl 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
ELLOWD CITY RCO 122.1R 115.8T (ALTOONA RADIO)
PITTSBURGH APP/DEP CON 124.75
CLNC DEL 119.4
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
ELLOWD CITY (W) (H) VOR/DME 115.8 EWC Chan 105
N40º49.50´ W80º12.69´ 112º 12.2 NM to fld. 1227/8W.
VOR unusable: 285º–335º
ILS 111.5 I–BTP Rwy 08.

BUTTER VALLEY GOLF PORT (See BALLY on page 260)

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

NE, 8 SEP 2022 to 3 NOV 2022
PENNSYLVANIA

CANADENSIS

FLYING DOLLAR (8N4) 2 N UTC–5(–4DT) N41°12.90´ W75°14.81´

1430 NOTAM FILE IPT
RWY 02–20: 2405X100 (TURF) 4.5% UP N
RWY 20: Trees.

AIRPORT MANAGER: 646-298-4753
COMMUNICATIONS: CTA F122.9
CLEARANCE DELIVERY PHONE: For CD ctc Wilkes-Barre Apch at 570-655-2084.

CAPITAL CITY (See HARRISBURG on page 279)

CARLISLE (N94) 2 SE UTC–5(–4DT) N40°11.27´ W77°10.46´

510 B NOTAM FILE IPT
RWY 10–28: H4008X60 (ASPH) S–12.5, D–12.5 LIRL
RWY 10: Tree.
RWY 28: Thld dpclcd 126´. Tree.

SERVICE: S2 FUEL 100LL, JET A+ LGT ACTVT LIRL Rwy 10–28—CTAF.


AIRPORT MANAGER: 717-448-7730
COMMUNICATIONS: CTA F/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.

RADIO AIDS TO NAVIGATION: NOTAM FILE CXY.
HARRISBURG (L) (L) VORTACW 112.5 HAR Chan 72 N40°18.13´ W77°04.13´
VOR unusable:
097º-107º byd 10 NM
146º-168º byd 20 NM blo 7,000´

CENTRE AIRPARK (See CENTRE HALL on page 265)

CENTRE HALL

CENTRE AIRPARK (N16) 2 SE UTC–5(–4DT) N40°48.70´ W77°39.43´

1307 NOTAM FILE AOO
RWY 06–24: 3100X210 (TURF)
RWY 06: Thld dpclcd 400´. Road.
RWY 24: Thld dpclcd 400´. Trees.


AIRPORT MANAGER: (814) 364-9188
COMMUNICATIONS: CTA F/UNICOM 122.7
PENNSYLVANIA

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 inovf 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.
Rwy 24: PAPI(P2L)—GA 3.0º TCH 40°. Rgt tfc.
SERVICE: S2  LGT Actvt 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.

CHERRY RIDGE  (See HONESDALE on page 281)

CHESTER CO G O CARLSON  (See COATESVILLE on page 267)

CLARION CO  (AXQ)(KAXQ)  3 NW UTC–5(–4DT)  N41º13.50´ W79º26.53´
1458  B  NOTAM FILE AOO
Rwy 06–24: H5003X75 (ASPH)  S–15 MIRL  0.5% up NE
Rwy 06: REIL. PAPI(P2L)—GA 3.0º TCH 40°. Trees.
Rwy 24: REIL. PAPI(P2L)—GA 3.0º TCH 40°. Trees.
SERVICE: FUEL 100LL, JET A+ LGT ACTIVATE MIRL Rwy 06–24, REIL Rwy 06 and Rwy 24 and PAPI Rwy 06 and Rwy 24—CTAF.
AIRPORT MANAGER: (814) 226-9993
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEVELAND CENTER APP/DEP CON 126.725 or call 440–774–0234.
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0234/0442.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
(L) DME 112.9  CIP  Chan 76  N41º08.78´ W79º27.48´ 009º 4.8 NM to fld. 1520.

CLEARFIELD–LAWRENCE  (FIG)(KFIG)  2 NE  UTC–5(–4DT)  N41º02.95´ W78º24.91´

1516  B  NOTAM FILE FIG
RWY 12–30: H4499X75 (ASPH)  S–12.5  MIRL
RWY 12: PAPI(P2L)—GA 3.1º TCH 29´. Tree.
RWY 30: REIL. PAPI(P4L)—GA 3.0º TCH 27´.

SERVICE: FUEL  100LL, JET A  LGT  ACTIVATE REIL Rwy 30, PAPI Rwy 12 and Rwy 30, MIRL Rwy 12–30—CTAF. Rwy 12 VGSII and descent angles not coincident. Rwy 30 VGSI and RNAV glidepath not coincident.


AIRPORT MANAGER: 814-768-7710
WEATHER DATA SOURCES: ASOS 119.275 (814) 765–9703.
COMMUNICATIONS: CTAF/UNICOM 122.725

COATESVILLE  (MQS)(KMQS)  2 W  UTC–5(–4DT)  N39º58.74´ W75º51.93´

660  B  NOTAM FILE IPT
RWY 11–29: H5400X100 (ASPH–GRVD)  S–30, D–48  HIRL
0.4% up E
RWY 11: REIL. VASI(V4R)—GA 3.0º TCH 52´. Tree.
RWY 29: REIL. PAPI(P4L)—GA 3.0º TCH 57´. Tree.

SERVICE: S4  FUEL  100LL, JET A  OX 1, 2, 3, 4  LGT 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 invof arpt. Helicopter ops invof arpt south and southwest of Rwy 11 thld. For svc after hrs ctc 610–384–9000. Helicopter tfc requested to land and tkf from rwy only. Hover taxi on by or hover from rwy to ramp side parking spot by crossing perpendicular to Alpha. Helicopter hover taxiing, tkfs and lds prohibited from Twy A. +164´ water twr 1343´ from Rwy 11 thld 1842´ right marked with strobe lgt daight hrs, standard obstruction lgt ngt hrs.

AIRPORT MANAGER: 610-383-6057
WEATHER DATA SOURCES: AWOS–3 126.25 (610) 384–6132.
COMMUNICATIONS: CTAF/UNICOM 122.7

CLNC DEL 125.6


PHILADELPHIA  APP/DEP CON 124.35

MODENA  (L) (L) VORTAC  113.2  MXE  Chan 79  N39º55.08´ W75º40.25´  301º 9.7 NM to fld. 473/9W.

VOR unusable:
036º–046º
047º–057º byd 10 NM
058º–085º
170º–248º byd 27 NM bly 7,500´
170º–248º byd 30 NM bly 9,500´
170º–248º byd 8 NM bly 6,000´
268º–278º byd 28 NM
278º–290º bly 10,000´
290º–326º

ILS 108.5  I–MQS  Rwy 29.  Class IA.
CONNELSVILLE

JOSEPH A HARDY CONNELSVILLE  (VVS)(KVVS)  5 SW UTC–5(–4DT)  N39°57.54´ W79°39.45´  CINCINNATI  L–29C  IAP
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.
SERVICE: S4  FUEL  100LL, JET A  LGT
AIRPORT REMARKS: Attended 1300–2200Z‡. Deer and birds on and invol apx. 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 th for taxi only, Rwy 32 has a 260 ft relocated th for taxi only. Twy B clsd to acfts wingspan more than 40´. Ldg fee for all acfts 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
CLEVELAND CENTER APP/DEP CON 124.4 (0400–1200Z‡)
CLEARANCE DELIVERY PHONE: For CD ctc Clarksburg Apch at 304-842-2011, when Apch clsd ctc Cleveland ARTCC at 440-774-0226.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
INDIAN HEAD  (L) (L) VORTACW  108.2 IHD  Chan 19  N39°58.45´ W79°21.50´  272º 13.8 NM to fld. 2820/6W.
   VOR & TACAN AZIMUTH OTS indef
   VOR voice OTS indef
CAMOR NDB  (MHV/LOM)  299 VV  N39°52.97´ W79°44.68´ 049º 6.1 NM to fld. 1020/8W.
NDB unusable:
   Byd 10 NM
LOC 110.7  I–VVS  Rwy 05.
   LOM CAMOR NDB, LOC unmonitored indef.

CORRY–LAWRENCE  (8G2)  1 S UTC–5(–4DT)  N41°45.45´ W79°38.46´  DETROIT  L–30H  IAP
1766  B  NOTAM FILE AOO
RWY 14–32: H4101X75 (ASPH)  S–12.5  MIRL  1.7% up SE
RWY 14: REIL. Trees.
RWY 32: REIL.
SERVICE: LGT ACTIVATE MIRL Rwy 14–32 and REIL Rwys 14 and 32—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
BUFFALO APP/DEP CON 121.0 (1100–0500Z‡)
CLEARANCE DELIVERY PHONE: For CD ctc Buffalo Apch at 716-626-6920, when Apch clsd ctc Cleveland ARTCC at 440-774-0232.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
TIDIOUTE  (L) DME 117.6 TDT  Chan 123  N41°42.78´ W79°25.04´ 319º 15.4 NM to fld. 1710.
DME unusable:
   041º–051º byd 30 NM bld 4,000´
   305º–340º byd 24 NM bld 3,500´
   340º–005º byd 24 NM bld 5,000´

COVE VALLEY  (See WILLIAMSBURG on page 314)
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 displaced 130′. Trees.
   Rwy 27: Thld displaced 80′. Trees.
AIRPORT MANAGER: 570-595-2269
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.

DANVILLE (8N8) 3 SW UTC–5(–4DT) 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 lgt with two red lgts on left side (NSTD).
AIRPORT MANAGER: 570-274-6190
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Wilkes-Barre Apch at 570-655-2084.
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
   MILTON (L) VORTACW 109.2 MIP Chan 29 N41°01.40′ W76°39.92′ 177° 4.6 NM to fld. 1000/9W.

DECK (See MYERSTOWN on page 291)

DONEGAL SPRINGS AIRPARK (See MOUNT JOY/MARIETTA on page 289)

DOVER

LAZY B RANCH (8P8) 3 E UTC–5(–4DT) N40°01.47′ W76°48.92′
476 NOTAM FILE IPT
RWY 05–23: H2400X60 (ASPH–CONC) LIRL 1.3% up SW
   Rwy 05: Brush.
   Rwy 23: Brush.
SERVICE: LGT For LIRL Rwy 05–23 key 122.9 five times.
AIRPORT MANAGER: 717-891-7639
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: SAVASI(SZL)—GA 5.0´. Tree.

SERVICE: S4 FUEL 100LL, JET A LGT Actv 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 bly 5,000´
250º–265º bly 3,500´
266º–280º byd 20 NM bly 5,000´
281º–300º bly 14 NM bly 6,000´

DME unusable:
225º–275º byd 25 NM bly 5,000´

DUBOIS RGNL (DUJ)(KDUI) 7 NW UTC–5(–4DT) N41º10.70´ W78º53.92´

1817 B Class II, ARFF Index A NOTAM FILE DUJ
RWY 07–25: H5503X100 (ASPH–GRVD) S–45, D–60, 2D–93
PCN 18 F/G/X/U HIRL
RWY 07: REIL. VASI(V2L)—GA 3.0º TCH 28´. Trees.
RWY 25: MALSR. PAPI(P4L)—GA 3.0º TCH 58´. Trees.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 07: TORA–5503 T0DA–5503 ASDA–5503 LDA–5503
RWY 25: TORA–5503 T0DA–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 lgs—CTAF.

AIRPORT REMARKS: Attended Mon–Fri 1000–0300Z‡, Sat 1230–0130Z‡, Sun 1230–0100Z‡. Flocks of birds on and inv of arpt.

AIRPORT MANAGER: 814-328-5311

WEATHER DATA SOURCES: ASOS 119.025 (814) 328–5140.

COMMUNICATIONS: CTAF/UNICOM 123.0

DU BOIS RCO 122.2 (ALTOONA RADIO)

CLEVELAND CENTER APP/DEP CON 126.725

CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0234.

AIRSPACE: CLASS E svc 1215–0320Z‡ Mon–Sat, 1300–2300Z‡ 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.

085º 25.4 NM to fld. 1520.
EAST STROUDSBURG

STROUDSBURG–POCONO (N53) 3 N UTC–5(–4DT) N41º02.15´ W75º09.64´

480 B NOTAM FILE IPT

RWY 08–26: H3087X30 (ASPH) LIRL(NSTD) 0.3% up E

RWY 08: Thld dsplcd 100´. Trees.

RWY 26: Thld dsplcd 770´. Tree.

SERVICE: FUEL 100LL LGT Rwy lights OTS. ACTIVATE LIRL Rwy 08–26 and rotating bcn—CTAF. Rwy 08–26 NSTD LIRL, Rwy 26 end lgt offset from rwy centerline.


AIRPORT MANAGER: 646-650-5863

COMMUNICATIONS: CTAF/UNICOM 123.0

RADIO AIDS TO NAVIGATION:

NOTAM FILE IPT.

STILLWATER (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) 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: 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

RADIO AIDS TO NAVIGATION:

NOTAM FILE ABE.

ALLENTOWN (L) VORTAC 117.5 FJC Chan 122 N40º43.60´ W75º27.28´ 094º 9.7 NM to fld. 681/10W.

TACAN AZIMUTH & DME unusable:

021º–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 blo 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’ W78°46.51’
2099  B  NOTAM FILE AOO
RWY 07–25: H3204×50 (ASPH)  S–12.5  MIRL  0.6% up NE
RWY 07: Trees.
RWY 25: Road.
RWY 11U–29U: 1636×150 (TURF–DIRT)
SERVICE: FUEL 100LL  LGT ACTIVATE MIRL Rwy 07–25 and twy
lights—CTAF.
AIRPORT REMARKS: Attended irregularly. 24 hr self-serve fuel avbl. Deer on
and in/and 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
JJ JOHNSTOWN APP/DEP CON 121.2 (1200–0400Z‡) or ctc 814–532–5960.
JJ 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: NOTAM FILE AOO.
REVLOC (L) VOR/DME 110.6  REC  Chan 43  N40°32.79’
W78°44.82’  203° 5.3 NM to fld. 2340/9W.
VOR unusable: 070°–085°

EIGHTY FOUR
BANDEL  (22D)  3 SE  UTC–5(–4DT)  N40°07.84’ W80°05.77’
1210  NOTAM FILE AOO
RWY 01–19: 2260×100 (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 Apch at 412-472-5591.

ELLWOOD CITY
(9V) VOR/DME 115.8  EWC  Chan 105  257° 8.8 NM to Harrisburg Intl. 461/11W.
NDB (LOMW) 204  MD  128° 7.1 NM to Harrisburg Intl. 461/11W.

DETROIT
H–10H, L–29C
IAP
DETOIT
DETROIT
ERIE INTL/TOM RIDGE FLD (ERI) (KERI) 5 SW UTC–5(–4DT) N42°04.99´ W80°10.44´

INDEX—See Remarks NOTAM FILE ERI

RWY 24: MALSR, PAPI(4L)—GA 3.0º TCH 55´. RVR–TR Trees.

RWY 06–24: H8420X150 (ASPH–GRVD) S–114, D–161, 2D–264 PCN 45 F/C/X/T HIRL
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 20: TORA–3508 TODA–3508 ASDA–3208 LDA–2902
RWY 24: TORA–3508 TODA–3508 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 exc 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 (ADCUS) 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.
TRS svc ctc BUFFALO APP CON within 20 NM

RADIO AIDS TO NAVIGATION: NOTAM FILE ERI.
(L) TACAN Chan 31 ERI (109.4) N42°01.04´ W80°17.56´ 059º 6.6 NM to fld. 797/6W.

TACAN AZIMUTH usable: 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 usable: 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.

THERMAL–G (03G) 3 W UTC–5(–4DT) N42°04.99´ W80°10.44´

INDEX—See Remarks NOTAM FILE ERI

RWY 07–25: 1264X110 (TURF) 1.0% up E
RWY 07: Rgt tcf.

AIRPORT REMARKS: Attended continuously. Glider ops on the arpt. Rwy 07–25 NSTD markings, rwy marked with white tires. Turf with topsoil base can be soft; call for condition. 945´ turf twy on east end of rwy, 1,000´ turf twy on west end of rwy. Circular hot air balloon launching pad radio controlled model airplane circle.

AIRPORT MANAGER: 814-866-1131

COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Buffalo Apch at 716-626-6920, when Apch clsd ctc Cleveland ARTCC at 440–774–0232.
ERWINNA

VANSANT (9N1)  2 SW  UTC–5(–4DT)  N40º29.06´ W75º05.98´

390  TPA—See Remarks  NOTAM FILE IPT

RWY 07–25:  3058X120 (TURF)

RWY 07:  Thld dspclcd 365´. Road.

RWY 25:  Tree.

RWY 05G–23G:  1340X200 (TURF)

SERVICE:  S4  FUEL  100LL


AIRPORT MANAGER:  610-847-8494

COMMUNICATIONS:  CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE:  For CD ctc Allentown Apch at 800-728-6322.

ESSINGTON

PHILADELPHIA SPB (9N2)  1 S  UTC–5(–4DT)  N39º51.54´ W75º17.98´

00  TPA—300(300)  NOTAM FILE IPT

WATERWAY 11W–29W:  9100X250 (WATER)

WATERWAY 11W:  Rgt tfc.


AIRPORT MANAGER:  610-521-3530

COMMUNICATIONS:  CTAF


FACTORYVILLE

SEAMANS FLD (9N3)  2 N  UTC–5(–4DT)  N41º35.36´ W75º45.36´

1209  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)  N39º45.36´ W75º45.36´

573  NOTAM FILE IPT

RWY 15–33:  H2700X50 (ASPH)  S–12.5, D–12.5

RWY 15:  Tree.


AIRPORT MANAGER:  717-642-9886

COMMUNICATIONS:  CTAF 123.3

CLEARANCE DELIVERY PHONE:  For CD ctc Potomac Apch at 866-709-4993.

COMM/NAV/WEATHER REMARKS:  Multicom 123.3 used during glider activity.
FINLEYVILLE AIRPARK  (G05)  1 SW  UTC–5(–4DT)  N40º14.73´  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 0500‡  
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 app end of Rwy 14. Tran  
piots 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´  153° 2.4 NM to fld. 1285/9W.  
VOR portion unusable:  
036°–059° byd 10 NM blo 7,000´  
071°–175°  
226°–261° byd 10 NM  

FLYING DOLLAR (See CANADENSIS on page 265)  
FLYING M AERODROME (See GERMANSVILLE on page 277)  
FORT INDIANTOWN GAP (See MUIR AAF (FORT INDIANTOWN GAP) on page 290)
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, 25–89
PCN 27 R/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 tway lgts—CTAF.


AIRPORT MANAGER: 814-432-3333

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.
FRANKLIN (L) VOR 109.6 FKL N41º26.31´ W79º51.14´ 189º 3.7 NM to fld. 1528/6W. NOTAM FILE FKL.
VOR unusable:
140º–207º byd 20 NM bly 9,000´
248º–291º blo 4,000´
355º–005º blo 4,000´

ILS 110.5 I–FKL Rwy 21. Class IB. Unmonitored Sat 0100Z–Sun 1200Z.

FRANKLIN CO RGNL (See CHAMBERSBURG on page 266)

FREDERICKSBURG

FARMERS PRIDE (9N7) 0 W UTC–5(–4DT) N40º26.57´ W76º26.50´
NEW YORK
495  B  NOTAM FILE IPT
RWY 10–28: 3410X150 (TURF) RWAY LGTS(NSTD)
  RWY 10: Thld dsplcd 504´. Tree.
  RWY 28: Thld dsplcd 590´. Tree.
SERVICE: S2 FUEL 100LL LGT ACTIVATE LIRL Rwy 10–28 on CTAF—122.9. ACTIVATE rotating bcn CTAF—122.9.
AIRPORT MANAGER: (717) 507-0303
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.
FREEPORT
MCVILLE (6P7) 7 NE UTC-5(-4DT) N40°44.07´ W79°35.74´
1105  L NOTAM FILE AO0
RWY 14–32, H2800X60 (ASPH) MIRL
RWY 14: Trees.
SERVICE: S4 FUEL 100LL, MOGAS LGT ACTIVATE MIRL Rwy 14–32—122.8.
AIRPORT REMARKS: Attended 1300–2200Z‡, Alternate phone 412–418–3703. MOGAS is 89 octane.
AIRPORT MANAGER: 724-335-0390
COMMUNICATIONS: CTAF/UNICOM 123.0
® JOHNSTOWN APP/DEP CON 121.2 (1200–0400Z‡, other times ctc)
® CLEVELAND CENTER APP/DEP CON 124.4 (0400–1200Z‡)
CLEARANCE DELIVERY PHONE: For CD ctc Johnstown Apch at 814-532-5960, when Apch clsd ctc Cleveland ARTCC at 440-774-0234.
RADIO AIDS TO NAVIGATION: NOTAM FILE JST.
JOHNSTOWN (L) (L) VORW/DME 113.0 JST Chan 77 N40°19.00´ W78°50.05´ 312° 42.9 NM to fld. 2279/6W.
VOR unusable:
  035°–047° byd 25 NM blo 11,000´
  110°–130°
  131°–135° blo 17,000´
  255°–324° blo 10,000´

GERMANSVILLE
FLYING M AERODROME (P91) 2 N UTC-5(-4DT) N40°44.25´ W79°42.33´
735  NOTAM FILE IPT
RWY 08–26: 2380X100 (TURF) 0.4% up E
RWY 26: Thld dsplcd 300´. Road.
SERVICE: S2
AIRPORT REMARKS: Attended irregularly. Rwy 08–26 marked with white cones. Rwy 26 dsplcd thld marked with cones and 3 lghts each side.
AIRPORT MANAGER: 610-248-8190
COMMUNICATIONS: CTAF/UNICOM 122.725
CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.

GETTYSBURG RGNL (W05) 2 W UTC-5(-4DT) N39°50.48´ W77°16.48´
553  B NOTAM FILE IPT
RWY 06–24: H3100X60 (ASPH) MIRL 0.4% up NE
RWY 06: Thld dsplcd 165´. Road.
RWY 24: Thld dsplcd 539´. 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´ 335° 24.9 NM to fld. 820/8W.
VOR portion unusable:
  128°–161° byd 20 NM blo 6,500´
  221°–231° blo 4,500´
  221°–231° byd 13 NM blo 16,000´
  295°–334° blo 5,500´
TACAN AZIMUTH unusable:
  281°–055° byd 35 NM blo 3,000´
DME unusable:
  281°–055° byd 35 NM blo 3,000´

GRAND CANYON RGNL (See WELLSBORO on page 312)

GREATER BREEZEWOOD RGNL (See BREEZEWOOD on page 263)

GREENE CO (See WAYNESBURG on page 312)

NE, 8 SEP 2022 to 3 NOV 2022
GREENVILLE MUNI  (4G1)  3 N  UTC–5(–4DT)  N41°26.81′ W80°23.47′
1206  B  NOTAM FILE AOO
RWY 15–33: H3006X75 (ASPH)  S–12.5  MIRL  1.4% up SE
RWY 15: REIL. PAP(P2L)—GA 3.0° TCH 40°. Trees.
RWY 33: REIL. PAP(P2L)—GA 3.0° 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
® YOUNGSTOWN APP/DEP CON 133.95 (1100–0500Z‡)
® CLEVELAND CENTER APP/DEP CON 120.775 (0500–1100Z‡) or ctc Cleveland ARTCC at 440–774–0227.
CLEARANCE DELIVERY PHONE: For CD ctc Youngstown Apc at 330-856-4806, when 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′ W80º40.48′  066º 14.6 NM to fld. 1159/5W. VOR unusable:
015°–179° blo 5,000′
180°–014° byd 25 NM blo 5,000′

GRIMES  (See BETHEL on page 262)

GROVE CITY  (29D)  3 W  UTC–5(–4DT)  N41°08.76′ W80°10.07′
1371  B  NOTAM FILE AOO
RWY 10–28: H4500X75 (ASPH)  S–12.5  MIRL  1.6% up W
RWY 10: REIL. PAP(P2L)—GA 3.8° TCH 37°. Trees.
RWY 28: REIL. PAP(P2L)—GA 3.0° TCH 56°.
SERVICE: FUEL  100LL, JET A
LGT ACTVT PAPI Rwy 10 and 28; MIRL Rwy 10–28—CTAF. Rwy 10 PAPI unusable byd 5° left of rwy centerline. Twy lgts stub to apron.
AIRPORT MANAGER: 724-748-5530
COMMUNICATIONS: CTAF/UNICOM 122.725
® YOUNGSTOWN APP/DEP CON 122.1R 115.8T (ALTOONA RADIO)
® CLEVELAND CENTER APP/DEP CON 126.725 (0500–1100Z‡)
CLEARANCE DELIVERY PHONE: For CD ctc Youngstown Apc at 330-856-4806, when Apch clsd ctc Cleveland ARTCC at 440-774-0234.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
ELLWOOD CITY (VR) (H) VOR/DME 115.8  EWC  Chan 105  N40°49.50′ W80°12.69′  014° 19.4 NM to fld. 1227/8W.
VOR unusable:
285°–335°
HARRISBURG
CAPITAL CITY (CXY)(KCXY) 3 SE UTC–5(–4DT) N40°13.03’ W76°51.08’
347 B TPA—See Remarks NOTAM FILE CXY
RWY 08–26: H5000X150 (ASPH–GRVD) S–65, D–105, 2S–133, 2D–185 HIRL
RWY 08: MALSR. PAPI(PAR)—GA 3.0º TCH 55’. RVR–T 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 twy lghts—CTAF. Rwy 08 PAPI unusbl byd 7º right of course.
AIRPORT REMARKS: Attended 1100–0400Z‡. PPR for hazardous cargo. Bird flocks on and invof arpt. All rwys for loads over 100,000 lbs prior permission rqr. Arpt CLOSED to FAR PART 121 acft. Active twy prior to Rwy 12 relocated thld, no 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 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 clsd ctc Harrisburg Apcch 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 N40º07.20’ W76º17.48’ 292º 26.4 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’
ILS 109.1 I–CXY Rwy 08. Class I B. LOC unusable byd 30º r of course.

NE. 8 SEP 2022 to 3 NOV 2022
HARRISBURG INTL  (MDT)(KMDT)  P (ANG)  8 SE  UTC–5(–4DT)  N40º11.59´ W76º45.76´

RWY 13–31: H10001X200 (ASPH–GRVD)  S–155, D–330, 2S–175,
2D–550 PCN 90 FCX/T  HIRL  CL
RWY 13: ALSF2. TDZL. PAPI(P4L)—GA 3.0º  TCH 75´. RVR–TMR Thld
dsplcd 993´. Pole.
RWY 31: RELIL. PAPI(P4L)—GA 3.0º  TCH 51´. RVR–TMR Thld dsplcd

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  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 ApchCtl 20 NM out
VOR TEST FACILITY (VOT) 110.0

RADIO AIDS TO NAVIGATION: NOTAM FILE LNS.
LANCASTER (L) (L) VORTACW 112.5 LRP Chan 120  N40º07.20´ W76º17.48´  291º 22.1 NM to fld.
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) (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´

NEW YORK
H–10H, L–29E, 34G, A

NE, 8 SEP 2022 to 3 NOV 2022
HAZLETON RGNL  (H2L)(KHZL)  2 NW  UTC–5(–4DT)  N40°59.21′ W75°59.68′  
1603  B  NOTAM FILE IPT
RWY 10: REIL. PAPI(P4L)—GA 3.5º TCH 46′. Thld dsplcd 200′. Trees.
RWY 28: MALS. PAPI(P4L)—GA 3.17º TCH 40′. Thld dsplcd 103′. Tree. Rgt tfc.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 10: TORA–5001 TORA–5001 ASDA–5001 LDA–4801
SERVICE: S2 FUEL 100LL, JET A OX 3 LGT
AIRPORT MANAGER: (484) 661-8994
WEATHER DATA SOURCES: AWOS–3 119.975 (570) 459–4901.
COMMUNICATIONS: CTAF/UNICOM 123.0
® WILKES–BARRE APP/DEP CON 126.3
CLNC DEL 121.7
RADIO AIDS TO NAVIGATION:
WILKES–BARRE (L) (L) VORTACW 111.6 LVZ  Chan 53 N41°16.37′ W75°41.37′ 229º 22.0 NM to fld. 2118/10W.
LOC/DME 110.5  I–HZL  Chan 42  Rwy 28.  LOC unusable abv 5,000′.

HERITAGE FLD  (See POTTSTOWN on page 299)

HONESDALE  (N3Ø)  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
® WILKES–BARRE APP/DEP CON 120.95
CLEARANCE DELIVERY PHONE: For CD ctc Wilkes-Barre Apch at 570-655-2084.
RADIO AIDS TO NAVIGATION:
WILKES–BARRE (L) (L) VORTACW 111.6 LVZ  Chan 53 N41°16.37′ W75°41.37′ 063º 24.6 NM to fld.

HORSHAM VALLEY AIRWAYS INC Heliport  (N48)  2 NW  UTC–5(–4DT)  N40°12.12′ W75°10.69′
250  NOTAM FILE IPT
HELIPAD H1: H60X60 (ASPH)
SERVICE: LGT Helipad H1: flood lgts fm bldgs. Avbl upon req.
AIRPORT MANAGER: 215-674-2100
COMMUNICATIONS: CTAF/UNICOM 123.075

INDIAN HEAD  N39°58.45′ W79°21.50′  NOTAM FILE AOO.
(L) (L) VORTACW 108.2 IHD  Chan 19 272º 13.8 NM to Joseph A Hardy Connellsville. 2820/6W.
VOR & TACAN AZIMUTH OTS indef
VOR voice OTS indef

NE, 8 SEP 2022 to 3 NOV 2022
INDIANA CO/JIMMY STEWART FLD  (IDI)(KIDI)  2 E  UTC–5(–4DT)  N40°37.86’ W79°06.09’

1419  B  NOTAM FILE IDI
RWY 11–29: H5502X100 (ASPH)  HIRL  0.9% up E
RWY 11: REIL. PAP(P4L)—GA 3.0º TCH 42’, Trees.
RWY 29: 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
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.

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
RELOC (L) (L) VORW/DME 110.6  REC  Chan 43  N40°32.79’  W78°44.82’  296º 17.0 NM to fld. 2340/9W.

JAKE ARNER MEML  (See LEHIGHTON on page 286)

JEANETTE
GREENSBURG JEANETTE RGNL  (5G8)  3 N  UTC–5(–4DT)  N40°22.58’ W79°36.53’

1188  B  NOTAM FILE AOO
RWY 02–20: H2605X50 (ASPH)  MIRL  0.6% up S
RWY 02: Hill. Rgt ttc.
RWY 20: Trees.
SERVICE: LGT  Arpt bcn opr dusk to 0600Z†. ACTIVATE MIRL Rwy 02–20—CTAF. Rwy 02–20 no tway lghts. NSTD rwy lght spacing. NSTD thld lght spacing.

AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z†. Parachute Jumping. Deer and birds on and inv of arpt with occasional rwy incursions. 240º hill/trees 4,690’ south of Rwy 02. Terrain drops off rapidly on both ends of rwy.

AIRPORT MANAGER: 724-744-2900
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Pittsburgh Apch at 412-472-5591
RADIO AIDS TO NAVIGATION: NOTAM FILE AGC.

ALLEGHENY (L) (L) VORW/DME 110.0  AGC  Chan 37  N40°16.72’ W80°02.45’  082º 20.7 NM to fld. 1285/9W.

VOR unusable:
036º–059º byd 10 NM b 7,000’
071º–175º
226º–261º byd 10 NM

NE, 8 SEP 2022 to 3 NOV 2022
JOHN MURTHA JOHNSTOWN/CAMBRIA CO (See JOHNSTOWN on page 283)

JOHNSTOWN

JOHN MURTHA JOHNSTOWN/CAMBRIA CO (JST)(KJST) P (ANG ARNG AR) 3 NE UTC–5(–4DT)
N40º18.93´ W78º50.08´
2284 B Class I, ARFF
INDEX A
NOTAM FILE JST
RWY 15–33: H7004X150 (CONC–GRVD) S–93, D–183, 2D–357,
2D/2D2–845 PCN 61 R/B/W/U HIIRL
RWY 15: VASI(V4L)—GA 3.0º TCH 52´. Trees.
RWY 33: MALSR. PAPI(P4R)—GA 3.0º TCH 53´. Trees.
PCN 39 F/A/W/T MIRL
RWY 05: REIL. PAPI(P4L)—GA 3.0º TCH 45’. Bldg.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–4386 TODA–4386 ASDA–4386 LDA–4386
RWY 15: TORA–7004 TODA–7004 ASDA–6698 LDA–6698
RWY 23: TORA–4386 TODA–4386 ASDA–6484 LDA–6484
SERVICE: S4 FUEL 100LL, JET A LGT When twr clsd ACTIVATE MALSR
AIRPORT REMARKS: Attended 1000–0500Z‡. Deer and birds on and infl of 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. Ld maintenance fixed wing. Ramp PCL twy and park 143.3.
AIRPORT MANAGER: 814-536-0002
WEATHER DATA SOURCES: AGOS (814) 535–3511
COMMUNICATIONS: CTAF 125.75 ATIS 118.325 UNICOM 122.95
JOHNSTOWN APP/DEP CON 126.2 121.2 244.875 (1200–0400Z‡ or ctc Cleveland ARTCC at 440–774–0234.
TOWER 125.75 253.5 (1200–0400Z‡) GND CON 121.6 CLNC DEL 126.85
KEYSTONE OPS ARNG 139.15 241.35 36.5
CLEARANCE DELIVERY PHONE: For CD ctc Johnstown Apch at 814-532-5960, when Apch clsd ctc Cleveland ARTCC at 440-774-0213.
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 N40º19.00´ W78º50.05´ at fld. 2279/6W.
VOR unusable:
035º–047º byd 25 NM bld 11,000´
110º–130º
131º–135º bld 17,000´
255º–324º bld 10,000´
ILS 110.1 I–JST Rwy 33. Class I B. 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 268)

KAMPEL (See WELLSVILLE on page 312)
KEATING

NOTAM FILE AOO.

(H) VORTACW (H) 116.0 ETG Chan 107 241° 15.9 NM to Clearfield–Lawrence. 2250/10W.

KELLER BROTHERS (See LEBANON on page 285)

BERMUDIAN VALLEY AIRPARK

KRALLTOWN

LANCASTER

NOTAM FILE LNS.

NEW YORK

NOTAM FILE IAP, AD

RADIO AIDS TO NAVIGATION:

(6) HARRISBURG APP/DEP CON 126.45

TOWER 120.9 (1100–0400Z‡) GND CON 121.8

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd, ctc Harrisburg Apch at 800-932-0712.

AIRSPACE: CLASS D svc 1100–0400Z‡; other times CLASS E.

(6) DETROIT

(6) NEW YORK

(6) PENNSYLVANIA

DETROIT

H–10H, L–30I

NE, 8 SEP 2022 to 3 NOV 2022
LATROBE
ARNOLD PALMER RGNL (LBE)(KLBE) 2 SW UTC–5(–4DT) N40º16.39´ W79º24.62´
1199  B  Class I, ARFF Index B  NOTAM FILE LBE
RWY 06–24: H2222X2150 (ASPH–GRVD) S–120, D–198, 2S–114,
2D–321 PCN 56 F/B/X/T HIRL
RWY 06: REIL. PAPI(P4L)—GA 3.0º TCH 48´. Pole. 1.4% down.
RWY 24: MALSR. PAPI(P4L)—GA 3.0º TCH 55´. Thld dsplcd 850´.
Trees. Rgt tlc.
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: S4 FUEL 100LL, JET A LGT
WHEN ATCT CLSD, ACTVT
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
VOR & TACAN AZIMUTH OTS indef
VOR voice OTS indef
ILS 110.9 I–LBE Rwy 24. Class IE. Unmonitored when ATCT closed.

LEBANON
KELLER BROTHERS (ØBN) 5 SE UTC–5(–4DT) N40º17.49´ W76º19.72´
550  B  NOTAM FILE IPT
RWY 07–25: 2692X120 (TURF) LIRL(NSTD)
RWY 07: Thld dsplcd 701´. Tree.
RWY 25: Thld dsplcd 793´. Tree.
SERVICE: FUEL 100LL LGT ACTVT WDI lgt, rotg bcn and LIRL Rwy
07–25—121.9. Rwy 07–25 nstd LIRL; rwy ends identified by 2 strobe
lghts and std lght fixtures. Rwy 07–25 thlds and dsplcd thlds marked
with lghts.
AIRPORT REMARKS: Unattended. 100LL self serve.
AIRPORT MANAGER: (717) 222-1234
COMMUNICATIONS: CTAF 122.9
® HARRISBURG APP/DEP CON 126.45 (080º–179º)
CLEARANCE DELIVERY PHONE: For Cd ctc Harrisburg Apch at 800-932-0712.
RADIOS AIDS TO NAVIGATION: NOTAM FILE LNS.
LANCASTER (L) (L) VOR/DME
LRP Chan 120 N40º07.20´ W76º17.48´ 360º 10.4 NM to fld. 399/9W.
VOR unusable:

LEHIGH VALLEY INTL (See ALLENTOWN on page 258)
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 dsplcd 360´. Road.
RWY 26: Thld dsplcd 230´. Fence.

SERVICE  S2

AIRPORT MANAGER: 610-377-1996

COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Allentown Apch at 800-728-6322.

JAKE ARNER MEML (22N) 3 SW UTC–5(–4DT) N40º48.57´ W75º45.69´

534  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 inv of 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

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 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 IPT.

COMM/NAV/WEATHER REMARKS: Local wx on CTAF (3 clicks).
MEADVILLE (See FREEPORT on page 277)

PORT MEADVILLE (GKJ)/(KGKJ) 3W UTC–5(–4DT) N41º37.59´ W80º12.88´
1399 B NOTAM FILE GKJ
RWY 07–25: H5001X75 (ASPH) S–12, D–60 MIRL
RWY 07: VASI(V4L)—GA 3.0º TCH 58´. Trees.
RWY 25: MALS. PAPI(P4L)—GA 3.0º TCH 41´.
SERVICE: 54 FUEL 100LL, JET A
LGT ACTIVATE MALS Rwy 25; PAPI Rwy 25; VASI Rwy 07; MIRL Rwy 07–25—CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. Terminal building clsd
major holidays and weekends. Call ahead to coordinate svc. Birds, deer
and ground hogs on and invof arpt. During winter months rwy and afld
pavements may not be maintained, call for fld cond. Jet A anti–ice avbl
upon request. Ldg fees vary, call arpt at 814–333–2677 for fee
amounts.
AIRPORT MANAGER: 814-720-2261
WEATHER DATA SOURCES: ASOS
121.425 (814) 337–2590.
COMMUNICATIONS: CTAF/UNICOM 132.0
© 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 Apc at 330-856-4806,
when Apc 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´ 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 274)
MID–STATE (See PHILIPSBURG on page 296)

MIFFLINTOWN (P34) 2N UTC–5(–4DT) N40º35.94´ W77º24.34´
545 B NOTAM FILE IPT
RWY 08–26: H2627X50 (ASPH) LIRL
RWY 08: Thld dsplcd 232´. Trees.
RWY 26: Trees.
SERVICE: LGT ACTIVATE rotating bcn, LIRL Rwy 08–26 and wind indicator lghts—CTAF.
AIRPORT REMARKS: Unattended.
AIRPORT MANAGER: 717-436-2725
COMMUNICATIONS: CTAF/UNICOM 122.8
© NEW YORK CENTER APP/DEP CON 134.8
RADIO AIDS TO NAVIGATION:
NOTAM FILE SEG.
SELINGS Grove (L) (L) VOR/DME 110.4 SEG Chan 41
N40º47.45´ W76º53.04´ 252º 26.4 NM to fld. 610/8W.
VOR unusable:
098º–150º byd 20 NM blo 5,000´
106º–116º byd 20 NM blo 10,000´
151º–185º byd 19 NM
250º–285º byd 10 NM blo 14,000´
295º–300º byd 25 NM blo 4,500´
DME unusable:
098º–150º byd 20 NM blo 5,000´
151º–185º byd 19 NM
255º–265º blo 7,000´
295º–300º byd 25 NM blo 4,500´
MILTON N41º01.40´ W76º39.92´ NOTAM FILE IPT.
(L) (L) VORTACW 109.2 MIP Chan 29
107º 10.6 NM to Bloomsburg Muni. 1000/9W.
PENNSYLVANIA

MODENA
N39°55.08’ W75°40.25’ NOTAM FILE IPT.
(L) (L) VORTACW 113.2 MXE Chan 79 052º 6.0 NM to Brandywine Rgnl. 473/9W.
VOR unusable:
036º–046º
047º–057º byd 10 NM
058º–085º
170º–248º byd 27 NM blo 7,500’
170º–248º byd 30 NM blo 9,500’
170º–248º byd 8 NM blo 6,000’
268º–278º byd 28 NM
278º–290º blo 10,000’
290º–326º

MONONGAHELA
ROSTRAVER (FWQ)(KFWQ) 5 E UTC–5(–4DT) N40º12.58’ W79º49.89’
1228 B NOTAM FILE AOO
RWY 08–26: H4002X75 (ASPH–GRVD) S–26, D–30 MIRL
RWY 08: REIL. VASI(V4R)—GA 3.0º TCH 51’. Trees.
RWY 26: REIL. VASI(V4L)—GA 3.0º TCH 48’.
SERVICE: S4 FUEL 100LL, JET A, A+ LGT ACTIVATE MIRL Rwy 08–26, REIL Rwy 08 and Rwy 26—CTAF.
AIRPORT MANAGER: 724-379-6980
WEATHER DATA SOURCES: AWOS–3 118.475 (724) 379–5815.
COMMUNICATIONS: CTAF/UNICOM 122.8
PITTSBURGH APP/DEP CON 119.35
CLEARANCE DELIVERY PHONE: For CD ctc Pittsburgh Apch at 412-472-5591.
RADIO AIDS TO NAVIGATION: NOTAM FILE AGC.
ALLEGHENY (L) (L) VOR/DME 110.0 AGC Chan 37 N40º16.72’
W8º02.45’ 122º 10.5 NM to fld. 1285/9W.
VOR portion unusable:
036º–059º byd 10 NM blo 7,000’
071º–175º
226º–261º byd 10 NM

MONTOUR
N40º29.28’ W80º11.63’ NOTAM FILE PIT.
(L) DME 112.0 MMJ Chan 57 277º 1.8 NM to Pittsburgh Intl. 1193.
DME unusable:
126º–165º byd 10 NM blo 5,000’
126º–165º byd 15 NM
350º–360º byd 30 NM

MORGANTOWN
(OWS) 1 E UTC–5(–4DT) N40º09.42’ W75º52.23’
600 NOTAM FILE IPI
RWY 10–28: 2500X100 (TURF) LIRL
RWY 10: Thld dsplcd 435’. Road.
SERVICE: FUEL 100LL LGT ACTIVATE LIRL Rwy 10–28 and wind indicator lghts—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.
PENNSYLVANIA

DONEGAL SPRINGS AIRPARK (N71) 3 SW UTC–5(–4DT) N40°05.53’ W76°34.46’

458 B NOTAM FILE IPT
RWY 10–28: H3250X50 (ASPH) S–12.5 MIRL
RWY 10: Thld dispcl 300’. Pole.

SERVICE: S5 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 dispcl thld bar 300’ from rwy end, dispcl thld lgts 300’ from rwy end.

AIRPORT MANAGER: 717-928-4360

COMMUNICATIONS: CTAF/UNICOM

LANCASTER (L) (L) VOR/DME 117.3 LRP Chan 120 N40°07.20’ W76°17.48’ 272º 13.1 NM to fld. 399/9W.

VOR unusable: 195º–273º byd 21 NM blo 9,000’.
DME unusable: 180º–190º 320º–030º byd 31 NM blo 8,000’

W P H S HELIPORT (P99) 3 S UTC–5(–4DT) N40°06.49’ W79°32.88’

1090 NOTAM FILE AOO

SERVICE: S4 FUEL JET A


AIRPORT MANAGER: 724-887-4410

COMMUNICATIONS: CTAF

CLEARANCE DELIVERY PHONE: For CD ctc Johnstown Apch at 814-532-5960, when Apch clsd ctc Cleveland ARTCC at 440-774-0213.

MOUNT PLEASANT

MOUNT PLEASANT/SCOTTDALE (P45) 3 S UTC–5(–4DT) N40°06.46’ W79°32.58’

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 dispcl 565’. Road.
RWY 32: Thld dispcl 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 acft 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.
MOUNT POCONO

POCONO MOUNTAINS RGNL (MPO)(KMPO) 2 NW UTC–5(–4DT) N41°08.26’ W75°22.80’

19:15 B NOTAM FILE MPO

RWY 13–31: H5001X75 (ASPH) S–30, D–45 MIIRL


RWY 31: REIL. PAPI(P2L)—GA 3.5’ TCH 40’.

RWY 05–23: H3999X100 (ASPH) S–30, D–45, 2D–70 MIIRL

1.0’ up NE

RWY 05: REIL. PAPI(P2L)—GA 4.0’ TCH 43’. Tree.

RWY 31:

REIL. PAPI(P2L)—GA 3.5º TCH 40´. Thld dsplcd 501´. Trees.

RWY 13:

REIL. PAPI(P2L)—GA 3.0º TCH 44´. Thld dsplcd 501´. Trees.

SERVICE: S4 FUEL 100LL, JET A

OX 4 LGT Actvt REIL Rwy 05, 13 and 23; PAPI Rwy 05–23 and 13–31—CTAF.

RWY 31 VGSI and RNAV glidepath not coincident.

NOISE: Noise abatement procedures in effect, for details ctc arpt manager at 570–839–0258. Rwy 31 VFR departure: fly heading 310 till crossing Interstate 380, then proceed on course avoiding overflight of homes southwest of Rwy 13–31.

AIRPORT REMARKS: Attended 1200–2200Z‡. Birds, deer and other wildlife on and inof arpt. For svc after hrs call 570–807–8966. 24 hr self svc 100LL avbl.

AIRPORT MANAGER: (570) 839-0258

WEATHER DATA SOURCES: ASOS

COMMUNICATIONS: CTAF/UNICOM 122.7

® WILKES–BARRE APP/DEP CON 126.3

CLNC DEL 125.3

RADIO AIDS TO NAVIGATION: NOTAM FILE AVP.

WILKES–BARRE (L) VORTACW

N41º16.37´ W75º41.37´ 130º 16.2 NM to fld. 2118/10W.

VOR unusable: 290º–305º byd 15 NM blo 6,000’

COMM/NAV/WEATHER REMARKS: UNICOM 1300Z–dusk daily.

CONTINUED ON NEXT PAGE
CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

HELIPAD H1: H100X100 (CONC)
HELIPAD H2: H100X100 (CONC)
HELIPAD H3: H100X100 (CONC)

MYERSTOWN

DECK (9D4) 1 SW UTC–5(–4DT) N40º21.13´ W76º19.78´
523 B NOTAM FILE IPT
Rwy 01–19: H3786X50 (ASPH) S–12 MIRL 0.3% up N
Rwy 01: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Bldg.
Rwy 19: REIL. PAPI(P2L)—GA 4.0º TCH 42´. Thld displaced 177´.
Service: S4 FUEL 100LL, Jet A OK 1, 3 LGT ACTVT REIL Rwy 01
and 19; MIRL Rwy 01–19, and rotating bcn—CTAF. Rwy 01 NSTD REIL,
strobe lights identify rwy ends. Rwy 19 NSTD REIL, strobe lights
identify rwy ends. Rwy 01–19 no amber caution lights last half of rwy.
AIRPORT REMARKS: Attended 1200–0000Z‡. Rwy 01–19 turn around area
at dep end of Rwy 01 left side. Actf hangar 570´ behind Rwy 01 thld
and 212´ left. Actf may be parked 57´ behind Rwy 01 thld and 132´
left. Harming by large military helicopters not authorized.
AIRPORT MANAGER: 717-866-4388
WEATHER DATA SOURCES: AWOS–2
COMMUNICATIONS: CTAF/UNICOM

NEW CASTLE MUNI (UCP)(KUCP) 4 NW UTC–5(–4DT) N41º01.52´ W80º24.80´
1072 B NOTAM FILE AOO
Rwy 05–23: H3995X75 (ASPH) S–12.5 MIRL 0.4% up SW
Rwy 05: REIL. PAPI(P4L)—GA 3.0º TCH 45´. Trees.
Rwy 23: REIL. PAPI(P4L)—GA 3.0º TCH 40´. Trees.
Rwy 13–31: H2855X100 (ASPH) S–12.5 2.0% up SE
Rwy 31: Thld displaced 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 inflv arpt.
AIRPORT MANAGER: (724) 651-2100
WEATHER DATA SOURCES: AWOS–3PT
COMMUNICATIONS: CTAF/UNICOM

YOUNGSTOWN

(See TOUGHKENAMON on page 309)

NEW YORK (KUCP) 4 NW UTC–5(–4DT) N41º01.52´ W80º24.80´
1072 B NOTAM FILE AOO
Rwy 05–23: H3995X75 (ASPH) S–12.5 MIRL 0.4% up SW
Rwy 05: REIL. PAPI(P4L)—GA 3.0º TCH 45´. Trees.
Rwy 23: REIL. PAPI(P4L)—GA 3.0º TCH 40´. Trees.
Rwy 13–31: H2855X100 (ASPH) S–12.5 2.0% up SE
Rwy 31: Thld displaced 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 inflv arpt.
AIRPORT MANAGER: (724) 651-2100
WEATHER DATA SOURCES: AWOS–3PT
COMMUNICATIONS: CTAF/UNICOM

Cleveland Center App/Dep Con 126.725 (0500–1100Z‡)
Clearance Delivery Phone: For CD ctc Cleveland Artcc at 440-774-0234.
Radio AIDS To Navigation: NOTAM FILE IPT.

Youngstown (L) (L) Vortacw 109.0 YNG Chan 27
N41º19.86´ W80º54.04´ 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 (MHV) 272 UCP N41º01.38´ W80º24.95´ at fld. 1023/9W. NOTAM FILE AOO.

NEW GARDEN

(See TOUGHKENAMON on page 309)
PALMYRA

REIGLE FLD (5BN) 2 S UTC–5(–4DT) N40°17.21’ W76°34.62’
489 B NOTAM FILE IPT
RWY 13–31: H1955X40 (ASPH) S–12.5 LIRL(NSTD) 0.4% up SE
RWY 31: Thld dsplcd 300’. Crops.

SERVICE: S4 FUEL 100LL LGT ACTIVATE LIRL Rwy 13–31 and rotating
bcn—CTAF. NSTD LIRL, lghts located 125’ left and right of centerline.
Rwy 13; first 110’ unlgtd. Rwy 31; first 60’ unlgtd. 1780’ of rwy lghtd.
Rwy 31 dsplcd thld identified at ngt by one green lght each side of rwy.

AIRPORT REMARKS:
Attended 1400–2200Z‡. For svc aft hrs call AMGR.
Parachute Jumping. Occasional deer and wild turkeys inv of rwy.
Skydiving act daily dawn to dusk. Rwy 08–26 clsd to touch and go
ldgs. TPA for light acft 1368(800), TPA for turbo prop and jets
1768(1200).

AIRPORT MANAGER: 267-718-4254
COMMUNICATIONS: CTAF/UNICOM 123.0

PERKASIE

PENNRIDGE (CKZ) (KCKZ) 1 N UTC–5(–4DT) N40°23.35’ W75°17.43’
568 B TPA—See Remarks NOTAM FILE IPT
RWY 08–26: H2411X100 (ASPH–PFC) D–26 MIRL 1.1% up E
RWY 08: PAPI(P2L)—GA 3.78º TCH 20’. Thld dsplcd 266’. Trees.
RWY 26: PAPI(P2L)—GA 4.0º TCH 28’. Thld dsplcd 351’. Trees.

SERVICE: S4 FUEL 100LL, JET A LGT ACTVT PAPI Rwy 08 and Rwy
26, MIRL Rwy 08–26—CTAF.

AIRPORT REMARKS:
Attended 1300–2100Z‡. For svc aft hrs call AMGR.
Parachute Jumping. Occasional deer and wild turkeys inv of rwy.
Skydiving act daily dawn to dusk. Rwy 08–26 clsd to touch and go
ldgs. TPA for light act 1368(800), TPA for turbo prop and jets
1768(1200).

AIRPORT MANAGER: 267-718-4254
COMMUNICATIONS: CTAF/UNICOM 123.0

PHILADELPHIA APP/DEP CON 123.8
CLNC DEL 118.55
CLEARANCE DELIVERY PHONE: For CD ctc Philadelphia Apch at
800-354-9884.
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

EAST TEXAS (L) (L) VORW/DME 110.2 ETX Chan 39 N40°34.86’
W75°41.04’ 131º 21.4 NM to fld. 741/9W.
PHILADELPHIA

NORTHEAST PHILADELPHIA (PNE)(KPNE) 10 NE UTC–5(–4DT) N40°04.92′ W75°00.63′.

LAND AND HOLD–SHORT OPERATIONS

LDG RWY HOLD–SHORT POINT AVBL LDG DIST

RWY 24 15–33 4150

RWY 33 06–24 3600

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA–7000 TODA–7000 ASDA–7000 LDA–6502
RWY 24: TORA–6826 TODA–7000 ASDA–6102 LDA–6102

SERVICE: S4 FUEL 100LL, JET A OX 1, 3, 4 LGT When ATCT clsd

HIRL RWY 06–24 preset med intst, to incrs intst and actvt MALSR Rwy 24—CTAF.

NOISE: Rwy 15 is noise sensitive. Rwy 15 arrivals are requested to fly at or above glide path.

AIRPORT REMARKS: Attended Mon–Fri 1000–0530Z‡, Sat–Sun 1100–0330Z‡. Deer and birds on and invf arpt. Be alert, 3 large brightly lit jumbotron signs aprx 3 miles northeast of AER 24. These signs may cause visual illusions dur an apch or missed apch. Pilots be advised. Be alert for arpt vehicles when twr clsd. Arpt closed to Part 121 air carrier and Part 135 scheduled svc. TPA acft less than 12,500 lbs 1119(999), acft 12,500 lbs or more and all turbojet and turbine powered acft 1619(1499), rotary wing acft 919(799). Turbojet acft are confined to full length Rwy 06–24 unless strong winds dictate otherwise. Twy L3 safety area non std. Ldg fee. CBP user fee arpt, 24 hr PPR by calling 215–594–4272 or 215–594–4141. Twy J1 non movement area. Compass rose not for pub use. Twy J btn Twy G and Twy L apn non movement area. Twy J btn Twy G and hel apn is non mov area.

AIRPORT MANAGER: 215-937-7968

COMMUNICATIONS: CTAF 126.9 ATIS 121.15 UNICOM 122.95

RADIO AIDS TO NAVIGATION:

NOTAM FILE IPT.

YARDLEY (L) (L) VOR/DME 108.2 ARD Chan 19 N40°15.20′ W74°54.46′ 215º 11.3 NM to fld. 294/10W.

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

PENN’S LANDING HELIPORT (P72) 0 N UTC–5(–4DT) N39°56.24′ W75°08.48′

HELIPAD H1: H68X68 (ASPH) HELIPAD H1: NSTD.

SERVICE: FUEL JET A LGT ACTIVATE NSTD perimeter lgts—123.025. Helipad H1 green lgts on east and south sides only.


AIRPORT MANAGER: 215-271-2510

COMMUNICATIONS: CTAF 122.9

PHILADELPHIA INTL (PHL/KPHL) 5 SW UTC–(–4DT) N39°52.33’ W75°14.44’
36 B LRA Class I, ARFF Index E NOTAM FILE PHL
PCN 60 F/A/X/T HIRL CL
Rwy 09R: ALSF12, TDZL. PAPI(P4R)—GA 3.0º TCH 72’. RVR–TMR Trees.
Rwy 09L–27R: H9500X150 (ASPH–GRVD) S–100, D–210, 2D–350
PCN 60 F/A/X/T HIRL CL
Rwy 09L: MALSR. REIL. RVR–TMR Trees.
Rwy 17–35: H6500X150 (ASPH–GRVD) S–100, D–170, 2S–175, 2D–300 PCN 27 F/A/X/T HIRL
Rwy 08–26: H5001X150 (ASPH–GRVD) D–145 PCN 27 F/A/X/T 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 08L: 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 01, 2, 3, 4 LGT Rwy 26 PAPI unusable byd 8º right of cntrln.
NOISE: Arpt is lctd in a noise sensitive area. Arpt noise abatement takeoff procedures are to be used.

AIRPORT REMARKS: Attended continuously. Birds on and inof arpt. Unlgtd stack 288’ MSL (271’ AGL) 2.3 NM southwest of arpt. TCAS equipped acft, TCAS alert may be caused by transponder equipped ships lctd PHL Naval Base 3 NM east. Rwy 26, Rwy 27L, Rwy 27R, and Rwy 35 ship channel (Delaware River) max height of ships 189’. Rwy 26 ship channel (Schuykill) max height of ships 149’. Rwy 27R LDA 9500’ avbl O/R to ATC. Possible unmarked ship obst transit east or westbound along the Delaware River reaching heights of 189’, be alert when apch PHL Rwy 35 and whenever circling or visually apch all other rwys. Pilots can exp to exit and re-enter the PHL Class B airspace dur moderate to heavy arrival periods. Rwy 09R rollout RVR used for Rwy 09L midpt RVR. ASDE-X in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Only nose–in parking permitted on North remote aprons. PPR from arpt ops for all acft parking on remote aprons, ctc 215–937–6914/6800. Land Rwy 26, tkf Rwy 08. Ldg fee. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER: 215-937-6914
WEATHER DATA SOURCES: ASOS (215) 492–9617 LLWAS. TDWR.
COMMUNICATIONS: D–ATIS ARR 133.4 D–ATIS DEP 135.925 UNICOM 122.95

App CON 123.8 (001º–089º at or blo 5000’) 126.85 (270º–360º at or blo 5000’) 127.35 (090º–269º at or blo 5000’)
128.4 (270º–089º abv 5000’) 133.875 (090º–269º 8000’–6000’)

Dep CON 119.75 (090º–269º) 124.35 (270º–089º)
Tower 118.5 (Rwy 09L–27R, 17–35, 08–26) 135.1 (Rwy 09R–27L) GND CON 121.9 121.65
Cplc (LOGON KUSA)
Pdc
Airspace: Class B See VFR Terminal Area Chart.
Vor Test Facility (Not) 109.8
Dupont (L) (L) Vortac 114.0 Dgq 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–Prl Chan 30 Rwy 09R. Class IIIE. Dme also serves Rwy 27L.
IlS/Dme 108.75 I–Myy Chan 24(Y) Rwy 17. Class I. LOC unusable byd 15º left of course.
IlS/Dme 111.55 I–Llh Chan 52(Y) Rwy 26.
IlS/Dme 109.3 I–Glc Chan 30 Rwy 27L. Class IE.
IlS/Dme 108.95 I–Pdp Chan 26(Y) Rwy 27R. Class IE. 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 3.0´ TCH 40´. Thld displaced 177´. Pole.
RWY 24: REIL. PAPI(P2L)—GA 3.0´ TCH 40´. Trees.
SERVICE:  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 overflight of schools east and west of arpt. Rwy 06–24 no touch and go landings.
AIRPORT REMARKS: Attended 1100–0300Z. Deer and large flocks of geese on and invof 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.

PHILADELPHIA SPB (See ESSINGTON on page 274)

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 displaced 750´. Trees.
RWY 29: Thld displaced 200´. Road.
AIRPORT MANAGER: (814) 553-4693
COMMUNICATIONS: CTAF 122.9
NOTAM FILE AOO

RWY 16–34: H5711X100 (ASPH) S–48, D–60, 2D–90 MIRL
0.5% up NW
RWY 06: Brush.
RWY 06–24: H5006X100 (ASPH) S–48, D–60, 2D–90 MIRL
1.0% up NE
RWY 16: Trees.
RWY 34: Trees.

SERVICE: LGT ACTIVATE MIRL Rwy 06–24 and Rwy 16–34
CTAF—122.9.


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.
PENNSYLVANIA

PITTSBURGH INTL (PIT) (KPIT) P (AFRC ANG) 12 NW UTC–5 (–4 DT) N40°29.49’ W80°13.96’ DETROIT
–10H, 12I, L–29C IAP, AD

1203 B LRA Class I, ARFF Index D NOTAM FILE PIT
PCN 80 R/B/X/T HIRL CL
RWY 10L: MALS. TDZL. PAPI(P4L)—GA 3.0º TCH 71’. RVR–TMR
Trees. 0.3% up.
RWY 11L: MALS. TDZL. PAPI(P4L)—GA 3.0º TCH 60’. RVR–TMR Thld dsplcd 602’.
RWY 14–32: H8101X150 (CONC–GRVD) S–100, D–225, 2D–410
PCN 71 R/B/X/T HIRL CL
RWY 14: PAPI(P4L)—GA 3.0º TCH 67’. RVR–TMR Pole. 0.5% down.

SERVICE:
S2 FUEL 100LL, JET A LGT Rwy 10L ALSF2 and SSALR is a dual mode sys and ctl by twr and remote monitored.

MILITARY—JASU (ANG) – (A/M32A–86) (AM32–95); (AFRC) – 2(A/M32A–86) (AM32–95) 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 invof arpt. Twr is authorized to have acft line up and wait on
Rwy 28L at Twp 3 dur hrs of darkness. The specific rwy shall be used only for dep and the int must be visible from twr.

MILITARY REMARKS: ANG –Opr 1130–2030Z‡ Mon–Fri exc hol. (CLOSED every other Mon). Official business only. PPR 48 hr
prior notice rqr. Call DSN 294–7374/7428, C412–776–7374/7428. 20 min prior to ETA, ctc STEEL CON. ANG acft
must ctc Tanker 303.0/Ftr opns 293.7 before crossing Rwy 28L to obtain cnc to enter. AFRC–PPR/offl bus min 48 hr ctc
1300–0500Z‡ Tue, Thu, exc hol. Unit training assembly 1300–2100Z‡ Sat–Sun. Tran acft must have appvl of 911OG/CC
for PPR dur off–duty hr. No svc avbl for space avbl pax dur off–duty hr. Call Pitt Comd Post (Iron City) by RDO prior to
entry to AFRC rpr. Afl mgmt does not issue or stor COMSEC. COMSEC stor ctc comd post DSN
277–8146. CSTM/AG/IMG–Coord with 171 ARW comd post DSN 312–294–7374 or 911AW Afl mgmt DSN
312–277–8163. CAUTION–BASH Phase II ops in effect 1 Jul–31 Aug annually. Unless MSN requirements direct otherwise,
flights should not be sked within +/– 1 hr of SS/ST. 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

NE, 8 SEP 2022 to 3 NOV 2022
PITTSBURGH NORTHEAST (9G1)  12 NNE UTC–5(–4DT) N40º36.21´ W79º49.57´

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 AOO

MONTOUR (L) DME 112.0 MMJ Chan 57 N40º29.28´ W80º11.63´ 277° 1.8 NM to fld. 1193.
  DME unusable:
  126°–165° byd 10 NM blo 5,000´
  126°–165° byd 15 NM
  350°–360° byd 30 NM

ILS 111.7 I–LXB Rwy 10L. Class IIIE.
  ILS 108.9 I–GUT Rwy 10R. Class IIIE.
  ILS 108.9 I–PFS Rwy 28L. Class IT.
  ILS 111.7 I–HFE Rwy 28R. Class IIIE.

ILS/DME 111.3 I–TQW Chan 50 Rwy 32. Class IE. Glideslope Monitor.

DETROIT L–29C

PITTSBURGH/BUTLER RGNL (See BUTLER on page 264)

PITTSFIELD

BROKENSTRAW (P15)  1 E UTC–5(–4DT) N41º49.98´ W79º21.64´

RwY 09–27: 3650X100 (TURF) LIRL 0.3% up W
  RwY 09: Thld dspclcd 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 290)

PORT MEADVILLE (See MEADVILLE on page 287)
POTTSTOWN

HERITAGE FLD (PTW)(KPTW) 3 E UTC–5(–4DT) N40º14.37´ W75º33.40´

RWY 10–28: H3371X75 (ASPH) MIRL
RWY 10: REIL. PAPI(P2L)—GA 3.0º TCH 45´. Trees.
RWY 28: REIL. PAPI(P2L)—GA 3.0º TCH 45´. Thld displcd 190´. Tree.

SERVICE: S4 FUEL 100LL, JET A LGT activate rotating bcn—122.7.
ACTIVATE MIRL Rwy 10–28—122.7.

AIRPORT REMARKS: Attended Mon–Fri 1200–0100Z‡, Sat–Sun 1200–2300Z‡. Birds and deer on and invof arpt. Lgtd and marked 507´ AGL (769´ MSL) stack 6000´ west of Rwy 10. Ldg fee.

AIRPORT MANAGER: (610) 495-7000
WEATHER DATA SOURCES: ASOS 119.425 (610) 495–0823.
COMMUNICATIONS: CTAF/UNICOM 122.7
PHILADELPHIA APP/DEP CON 126.85 (800–354–9884)
CLNC DEL 118.55


RADIO AIDS TO NAVIGATION: NOTAM FILE PTW.

POTTSTOWN (L) (L) VORTACW 116.5 PTW Chan 112 N40º13.33´ W75º33.62´ 018º 1.1 NM to fld. 285/9W.

VOR unusable:

<table>
<thead>
<tr>
<th>Bearing</th>
<th>Frequency</th>
<th>Distance</th>
<th>Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>071º–104º</td>
<td>6,900´</td>
<td>30 NM</td>
<td></td>
</tr>
<tr>
<td>071º–104º</td>
<td>byd 30 NM</td>
<td>3,000´</td>
<td></td>
</tr>
<tr>
<td>105º–120º</td>
<td>byd 14 NM</td>
<td>6,000´</td>
<td></td>
</tr>
<tr>
<td>141º–159º</td>
<td>byd 15 NM</td>
<td>6,000´</td>
<td></td>
</tr>
<tr>
<td>160º–179º</td>
<td>byd 18 NM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>180º–205º</td>
<td>byd 10 NM</td>
<td>5,500´</td>
<td></td>
</tr>
<tr>
<td>206º–220º</td>
<td>byd 10 NM</td>
<td>4,500´</td>
<td></td>
</tr>
<tr>
<td>241º–265º</td>
<td>byd 23 NM</td>
<td>5,500´</td>
<td></td>
</tr>
<tr>
<td>241º–285º</td>
<td>byd 15 NM</td>
<td>4,500´</td>
<td></td>
</tr>
<tr>
<td>270º–285º</td>
<td>byd 18 NM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>270º–285º</td>
<td>byd 6 NM</td>
<td>3,500´</td>
<td></td>
</tr>
<tr>
<td>286º–287º</td>
<td>byd 28 NM</td>
<td>3,000´</td>
<td></td>
</tr>
<tr>
<td>288º–319º</td>
<td>byd 10 NM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>320º–339º</td>
<td>byd 17 NM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>340º–070º</td>
<td>byd 14 NM</td>
<td>6,000´</td>
<td></td>
</tr>
<tr>
<td>340º–070º</td>
<td>byd 36 NM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TACAN AZIMUTH &amp; DME unusable:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>241º–286º</td>
<td>byd 30 NM</td>
<td>5,500´</td>
<td></td>
</tr>
<tr>
<td>TACAN AZIMUTH OTS indef</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

LOC 108.3 I–PTW Rwy 28.

NEW YORK

L–34G, A

NE, 8 SEP 2022 to 3 NOV 2022
NOTAM FILE IPT

RWY 08–26: H2704X75 (ASPH) S–12 MIRL 0.4% up SW

RWY 08: REIL. Thld displaced 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.

(V) (L) VOR/TCW 116.5 PTW Chan 112 N40º13.33´ W75º33.62´ 303º 5.6 NM to fld. 285/9W.

VOR unusable:

071º–104º blo 6,900´

071º–104º byd 30 NM

105º–120º byd 14 NM blo 3,000´

141º–159º byd 15 NM blo 6,000´

160º–179º

180º–205º byd 10 NM blo 5,500´

206º–220º byd 10 NM blo 4,500´

241º–269º byd 23 NM blo 5,500´

241º–285º byd 15 NM blo 4,500´

270º–285º byd 18 NM

270º–285º byd 6 NM blo 3,500´

286º–287º byd 28 NM blo 3,000´

288º–319º byd 10 NM

320º–339º byd 17 NM

340º–070º byd 14 NM blo 6,000´

340º–070º byd 36 NM

TACAN AZIMUTH & DME unusable:

241º–286º byd 30 NM blo 5,500´

TACAN AZIMUTH OTS indef

NE, 8 SEP 2022 to 3 NOV 2022
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  MIROL  0.5% up W
RWY 11: REIL. PAPI(P2L)—GA 3.0° TCH 40°. Trees.
RWY 29: REIL. PAPI(P2L)—GA 3.0° TCH 45°. Trees.
RWY 04–22: 2523X140 (TURF)  0.4% up NE
RWY 22: Thld dsplcd 200′. Trees.

SERVICE: S2  FUEL  100LL, JET A  LGT ACTIVATE REIL Rwy 11 and 29; MIRL Rwy 11–29—CTAF. PAPI Rwy 11 and 29 on continuously.

AIRPORT REMARKS: Attended Mon–Fri 1230–2200Z‡, Sat–Sun on call. For svc after hrs 570–617–6002. AVGAS self serve with credit card. JET A self serve with credit card. GPU avbl for AC/DC power. Deer on and invof arpt. Rwy 04–22 not maintained winter months. Rwy 04–22 edge and dsplcd thld marked with orange cones.

AIRPORT MANAGER: (570) 617-6002


COMMUNICATIONS: CTAF/UNICOM 123.075

HARRISBURG APP/DEP CON 118.25

CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

RAVINE  (L)  VORTACW  114.6  RAV  Chan 93  N40°33.20′ W76°35.96′ 059° 13.8 NM to fld. 1750/11W.

PUNXSUTAWNEY MUNI  (N35)  3 NE  UTC–5(–4DT)  N40°58.01′ W78°55.79′

1445  B  NOTAM FILE AOO

RWY 06–24: H3003X50 (ASPH)  S–12.5  MIROL  0.9% up NE
RWY 06: REIL. PAPI(P2L)—GA 4.0° TCH 45°. Trees.
RWY 24: REIL. PAPI(P2L)—GA 4.0° TCH 40°. Road.
RWY 01–19: 2200X100 (TURF)  MIROL  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; MIRL Rwy 01–19 and Rwy 06–24—CTAF. Rwy 24 REIL is on a day sensor, oper durg hrs of darkness only.


AIRPORT MANAGER: (814) 590-1137

COMMUNICATIONS: CTAF/UNICOM 123.0

CLEVELAND CENTER APP/DEP CON 126.725 or ctc Cleveland ARTCC at 440-774-0234.

CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0234.

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

CLARION (L) DME 112.9  CIP  Chan 76  N41°08.78′ W79°27.48′ 114° 26.3 NM to fld. 1520.
QUAKERTOWN (UKT)  (KUKT) 2 W  UTC–5(–4DT)  N40°26.11’ W75°22.92’

PENNSYLVANIA

525 B NOTAM FILE UKT

RWY 11–29: H3210X75 (ASPH) S–12 MIRL 0.6% up W
RWY 11: REIL. PAPI(P2L)—GA 4.0º TCH 44’. Brush.
RWY 29: REIL. PAPI(P2L)—GA 4.0º TCH 48’. Thld displcd 190’. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 11: TORA–3210 TODA–3210
RWY 29: TORA–3210 TODA–3210

SERVICE: S4 FUEL 100LL LGT ACTIVIATE MIRL Rwy 11–29 and REIL Rwy 11 and Rwy 29—CTAF.

AIRPORT 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

NEW YORK

(NOTAM FILE IPT.)

(L) (L) VORTACW 114.6 RAV Chan 93 059º 13.8 NM to Schuylkill Co/Joe Zerbey. 1750/11W.

READING

RDG (KRDG) 3 NW UTC–5(–4DT)  N40°22.71’ W75°57.91’

343 B Class IV, ARFF Index A NOTAM FILE RDG

RWY 13–31: H6350X150 (ASPH–GRVD) S–75, D–200, 2S–175, 2D–400 PCN 60 F/C/X/U HIRL
RWY 13: REIL. PAPI(P4L)—GA 3.0º TCH 45’. Trees.
RWY 31: REIL.

RWY 18–36: H5151X150 (ASPH–GRVD) S–75, D–200, 2S–175, 2D–400 PCN 60 F/C/X/U HIRL 1.0% up S
RWY 18: PAPI(P4L)—GA 3.0º TCH 56’. Trees.

LAND AND HOLD–SHORT OPERATIONS

LDG RWY HOLD–SHORT POINT AVBL LDG DIST
RWY 13 18–36 5200
RWY 18 13–31 3050

RUNWAY DECLARED DISTANCE INFORMATION

RWY 18: TORA–5151 TODA–5151 ASDA–5151 LDA–5151
RWY 31: TORA–6350 TODA–6350 ASDA–6350 LDA–6350
RWY 36: TORA–5151 TODA–5151 ASDA–5151 LDA–5151

ARRESTING GEAR/SYSTEM

RWY 13: EMAS

SERVICE: S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LGT When ATCT clsd actvt MALSF Rwy 36; REIL Rwy 13, 11; 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

CONTINUED ON NEXT PAGE
COMMUNICATIONS: CTA F 119.9 ATIS 127.1 UNICOM 122.95
READING APP/DEP CON 125.15 (1100–0500Z‡)
HARRISBURG APP/DEP CON 124.1 (0500–1100Z‡)
TOWER 119.9 (1100–0500Z‡) GND CON 121.9
CLEARANCE DELIVERY PHONE: For CD when ATCT clsd, ctc Harrisburg Apch at 800-932-0712.
AIRSPACE: CLASS D svc 1100–0500Z‡; other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
EAST TEXAS (L) VOR/W/DME 110.2 ETX Chan 39 N40°34.86´ W75°41.04´ 236° 17.7 NM to fld. 741/9W. ILS/DME 110.55 I–VXO Chan 42(Y) Rwy 13. Class IA. DME unusable byd 19° right of course; byd 8° left of course byd 18 NM. Glideslope unusable byd 004° left of course.
I LS 109.5 I–RDG Rwy 36. Class IB. Unmonitored when ATCT closed.

REEDSVILLE

MIFFLIN CO (RVL)(KRVL) 5 NW UTC–(−4DT) N40°40.64´ W77°37.61´
819 B NOTAM FILE IPT
RWY 06–24: H5001X75 (ASPH) S–60 MIRL
RWY 06: REIL. PAPI(P2L)—GA 4.0° TCH 48´ Trees.
RWY 24: REIL. PAPI(P4L)—GA 3.0° TCH 42´.
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: CTA F/UNICOM 122.7
NEW YORK CENTER APP/DEP CON 134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98´ W77°59.56´ 141° 22.0 NM to fld. 2443/10W.
LOC 109.3 I–RVL Rwy 06. LOC unmonitored. LOC unusable byd 20° either side of course; byd 16 NM bld 4,000´.

REIGLE FLD (See PALMYRA on page 292)

REVLOC N40°32.79´ W78°44.82´ NOTAM FILE AOO. (L) VOR/W/DME 110.6 REC Chan 43 203° 5.3 NM to Ebensburg. 2340/9W.
VOR unusable: 070°–085°

RIDGE SOARING (See UNIONVILLE on page 311)

ROCK SPRINGS FLF N40°47.40´ W77°51.60´/1230 ASOS (814) 237–5778

ROCKY HILL (See CRESCO on page 269)

ROSTRAVER (See MONONGAHELA on page 288)
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 3.0° TCH 41’. Trees.
  RWY 28:  MALs.  PAPI(P4L)—GA 3.0° TCH 39’. Trees.
SERVICE:  S4  FUEL  100LL, JET A  LGT ACTVT MALs Rwy 28;  PAPI
  Rwys 10 and 28;  MIRL Rwy 10–28—CTAF.  PAPI Rwy 10 unusbl byd
  5° right of cntrln.  Rwy 28 PAPI unusbl byd 8° 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  N41°30.77′ W77°58.21′  264° 24.8
  NM to fld. 2310/8W.
KEATING (H) (H) VORTACW 116.0  ETG  Chan 107  N41°12.90′ W78°08.57′  316° 20.1
  NM to fld. 2250/10W.

ST THOMAS  N39°55.99′ W77°57.06′  NOTAM FILE AOO.
(S) (L) VORTACW 115.0  THS  Chan 97  087° 14.4 NM to Franklin Co Rgnl. 2338/7W.
RCO 122.3 (BUFFALO RADIO)
SAYRE  N41°56.25′ W76°37.87′
SCHUYLKILL CO/JOE ZERBEY (See POTTSVILLE on page 301)

SEAMANS FLD  (See FACTORYVILLE on page 274)

SELINS groove  PENN VALLEY  (SEG)(KSEG)  1 N  UTC–5(–4DT)  N40°49.27′ W76°51.85′
464  B  NOTAM FILE SEG
RWY 17–35:  H4760X75 (ASPH)  S–27, D–27  MIRL  0.5% up N
  RWY 17:  REIL.  Thld displcd 388’. Tree.
  RWY 35:  REIL.  PAPI(P4L)—GA 3.5° TCH 45’. Thld displcd 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 groove (S) (L) VOR/DME 110.4  SEG  Chan 41  N40°47.45′ W76°53.04′  034° 2.0 NM to fld. 610/8W.
VOR unusable:
  098°–150° byd 20 NM bld 5,000′
  106°–116° byd 20 NM bld 10,000′
  151°–185° byd 19 NM
  250°–285° byd 10 NM bld 14,000′
  295°–300° byd 25 NM bld 4,500′
DME unusable:
  098°–150° byd 20 NM bld 5,000′
  151°–185° byd 19 NM
  255°–265° byd 7,000′
  295°–300° byd 25 NM bld 4,500′
SELINSGROVE  N40°47.45´ W76°53.04´  NOTAM FILE SEG.
(L) (L) VOR/W/DME 110.4  SEG  Chan 41  034º 2.0 NM to Penn Valley. 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´

SHAMOKIN
NORTHUMBERLAND CO  (N79)  3 N  UTC–5(–4DT)  N40°50.22´ W76º33.15´
881 B  NOTAM FILE IPT
RWY 08–26: H3297X75 (ASPH) S–12.5 MIRL  0.8% up E
RWY 08: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Trees.
RWY 26: REIL. PAPI(P2L)—GA 3.0º TCH 40´.
SERVICE:  S4  FUEL  100LL, JET A  LGT ACTIVATE PAPI Rwy 08 and Rwy 26, MIRL Rwy 08–26—121.8
AIRPORT REMARKS: Attended on Mon–Fri 1300–1900Z‡, Sat–Sun on call.
AIRPORT MANAGER: 570-898-8588
WEATHER DATA SOURCES: AWOS–3 119.175 (570) 672–0389.
COMMUNICATIONS: CTAF/UNICOM 122.8

HARRISBURG APP/DEP CON 118.25
CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.
RADIO AIDS TO NAVIGATION: NOTAM FILE SEG.

SELINSGROVE (L) (L) VOR/W/DME 110.4  SEG  Chan 41  N40°47.45´
W76°53.04´  098º 15.4 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´

SHOESTRING AVIATION AIRFIELD (See STEWARTSTOWN on page 308)

SLATE RUN  N41°30.77´ W77º58.21´  NOTAM FILE A00.
(H) (H) VORTACW 113.9  SLT  Chan 86  264º 24.8 NM to St Marys Muni. 2310/8W.

SLATINGTON  (69N)  1 N  UTC–5(–4DT)  N40°45.82´ W75º58.21´
380 B  NOTAM FILE IPT
RWY 01–19: H2455X50 (ASPH) RWY LGTS(NSTD)
RWY 01: Thld dsplcd 352´. Trees.
RWY 19: Tree.
SERVICE:  S4  FUEL  100LL  LGT Actvt LIRL Rwy 01–19 and rotating bcn—CTAF. Rwy 01–19 Non standard LIRL located 10´ outboard fm rwy edges. Rwy 19 end lgts 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.
SMOKETOWN (S37) 0 N UTC–5(–4DT) N40º02.50´ W76º12.11´
370 B NOTAM FILE IPT
RWY 10–28: H2750X50 (ASPH) S–12.5, D–12.5 LIRL 1.3% up W
RWY 10: Thld dsplcd 517´. Brush.
RWY 28: Thld dsplcd 110´.
SERVICE: S4 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) N40º02.00´ W79º00.92´
2275 B NOTAM FILE AOO
RWY 07–25: H5002X75 (ASPH) S–18 MIRL 1.5% up W
RWY 07: REIL. PAPI(P2L)–GA 3.0º TCH 56´.
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: NOTAM FILE AOO.
INDIAN HEAD (L) (L) VORTACW 108.2 IHD Chan 19 N39º58.45´ W79º21.50´ 082º 16.3 NM to fld. 2820/6W.
VOR & TACAN AZIMUTH OTS indef
VOR voice OTS indef
STOYSTOWN NDB (MIWH) 209 SYS N40º05.14´ W78º54.99´ 248º 5.4 NM to fld. 2130/10W.
NDB unusable:
090º–150º byd 20 NM
LOC 108.7 1–50Z Rwy 25. LOC unusable byd 18º left and right of course.

SPRING HILL (See STERLING on page 307)
STATE COLLEGE

UNIVERSITY PARK (UNV) (KUNV)  3 N  UTC–5 (–4DT)  N40°51.00 ’  W77°50.86 ’
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’. RVR–R Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–6701  TODA–6701  ASDA–6701  LDA–6701

SERVICE:  S3  FUEL 100LL, JET A

COMMUNICATIONS: CTAF

AIRPORT REMARKS:
Attended continuously. Glider act drg dalgt hrs. All alt within 10 NM all drctns, spcly along ridge 2 NM W and N of arpt. Student training 2.5 NM NE at Bellefonte Arpt. Act on either end Rwy 06–24 cannot be seen on other end due to rwy grade. Rwy 06–24 grvd portion of rwy center 80’. PPR 24 hrs for unsked ACR ops with more than 9 Pax seats bth 0400–0900Z‡ call AMGR. TPA 2192(961) single engine acft, 2692(1461) multi engine acft. Deicing equip avbl on apn adj to Twy B btn Twys D and B3. 35’ AGL lgt poles on the north edge of de–ice apron. Air cgo aprn rstd to acft less than 12500 lbs. Spl event fee for sngl eng, multi eng act and helicopters on university home football games wkends. Lndg fee for sngl eng, multi eng act and helicopters.

AIRPORT MANAGER:  814-865-4042

WEATHER DATA SOURCES: AWOS–3 127.65 (814) 865–8799. SAWRS.

COMMUNICATIONS: CTAF

AIRPORT REMARKS:
Unattended. Rwy 05 CLOSED ldg SS–SR. Deer on and invof arpt. Winter months call for rwy conds.

AIRPORT MANAGER:  570-689-9317

COMMUNICATIONS:

AIRPORT REMARKS:
For CD ctc Wilkes-Barre Apch at 570-655-2084.

AIRPORT AID TO NAVIGATION:

RADIO AIDS TO NAVIGATION:

NEW YORK CENTER APP/DEP CON 126.3

CLEARANCE DELIVERY PHONE:
For CD ctc Wilkes-Barre Apch at 570-655-2084.

AIRPORT AID TO NAVIGATION:

RADIO AIDS TO NAVIGATION:

NEW YORK CENTER APP/DEP CON 126.3

CLEARANCE DELIVERY PHONE:
For CD ctc Wilkes-Barre Apch at 570-655-2084.

AIRPORT AID TO NAVIGATION:

RADIO AIDS TO NAVIGATION:

NEW YORK CENTER APP/DEP CON 126.3

CLEARANCE DELIVERY PHONE:
For CD ctc Wilkes-Barre Apch at 570-655-2084.

AIRPORT AID TO NAVIGATION:

RADIO AIDS TO NAVIGATION:

NEW YORK CENTER APP/DEP CON 126.3

CLEARANCE DELIVERY PHONE:
For CD ctc Wilkes-Barre Apch at 570-655-2084.
STEWARTSTOWN

SHOESTRING AVIATION AIRFIELD (OP2) 3 NW UTC–5(–4DT) N39º47.78´ W76º38.78´

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.

STONYFORK

N41º41.72´ W77º25.19´ NOTAM FILE IPT.
(L) (L) VORW/DME 108.6 SFK Chan 23 037º 2.3 NM to Grand Canyon Rgnl. 1985/8W.

STOYSTOWN

N40º05.14´ W78º54.99´ NOTAM FILE AOO.
NDB (MHW) 209 SYS 248º 5.4 NM to Somerset Co. 2130/10W.
NDB unusable:
090º–150º byd 20 NM

STROUDSBURG–POCONO (See EAST STROUDSBURG on page 271)

SUNBURY

(71N) 2 NE UTC–5(–4DT) N40º53.51´ W76º46.73´

450 NOTAM FILE IPT
RWY 05–23: 3250X250 (TURF)
RWY 05: Thld dsplcd 1050´. Trees.
RWY 23: Trees.

SERVICE: S2


AIRPORT MANAGER: (570) 847-5865

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.

SUNBURY SPB (H11) 3 NE UTC–5(–4DT) N40º54.79´ W76º43.98´

430 NOTAM FILE IPT
WATERWAY 07W–25W: 5000X250 (WATER)
WATERWAY 25W: Rgt tfc.

SERVICE: S2

SEAPLANE REMARKS: Attended Jun–Aug irregularly dalgt hrs. PPR 48 hrs prior to arrival due to changing conditions and attendance, 570–850–2671 or 570–743–3229. Extreme caution maintained to insure mutual safety of boaters and flt ops, coordination be made with Sunbury Arpt on CTAF 122.9 to assure adequate separation of ops, and largest class of acft recommended is single engine. Rwy 07W–25W 850´ MSL ridge line parallel to rwy south side.

AIRPORT MANAGER: 570-743-3229

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apch at 800-932-0712.

THERMAL–G (See ERIE on page 273)

TIDIOUITE

N41º42.78´ W79º25.04´ NOTAM FILE AOO.
(L) DME 117.6 TDT Chan 123 247º 15.9 NM to Titusville. 1710.

DME unusable:
041º–051º byd 30 NM blo 4,000´
305º–340º byd 24 NM blo 3,500´
340º–005º byd 24 NM blo 5,000´

DETROIT

WASHINGTON

NEW YORK

NE, 8 SEP 2022 to 3 NOV 2022
TITUSVILLE (6G1) 3 W UTC–5 (–4DT) N41°36.53′ W79°44.48′
1600 B NOTAM FILE AOO
RWY 01–19: H4902X75 (ASPH) S–12.5 MIRL 1.4% up N
RWY 01: Trees.
RWY 19: Pole.
SERVICE: S2 FUEL 100LL, JET A LGT Arpt beacon SS–SR. ACTIVATE MIRL Rwy 01–19 on CTAF.
AIRPORT MANAGER: 814-827-5300
COMMUNICATIONS: CTAF
® YOUNGSTOWN APP/DEP CON 133.95 (1100–0500Z‡)
® CLEVELAND CENTER APP/DEP CON 127.075 (0500–1100Z‡)
CLEARANCE DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0232.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
TIDIOUTE (L) DME 117.6 TDT Chan 123 N41°42.78′ W79°25.04′ 247º 15.9 NM to fld. 1710.
DME unusable:
041º–051º byd 30 NM blo 4,000′
300º–340º byd 24 NM blo 5,000′
340º–005º byd 24 NM blo 5,000′
FRANKLIN (L) VOR 109.6 FKL N41°26.31′ W79°51.40′ 033º 11.5 NM to fld. 1528/6W. NOTAM FILE FKL.
VOR unusable:
140º–207º byd 20 NM blo 9,000′
248º–291º blo 4,000′
355º–005º blo 4,000′

TOTAL RF HELIPORT (See BENSalem on page 261)

TOUGHKENAMON

NEW GARDEN (N57) 1 W UTC–5 (–4DT) N39°49.83′ W75°46.19′
435 B NOTAM FILE IPT
RWY 06–24: H3693X60 (ASPH) MIRL
RWY 06: Tree.
RWY 24: Tree.
SERVICE: S4 FUEL 100LL LGT ACTVT MIRL Rwy 06–24—CTAF.
NOISE: Rwy 06 noise abatement climb to 1200 ft MSL before turning crosswind.
AIRPORT MANAGER: 610-268-2619
COMMUNICATIONS: CTAF/UNICOM 123.05
® PHILADELPHIA APP/DEP CON 124.35
CLNC DEL 125.6
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
MODENA (L) (L) VORTAC W 113.2 MXE Chan 79 N39°55.08′ W75°40.25′ 230º 7.0 NM to fld. 473/9W.
VOR unusable:
036º–046º
047º–057º byd 10 NM
058º–085º
170º–248º byd 27 NM blo 7,500′
170º–248º byd 30 NM blo 9,500′
170º–248º byd 8 NM blo 6,000′
268º–278º byd 28 NM
278º–290º blo 10,000′
290º–326º
TOWANDA

BRADFORD CO  (N27)  2 S  UTC–5(–4DT)  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´.
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 MANAGER:  570-265-4900
WEATHER DATA SOURCES:  AWOS–3 119.925 (570) 265–1024.
COMMUNICATIONS:  CTAF/UNICOM 123.0

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 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

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 438º. Tree.

SERVICE:  S4  FUEL  100LL

AIRPORT MANAGER:  570-466-0697

COMMUNICATIONS:  CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE:  For CD ctc Wilkes-Barre Apch at 570-655-2084.
PENNNSYLVANIA

UNIONVILLE

RIDGE SOARING (79N) 2 SW UTC–(–4DT) N40°53.04´ W77°54.43´
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 122.9
COMM/NAV/WEATHER REMARKS: Communications with arpt avbl on 123.3 Aviation Instructional frequency.

UNIVERSITY PARK (See STATE COLLEGE on page 307)

VANSANT (See ERWINNA on page 274)

VENANGO RGNL (See FRANKLIN on page 276)

W P H S HELIPORT (See MOUNT PLEASANT on page 289)

WASHINGTON CO (AFJ) (KAFJ) 3 SW UTC–(–4DT) N40°08.19´ W80°17.41´
1184  B NOTAM FILE AFJ
RWY 09–27: H5004X100 (ASPH) S–40, D–60, 2D–90 HIRL
RWY 09: PAPI(P4L)—GA 3.71º TCH 85´. Trees.
SERVICE: S4  FUEL 100LL, JET A, A+  G1, 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 189.175 (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/W/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) VOR/DME 112.2 HLG Chan 59 N40º15.59´ W80º34.12´ 127º 14.8 NM to fld.
1269/7W. NOTAM FILE HLG.
VOR portion unusable: 020º–026º byd 15 NM 028º–039º byd 10 NM 080º–100º byd 15 NM 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.

NE, 8 SEP 2022 to 3 NOV 2022
WAYNESBURG

GREENE CO (WAY)(KWAY) 2 E UTC–5(–4DT) N39°54.07’ W80°07.84’

1069  B NOTAM FILE AOO
RWY 09–27; H3500X75 (ASPH) S–12 MIRL
RWY 09; Trees.
RWY 27; Trees.
SERVICE: S4 FUEL 100LL LGT Rwy 09–27 MIRL — NSTD spacing.
AIRPORT MANAGER: 724-998-5042
COMMUNICATIONS: CTAF/UNICOM 122.8
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 AGC.
ALLEGHENY (L) (L) VORW/DME 110.0 AGC Chan 37 N40°16.72’ W80°02.45’ 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) N41°43.68’ W77°23.73’

1992  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 LGT ACTVT REIL Rwy 28; MIRL Rwy 10–28—CTAF. REIL for Rwy 28 is on solar sensor and will not oper drg dalgt hrs.
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 (570) 723–0385.
COMMUNICATIONS: CTAF/UNICOM 122.8
ELMIRA APP/DEP CON 128.425 (1100–0500Z‡)
NEW YORK CENTER APP/DEP CON 133.35 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
STONYFORK (L) (L) VORW/DME 108.6 SFK Chan 23 N41°41.72’ W77°25.19’ 037º 2.3 NM to fld. 1985/8W.

WELLSVILLE

KAMPEL (2N5) 2 W UTC–5(–4DT) N40°02.97’ W76°58.63’

611 NOTAM FILE IPT
RWY 05–23; 2550X100 (TURF) 0.7% up NE
RWY 05; Thld dsplcd 303’. Stack.
RWY 23; Thld dsplcd 475’. Trees.
SERVICE: S3 FUEL 100LL
AIRPORT MANAGER: 717-432-9688
COMMUNICATIONS: CTAF 122.9
CLEARANCE DELIVERY PHONE: For CD ctc Harrisburg Apc at 800-932-0712.

NE, 8 SEP 2022 to 3 NOV 2022
WEST CHESTER
BRANDYWINE RGNL  (QQN)(KOQN)  3 NE  UTC–5(–4DT)  N39°59.41´ W75°34.91´
465  B  NOTAM FILE IPT
RWY 09–27: H3347X50 (ASPH)  S–10  LIRL
SERVICE: 56  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  N39°55.08´ W75°40.25´ 052º 6.0 NM to fld. 473/9W.
VOR unusable: 036º–046º 047º–057º byd 10 NM 058º–085º 170º–248º byd 27 NM blo 7,500´ 170º–248º byd 30 NM blo 9,500´ 170º–248º byd 8 NM blo 6,000´ 268º–278º byd 28 NM 278º–290º blo 10,000´ 290º–326º

WILKES–BARRE WYOMING VALLEY  (WBW)(KWBW)  3 N  UTC–5(–4DT)  N41°17.84´ W75°51.13´
544  B  NOTAM FILE IPT
RWY 07–25: H3375X75 (ASPH) MIRL
RWY 07: PAPI(P2L)—GA 4.0º TCH 40´. Trees.
RWY 25: PAPI(P2L)—GA 3.75º TCH 40´. Trees.
RWY 09–27: H2193X100 (ASPH–TURF)
RWY 09: Thld dsplcd 672´. Trees.
SERVICE: 54  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  N41°16.37´ W75°41.37´ 291º 7.5 NM to fld. 2118/10W.
VOR unusable: 290º–305º byd 15 NM blo 6,000´

WASHINGTON
L–34G, A  IAP
NEW YORK
L–30K  IAP

NE, 8 SEP 2022 to 3 NOV 2022
WILKES–BARRÉ/SCRANTON INTL (AVP)(KAVP) 5 SW UTC–5(–4DT) N41°20.31′
W75°43.40′
962
PENNSYLVANIA

PCN 45 F/A/X/T HIRL 0.7% up SW

RWY 04: MALS. PAPI(P4R)—GA 3.0º TCH 58’. RVR–TR


2D–125 PCN 34 F/A/X/T MIRL 0.3% up E

RWY 10: REIL. PAPI(P2L)—GA 3.0º TCH 43’. Rgt tcf.


RUNWAY DECLARED DISTANCE INFORMATION

RWY 04:
TORA–7502
TODA–7502
ASDA–7502
LDA–7502

RWY 10:
TORA–4300
TODA–4300
ASDA–4300
LDA–4300

RWY 22:
TORA–7502
TODA–7502
ASDA–7502
LDA–7502

RWY 28:
TORA–4300
TODA–4300
ASDA–4300
LDA–4300

ARRESTING GEAR/SYSTEM

RWY 04: EMAS
RWY 22: EMAS

SERVICE: S3 FUEL 100LL, JET A OX, 4

AIRPORT MANAGER: 570-602-2000

WEATHER DATA SOURCES: ASOS (L) (L) VORTACW N41º16.37´ W75º41.37´ 349º 4.2 NM to fld. 2118/10W.

VOR unusable:
290º–305º byd 15 NM blo 6,000’.
ILS/DME 109.9 I–AVP Chan 36 Rwy 04. Localizer offset angle 001º 46 min. LOC unusable byd 20º right of course. DME unusable byd 20º right of course. DME also serves izk ILS.
ILS/DME 109.9 I–IZK Chan 36 Rwy 22. Class IT. DME unusable byd 20º right of course. LOC unused byd 28º left of course.

ARRESTING GEAR/SYSTEM

RWY 04: EMAS
RWY 22: EMAS

SERVICE: S3 FUEL 100LL, JET A OX, 4

AIRPORT MANAGER: 570-602-2000

WEATHER DATA SOURCES: ASOS (L) (L) VORTACW N41º16.37´ W75º41.37´ 349º 4.2 NM to fld. 2118/10W.

VOR unusable:
290º–305º byd 15 NM blo 6,000’.
ILS/DME 109.9 I–AVP Chan 36 Rwy 04. Localizer offset angle 001º 46 min. LOC unusable byd 20º right of course. DME unusable byd 20º right of course. DME also serves izk ILS.
ILS/DME 109.9 I–IZK Chan 36 Rwy 22. Class IT. DME unusable byd 20º right of course. LOC unused byd 28º left of course.

WILLIAM T PIPER MEML (See LOCK HAVEN on page 286)
PENNSYLVANIA

WILLIAMSPORT RGNL
(IPT)(KIPT)  4 E UTC–5(–4DT)  N41º14.50´ W76º55.31´
528  B  ARFF Index—See Remarks  NOTAM FILE IPT.
RWY 09–27: H6825X150 (ASPH–GRVD)  S–65, D–100, 2S–127,
2D–190  PCN 43 F/A/X/T  HIRL
RWY 09: REIL, PAPI(P4L)—GA 3.0º TCH 49´. Trees.
RWY 12–30: H4273X150 (ASPH)  S–200, D–200, 2S–175, 2D–400
PCN 46 F/A/X/T  MIRL
RWY 12: PAPI(P2L)—GA 3.75º TCH 45´. Trees.
RWY 30: PAPI(P2L)—GA 4.0º TCH 41´. Trees. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–6825  TODA–6825  ASDA–6073  LDA–6073
RWY 27: TORA–6825  TODA–6825  ASDA–6318  LDA–6063
RWY 30: TORA–4273  TODA–4273  ASDA–4273  LDA–4273

SERVICE:  S4  FUEL  100LL, JET A  OX
1  LGT When ATCT CLSD ACTVT MALSR RWY 27; REIL RWY 09; HIRL RWY 09–27; MIRL RWY 12–30; and TWY LGTS—CTAF. PAPI RWYS 09, 12 and 30 OPER CONSLY. MIRL RWY 12–30, click three times for medium INTST. RWY 09 PAPI baffled UNUSBL BYD 2 DEGS R of CRS. RWY 30 PAPI baffled UNUSBL BYD 7 DEGS L of CRS.

AIRPORT REMARKS: Attended 1130–0330Z‡. After hrs by prior coordination call 570–368–2651. Fuel and svcs avbl 1030–0300Z‡, after hrs by prior coordination call 570–368–2651. Arpt clsd to banner towing ops. Twy J clsd to acft with wing span over 78´. Class I, ARFF Index A. PPR 12 hrs for unscheduled air carrier ops with more than 30 passenger seats 0400–1100Z‡ daily call arpt manager 570–368–2444. Index B coverage avbl upon req call arpt manager 570–368–2444. Deer and birds on and invof arpt especially AER 27 and AER 30. Unlgtd crane 90´ AGL 0.5 miles SE AER 30 permanently. For landside access from arpt after hrs use computerized gate system at east end or FBO apron. Cold temperature airport. Altitude correction required at or below –14C. Ldg fee.

AIRPORT MANAGER:  570-368-2444

WEATHER DATA SOURCES: ASOS 125.225 (570) 368–3420.
COMMUNICATIONS: CTAF 119.1  UNICOM 122.95
BCO 122.2 (WILLIAMSPORT RADIO)

® NEW YORK CENTER APP/DEP CON 124.9
TOWER 119.1 (1130–0330Z‡) GND CON 121.9
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc New York ARTCC at 631-468-1425.
AIRSPACE: CLASS D svc 1130–0330Z‡; other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
(L) (L) VOR/DME 114.4  FQM  Chan 91  N41º20.31´  W76º46.49´  238º  8.8 NM to fld. 2098/9W.
ILS/DME 110.1  I–IPT  Chan 38  Rwy 27.  Class IE.  LOC unusable byd 028º left of course. DME unusable byd 028º left of course.

COMM/NAV/WEATHER REMARKS: When twr clsd New York Center provides Clnct Del on 124.9.

WINGS FLD
(See PHILADELPHIA on page 295)

YARDLEY
(N) (N) VOR/DM 108.2  ARD  Chan 19  082º 4.5 NM to Trenton Mercer. 294/10W.
VOR unusable:
020º–040º
195º–225º byd 25 NM blo 5,000´
250º–265º blo 3,500´
266º–280º byd 20 NM blo 5,000´
281º–300º byd 14 NM blo 6,000´
DME unusable:
225º–275º byd 25 NM blo 5,000´

NE, 8 SEP 2022 to 3 NOV 2022
ZELIENOPLE MUNI  (PJC)(KPJC)  1 W UTC–5(–4DT) N40º48.12’ W80º09.65’

98  B  NOTAM FILE AOO

RWY 17–35: H4933X75 (ASPH) MIRL

RWY 17: REIL. Thld dsplcd 551’. Trees.


RUNWAY DECLARED DISTANCE INFORMATION

RWY 17: TORA–4932 TODA–4932 ASDA–4932 LDA–4381

RWY 35: TORA–4932 TODA–4932 ASDA–4932 LDA–4650

SERVICE: S4 FUEL 100LL, JET A+ 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 124.7

CLEARANCE DELIVERY PHONE: For CD ctc Pittsburgh Apch at 412-472-5591.

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

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
Rhode Island Block Island State (BID)(KBID)

1 W UTC–5(–4DT) N41°10.09’ W71°34.67’

108 B NOTAM File BID

RWY 10–28: H2502X100 (ASPH) S–30 MIRL 0.3% up W
RWY 10: REIL. PAPI(P4R)—GA 3.0º TCH 40’. Trees.
RWY 28: REIL. PAPI(P4L)—GA 3.0º TCH 35’.

Service: LGT Actvt REIL Rwy 10 and 28; PAPI Rwy 10 and 28; MIRL Rwy 10–28—CTAF.


Airport Manager: (401) 691-2265

Weather Data Sources: AWOS–3PT 134.775 (401) 466-5495.

Communications: CTAF/UNICOM 123.0

® Providence App/Dep Con 125.75 (Sun–Fri 1030–0530Z‡, Sat 1030–0500Z‡) other times ctc

Boston Center App/Dep Con 124.85

Clnc Del 120.1

Clearance Delivery Phone: For CD when Apch clsd ctc Boston ARTCC at 603-879-6859.

Radio Aids to Navigation: NOTAM File BID.

Sandy Point (VL) (L) VOR/W/DME 117.8 SEY Chan 125 N41°10.05’ W71°34.57’ at fld. 100/15W.

DME unusable:
160º–164º byd 15 NM blo 2,000’
240º–270º byd 25 NM blo 3,000’

VOR unusable:
061º–073º byd 40 NM
074º–082º byd 40 NM
339º–346º byd 40 NM

Newport State (UUU)(KUUU) 2 NE UTC–5(–4DT) N41°31.95’ W71°16.89’

172 B NOTAM File UUU

RWY 04–22: H2999X75 (ASPH) S–30 MIRL 0.8% up NE
RWY 04: VASI(V4L)—GA 4.0º TCH 51’. Trees.
RWY 22: REIL. PAPI(P4L)—GA 4.0º TCH 30’. Trees.
RWY 16–34: H2623X75 (ASPH) S–30 MIRL 0.6% up S
RWY 16: VASI(V4L)—GA 3.75º TCH 40’. Trees.
RWY 34: Thld displaced 250’. Trees.

Service: S4 Fuel 100LL, JET A LGT Actvt REIL Rwy 22; MIRL Rwys 04–22 & 16–34; Twys A, B, C & ramp area—CTAF. Rwy end 04: VASI OTS UFN.


Airport Manager: (401) 691-2000

Weather Data Sources: ASOS 132.075 (401) 846–5910.

Communications: CTAF/UNICOM 123.05

® Providence App/Dep Con 128.7 (Sun–Fri 1030–0530Z‡, Sat 1030–0500Z‡) other times ctc

Boston Center App/Dep Con 124.85

Clnc Del 127.25

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

RADIO AIDS TO NAVIGATION:

**NOTAM FILE PVD.**

**PROVIDENCE (H) (H) VORW/DME 115.6 PVD Chan 103 N41º43.46’ W71º25.78’ 164º 13.3 NM to fld. 49/14W.**

VOR portion unusable:

- 085º–105º byd 12 NM b/o 5,500’
- 085º–105º byd 8 NM b/o 3,000’
- 106º–294º byd 30 b/o 3,000’
- 295º–330º byd 30 b/o 6,000’
- 331º–084º byd 30 b/o 3,000’

DME portion unusable:

- 085º–105º byd 12 NM b/o 5,500’
- 085º–105º byd 8 NM b/o 3,000’
- 106º–152º byd 11 NM b/o 2,000’
- 106º–152º byd 20 NM b/o 4,000’
- 153º–294º byd 30 NM b/o 3,000’
- 295º–330º byd 30 b/o 6,000’
- 331º–084º byd 30 b/o 3,000’

LOC/DME 108.5 I–OTI Chan 22 Rwy 22. LOC unmonitored.

**NORTH CENTRAL STATE** (See PAWTUCKET on page 319)

**NORTH KINGSTOWN**

**QUONSET STATE (OQU)(KOQU) P (ARNG ANG) 3 NE UTC–5(–4DT) N41º35.83’ W71º24.73’**

18 B TPA—See Remarks LRA NOTAM FILE OQU

RHWY 16–34: H7504X150 (ASPH–GRVD) D–175, 2S–175 HIRL

RHWY 16: MALS. PAPI(P4L)—GA 3.0º TCH 58’. Trees.

RHWY 34: PAPI(P4L)—GA 3.0º TCH 50’. Thld splicd 403’.

RHWY 05–23: H4000X75 (ASPH) S–12.5 MIROL

RHWY 05: REIL. PAPI(P4L)—GA 3.0º TCH 40’: Pole.

RHWY 23: REIL. PAPI(P4R)—GA 3.0º TCH 40’.

**RUNWAY DECLARED DISTANCE INFORMATION**

- RHWY 16: TORA–7100 TODA–7100 ASDA–7100 LDA–7100
- RHWY 34: TORA–7500 TODA–7500 ASDA–7500 LDA–7500

SERVICE:

- FUEL 100LL, JET A LGT ACTVT MALS Rwy 16; REIL Rwy 05 and 23; PAPI Rwy 05 and 23; MIROL 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 prohibited on Rwy 16–34. MISC Rwy 16 8000’ avbl for mil acft only. TFC PAT TPA—Rotary/Wing 700’, Fixed/Wing 1000’ AGL. ANG PPR for svcg and use of ANG prkg ramp only. AMOPS ops 1200–2230Z‡ Tue–Fri, exc holidays DSN 476–3404/3405, Tnst acft inbnd to ANG prkg ramp ctc Quahog, codm post, 15 min prior to ldg. BASH program in eff. 1 Apr–31 May and 1 Aug–31 Oct are dsgn 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 codm post. Actf req cust/ag ctc AMOPS 7 days prior to arr. ARNG Opr 1200–2230Z‡ Tue–Fri , exc hol. PPR for tsnt Mil acft ldg, prkg ARNG Ramp and fuel ctc DSN 247–4539, 401–275–4539. 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 ldg ARNG ramp.
Rhode Island

continued from preceding page

Airport Manager: (401) 691-2000

Weather Data Sources: ASOS 118.6. Usaf an/fmq–19.

Communications: CTA 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:

Providence (II) (I) VOR/DME 115.6 PVD Chan 103 N41°43.46′ W71º25.78′ 188º 7.7 NM to fid. 49/14W.

VOR portion unusable:
- 085º–105º byd 12 NM blyo 5,500′
- 085º–105º byd 8 NM blyo 3,000′
- 106º–294º blyo 30 blyo 6,000′
- 315º–084º blyo 30 blyo 3,000′

DMF portion unusable:
- 085º–105º blyo 12 NM blyo 5,500′
- 085º–105º blyo 8 NM blyo 3,000′
- 106º–125º blyo 11 NM blyo 2,000′
- 106º–125º blyo 20 NM blyo 4,000′
- 153º–294º blyo 30 NM blyo 3,000′
- 295º–330º blyo 30 blyo 6,000′
- 331º–084º blyo 30 blyo 3,000′


Pawtucket

North Central State (SFZ)(KSFZ) 3 E UTC–5(–4DT) N41°55.25′ W71º29.49′

441 B LRA NOTAM FILE SFZ

Rwy 05–23: H500X100 (ASPH) S–30, D–60 HIRL

Rwy 05: MALs. PAPI(P4R)–GA 3.0º TCH 52′. Trees.

Rwy 23: REIL. PAPI(P4L)–GA 3.0º TCH 35′. Trees.

Rwy 15: H3211X7S (ASPH) S–12.5 MIRL 0.5% up SE

Rwy 15: REIL. PAPI(P4L)–GA 3.5º TCH 35′. Trees.

Rwy 33: REIL. Trees.

Service: S4 Fuel 100LL, Jet A, A+ LGT ACTVT MALs Rwy 05; REIL Rwy 15, 23 and 33; PAPi Rwy 05, 15 and 23; HIRL Rwy 05–23; MIRL Rwy 15–33; twy lghts —CTAF.

Noise: Noise abatement procedures in effect, contact airport manager.


Airport Manager: (401) 691-2000

Weather Data Sources: AWOS–3PT 120.775 (401) 334–0324.

Communications: CTA/UNICOM 123.075

® 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.

continued on next page
RADIO AIDS TO NAVIGATION: NOTAM FILE PVD.

PROVIDENCE (H) (H) VORW/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°–152° byd 11 NM blo 2,000’
106°–152° byd 20 NM blo 4,000’
153°–294° byd 30 NM blo 3,000’
295°–330° byd 30 blo 6,000’
331°–084° byd 30 blo 3,000’

DME portion unusable:
085°–105° byd 12 NM blo 5,500’
085°–105° byd 8 NM blo 3,000’
106°–152° byd 11 NM blo 2,000’
106°–152° byd 20 NM blo 4,000’
153°–294° byd 30 NM blo 3,000’
295°–330° byd 30 blo 6,000’
331°–084° byd 30 blo 3,000’

PUTNAM (H) (H) VORW/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

RHODE ISLAND TF GREEN INTL (PVD)(KPVD) 6 S UTC–5(–4DT) N41°43.43’ W71°25.66’

RWY 05–23: H8700X150 (ASPH–GRVD) S–120, D–250, 2S–175, 2D–550, 2D/2D–1120 PCN 75 F/A/W/T HIRL CL
RWY 05: ALSF2, TDZL, REIL, PAPI(P4R)—GA 3.0º TCH 69’. RVR–TMR

RWY 16–34: H6081X150 (ASPH–GRVD) S–120, D–250, 2S–175, 2D–423, 2D/2D–1093 PCN 75 F/A/W/T HIRL 0.3% up N


RWY 34: MALSRS, PAPI(P4L)—GA 3.0º TCH 60’. RVR–T Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA–B700 TODA–B700 ASDA–B700 LDA–B700

RWY 16: TORA–6081 TODA–6081 ASDA–6081 LDA–5516

RWY 23: TORA–B700 TODA–B700 ASDA–B700 LDA–B700

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 inst only. When ATCT clsd, ACTVT MALSRS Rwy 23 and 34; REIL Rwy 16; PAPI Rwy 05, 16 and 34; VASI Rwy 23; TDZ Rwy 05; ctnln 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 inovf 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 acft on the northeast ramp west of Twy A, be alert. Freq fit school, tran jet acft, and vertical activity. Northwest ramp acft with wingspan greater than 110’ req gnd crew assistance for thru taxi and parking. Northeast ramp acft 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‡, btm Rwy 16–34 and Twy C. Gnd vehicles monitor CTAF when twr clsd. Ldg fee. Flight Notification Service (ADCS) available.

AIRPORT MANAGER: 401-691-2000

CONTINUED ON NEXT PAGE
RHODE ISLAND
CONTINUED FROM PRECEDING PAGE

WEATHER DATA SOURCES: ASOS 124.2 (401) 734–2818. LLWAS.
COMMUNICATIONS: CTAF 120.7 D–ATIS 124.2 (401) 737–3215
PROVIDENCE RCO 122.6 (BRIDGEPORT RADIO)

PROVIDENCE APP/DEP CON 123.675 (Sun–Fri 1030–0530Z‡, Sat 1030–0500Z‡) other times ctc BOSTON CENTER APP/DEP CON 124.85
PROVIDENCE TOWER 120.7 (Sun–Fri 1030–0530Z‡, Sat 1030–0500Z‡) GND CON 121.9 CLNC DEL 126.65
BRIDGEPORT RADIO CLNC DEL 122.6 (0500–1100Z‡)
PDC

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

MAPS: 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) VOR/DME 115.6 PVD Chan 103 N41°43.46′ W71°25.78′ at fld. 49/14W.
VOR portion unusable:
085°–105° byd 12 NM blo 5,500′
085°–105° byd 8 NM blo 3,000′
106°–294° byd 30 blo 3,000′
295°–330° byd 30 blo 6,000′
331°–084° byd 30 blo 3,000′

DME portion unusable:
085°–105° byd 12 NM blo 5,500′
085°–105° byd 8 NM blo 3,000′
106°–152° byd 11 NM blo 2,000′
106°–152° byd 20 NM blo 4,000′
153°–294° byd 30 NM blo 3,000′
295°–330° byd 30 blo 6,000′
331°–084° byd 30 blo 3,000′

ILS/DME 109.3 I–PVD Chan 30 Rwy 05. Class IIIIE. Cat i 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 NEW YORK
N41°43.46′ W71°25.78′ NOTAM FILE PVD.
(H) (H) VOR/DME 115.6 PVD Chan 103 at Rhode Island Tf Green Intl. 49/14W.
VOR portion unusable:
085°–105° byd 12 NM blo 5,500′
085°–105° byd 8 NM blo 3,000′
106°–294° byd 30 blo 3,000′
295°–330° byd 30 blo 6,000′
331°–084° byd 30 blo 3,000′

DME portion unusable:
085°–105° byd 12 NM blo 5,500′
085°–105° byd 8 NM blo 3,000′
106°–152° byd 11 NM blo 2,000′
106°–152° byd 20 NM blo 4,000′
153°–294° byd 30 NM blo 3,000′
295°–330° byd 30 blo 6,000′
331°–084° byd 30 blo 3,000′

PROVIDENCE RCO 122.6 (BRIDGEPORT RADIO)

QUONSET STATE (See NORTH KINGSTOWN on page 318)

RHODE ISLAND TF GREEN INTL (See PROVIDENCE on page 320)

RICHMOND (See WEST KINGSTON on page 322)

SANDY POINT NEW YORK
N41°10.05′ W71°34.57′ NOTAM FILE BID.
(VL) (L) VOR/DME 117.8 SEY Chan 125 at Block Island State. 100/15W.
DME unusable:
160°–164° byd 15 NM blo 2,000′
240°–270° byd 25 NM blo 3,000′
VOR unusable:
061°–073° byd 40 NM
074°–082° byd 40 NM
339°–346° byd 40 NM

NE. 8 SEP 2022 to 3 NOV 2022
WEST KINGSTON

RICHMOND (QBR) 3 W GMT–5(–4DT) N41°29.37′ W71°37.24′

130 NOTAM FILE BDR

RWY 11–29: H2129X30 (ASPH) LIRL(NSTD)

RWY 11: Trees.

RWY 29: TRCL(VTRIL)—GA 5.5º TCH 21′. Thld dsplcd 130′. Tree.

SERVICE: S4 FUEL 100LL LGT ACTIVATE LIIRL Rwy 11–29 and windsock lgts—CTAF. Rwy 11–29 NSTD LIIRL located 30′ from edge of pavement. Rwy 29 dsplcd thld lgtd and marked with white bar and number. Rotating bcn OTS indef.


AIRPORT MANAGER: 401-783-1498

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Providence Apch at 401-738-8945, when Apch clsd ctc Boston ARTCC at 603-879-6859.

WESTERLY STATE (WST)(KWST) 2 SE UTC–5(–4DT) 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 prccts in efct ctc 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) VOR/W/DMF 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/DMF 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´

1166 B NOTAM FILE MPV MON Airport

RWY 17–35: H5000X100 (ASPH) S–31, D–70, 2S–88 MIRL 1.5% up S

RWY 17: MALS RNP PAPI(4L)—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)

® BOSTON CENTER APP/DEP CON 135.7

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

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION:

NOTAM FILE MPV.

MONTPELIER (H) (H) ABVOR/DME 116.9 MPV Chan 116 N44º05.13´ W72º26.96´ 342º 8.6 NM to fld.

2086/16W.

VOR unusable:

010º–020º byd 25 NM blo 7,500´

045º–050º byd 24 NM blo 8,500´

DME unusable:

045º–050º 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 330)

BENNINGTON

WILLIAM H MORSE STATE (DDH)(KDDH) 3 W UTC–5(–4DT) N42º53.47´ W73º14.77´

827 B NOTAM FILE DDH

RWY 13–31: H3704X75 (ASPH) S–12.5 MIRL 0.9% up SE

RWY 13: REIL. PAPI(P4L)—GA 4.0º TCH 45´. Hill.

RWY 31: REIL. PAPI(P4R)—GA 4.0º TCH 45´. Ground. Rgt tfc.

SERVICE: S4 FUEL 100LL, JET A OK 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 invof arpt. Rwy 13 thld hazardous bird activity. For arpt attendance call 1–802–442–5503 or 1–802–595–5830 for on–call svc 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

CONTINUED ON NEXT PAGE
WEATHER DATA SOURCES: ASOS 135.925 (802) 442–6059.
COMMUNICATIONS: CTAF/UNICOM 122.8
ALBANY APP/DEP CON 132.825
GCO 121.725 (BTV CD and FLIGHT SERVICES. OTS INDEFLY)
CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.
CAMBRIDGE (L) VOR/DME 115.0 CAM Chan 97 N42°59.66´ W73°20.64´ 159º 7.5 NM to fld. 1490/14W.
DME portion unusable: 040º–130º blo 9,000.

BURLINGTON INTL (BTV)(KBTV) P (ANG ARNG) 3 E UTC–5(–4DT) N44º28.32´ W73º09.20´ KBTV P (ANG ARNG) 3 E UTC–5(–4DT)
PAP (ANG ARNG) 3E UTC–5(–4DT) N44º28.32´ W73º09.20´

CONTINUED ON NEXT PAGE
CONTINUED FROM PRECEDING PAGE

AIRSPACE: CLASS C svc ctc APP CON svc 1030–0500Z‡; other times CLASS E.

VOR/TEST FACILITY (VOT) 109.0

RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.

VOR (L) VOR/W/DME 117.5 BTV Chan 122 N44º23.83´ W73º10.96´ 031º 4.7 NM to fld. 417/15W.

VOR unusable:
- 075º–132º byd 30 NM blo 9,000´
- 133º–165º byd 30 NM blo 8,000´

DME unusable:
- 075º–132º byd 30 NM blo 9,000´
- 133º–165º byd 30 NM blo 8,000´

TACAN (L) Chan 71 BJA (112.4) N44º28.62´ W73º09.41´ at fld. 308/15W.

TACAN AZIMUTH unusable:
- 010º–139º
- 140º–160º byd 29 NM
- 205º–208º

DME unusable:
- 010º–139º
- 140º–160º byd 29 NM
- 161º–227º
- 350º–009º

HERRO NDB (LOMW) 382 BT N44º31.94´ W73º14.97´ 146º 5.5 NM to fld. 130/15W.

ILS/DME 110.3 I–BTV Chan 40 Rwy 15. Class IB. LOM HERRO NDB. Unmonitored when ATCT clsd. LOC unusable byd 28º right of course.

ILS/DME 110.3 I–VOE Chan 40 Rwy 33. Class IA. LOC unusable byd 10 NM blo 2,700´ LOC unusable byd 13 NM blo 4,700´ Unmonitored when ATCT clsd.

CALEDONIA CO (See LYNDONVILLE on page 327)

DEERFIELD VALLEY RGNL (See WEST DOVER on page 331)

EDWARD F KNAPP STATE (See BARRE/MONTPELIER on page 323)

FRANKLIN CO STATE (See HIGHGATE on page 326)

HARTNESS STATE (SPRINGFIELD) (See SPRINGFIELD on page 330)

HERRO N44º31.94´ W73º14.97´ NOTAM FILE BTV.

NDB (LOMW) 382 BT 146º 5.5 NM to Burlington Intl. 130/15W.

MONTREAL

NE. 8 SEP 2022 to 3 NOV 2022
HIGHGATE

FRANKLIN CO STATE  (FSO)(KFSO)  3 W UTC–5(–4DT)  N44º56.42´ W73º05.85´

228 B LRA NOTAM FILE BTV

RWY 01–19: H3001X60 (ASPH) S–12.5 MIRL

RWY 01: REIL. PAPI(P2L)—GA 4.0º TCH 35´. Trees.
RWY 19: REIL. Trees.

SERVICE: S4 FUEL 100LL, JET A1+ LGT 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


COMMUNICATIONS: CTAF/UNICOM 122.8

FEATURES: 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/W/DME 117.5 BTV Chan 122 N44º23.83´ W73º10.96´ 021º 32.8 NM to fld. 417/15W.

VOR unusable:
075º–132º byd 30 NM blo 9,000´
133º–165º byd 30 NM blo 8,000´

DME unusable:
075º–132º byd 30 NM blo 9,000´
133º–165º byd 30 NM blo 8,000´

COMM/NAV/WEATHER REMARKS: YJN VORTAC is in Canada–check Montreal QB (YUL) NOTAMS for outages or restrictions.

ISLAND POND

JOHN H BOYLAN STATE (ISLAND POND)  (5B1)  3 SE UTC–5(–4DT)  N44º47.40´ W71º49.59´

1194 NOTAM FILE BTV

RWY 14–32: 2650X120 (TURF) 0.8% up NW

RWY 14: Trees.

RWY 32: Trees.


AIRPORT MANAGER: (802) 272-3574

COMMUNICATIONS: CTAF/UNICOM 122.9

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

JOHN H BOYLAN STATE (ISLAND POND)  (See ISLAND POND on page 326)
LYNDONVILLE  
CALEDONIA CO (CDA/KCDA) 3 N UTC–5(–4DT) N44o34.15’ W72o01.08’  
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.  
AIRPORT REMARKS: Attended Jan–Dec Mon–Fri 1200–2030Z‡. Self–svc fuel 24 hrs with major credit card. After hrs self–serve fuel kiosk does not accept Mastercard. Deer and wildlife on and invof arpt. Bald eagles roosting invof compost opn located 600’ east of Rwy 20 thld year around. Rwy conditions may not be monitored or reported when the arpt is unattended. Rising terrain 600’ from thld of Rwy 02. Rwy 02–20 pavement has numerous sealed, large diameter transverse cracks. For emergency acft maintenance call 802–334–5001. Bring own rope tiedowns.  
AIRPORT MANAGER: 802-626-3353  
WEATHER DATA SOURCES: AWOS–3 119.275 (802) 626–4532.  
COMMUNICATIONS: CTA/UFUNICOM 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) ABVORDME 116.9  MPV Chan 116 N44o05.13’ W72o26.96’ 048o 34.5 NM to fld.  
2086/16W.  
VOR unusable: 010o–020o byd 25 NM bld 7,500’ 045o–060o byd 24 NM bld 8,500’  
DME unusable: 045o–060o byd 24 NM bld 8,500’  
MIDDLEBURY STATE (6B0) 3 SE UTC–5(–4DT) N43o59.19’ W73o05.73’  
494  TPA—See Remarks NOTAM FILE BTV  
RWY 01–19: H3206X60 (ASPH) S–12.5  
RWY 01: Thld dsplcd 141’.  
RUNWAY DECLARED DISTANCE INFORMATION  
RWY 01: TORA–3206 TODA–3206 ASDA–3206 LDA–3065  
SERVICE: S4 FUEL 100LL  
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: CTA/UFUNICOM 122.8  
CLEARANCE DELIVERY PHONE: For CD ctc Burlington Apch at 802-657-4401, when Apch clsd ctc Boston ARTCC at 603-879-6859.  
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.  
BURLINGTON (U) (L) VOR/DME 117.5  BTV Chan 122 N44o23.83’ W73o10.96’ 186o 24.9 NM to fld. 417/15W.  
VOR unusable: 075o–122o byd 30 NM bld 9,000’ 133o–165o byd 30 NM bld 8,000’  
DME unusable: 075o–122o byd 30 NM bld 9,000’ 133o–165o byd 30 NM bld 8,000’  
MONTPELIER N44o05.13’ W72o26.96’ NOTAM FILE MPV.  
(H) (H) ABVORDME 116.9  MPV Chan 116 342o 8.6 NM to Edward F Knapp State. 2086/16W.  
VOR unusable: 010o–020o byd 25 NM bld 7,500’ 045o–060o byd 24 NM bld 8,500’  
DME unusable: 045o–060o byd 24 NM bld 8,500’  
RCO 122.2 (BURLINGTON RADIO)  
RCO 122.6 (BURLINGTON RADIO)
MORRISVILLE–STOWE STATE (MVL)(KMVL) 2 SW UTC–5(–4DT) N44º32.06’ W72º36.84’
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. PAP(P2L)—GA 3.5º TCH 31°.
SERVICE: 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 tfc. 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 N44º23.83’ W73º10.96’ 086º 25.8 NM to fld. 417/15W.
VOR unusable:
075º–132º byd 30 NM blo 9,000’
133º–165º byd 30 NM blo 8,000’
DME unusable:
075º–132º byd 30 NM blo 9,000’
133º–165º byd 30 NM blo 8,000’

NEWPORT
NORTHEAST KINGDOM INTL (EFK)(KEFK) 3 SW UTC–5(–4DT) N44º53.29’ W72º13.72’
934 B LRA NOTAM FILE BTV
RWY 18–36: H5301X100 (ASPH) S–30, D–44 PCN 33 F/D/X/T MIRL
RWY 18: REIL. PAP(P4L)—GA 3.0º TCH 43’. Thld dsplcd 299’.
RWY 36: REIL. PAP(P4L)—GA 3.0º TCH 44’. Pole.
RWY 05–23: H3996X100 (ASPH) S–30, D–44
RWY 05: Trees.
RWY 23: Pole.
SERVICE: S4 FUEL 100LL, JET A+ LGT ACTVT PAPI Rwy 18 and 36; MIRL Rwy 18–36—CTAF.
AIRPORT REMARKS: Attended 1400–2200Z‡. Fuel 24/7 self serve. Mobile fuel vehicle when attended. Rwy conditions may not be monitored or reported when the arpt is unattended. Gulls on and in vicinity of arpt. Cold temperature restricted airport. Altitude correction required at or below –32C.
AIRPORT MANAGER: 802-334-5001
WEATHER DATA SOURCES: AWOS–3P 118.275 (802) 334–4427.
COMMUNICATIONS: CTAF/UNICOM 122.8
® BOSTON CENTER APP/DEP CON 135.7
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BML.
BERLIN (H) DME 116.55 BML Chan 112(Y) N44º38.01’ W71º11.17’ 289º 47.1 NM to fld. 1730.
DME unusable:
080º–125º blo 10,000’
188º–198º blo 10,000’
275º–292º blo 10,000’

NE, 8 SEP 2022 to 3 NOV 2022

MONTREAL
L–32G
IAP

MONTREAL
H–11D, L–32H
IAP

NORTHEAST KINGDOM INTL (See NEWPORT on page 328)
VERMONT

POST MILLS (2B9) 0 E UTC–5(–4DT) N43°53.02` W72°15.13`

696 NOTAM FILE BTV

RWY 04–22: 2900X80 (TURF)


RWY 22: Road.

RWY 05–23: 2300X80 (TURF) 0.8% up NE

RWY 05: Trees. Rgt tfc.

RWY 23: Road.

SERVICE: S2


AIRPORT MANAGER: 802-333-9254

COMMUNICATIONS: CTAF/UNICOM 122.8

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

RUTLAND – SOUTHERN VERMONT RGNL (RUT)(KRUT) 5 S UTC–5(–4DT) N43°31.78`

787 B Class IV, ARFF Index A NOTAM FILE RUT

RWY 01–19: H5304X100 (ASPH–GRVD) S-40, D-68, 2S–86

PCN 30 F/D/X/U MIRL

RWY 01: PVASIS(PSIR)—GA 3.5º TCH 17`. Thld dsplcd 300`. Hill.

RWY 19: MALSR. PAPI(P4L)—GA 3.2º TCH 55`. Rgt tfc.

RWY 13–31: H3169X75 (ASPH) S–30 PCN 5 F/D/X/U MIRL

RWY 13: REIL. Road.

RWY 31: Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA–5303 TODA–5303 ASDA–5303 LDA–5003

RWY 19: TORA–5003 TODA–5003 ASDA–5003 LDA–5003

SERVICE: S4 FUEL 100LL, JET A LGT ACTVTL MALSR Rwy 19; REIL Rwy 13; MIRL Rwy 01–19 and 13–31—CTAF. Rwy end 01: VGSI OTS UNF.

NOISE: Noise sensitive area SE of arpt ctc AMGR.

AIRPORT REMARKS: Attended 1200–0100Z‡. Birds on and inv of 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 px seats or unskd acr ops at least 31 px seats. Avbl for acr ops taxi only. Clsd to unskd acr ops with more than 9 px seats exc 48 hr PPR, call AMGR 802–786–8881. Use Twa A to tax to or from AER 01 or 19. Twy C connects main apn with Twa A. Acft with wing spans exceeding 79 ft auzd to use Twa H & Twa B east of Rwy 01–19 & Rwy 13–31 for tax & Rwy 01 & 19 for tkof & ldg. Type I and type IV deicing avbl. Cold 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

RCD 122.3 (BURLINGTON RADIO)

BOSTON CENTER APP/DEP CON 135.7

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

RADIO AIDS TO NAVIGATION: NOTAM FILE RUT.

SMUTO NDB (MMW) 221 DYO N43°42.37` W72°57.40` 193º 10.6 NM to fld. 1138/15W.

NDB unusable:

351º–189º byd 15 NM

ILS/DME 111.7 I–RUT Chan 54 Rwy 19. Class IA. Glideslope unusable byd 4.0º right of course.

NE, 8 SEP 2022 to 3 NOV 2022
SHELBURNE (VT8) 2 S UTC–5(–4DT) N44º21.62´ W73º13.58´ MONTREAL
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 N43º42.37´ W72º57.40´ NOTAM FILE RUT.
NDB (MHW) 221 DYO 193º 10.6 NM to Rutland – Southern Vermont Rgnl. 1138/15W.
NDB unusable:
   351º–189º byd 15 NM

SPRINGFIELD HARTNESS STATE (SPRINGFIELD) (VSF)(KVSF) 3 NW UTC–5(–4DT) N43º20.62´ W72º31.04´ NEW YORK
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)
® BOSTON CENTER APP/DEP CON 134.7
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Boston ARTCC at 603-879-6859 .
RADIO AIDS TO NAVIGATION: NOTAM FILE LEB.
   LEBANON (L) DME 113.7 LEB Chan 84 N43º40.73´ W72º12.96´ 213º 24.0 NM to fld. 1443.
   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´
   LOC/DME 111.3 I–VSF Chan 50 Rwy 05. LOC/DME unmonitored. DME unusable byd 11 NM blo 3,500´; byd 20º right of course.

VERGENNES BASIN HARBOR (B6) 4 NW UTC–5(–4DT) N44º11.50´ W73º21.52´ MONTREAL
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.

NE, 8 SEP 2022 to 3 NOV 2022
WARREN–SUGARBUSH (QBT) 2 E UTC–5(–4DT) N44º07.04´ W72º49.62´
1470 NOTAM FILE BTV
RWY 04–22: H2575X30 (ASPH) S–8.5 0.5% up SW
RWY 22: Trees.
SERVICE: FUEL 100LL
AIRPORT REMARKS: Attended May–Oct 1400–2300Z‡. Arpt CLOSED Nov–Apr. Fuel self–serve only during hours airport is open. Extensive glider activity on arpt sfc to 18,000´ dalgt hrs. Occasional aerobatic activity, arpt may be CLOSED during this activity; check NOTAMs. No line of sight between rwy ends. Touch and go ldgs not permitted. Grass areas not authorized for taxi, tkfs and ldgs without first checking UNICOM or managment for fld conditions.
AIRPORT MANAGER: 802-496-2290
COMMUNICATIONS: CTAF/UNICOM 123.0
CLEARANCE DELIVERY PHONE: For CD ctc Burlington Apch at 802-657-4401, when Apch clsd ctc Boston ARTCC at 603-879-6859.

WEST DOVER
DEERFIELD VALLEY RGNL (4VB) 1 SW UTC–5(–4DT) N42º55.63´ W72º51.94´
1953 NOTAM FILE BTV
RWY 01–19: H2650X75 (ASPH) MIRL(NSTD)
RWY 01: Trees.
RWY 19: Trees.
SERVICE: LGT Rwy 01–19 MIRL, NSTD alnmt.
AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with credit card. Ldg fee.
AIRPORT MANAGER: (802) 490-0775
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Boston ARTCC at 603-879-6859.
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.
CAMBRIDGE (L) (L) VOR/DME 115.0 CAM Chan 97 N42º59.66´ W73º20.64´ 115º 21.5 NM to fld. 1490/14W.
DME portion unusable: 040º–130º blo 9,000´

WILLIAM H MORSE STATE (See BENNINGTON on page 323)

Rwy 05–23: 2202X100 (TURF)

Rwy 23: Rgt tfc.


Fone avbl under shelter adj to twr. Attended/advisory svc from range control Mon–Fri.

COMMUNICATIONS: CTAF 126.2

POTOMAC APP/DEP CON 126.75

CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-640-4124.

RADIO AIDS TO NAVIGATION:

SHANNON NDB (MW) 237 EZF N38°15.98' W77°27.03' 162º 13.4 NM to fld. NDB unmonitored when arpt unatndd.

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

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 Actvt ODALS Rwy 24; REIL Rwy 24; PAPI Rwy 24; MIRL Rwy 06–24—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:

HOLSTON MOUNTAIN (L) VORTACW 114.6 HMV Chan 93

N36°26.22' W82°07.78' 021º 15.7 NM to fld. 4321/4W.

VOR unusable:

076º–126º byd 17 NM blo 8,500'

171º–178º byd 27 NM blo 10,000'

260º–265º byd 36 NM blo 8,500'

LOC/DME 108.3 I–VJI Chan 20. Rwy 24. LOC unmonitored when arpt unatndd. LOC unusable byd 30º r of course.

LOC unusable byd 20º left of course.

ACCOMACK CO (See MELFA on page 357)
ALLEN C PERKINSON BLACKSTONE AAF (BKT/(KBKT)) MIL/CIV A  2 E  UTC–5(–4DT)  N37°04.49´

W77°57.40´
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 dsplcd 700´. Tree.
AIRPORT MANAGER: 434-292-2193
COMMUNICATIONS: CTAF 134.7
WASHINGTON CENTER APP/DEP CON 118.75 377.1
BLACKSTONE TOWER 134.7 292.7 (Mon–Fri 1300–2300Z‡, 1300–2100Z‡ first full weekend of each month exc fed hols; other times by NOTAM). RANGE OPS 34.1 36.1 121.5 243.0
CLEARANCE DELIVERY PHONE: When ATCT clsd, for CD ctc Washington ARTCC at 703-771-3587.
AIRSPACE: CLASS D svc Mon–Fri 1300–2300Z‡ 1300–2100Z‡ first full weekend of each month exc fed hols; other times by NOTAM; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA. LAWRENCEVILLE (L) (L) VORTACW 112.9  LVL Chan 76 N36°49.08´ W77°54.18´  358° 15.6 NM to fld. 350/8W. VOR unusable:
090 blo 7,000´
090 byd 20 NM
091°–105°
106 blo 7,500´
106 byd 27 NM
107°–170°
171°–280° blo 6,000´
201°–325° byd 17 NM blo 9,000´
326°–089°
TAGAN AZIMUTH unusable: Blw 3,000´
VOR OTS indef
DME unusable: Blw 3,000´
BLACKSTONE NDB (MHW) 326  BKT  N37°07.65´ W78°02.67´  136° 5.3 NM to fld. 418/9W.

APOLLO SOUCEK FLD (See OCEANA NAS (APOLLO SOUCEK FLD) on page 364)

ARMEL  N38°56.08´ W77°28.00´  NOTAM FILE IAD.
(L) (L) VOR/DME 113.5  AML Chan 82 at Washington Dulles Intl. 296/8W.
VOR unusable:
055°–092° blo 4,500´
093°–115°
116°–210° blo 4,500´
DME unusable:
055°–210° byd 28 NM blo 2,500´
211°–230° byd 30 NM blo 3,000´

BALES  N36°35.41´ W79°55.05´  NOTAM FILE MTV.
NDB (MHW/LOM) 396  UV 304° 5.4 NM to Blue Ridge. 1089/7W. NDB unmonitored when arpt unatndd.

WASHINGTON  L–36H
COPTER  H–10H, L–29E, 34E, 36I, A
CINCINNATI  L–26J, 36F

NE, 8 SEP 2022 to 3 NOV 2022
BLACKSBURG

VIRGINIA TECH/MONTGOMERY EXEC (BCB)(KBCB) 3 S UTC–5(–4DT) N37°12.56´
W80°24.73´
2120 B TPA—See Remarks NOTAM FILE BCB
RWY 13–31: H5501X100 (ASPH–GRVD) MIRL
RWY 31: REIL. PAPI(P2L)—GA 3.0º TCH 50´. Brush.
SERVICE: FUEL 100LL, JET A+ LGT
Actvt ODALS Rwy 13; REIL Rwy 31; PAPI Rwy 13 and 31; MIRL Rwy 13–31—CTAF. MIRL Rwy 13–31 preset low inst.
NOISE: Noise sensitive area north of arpt. VFR departures maintain rwy heading until reaching 1000 ft AGL.
AIRPORT MANAGER: 540-231-4444
COMMUNICATIONS: CTAF/UNICOM 123.05
ROANOKE APP/DEP CON 126.9
CLNC DEL 124.85
CLEARANCE DELIVERY PHONE: For CD ctc Roanoke Apch at 540-563-1307.
RADIO AIDS TO NAVIGATION:

PULASKI (H) (H) VORTAC W 116.8 PSK Chan 115 N37°05.26´ W80º42.77´ 069º 16.2 NM to fld. 2127/6W.

LOC/DME unmonitored when arpt unatndd.

TECH NDB (MHW) 368 TEC N37°12.52´ W80°24.21´ at fld. 2126/8W. NOTAM FILE BCB.


BLUE RIDGE (See MARTINSVILLE on page 356)

BOJAR N37°15.75´ W79°14.59´ NOTAM FILE LYH.
NDB (MHW/LOM) 385 LY 036º 4.3 NM to Lynchburg Rgnl/Preston Glenn Fld. 804/8W. NDB unmonitored when ATCT closed.
BRIDGEPARK AIR PARK  (VBW)(KVBW)  1 SE  UTC–5(–4DT)  N38°22.00′  W78°57.62′
1165  B  NOTAM FILE DCA
RWY 15–33:  H2745X60 (ASPH)  S–22  MI M  0.3% up SE
RWY 15:  Tree.
RWY 33:  Thd dispcl 368’, Pole.
SERVICE:  FUEL  JET A+  LGT  ACTIVATE MIRL Rwy 15–33—CTAF.
AIRPORT REMARKS:  Attended Mon–Fri 1300–2200Z‡, Sat 1400–2100Z‡, and Sun 1700–2100Z‡. 1300 ft twy in line with rwy prior to Rwy 33 in addition to the displacement. PPR for US Gov ops call 540–828–6070.
AIRPORT MANAGER:  540-828-6070
COMMUNICATIONS:  CTAF/UNICOM 122.7
®POTOMAC APP/DEP CON 132.85
CLEARANCE DELIVERY PHONE:  For CD ctc Potomac Apch at 866-640-4124.
RADIO AIDS TO NAVIGATION:  NOTAM FILE DCA.
MONTEBELLO  (L) (L) VOR/DME  115.3  MOL  Chan 100  N37°54.03′
151º 28.8  NM to fld. 3455/5W.
DME portion unusable:
158º–168º byd 30 NM blo 6,000′

BROOKE  N38°20.18′  W77°21.17′  NOTAM FILE DCA.
(L) (L) VORTAC  114.5  BRV  Chan 92  316° 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)

BROOKNEAL/CAMPBELL CO  (ØV4)  6 NW  UTC–5(–4DT)  N37°08.50′  W79°00.98′
597  B  NOTAM FILE DCA
RWY 06–24:  H3798X60 (ASPH)  S–12.5  MIRL
RWY 06:  REIL. PAPI(P2R)—GA 3.0º TCH 43‘. Tree.
RWY 24:  REIL. PAPI(P2L)—GA 3.0º TCH 46‘. Tree.
SERVICE:  FUEL  100LL  LGT  MIRL Rwy 06–24 preset low, to incr intst and ACTVT REIL Rwy 06 and 24—CTAF.
AIRPORT MANAGER:  434-851-3337
WEATHER DATA SOURCES:  AWOS–3 120.575 (434) 283–7826.
COMMUNICATIONS:  CTAF/UNICOM 122.7
®ROANOKE APP/DEP CON 125.475 135.0
CLEARANCE DELIVERY PHONE:  For CD ctc Roanoke Apch at 540-563-1307.
RADIO AIDS TO NAVIGATION:  NOTAM FILE LYH.
LYNCHBURG  (L) (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

BRUNSWICK CO  (See LAWRENCEVILLE on page 352)
BUCK'S ELBOW MOUNTAIN  N38°06.25´ W78°44.62´
RCO  122.2 (LEESBURG RADIO)

LAKE ANNA  (7W4)  0 NW  UTC–5(–4DT)  N37°57.95´ W77°44.75´

351  B  NOTAM FILE DCA
RWY 08–26:  H2558X50 (ASPH)  S–6  MIRL
RWY 08:  Trees.
RWY 26:  Tree.
SERVICE:  LGT  ACTIVATE MIRL  Rwy 08–26—CTAF.
AIRPORT REMARKS:  Unattended.  Deer on and 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)  LIRL
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.

CAPE CHARLES  N37°20.85´ W75°59.86´  NOTAM FILE DCA.
(L) (L) VORTACW 112.2  CCV  Chan 59  042º 21.2 NM to Accomack Co.
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´

CASANOVA  N38°38.47´ W77°51.93´  NOTAM FILE DCA.
(H) (H) VORTACW 116.3  CSN  Chan 110  184º 6.9 NM to Culpeper Rgnl.
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´
VIRGINIA

Caverns
N38°41.96' W78°28.34' NOTAM FILE DCA.
NDB (MHV) 245 LLU 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 363)

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 6 F/C/XT HIRL 0.3% up SW
Rwy 03: MALSR. PAPI(P4L)—GA 3.0° TCH 53°.
Rwy 21: REIL. PAPI(P4R)—GA 3.0° TCH 50°.

Runway Declared Distance Information
Rwy 03: TORA–6801 TODA–6801 ASDA–6801 LDA–6801

Service: 54 Fuel (100LL, JET A) LGT When ATCT clsd HIRL Rwy 03–21, and twy lights preset low instt. To actvt and increase instt MALSR Rwy 03; REIL Rwy 21; HIRL Rwy 03–21 and twy lights—CTAF. Rwy 21 VGS L 6.5 deg L of RCL.

Airport Remarks:
ATTENDED 0930–0530Z‡. Deer and birds on and invof arpt. PPR 8 hrs for unscheduled air carrier ops with more than 9 passenger seats between 0400–1100Z‡, call arpt manager 434–981–4152. Wheeled helicopters are requested to ground taxi when transiting arpt. Twy J uncontrolled, not visible from twr. Ldg fee only for acft over 7000 lbs.

Airport Manager: 434-973-8342

Weather Data Sources: ASOS (434) 973–5024

Communications:
CTAF 124.5 ATIS 118.425 UNICOM 122.95

® 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:
GORDONSVILLE (H) (H) VORTAC 115.6 GVE Chan 103 N38°00.82' W78°09.18' 304° 16.1 NM to fld. 383/6W. TACAN AZIMUTH unusable:
250°–260° byd 25 NM blo 7,000'.
ILS/DME 111.7 L–CHO Chan 54 Rwy 03. Class IA. ILS unmonitored when ATCT closed.

NE, 8 SEP 2022 to 3 NOV 2022

Chase City Mun (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 Remarks:

Airport Manager: 434-372-5136

Weather Data Sources: AWOS–3 121.225 (434) 372–4506

Communications: CTA 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:
South Boston (L) (L) VORTAC 110.4 SBV Chan 41 N36°40.50' W79°00.87' 080° 25.7 NM to fld. 520/5W.
CHESTER

MC LAUGHLIN SPB (2G6)  6 E  UTC-5(-4DT)  N37º19.23´  W77º20.75´

WATERWAY 05W–23W: 2500X150 (WATER)

SEAPLANE REMARKS: Unattended.

AIRPORT MANAGER: 804-641-0423

COMMUNICATIONS: CTA 122.9

CLARKSVILLE

LAKE COUNTRY RGNL (W63)  2 S  UTC-5(-4DT)  N36º35.74´  W78º33.61´

RWY 04–22: H4488X50 (ASPH)  S–12.5  MIRL  1.2% up NE

RWY 04: Tree.

SOUTH BOSTON (L) U VORTAC 110.4  SBV  Chan 41  N36º40.50´  W79º00.87´  107º 22.4 NM to fld. 520/5W.
CREWE MUNI  (W81)  1 E  UTC–5(–4DT)  N37º10.86´  W78º05.91´
422  B  NOTAM FILE DCA
RWY 15–33: H3300X60 (ASPH)  S–12  MIRL  1.0% up NW
RWY 15: Thld dspcld 277´. Tree.
RWY 33: Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 15: TORA–3300 TODA–3300 ASDA–3023 LDA–3023
SERVICE: 58  FUEL  100LL  LGT  For MIRL Rwy 15–33 key CTAF 5 times
on; 3 times off. Rwy 15–33 edge lgts OTS.
AIRPORT REMARKS: Unattended. Arpt unattended ctc tow manager for
assistance at 434–645–9453. Rwy 15 dspcld thld markigs in poor
condition. Old markigs showing thru.
AIRPORT MANAGER: 434-645-1191
WEATHER DATA SOURCES: AWOS–3 119.050.
COMMUNICATIONS: CTAF/UNICOM 122.8
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.

CULPEPER RGNL  (CJR)(KCJR)  7 NE  UTC–5(–4DT)  N38º31.53´  W77º51.58´
316  B  NOTAM FILE CJR
RWY 04–22: H5000X100 (ASPH–GRVD)  S–40  MIRL
RWY 04: REIL. PAPI(P4L)—GA 3.0º TCH 40´. Trees.
RWY 22: REIL. PAPI(P4L)—GA 3.0º TCH 40´. Trees.
SERVICE: 54  FUEL  100LL, JET A+  LGT ACTVT REIL Rwy 04 and 22;
PAPI Rwy 04 and 22; MIRL Rwy 04–22; twy lgts—CTAF.
AIRPORT REMARKS: Attended 1300–2300Z‡. Deer on and infrw arpt. Twy
and ramp markigs good. Taxiline pavement around northern T–hangars
fair poor condition.
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  N38º38.47´
W77º51.93´  184º 6.9 NM to fld. 442/6W.
VOR unusable:
310º–350º byd 10 NM blo 11,000´
TACAN AZIMUTH unusable:
310º–350º byd 10 NM blo 11,000´
DME unusable:
310º–350º byd 10 NM blo 11,000´
LOC 109.95  I–DZH  Rwy 04.
DANVILLE RGNL  (DAN)(KDAN)  3  E  UTC–S/–(–DT)  N36°34.35´  W79°20.18´
571  B  TPA—See Remarks  NOTAM FILE DAN
RWY 02–20:  H5900X100 (ASPH–GRVD)  S–90, D–130, 2S–165
    HIRL  0.5% up N
    RWY 02:  MALSR. PAPI(P4L)—GA 3.0º TCH 55´.
    RWY 20:  REIL. PAPI(P4L)—GA 3.0º TCH 47´. Thld dsplcd 300´. Trees.
RWY 13–31:  H3910X100 (ASPH)  S–90, D–130, 2S–165  MIRL
    1.1% up NW
    RWY 31:  REIL. PAPI(P2L)—GA 4.0º TCH 76´. Trees.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 02:  TORA–5600  TODA–5900  ASDA–5600  LDA–5600

SERVICE:  S4  FUEL  100LL, JET A+  LGT
    ACTIVATE HIRL Rwy 02–20, 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)
WASHINGTON CENTER APP/DEP CON  124.05
CLEARANCE DELIVERY PHONE:  For CD if una to ctc on FSS freq, ctc Washington ARTCC at 703-771-3587.
AIRSPACE:  CLASS E svc continuous.

RADIO AIDS TO NAVIGATION:
NOTAM FILE DCA.

SOUTH BOSTON  (L) VORTAC  110.4  SBV  Chan 41  N36º40.50´  W79º00.87´  254º 16.7 NM to fld. 520/5W.
(L) VORW  113.1  DAN  N36º43.13´  W79º20.20´  at fld. 568/6W.  NOTAM FILE DAN.
ILS  110.7  I–DAN  Rwy 02.  Class IE.

DAVEE  N38º39.70´  W77º06.61´  NOTAM FILE DCA.

WASHINGON  L–29E, 34E, 36I

NE, 8 SEP 2022 to 3 NOV 2022
VIRGINIA

DAVISON AAF (DAA)(KDAA) A (ARNG) 3 NW UTC–5(–4DT) N38º42.90´ W77º10.85´

74 B TPA—See Remarks NOTAM FILE DCA Not insp.

RWY 14–32: H5421X75 (ASPH) PCN 52 F/A/W/T HIRL

RWY 14: PAPI(P4L)—GA 3.0º TCH 68´. RVR–R Thld dsplcd 491´.

RWY 32: MALSF. PAPI(P4R)—GA 3.0º TCH 35´. RVR–T Thld dsplcd 892´.


NOISE: Noise Abatement twr will advise of restriction to engine run up, tfk and ldg btn Mon–Sat 0300–1300Z‡, Sun and hol 2200–1700Z‡. Multiple practice instrument apch or tfc pat work are only authorized Mon–Sat 1300–0300Z‡, Sun and hol 1700–0300Z‡.


AIRPORT MANAGER: 703-664-1201

COMMUNICATIONS: CTAF 124.275 ATIS 128.175 (1100–0230Z‡ Mon–Fri, excl hol)

PTD 139.4 (VIP arr ctc Base OPS 15 min prior to ldg)

POTOMAC APP/DEP CON 118.95 124.7 257.2 338.2

TOWER 124.275 229.4 241.0 (1100–0230Z‡ Mon–Fri excl hol) GND CON 121.9 351.8 CLNC DEL 351.8

CLEARANCE DELIVERY PHONE: For CD when ATCT is clos ctc Potomac Apch at 866-599-3874.

AIRSPACE: CLASS D svc 1100–0230Z‡ Mon–Fri exc hol; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE IAD.

ARIEL (I) (L) VOR/DME 113.5 AML Chan 82 N38º56.08´ W77º28.00´ 142º 18.8 NM to fid. 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´

DAVEE NDB (LOM) 223 DA N38º39.70´ W77º06.61´ 323º 4.6 NM to fid.


ASR/PAR (Weekdays 1200–0000Z‡ excluding holidays, 2 hr PPR other times.)

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

HELIPAD H1: H50X50 (CONC)

DINWIDDIE CO (See PETERSBURG on page 366)
NEW RIVER VALLEY (PSK/KPSK) 2 N UTC−5 (−4DT) N37°08.24′ W80°40.71′

2105  B  NOTAM FILE PSK
RWY 06–24: H6201X150 (ASPH–GRVD)  D–60  HIRL  0.5% up SW
RWY 06: MALS R. PAPI(P4L)—GA 3.0° TCH 58°. Trees.
RWY 24: REIL. PAPI(P4L)—GA 3.0° TCH 44°.
SERVICE: S4  FUEL  100LL, JET A+  LGT ACTVT MALS Rwy 06, REIL
Rwy 24; PAPI Rwy 06 and 24; HIRL Rwy 06–24—CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1300–0000Z‡, Sat–Sun
1400–2200Z‡. Unattended Thanksgiving and Christmas Day. Mil
contract fuel unavbl. Deer on and invof arpt.
AIRPORT MANAGER: 540-674-4141
WEATHER DATA SOURCES: AWOS–3 127.375 (540) 674–2731.
COMMUNICATIONS: CTAF/UNICOM
PULASKI RCO 122.3 (LEESBURG RADIO)
ROANOKE APP/DEP CON 126.0
CLNC DEL 121.7
RADIO AIDS TO NAVIGATION:
PULASKI (H) (H) VORTACW 116.8  PSK  Chan 115  N37°05.26′
W80°42.77′  035° 3.4 NM to fld. 2127/6W.
DM unusable:
034°–038° byd 25 NM
135°–175° byd 25 NM blo 10,000′
200°–225° byd 10 NM
250°–350° 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′
TACAN 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′
ILS 110.9  I–PSK  Rwy 06. Class IA. Unmonitored when FBO clsd.

EAGLE’S NEST (See WAYNESBORO on page 379)
EMPORIA–GREENSVILLE RGNL (EMV) (KEMV) 3 E UTC–5 (–4DT) N36º41.21’ W77º28.96’

RKY 16–34: HS010X100 (ASPH–GRVD) S–30, D–50, 2D–85 MIRL 0.3% up N
RKY 16: REIL. PAPI(P2L)—GA 3.0º TCH 31.7’ Road.
RKY 34: REIL. PAPI(P2L)—GA 3.0º TCH 43.7’ 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 usufl byd 7 deg left & right of cntrln. Rwy 34 PAPI unusfl byd 8 deg right of cntrln.

AIRPORT REMARKS: Attended 1400–2200Z‡. Deer on and inv of arpt.

TPA—1127(1000) lgst 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

WASHINGTON CENTER APP/DEP CON 132.025


RADIO AIDS TO NAVIGATION: NOTAM FILE FKN.

FRANKLIN (L) (L) VORTACW 110.6 FKN Chan 43 N36º42.85’ W77º00.74’

VOR unusable:
090º–119º byd 18 NM blo 2,000’
119º–128º byd 10 NM
129º–134º byd 33 NM
135º–148º

TACAN AZIMUTH unusable:
090º–139º
DME unusable:
090º–139º

LOC/DME 108.75 I–EMV Chan 24(Y) Rwy 34. DME unusable byd 25º r of course.

FALWELL (See LYNCHBURG on page 355)

FARMVILLE RGNL (FVX) (KFVX) 4 NW UTC–5 (–4DT) N37º21.45’ W78º26.27’

RKY 03–21: H4400X75 (ASPH–GRVD) S–12.5 MIRL
RKY 03: REIL. PAPI(P2L)—GA 3.0º TCH 44.7’. Hill.
RKY 21: REIL. PAPI(P2L)—GA 3.0º TCH 44.7’. Tree.

SERVICE: S2 FUEL 100LL, JET A LGT REIL Rwy 03 and Rwy 21; MIRL
Rwy 03–21; preset low inst, to incr inst 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

WASHINGTON CENTER APP/DEP CON 135.0


RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

FLAT ROCK (H) (H) VORTACW 113.3 FAK Chan 80 N37º31.71’ W77º49.69’

TACAN 338 radial unusable

VOR unusable:
111º–168º
169º–204º blo 5,000’
274º–337º blo 4,000’
274º–337º byd 33 NM

VIRGINIA  FELKER AAF  (F/KF/FAF) A  UTC–5(–4DT)  N37º07.96´ W76º36.54´

12  B  TPA—See Remarks  NOTAM FILE DCA  Not insp.

RWY 14–32:  H3025X75 (ASPH)  PCN 13 F/B/Y/T  MRL  12 UTC–5(–4DT)

RWY 14:  ODALS. PAPI(P2L)—GA 3.0º TCH 48´. Rgt tfc.

RWY 32:  PAPI(P2L)—GA 3.0º TCH 48´.

SERVICE:  MILITARY—LGT


AIRPORT MANAGER:  757-878-2865

COMMUNICATIONS:  CTAF 126.3

© NORFOLK APP/DEP CON 126.3  335.625

TOWER 126.3  269.25 (1200–0400Z Mon–Fri exc Federal hol) GND CON 121.35  229.4

PNSV METRO 134.1 (Monitored Mon–Fri 1000–2200Z‡ exc hol. Maximum range 30 NM) BASE OPS 38.7 134.1 142.2 255.7

CLEARANCE DELIVERY PHONE:  For CD when ATCT clsd, ctc Norfolk Apch at c757-363-5864.

AIRSPACE:  CLASS D svc 1200–0400Z‡ Mon–Fri exc fed hol; other times CLASS G.

RADIO AIDS TO NAVIGATION:  NOTAM FILE FKN.

FRANKLIN  (L) (L) VORTACW  110.6  FKN  Chan 43  N36º42.85´ W77º00.74´ 047º 31.7 NM to fld. 84/9W.

VOR unusable:

090º–119º byd 18 NM blo 2,000´
119º–128º byd 10 NM
129º–134º byd 33 NM
135º–148º

TACAN AZIMUTH unusable:

090º–139º

DME unusable:

090º–139º

FLAT ROCK  N37º31.71´ W77º49.69´  NOTAM FILE DCA.

(H) (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

WASHINGTON  L–34E, 35D, 36H

NE, 8 SEP 2022 to 3 NOV 2022
FOREST

NEW LONDON (W98) 6 SW UTC–5(–4DT) N37º16.30´ W79º20.15´

NOTAM FILE DCA

RWY 18–36: H3164X40 (ASPH) 2.3% up N

RWY 18: Thld displcd 115´. Pole.

RWY 36: Trees.

AIRPORT REMARKS: Unattended. Ultralgt acft on and invof arpt. Rwys 18–36 closed daily SS–SR. Stand, fence and tower in prim and/or trnsf 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: CTA/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 LYH.

LYNCHBURG (L) (L) VOR/DME

109.2 LYH Chan 29 N37º15.27´ W79º14.18´

VOR unusable:

200º–210º

330º–360º


FORT LEE AHP 3 (QRTMST CEN) HELIPORT (VA39) A 0 S UTC–5(–4DT) N37º15.28´ W77º19.63´

NOTAM FILE FAF Not insp.

HELIPAD H1: H40X40 (CONC) PERIMETER LGTS

MILITARY REMARKS: RSTD 24 HR PPR DSN 687–6421. CAUTION Parachute jumping 2 NM NW. Small arms range 1 NM NW. Avoid overflight of ashp compound 1 NM WN. 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: P POTOMAC APP/DEP CON 126.75 307.2 MEDIVAC 32.5 (KENNER)

CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-640-4124.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

HOPEWELL (L) (L) VORTACW

112.0 HPW Chan 57 N37º19.73´ W77º06.96´ 252º 11.0 NM to fld. 70/6W.
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:  S4  FUEL  100LL, JET A+  LGT  ACTVT MIRL Rwy 06–24—CTAF. Rwy 06 PVASI OTS indefly.
AIRPORT REMARKS:  Attended 1300–2200Z‡. Unattended New Year’s, Easter, Independence, Thanksgiving and Christmas Days. Rwy 33 CLOSED daily SS–SR. 24 hr self–svc avbl, fuel truck avbl during opr hrs. Rwy 15 clsd to landing and takeoff. Rwy 15–33 outlined with yellow cones. First 89 ft pavement Rwy 06 marked as unusbl. Apchs to Rwy 06–24 will be made sufly high to cross Rt. 2 (Rwy 24) for the railroad tracks (Rwy 06) at or abv 135 ° MSL (50° AGL). Tran acft park on ramp NE side of trml. Req R/W acft not taxi next to trml.
AIRPORT MANAGER:  540-373-4431
COMMUNICATIONS:  CTAF/UNICOM 122.8
BROOKE RCO 122.1R 114.5T (LEESBURG RADIO)
QUANTICO APP/DEP CON 127.05 (Mon and Fri 1300–2200Z‡, Tue, Wed and Thu 1300–0200Z‡ exc Sat, Sun and holidays)
other times ctc
POTOMAC APP/DEP CON 128.525 (When NYG twr csld)
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 hrs 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(PNR)—GA 3.0º TCH 16’. Road.
RWY 28: APAP(PNL)—GA 3.0º TCH 16’. Pole.

SERVICE: S2 FUEL 100LL LGT Actvt MIRL Rwy 10–28—CTAF.

NOISE: Noise abatement procedures in effect, ctc arpt mgr for details at 540–635–3570.


AIRPORT MANAGER: 540-635-3570

WEATHER DATA SOURCES: AWOS–3 121.85 (540) 635–6377.

COMMUNICATIONS: CTAF/UNICOM 123.0

POTOMAC APP/DEP CON 120.45

CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-709-4993.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

LINDEN (L) (L) VORTAC W N38º51.26’ W78º12.33’ 335º 4.4 NM to fld. 2435/6W.

DME portion unusable:
115º–150º byd 20 NM blo 3,500’
150º–155º byd 20 NM blo 4,000’
155º–175º byd 20 NM blo 4,500’
175º–200º byd 20 NM blo 5,000’
200º–225º byd 20 NM blo 5,000’

TACAN AZIMUTH unusable:
115º–225º byd 20 NM

CONTINUED ON NEXT 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 N37°05.26’ W80°42.77’ 201° 20.0 NM to fld. 2127/6W.

DME unusable:
- 034°–038° byd 25 NM
- 135°–175° byd 25 NM blo 10,000’
- 200°–225° byd 10 NM
- 250°–350° 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’

TACAN 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’


GLADE SPRING N36°49.51’ W82°04.74’ NOTAM FILE DCA.

(L) (L) VOR/DME 110.2 GZG Chan 39 045° 19.7 NM to Tazewell Co. 4200/2W.

VOR unusable:
- 010°–095°
- 115°–120° byd 20 NM blo 10,000’
- 351°–004° byd 15 NM blo 8,000’

RCO 122.1R 115.6T (LEESBURG RADIO)

GORDONSVILLE MUNI (GVE/KGVE) 3 NE UTC–5(–4DT) N38°09.36’ W78°09.95’

454 B NOTAM FILE DCA

RWY 05–23: H2300X40 (ASPH) S–12.5 MIIRL 0.5% up SW

RWY 05: APAP(PNIR). Tree.


SERVICE: S2 LGT ACTIVATE MIIRL Rwy 05–23—CTAF.


AIRPORT MANAGER: (540) 832-2233

WEATHER DATA SOURCES: AWOS–3 120.225 (540) 832–2095.

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.1R 115.6T (LEESBURG RADIO)

POTOMAC APP/DEP CON 132.85

CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-640-4124.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

(W) (H) VORTAC 115.6 GVE Chan 103 N38°00.82’ W78°09.18’

002° 8.6 NM to fld. 383/6W.

TACAN AZIMUTH unusable:
- 250°–260° byd 25 NM blo 7,000’

GORDONSVILLE N38°00.82’ W78°09.18’ NOTAM FILE DCA.

(H) (H) VORTAC 115.6 GVE Chan 103 002° 8.6 NM to Gordonsville Muni. 383/6W.

TACAN AZIMUTH unusable:
- 250°–260° byd 25 NM blo 7,000’

RCO 122.1R 115.6T (LEESBURG RADIO)

HAMPTON ROADS EXEC (See NORFOLK on page 361)

HANOVER CO MUNI (See RICHMOND/ASHLAND on page 371)
Harcum

N37°26.92’ W76°42.68’ NOTAM FILE DCA.

(L) (L) VOR/TAC W 108.8 HCM Chan 25 338° 5.0 NM to Middle Peninsula Rgnl. 8/7W.

VOR unusable:
056°–095° blo 2,000’
174
275°–300° blo 2,000’

Hopewell

N37°19.73’ W77°06.96’ NOTAM FILE DCA.

(L) (L) VOR/TAC W 112.0 HPW Chan 57 003° 10.5 NM to New Kent Co. 70/6W.

HOT SPRINGS

Inglalls FLD (HSP)(KHSP) 3 S UTC–5(–4DT) N37°57.09’ W79°50.03’

3793 B NOTAM FILE HSP

HIRL 0.5% up SW
RWY 07: PAPI(P4R)—GA 3.0º TCH 45’. Trees.
RWY 25: REIL. PAPI(P4L)—GA 3.0º TCH 56’.

Service:
Fuel 100LL, JET A+ 

LGt 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 infrmv 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

Clearance Delivery Phone: For CD ctc Washington ARTCC at 703-771-3587.

Airspace: CLASS E svc 1500–2300Z‡; other times CLASS G.

Radio Aids to Navigation:

Montebello (L) (L) VOR/DME 115.3 MOL Chan 100 N37°54.03’ W79°06.41’ 280º 34.6 NM to fld. 3455/5W.

DME portion unusable:
158º–168º byd 30 NM blo 6,000’

ILS 108.7 I–HSP Rwy 25. Class IT. Unmonitored when FBO clsd.

Hummel FLD (See SALUDA on page 372)

Ingalls FLD (See HOT SPRINGS on page 349)

Ingle N36°50.43’ W76°15.08’ NOTAM FILE ORF.

NDB (LOMW) 329 OR 046º 4.0 NM to Norfolk Intl. 4/9W.

JONESVILLE

Lee Co (0VG) 5 SW UTC–5(–4DT) N36°39.25’ W83°13.07’

1411 B NOTAM FILE DCA

RWY 07–25: H5003X75 (ASPH) S–30 MIRL 0.9% up NE
RWY 07: REIL. PAPI(P2L)—GA 3.0º TCH 40’. Tree.

Service:
Fuel 100LL LGT ACTIVATE MIRL Rwy 07–25, PAPI Rwy 07 and Rwy 25, and REIL Rwy 07 and Rwy 25—CTAF.

Airport Remarks:
Attended on call. Call 276–346–2075 or 276–346–3051. 100LL avbl 24/7 with credit card.

Airport Manager: 276-346-7714

Weather Data Sources: AWOS–3 120.125 (276) 346–3333.

Communications: CTAF 122.9

WASHINGTON CENTER APP/DEP CON 127.55

Clearance Delivery Phone: For CD ctc Atlanta ARTCC at 770-210-7692.

Radio Aids to Navigation:

Hazard (L) DME 111.2 AZQ Chan 49 N37°23.48’ W83°15.78’ 177º 44.2 NM to fld. 1243.

monitored by aocc 24 hrs

DME portion unusable:
Byd 25 NM blo 4,500’
KENBRIIDGE

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.
RWY 20: APAP(PNIL)—GA 5.0º TCH 26’. Brush.

SERVICE: FUEL 100LL

AIRPORT REMARKS: Unattended. Fuel available daylight hours by calling
airport manager 301–524–0053. Deer on and inv of arpt. Parachute
activity on and inv of arpt. Numerous cracks in rwy. Conventional gear
acft be alert.

AIRPORT MANAGER: 301-524-0053

WEATHER DATA SOURCES: AWOS–3 123.875 (434) 676–1078.

COMMUNICATIONS: CTAF/UNICOM 122.7

WASHINGTON CENTER APP/DEP CON 118.75

CLEARANCE DELIVERY PHONE: For CD ctc Washington ARTCC at
703-771-3587.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

LAURENCEVILLE (L) (L) VORTACW 112.9  LVL Chan 76  N36º49.08’
W77º54.18’  310º 16.0 NM to fld. 350/8W.

VOR unusable:
090 blo 7,000’
090 byd 20 NM
091º–105º
106 blo 7,500’
106 byd 27 NM
107º–170º
171º–280º blo 6,000’
201º–325º byd 17 NM blo 9,000’
326º–089º

TACAN AZIMUTH unusable:
Blw 3,000’
VOR OTS indef
DME unusable:
Blw 3,000’

LAKE ANNA

(See BUMPASS on page 336)

LAKE COUNTRY RGNL

(See CLARKSVILLE on page 338)
LANGLEY AFB  (LFI)(KLI)  AF (NASA A)  3 N  UTC–(–ADT)  N37°04.97´  W76°21.63´  WASHINGTON
8  B  NOTAM FILE LFI  Not insp.  H–101, 121, L–350
RWY 08–26: H10002X150 (CONC–GRVD)  PCN 35 R/W/T  HIRL
RWY 08: ALSF1. PAPI(P4L)—GA 2.8º TCH 53´.
RWY 26: ALSF1. PAPI(P4L)—GA 2.8º TCH 58´.

ARRRESTING GEAR/SYSTEM
RWY 08  BAK–15(N) (60 FT OVRN) HOOK BAK–12B(B) (1100 FT).


MILITARY REMARKS: See FLIP AP/1 Supplementary Arp Information. Opr 1100–0300Z‡ Mon–Fri, 1300–2100Z‡ wkd, cssd ACC down days, hol and weekdays associated with hol.  Ctc command post (CP) DNS 574–5411 or C757–764–5411 outside of opening hrs.  RSTD ARFF Index ARFF is CAT 8.  PPR ctc BASE OPS 1030–0430Z‡ DNS 574–2504, C757–764–2504. PPR valid +/-1 hr of approval time during afld operating hrs. If outside of approval time slot ctc BASE OPS to update PPR. Only 1 fixed wing acct authorized from 1300–1400Z‡.  Transport/DV acct ctc Base Ops 20 min prior ldg.  ACC RSRS applied to ACC acct only.  Transport/DV acct ctc base ops 20 min prior ldg. ARFF  Index: ARFF is CAT 8 with 8100 gallon of capacity. Steady ARFF cond for Langley AFB is optimum level of svc (OLS) for CAT 1–8.  CAUTION  Ctc Base Ops for current BASH cond.  Inst IFR and VFR hi performance ftr tfc within the Class D Airspace:

Continued on next page
AIRSPACE: CLASS D

RADIO AIDS TO NAVIGATION: NOTAM FILE LFI.

(L) TACAN Chan 70 LFI (112.3) N37°05.13’ W76°21.56’ 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
- 252º–278º byd 20 NM
- 278º–342º
- 357º–033º byd 20 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 dalgt ops only. Svc PCL all U/S perm.


AIRPORT MANAGER: 434-848-2767


COMMUNICATIONS: CTAF/UNICOM 122.8

WASHINGTON CENTER APP/DEP CON 118.75

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

**WASHINGTON** L–36G IAP

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
- 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’

**LEE CO** (See JONESVILLE on page 349)
LEESBURG EXEC (JYO)(KJYO) 3S 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 DX 4 LGT When ATCT clsd ACTVT
ODALS Rwy 17; REIL Rwy 17 and 35; PAPI Rwy 17 and 35; PAPI
Rwy 17 and 35; HIRL Rwy 17–35—CTAF. Rwy 17 NSTD ODALS, 3
lgt configuration. Durg ATCT hrs of opn, sgl lgt gun lctd at trml.
AIRPORT REMARKS: Attended 1000–0100Z‡. For svc aft hrs call
703–889–8558. For fuel and otr svcs ctc arpt opns on freq 128.95.
Birds and deer on and invof arpt. Hel act on and invof arpt. Calm wind
use Rwy 17. Ramp fence southwest side ramps lead–in lines on west
ramp not avbl. PAEW on and invof arpt. Psbl thermal plumes fm pwr
plant 1.3 NM SSE.
AIRPORT MANAGER: 703-737-7125
WEATHER DATA SOURCES: AWOS–3 125.225 (703) 777–3781.
COMMUNICATIONS: CTA 127.5 UNICOM 122.975
POTOMAC APP/DEP CON 125.05
LEESBURG TOWER 127.5 (1300–2300Z‡) GND CON 120.5
CLNC DEL 120.5 118.55
CLEARANCE DELIVERY PHONE: For CD when ATCT clsd, ctc Potomac Apc
118.55 or 866-709-4993.
RADIO AIDS TO NAVIGATION: NOTAM FILE IAD.
ARMEL (L) (L) VOR/DME 113.5 AML Chan 82 N38º56.08´ W77º28.00´
117.75 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 335º 4.4 NM to Front Royal–Warren Co. 2435/6W.
DME portion unusable:
115º–150º byd 20 NM b1o 3,500´
150º–155º byd 20 NM b1o 4,000´
155º–175º byd 20 NM b1o 4,500´
175º–200º byd 20 NM b1o 5,000´
200º–225º byd 20 NM b1o 5,500´
TACAN AZIMUTH unusable:
115º–225º byd 20 NM
LONESOME PINE (See WISE on page 382)

NE, 8 SEP 2022 to 3 NOV 2022

LUNENBURG CO (See KENBRIDGE on page 350)

LYNCHBURG

FALWELL (W24)  3 SE  UTC–5(–4DT)  N37°22.68’  W79°07.33’

939  TPA—1739(800)  NOTAM FILE DCA

RWY 10–28: H2932X50 (ASPH)  MIRL  4.7% up W

RWY 10: Tree.


SERVICE:  S4  FUEL  100LL  LGT  Actvl 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 REMARKS:

Attended 1000–0459Z‡. Birds and other wildlife on and invof arpt. Rwy 17–35 CLOSED to air carrier acft. All sfcs work in progress mowing/maintenance. Extensive flight training on and invof arpt. Class I, ARFF Index A. PPR 12 hrs for unscheduled air carrier ops with more than 30 passenger seats. Call ARFF 434–582–1157. Index “B” coverage provided. Twy G uncontrolled not visible from twr. Twy G clsd to air carrier and acft over 12,500 lbs. Rwy 17–35 PPR for acft over 12,500 lbs.

AIRPORT MANAGER:  434-455-6090

WEATHER DATA SOURCES: ASOS (434) 237–0749 LAWRS.

COMMUNICATIONS:  CTAF 127.65  ATIS 119.8  UNICOM 122.95

RCD 122.6 (LEESBURG RADIO)

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.

AIRPORT REMARKS:

Attended 1000–0459Z‡. Birds and other wildlife on and invof arpt. Rwys 17–35 CLOSED to air carrier acft. All sfcs work in progress mowing/maintenance. Extensive flight training on and invof arpt. Class I, ARFF Index A. PPR 12 hrs for unscheduled air carrier ops with more than 30 passenger seats. Call ARFF 434–582–1157. Index “B” coverage provided. Twy G uncontrolled not visible from twr. Twy G clsd to air carrier and acft over 12,500 lbs. Rwy 17–35 PPR for acft over 12,500 lbs.

AIRPORT MANAGER:  434-455-6090

WEATHER DATA SOURCES: ASOS (434) 237–0749 LAWRS.

COMMUNICATIONS:  CTAF 127.65  ATIS 119.8  UNICOM 122.95

RCD 122.6 (LEESBURG RADIO)

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.

AIRPORT REMARKS:

Attended 1000–0459Z‡. Birds and other wildlife on and invof arpt. Rwys 17–35 CLOSED to air carrier acft. All sfcs work in progress mowing/maintenance. Extensive flight training on and invof arpt. Class I, ARFF Index A. PPR 12 hrs for unscheduled air carrier ops with more than 30 passenger seats. Call ARFF 434–582–1157. Index “B” coverage provided. Twy G uncontrolled not visible from twr. Twy G clsd to air carrier and acft over 12,500 lbs. Rwy 17–35 PPR for acft over 12,500 lbs.

AIRPORT MANAGER:  434-455-6090

WEATHER DATA SOURCES: ASOS (434) 237–0749 LAWRS.

COMMUNICATIONS:  CTAF 127.65  ATIS 119.8  UNICOM 122.95

RCD 122.6 (LEESBURG RADIO)

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.

AIRPORT REMARKS:

Attended 1000–0459Z‡. Birds and other wildlife on and invof arpt. Rwys 17–35 CLOSED to air carrier acft. All sfcs work in progress mowing/maintenance. Extensive flight training on and invof arpt. Class I, ARFF Index A. PPR 12 hrs for unscheduled air carrier ops with more than 30 passenger seats. Call ARFF 434–582–1157. Index “B” coverage provided. Twy G uncontrolled not visible from twr. Twy G clsd to air carrier and acft over 12,500 lbs. Rwy 17–35 PPR for acft over 12,500 lbs.

AIRPORT MANAGER:  434-455-6090

WEATHER DATA SOURCES: ASOS (434) 237–0749 LAWRS.

COMMUNICATIONS:  CTAF 127.65  ATIS 119.8  UNICOM 122.95

RCD 122.6 (LEESBURG RADIO)

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.

AIRPORT REMARKS:

Attended 1000–0459Z‡. Birds and other wildlife on and invof arpt. Rwys 17–35 CLOSED to air carrier acft. All sfcs work in progress mowing/maintenance. Extensive flight training on and invof arpt. Class I, ARFF Index A. PPR 12 hrs for unscheduled air carrier ops with more than 30 passenger seats. Call ARFF 434–582–1157. Index “B” coverage provided. Twy G uncontrolled not visible from twr. Twy G clsd to air carrier and acft over 12,500 lbs. Rwy 17–35 PPR for acft over 12,500 lbs.

AIRPORT MANAGER:  434-455-6090

WEATHER DATA SOURCES: ASOS (434) 237–0749 LAWRS.

COMMUNICATIONS:  CTAF 127.65  ATIS 119.8  UNICOM 122.95

RCD 122.6 (LEESBURG RADIO)

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.

AIRPORT REMARKS:

Attended 1000–0459Z‡. Birds and other wildlife on and invof arpt. Rwys 17–35 CLOSED to air carrier acft. All sfcs work in progress mowing/maintenance. Extensive flight training on and invof arpt. Class I, ARFF Index A. PPR 12 hrs for unscheduled air carrier ops with more than 30 passenger seats. Call ARFF 434–582–1157. Index “B” coverage provided. Twy G uncontrolled not visible from twr. Twy G clsd to air carrier and acft over 12,500 lbs. Rwy 17–35 PPR for acft over 12,500 lbs.

AIRPORT MANAGER:  434-455-6090

WEATHER DATA SOURCES: ASOS (434) 237–0749 LAWRS.
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: S4 FUEL 100LL, JET A+ LGT MIRL Rw 08–26 preset low intst; actvl hghr intst—CTAF.


AIRPORT MANAGER: 276-783-8805


COMMUNICATIONS: CTAF/UNICOM 122.7

ATLANTA CENTER APP/DEP CON 127.85

CLEARANCE DELIVERY PHONE: For CD ctc Atlanta ARTCC at 770-210-7692.

COMMUNICATIONS: CTAF/UNICOM 122.7

PULASKI (H) (H) VORTAC W
116.8 PSK Chan 115 N37º05.26’ W80º42.77’ 256º 32.7 NM to fld. 2127/6W.

DME unusable:
034º–038º byd 25 NM
135º–175º byd 25 NM bly 10,000’
200º–225º byd 10 NM
250º–350º byd 25 NM bly 10,000’
284º–286º byd 10 NM bly 10,000’
287º–316º byd 25 NM bly 10,000’
315º–335º byd 10 NM bly 10,000’
334º–033º byd 25 NM bly 10,000’

TACAN AZIMUTH unusable:
034º–038º byd 25 NM
053º–100º
135º–175º byd 25 NM bly 10,000’
200º–225º byd 10 NM
234º–283º
284º–286º byd 10 NM bly 10,000’
287º–316º byd 25 NM bly 10,000’
315º–335º byd 10 NM bly 10,000’
334º–033º byd 25 NM bly 10,000’

LOC/DME
110.5 I–MKJ Chan 42 Rw 26. LOC unmonitored when arpt unatndd. LOC unusable byd 15º left of course.

MARTINSVILLE

BLUE RIDGE (MTV) (KMTV) 9 SW UTC–5(–4DT) N36º37.85’ W80º01.10’

941 B NOTAM FILE MTV

RWY 13–31: H5002X100 (ASPH–GRVD) S–30, D–60 MIRL

0.6% up NW

RWY 13: REIL. PAPI(P4L)—GA 3.0º TCH 40’. Tree.
RWY 31: ODALS. REIL. PAPI(P4L)—GA 3.0º TCH 40’. Tree.

SERVICE: S4 FUEL 100LL, JET A+ LGT MIRL Rw 13 and 31; PAPI Rw 13 and 31; MIRL Rw 13–31; ODALS Rw 31—CTAF. Rw 13 VGSI unusable byd 9 deg right of cntrln.

AIRPORT REMARKS: Attended 1300–2200Z. Deer on and inv 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 APP/DEP CON 124.35


CONTINUED ON NEXT PAGE
CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE GSO.
GREENSBORO (H) (H) VORTAC 116.2  GSO  Chan 109  N36º02.74´ W79º58.58´  360º 35.1 NM to fld. 908/3W.
TACAN AZIMUTH usable: 255º–290º byd 10 NM blo 6,000´.
BALES NDB (MMH/LOM) 396  UV  N36º35.41´ W79º55.05´ 304º 5.4 NM to fld. 1089/7W. NOTAM FILE MTV.
NDB unmonitored when arpt unatndd.
LOC/DME 111.3  I–UVM  Chan 50  Rwy 31. LOM BALES NDB. Unmonitored when ATCT clsd.

MC LAUGHLIN SPB  (See CHESTER on page 338)

MECKLENBURG–BRUNSWICK RGNL  (See SOUTH HILL on page 373)

MELFA

ACCOMACK CO  (MFV)(KMFV)  1 W UTC–5(–4DT)  N37º38.81´ W75º45.66´
48  B  TPA—See Remarks  NOTAM FILE MFV
RWY 03–21: H5000X100 (ASPH)  S–26  MIRL
RWY 03: REIL. PAPI(P2L)—GA 3.0º TCH 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 inst;
incr inst & actvt REIL Rwys 03 & 21—CTAF.
AIRPORT REMARKS: Attended 1330–2230Z‡. Deer on and invof arpt.
Self-serve fuel (100LL and Jet A) avbl 24hrs. TPA—898(850) lgtr 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 127.95 (1200–0400Z‡ Mon–Sun. Other times by
NOTAM) other times ctc
PATOMAC 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  CCV  Chan 59  N37º20.85´
W75º59.86´  042º 21.2 NM to fld. 10/10W.
TACAN AZIMUTH usable: 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 380)

VIRGINIA
357
MONETA

SMITH MOUNTAIN LAKE (W91) 4 SE UTC–5(–4DT) N37°06.46’ W79°35.55’
892 B NOTAM FILE DCA
RHWY 05–23: H3058X50 (ASPH) MIRL 1.2% up NE
RHWY 05: Thld displcd 250’. Trees.
RHWY 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 acft over 5500 lbs published max GW. Cld to transient practice
landings. Rwy 05–23 clsd 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) (L) VOR/W/DME 109.2 LYH Chan 29 N37°15.27’
W79°14.18’ 248º 19.2 NM to fld. 871/5W.
VOR unusable:
200º–210º
330º–360º

MONTEBELLO N37°54.03’ W79°06.41’ NOTAM FILE DCA.
(L) (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 356)

NAILR N38°27.26’ W77°54.32’ 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 368)

NEW LONDON (See FOREST on page 345)
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.
SERVICE: S4  FUEL  100LL  LGT  RwY 06–24 NSTD LIRL, thld lghts one fixture each side. RwY 06 lgtd thld relocated 100’ and RwY 24 lgtd thld relocated 930’ for rgt ops, 2020’. RwY 06–24 lgts at rgt. No rwy end lgts RwY 24. Arpt lights and rotating bcn opr SS–SR.
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) VORTACW  114.3  LDN  Chan 90  N38°51.26’ W78°12.33’  249° 26.4 NM to fld. 2435/6W.
  DME portion unusable:
    115°–150° byd 20 NM bly 3,500’
    150°–155° byd 20 NM bly 4,000’
    155°–175° byd 20 NM bly 4,500’
    175°–200° byd 20 NM bly 5,000’
    200°–225° byd 20 NM bly 5,500’
  TACAN AZIMUTH unusable:
    115°–225° byd 20 NM
NEW RIVER VALLEY  (See DUBLIN on page 342)
NEWPORT NEWS/WILLIAMSBURG INTL (PHF)(KPHF) 9 NW UTC–5(–4DT) N37°07.91’
W76°29.58’

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/BW/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/CW/T  HIRL
RWY 02:  PAPI(P4L)—GA 3.0° TCH 53’.
RWY 20:  REIL. PAPI(P4L)—GA 3.0° 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
lghts—CTAF.  Rwy 07 MALSR unmonitored.

AIRPORT REMARKS:  Attended continuously.  Glider activity approximately 19 miles southwest of arpt, up to base of clouds. Birds
involving use ctn low lvl hel intro arpt. RC park apxly 2 miles N of arpt, up to 400 ft.  PPR 45 minutes for unscheduled
air carrier ops with more than 30 passenger seats call arpt ops at 757–234–0568.  Rwy 02–20 CONC–GRVD from AER
20 to 5000’. Remainder ASPH–GRVD. Acft arriving/departing Newport News should announce intentions on CTAF when
twr clsd. Ldg fee for acft over 12,500 lbs. Flight Notification Service (ADCUS) available.

AIRPORT MANAGER:  757-877-0221

WEATHER DATA SOURCES:  ASOS  (757) 874–3682

COMMUNICATIONS:  CTAF 118.7  ATIS 128.65  UNICOM 122.95

TOWER 118.7  (1100–0400Z‡)  GND CON 121.9  CLNC DEL 121.65  PRE TAXI CLNC 121.65

AIRSPACE:  CLASS D svc 1100–0400Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION:  NOTAM FILE ORF.

NORTHERN VORTAC 116.9  ORF  Chan 116  N36°53.51’ W76°12.02’  323° 20.1 NM to fld. 20/7W.

VOR unusable:
325°–335° byd 10 NM blo 4,000’
325°–335° 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 IE.
NORFOLK

CHESAPEAKE RGNL (CPK)(KCPK)  12 S  UTC–5(–4DT)  N36°39.94′ W76°19.24′

19  B  TPA—See Remarks  NOTAM FILE CPK

RWY 05–23  H5500X100 (ASPH—GRVD)  S–30  HIRL

RWY 05:  MALSR. PAPI(P4L)—GA 3.0º TCH 43 ′. Tree.

RWY 23:  REIL. PAPI(P4L)—GA 3.0º TCH 42 ′. Tree. Rgt tfc.

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.


AIRPORT MANAGER:  757-432-8110

WEATHER DATA SOURCES: AWOS–3  (757) 204–4290.

COMMUNICATIONS: CTAF/UNICOM 123.075

® NORFOLK APP/DEP CON 118.9

CLEARANCE DELIVERY PHONE:  GCO avbl on freq 135.075 thru Norfolk CD. If un, for CD ctc Norfolk Apch at 757-464-0757.

RADIO AIDS TO NAVIGATION:

NORFOLK  (H) (H) VORTAC 116.9 ORF Chan 116  N36°53.51′ W76°12.02′

VOR unusable:

325º–335º byd 10 NM blo 4,000′

325º–335º byd 20 NM

Byd 30 NM blo 2,500′

TACAN AZIMUTH unusable:

Byd 30 NM blo 2,500′

DME unusable:

Byd 30 NM blo 2,500′

ILS/DME 111.7  I–EYK Chan 54  Rwy 05.  Class IA.

HAMPSTEAD EXEC (PVG)(KPVG)  7 SW  UTC–5(–4DT)  N36°46.85′ W76°27.08′

28  B  TPA—See Remarks  NOTAM FILE DCA

RWY 10–28:  H5350X100 (ASPH—GRVD)  D–75  HIRL

RWY 10:  REIL. PAPI(P4L)—GA 3.0º TCH 45 ′. 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.


TPA—700(677) for helicopters.

AIRPORT MANAGER:  757-465-0260


COMMUNICATIONS: CTAF/UNICOM 122.725

® NORFOLK APP/DEP CON 118.9

CLEARANCE DELIVERY PHONE:  For CD ctc Norfolk Apch at 757-464-0757.

RADIO AIDS TO NAVIGATION:  NOTAM FILE ORF.

NORFOLK  (H) (H) VORTAC 116.9 ORF Chan 116  N36°53.51′ W76°12.02′  248º 13.8 NM to fld. 20/7W.

VOR unusable:

325º–335º byd 10 NM blo 4,000′

325º–335º byd 20 NM

Byd 30 NM blo 2,500′

TACAN AZIMUTH unusable:

Byd 30 NM blo 2,500′

DME unusable:

Byd 30 NM blo 2,500′

ILS/DME 111.7  I–PVG Chan 44(Y)  Rwy 10.  Class IB.  Autopilot cpd apchs na blw 800′ MSL. Unmonitored.
NORFOLK INTL (ORF/KORF)  3 NE UTC–5(–4DT) N36°53.68´ W76°12.07´

26  B  LRA  Class I, ARFF  Index C  NOTAM FILE ORF

RWY 05–23: H9001X150 (ASPH–CONC–GRVD) S–150, D–200,
   25–175, 2D–350, 2D/2D2–475 PCN 53 R/C/W/T HIRL CL
RWY 05: MALS. PAPI(P4L)—GA 3.0º TCH 71´. RVR–T Thld dspcl
RWY 23: MALS. PAPI(P4L)—GA 3.0º TCH 55´. RVR–R Pole.
RWY 14–32: H8476X150 (ASPH–GRVD) S–75, D–100, 2S–127
   PCN 27 F/A/W/T MIRL
RWY 14: REIL. PAPI(P2L)—GA 3.0º TCH 36´. Thld dspcl 575´. Tree.
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 inof arpt. Inmtd fld mowing ops Mar–Nov. Rwy 05–23
grvd 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 (757) 460–9348 WSP.

COMMUNICATIONS: ATIS  127.15  (757) 464–1390
RCO 122.1R  116.9T (LEESBURG RADIO)

APP CON 118.9  (010º–080º) (180º–310º)  125.7(311º–009º)

TOWER 120.8  GND CON 121.9  CLNC DEL 118.5

DEP CON 125.2

AIRSPACE: CLASS C svc ctc APP CON.

RADIO AIDS TO NAVIGATION: NOTAM FILE ORF.

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.

AIRSPACE: CLASS C svc ctc APP CON.

RADIO AIDS TO NAVIGATION: NOTAM FILE ORF.

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) N36°56.25′ W76°17.36′

15  B   NOTAM FILE NGU Not insp.

RWY 10–28: H8370X200 (ASHP–GRVD)  PCN 56 R/B/W/T HIRL CL

RWY 10: ALSF2. OLS. TDZL. REIL. PAPI(P4R)—GA 3.0° 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:


NOISE:

Noise abatement: No practice apch Mon–Sat 0400–1200Z‡, Sun 0400–1800Z‡. OT by NOTAM. No copter ovft Willoughby Spit exc via Point Xray (Chambers TACAN R–042/1.5 DME) or point Yankee (Chambers TACAN R–009/1.8 DME) at 500´.

MILITARY REMARKS:

CLSD 0400Z‡ fourth THU NOV–1200Z‡ fourth FRI NOV, CLSD 1900Z‡ 24 DEC–1200Z‡ 26 DEC, CLSD 1900Z‡ 31 DEC–1200Z‡ 2 JAN. See FLIP AP/1 Supplementary Arpt Information. RSTD PPR for non Chambers fld based act. DSN 262–3419/3429. C757–322–3419/3429. ADMC/ADTC DSN 564–444–4753/3922. C757–444–4753/3922. Act act using AMC trmc CTC ATC/AMC trmc 15 min prior ar with load rpt. Act overseas ctc AMC/ATOC via phone patch 2 hr prior ar for cstm. All other act, ctc Base Ops 15 min prior ar. CAUTION Extv fish spotter act activity (single engine general aviation acft) upwards from 1500´ over Chesapeake Bay and adjacent coastal waters. Do not mistake Norfolk Intl 5 NM SE for Chambers Field, while inbd on TACAN/RNAV Rwy 28 apchs. Chambers Field has a single rwy, Norfolk Intl has intersecting rwys. Arr/dep TCAS equipped act should expect numerous TCAS alerts from ships or transmitting into/out of the Chesapeake and coastal waters. Extv VFR tfc opr west of Chambers Class D and Norfolk Class C Airspace. Bird haz. Rwy 28 multiple cranes 1.2 NM to 1.3 NM fm DER 1600´ L to 4000´ R of centrln 260´ MSL. TFC PAT TFC Rwy 28. Basic f/w/VFR min 1000´ and 3 NM. Heliport Rwy 09–27. MISW Rwy 10–28 grooved. Flight plans for NS Norfolk, ChambersFld and NAS Oceana should be faxed to DSN 565–9680, C757–444–9680, or emailed to knngu.fltplng.fct@navy.mil. To CFM receipt of flight plans call NS Norfolk, Chambers Fld flight planning supervisor at DSN 262–3419/3429, C757–322–3419/3429. For civil ln gd permit (CALP) info ctc afld mgr C757–322–3419/3429.

COMMUNICATIONS: SFA ATIS 118.425. COMM/NAV/WEATHER REMARKS:

Radar svc avbl Mon 1200Z thru Fri 0400Z. See Terminal FLIP for Radar Minima. PAR No NOTAM MP.

AIRSPACE: CLASS D.

COMM/NAV/WEATHER REMARKS:

Radar svc avbl Mon 1200Z thru Fri 0400Z. See Terminal FLIP for Radar Minima. PAR No NOTAM MP. Radar No NOTAM MP Mon 1230–1630Z‡, Wed 1230–1630Z‡.
OCEANA NAS (APOLLO SOUCEK FLD) (NTU)(KNTU) N 3 SW UTC–5(–4DT) N36°49.36´

W76°01.91´

22 B NOTAM FILE NTU Not insp.

RWY 05R–23L H12001X200 (PEM) PCN 79 R/C/W/T HIRL CL

RWY 05L: ALSF1. OLS.

RWY 23L: ALSF1. OLS.

RWY 14L–32R H8001X150 (PEM) PCN 76 R/C/W/T HIRL

RWY 14L: ALSF1. OLS.

RWY 32R: OLS.

RWY 05L–23R H8000X150 (PEM) PCN 90 R/B/W/T HIRL

RWY 05L: OLS.

RWY 23R: OLS.

RWY 14R–32L H8000X200 (PEM) PCN 75 R/B/W/T HIRL CL

RWY 14R: ALSF1. OLS.

RWY 32L: ALSF1. OLS.

ARRESTING GEAR/SYSTEM

RWY 05R HOOK E28(B) (1412 FT).

RWY 14L HOOK E28(B) (1411 FT).

RWY 05L HOOK E28(B) (1476 FT).

RWY 14R HOOK E28(B) (1414 FT).

SERVICE:

Military—A–GEAR

A–G nml rigged all rwy except inboard rwy shortfield A–G.

JASU (NC–10C)

(MS–100 Ctc Air OPS Duty Officer to ensure avbl.)

Fuel


Fluid

LHOX LOX unavail wkends and hol.

Oil

Unavbl.

Tran

ALERT

Tran line 1230–0330Z‡ Mon–Fri; 1300–2300Z‡ Sat, Sun, and hol. Ltd prk/stor fac. Dur peak periods extv delay in tran svgs. JOSAC/NALO have priority. No LAV svc or potable water avbl. No on/off base tran sp

Noise

Noise abtmt: Strict compliance rqr with program outlined in FLIP AP/1 Suppl arpt rmk.

Military Remarks:

Class D and Class E–ext avail 0500–0459Z‡ Sun–Sat exc by NOTAM. A/D use ctn parasailing will take place along the coast from NTU 350 CW 160 from coastline to 3 NM. SFC–400´. Daytime and VMC only. From 1 Apr until 30 Oct. See FLIP AP/1 Supplementary Arpt Information. For civil acft landing permit (CALP) info ctf afls mgr C757–433–2318/2161. RSTD PPR rqr 48 hr prior non–Oceania based acft DSN 433–2161/2163.

C757–433–2161/2163. Sta to final ldg only 0300–1200Z‡, Sun 0000–1800Z‡, Vice final ldg only 0400–1200Z‡, Sun 0400–1200Z‡. Sun all fixed wing and hel flt abv 1000´ must file IFR flt plan. VFR/special VFR copter route mandatory for all hel flts at or blw 1000´. CAUTION During VMC all dep and practice inst apch fly rwy heading and do not exceed 1000´ until past dep end due extensive overhead tfc.

TFC PAT–1500. Simultaneous ldg/dep are conducted on parl rwy located 700´ apart. Extv trglee Oceana NAS/Fentress NALF. Reduced rwy seqn std in effect USN/USMC actf. Dur peak periods exp one apch to full stop ldg. MISC NS Norfolk, Chambers Fld coordinates all flight planning svcs. Flight plans should be emailed to kngu.fltplng.fct@navy.mil or faxed to DSN 565–9680, C757–433–2377. Huffer air start svc unavbl to transient acft. Use caution, parasailing will take place along the coast from NTU R–350 to NTU R–160 from coastline to 3 NM, sfc–400´ dalgt and VMC only from 1 Apr til 30 Oct. All sfc WIP grass cutting along rwys and twys. CSTMS/AG/IMG Avbl Oceana NAS based tactical actf only. Require 48 hr prior notice to Base Ops. Aircrew rqr to remain in actf until rsl by Customs.

Weather Data Sources: ASOS

Communications:

SFA 288.3 346.4 328.4 310.8 363.1 352.1 348.75 ATIS 317.6 (DSN–433–2377

C757–433–2377)

OCEANA APP/DEP CON 266.8 123.9

TOWER 127.075 360.2 GND CON 119.6 336.4 CLNC DEL 254.4

PMV 387.4 BASE OPS 284.9 (not avbl 0700–1200Z‡) ATCOM 6723

Airspace: Class D svc 0500–0459Z‡; other times Class E.

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

**H TACAN** Chan 113 NTU (116.6) N36°49.45’ W76°02.22’ at fld. 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) 3E UTC–5(–4DT) N38°14.83’ W78°02.74’

464 B NOTAM FILE OMH

RWY 08–26: H3200X75 (ASPH–AFSC) S–12 MIRL 0.6% up NE

RWY 08: REIL. PAPI(P2L)—GA 4.0º TCH 42’. Trees.

RWY 26: REIL. PAPI(P2L)—GA 4.0º TCH 44’. Trees.

SERVICE: 54 FUEL 100LL, JET A+ LGT Actvl REIL Rwy 08 & 26; PAPI Rws 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’ 026º 14.9 NM to fld. 383/6W.

TACAN AZIMUTH unusable:
- 250°–260° byd 25 NM blo 7,000’

**WASHINGTON** L–34E, 36H, A

NE, 8 SEP 2022 to 3 NOV 2022
PETERSBURG

DINWIDDIE CO (PTB)(KPTB) 5 SW UTC–5 (–4DT) N37°11.06´ W77°30.37´

193 B TPA—993(800) NOTAM FILE PTB

RWY 05–23: H5002X100 (ASPH–GRVD) S–25, 2S–83 MIRL

RWY 05: ODALS. PAPI(P4L)—GA 3.0º TCH 42´. Tree.

RWY 23: REIL. PAPI(P4L)—GA 3.0º TCH 40´. Tree.

SERVICE: S4 FUEL 100LL, JET A LGT 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: NOTAM FILE DCA.

HOPEWELL (L) (L) VORTACW 112.0 HPW Chan 57 N37º19.73´ W77º06.96´ 251º 20.6 NM to fld. 70/6W.

LOC/DME 110.3 I–JLS Chan 40 Rwy 05. LOC unmonitored when arpt unatndd.

PULASKI N37º05.26´ W80º42.77´ NOTAM FILE PSK.

(H) (H) VORTACW 116.8 PSK Chan 115 035º 3.4 NM to New River Valley. 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´

RCO 122.3 (LEESBURG RADIO)

CINCINNATI H–10H, 12H, L–26I

NE, 8 SEP 2022 to 3 NOV 2022
VIRGINIA

QUANTICO MCAF (TURNER FLD) (NYG)(KNYG) PCN 69 R/B/W/T HIRL CL
RWY 02–20: REIL, PAPI(P4L)—GA 3.0° TCH 36°.
RWY 20: REIL.

SERVICE:
FUEL: JET A1+ OX 1 MILITARY—LGT RWY 02–20: CNtrn lghts first 1000 ft. When twr clsd actvt REILS RWY 02 & 20; PAPI RWY 02; HIRL RWY 02–20; CL RWY 02; twy lghts—CTAF. To actvt & incr ints cmsnd 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 acft and light civil acft opr at other than published hr SR–SS only. Clsd fld opr not authorized for tran acft. CAUTION Bird haz vcnty RWY 02–20 SR–SS. Heavy migratory bird act Oct–Mar, heavy Osprey act Mar–Jul, heavy Eagle act Dec–Jul. No mandatory rwy VFR hold position signs co–located w/markings on Twys A, B, and D. RWY 02 ovnr 100`. RWY 20 no ovnr. Twy D sfc consists of AM–2 aluminum matting with non–skid all wx coating; no edge lghtng on Twy D. Lt lghtng on N edge of Twy B bhn rwy and int of parly 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. Twa A limited to R/W dalgt VFR only. C–17 landing zone marked but not certified. Assualt ldgs not authorized. Cat ll 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. 180° turns only on conc EOR. No staggered acft devs from RCL.

AIRPORT MANAGER: 703-784-2084

COMMUNICATIONS: SFA CTAF ATIS 263.15 (Mon and Fri 1300–2200Z‡, Tue 1600–0200Z‡, Wed–Thu 1300–0200Z‡)
APP/DEP CON 127.05 290.375 (1300–0200Z‡ Mon–Thu, 1300–2200Z‡ Fri, opr Sat, Sun and hol by NOTAM only.)
POTOMAC APP/DEP CON 128.525 306.925 (When twr clsd)
TOWER 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/Apch are clsd ctc Potomac Apch at 866-709-4993.

AIRSPACE: CLASS D svc 1300–2200Z‡ Mon–Thu, 1300–2200Z‡ Fri, opr Sat, Sun and hol by NOTAM only; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

BROOKE (L) VORTAC 114.5 BRV Chan 92 N38°20.18 ’ W77°21.17 ’ 022° 10.3 NM to fld. 145/9W.

DME unusable:
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°

ASR/PAR (1300–0200Z‡ Mon–Thu, 1300–2200Z‡ Fri, opr Sat, Sun and holidays by NOTAM only)

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.
QUINTON

NEW KENT CO (W96) 8 W UTC–5(–4DT) N37°30.21’ W77°07.59’

121 B TPA—921(800) NOTAM FILE DCA

RWY 11–29: H3602X75 (ASPH) S–12.5 MIRL 0.4% up W

RWY 11: REIL: PAP(P2R)—GA 4.0º TCH 45’. Road.

RWY 29: REIL: PAP(P2L)—GA 4.0º TCH 45’. Trees.

SERVICE: FUEL 100LL LGT MIRL Rwy 11–29—CTAF. Rotg bcn not visible when approaching fm the north.

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–3 119.875 (804) 932–8863.

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-640-4124.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

HOPEWELL (L) (L) VORTACW 112.0 HPW Chan 57 N37°19.73’ W77°06.96’ 003º 10.5 NM to fld. 70/6W.

RICHLANDS

TAZEWELL CO (JFZ)(KJFZ) 2 S UTC–5(–4DT) N37°03.82’ W81°47.90’

2653 B NOTAM FILE JFZ

RWY 07–25: H4299X75 (ASPH) S–12.5, D–18 MIRL

RWY 07: REIL: PAP(P2L)—GA 3.5º TCH 47’. Trees.

RWY 25: REIL: PAP(P2L)—GA 3.5º TCH 47’. Tree.

SERVICE: FUEL 100LL, JET A+ LGT MIRL Rwy 07–25 preset low intst.

To increase intst and ACTVT REIL Rwy 07 and 25; PAPI Rwy 07–25—CTAF.


AIRPORT MANAGER: 276-963-4509

WEATHER DATA SOURCES: AWOS–3 118.075 (276) 596–9927.

COMMUNICATIONS: CTAF/UNICOM 123.05

ATLANTA CENTER APP/DEP CON 127.85

GCO 135.075 (thru ZTL clnc del and DCA RADIO) – inop.

CLEARANCE DELIVERY PHONE: For CD if una via GCO ctc Atlanta ARTCC at 770-210-7692.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

GLADE SPRING (L) (L) VOR/DME 110.2 GZG Chan 39 N36°49.51’ W82°04.74’ 045º 19.7 NM to fld. 4200/2W.

VOR unusable:

010º–095º

115º–120º byd 20 NM b10 0,000’

351º–004º byd 15 NM b10 8,000’

LOC/DME 109.75 I–JFZ Chan 34(Y) Rwy 25.
RICHMONDF

RICHMOND EXEC/CHESTERFIELD CO (FCI/KFCI)  4 SW  UTC–5(–4DT)  N37°24.39´

W77°31.49´

236  B  TPA—See Remarks  LRA  NOTAM FILE DCA

RWY 15–33: H5500X100 (ASPH–GRVD)  S–60, D–80  HIRL

0.7% up NW

RWY 15: REIL. PAPI(P4L)—GA 3.0º TCH 43´. Trees.

RWY 33: MALSR. PAPI(P4L)—GA 3.0º TCH 50´. Brush.

SERVICE:  S4  FUEL  100LL, JET A  OK  3  LGT HIRL Rwy 15–33 preset

low inst; incr inst and actvt MALSR Rwy 33 and REIL Rwy 15—CTAF.

NOISE: Noise sensitive area north of arpt. No wind voluntary use of Rwy 15

preferred.

AIRPORT REMARKS: Attended 1200–0300Z‡. Fuel aft hrs call

804–271–7793 or 844–435–9732 btwn 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  N37°31.71´ W77°49.69´  123º 16.2 NM to fld. 460/6W.

TACAN 338 radial unusable

VOR unusable:

111º–168º

169º–204º blo 5,000´

274º–337º blo 4,000´

274º–337º byd 33 NM

ILS/DME 108.3 I–CFU  Chan 20  Rwy 33. Class IA.  LOC/DME unmonitored when arpt unatndd.

WASHINGTON

H–10H, L–36H

IAP

NE, 8 SEP 2022 to 3 NOV 2022
AIRPORT REMARKS: Attended continuously. TWR 245.5' MSL crane (marked and lgtd) 5.4 NM south of aprt. Bird activity invol all rwy's and twys and invol aprt. Arpt slf 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 ldc 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 twys. Due to the close proximity to Rwy 02-20, Twy U hold line may be behind acft, once clear of Rwy 02. No taxing on Twa pushed back actf and the terminal on the air carrier ramp. Twa J hold line from use by actf with wingspans greater than 118´ and wheel bases greater than 59´. Twa K hold line from use by actf with wingspan greater than 118´ and wheel bases greater than 59´. Twa T south of Twa J hold line from use by actf with wingspans greater than 118´ and wheel bases greater than 59´. Twa R btml Twa A and FSDO ramp hold line from use by actf with wingspan greater than 118´ and wheel bases greater than 59´ and Twa R west of FSDO ramp designated for actf with wingspans less than 79´. Twa A btml Twa C and Twa E hold line from use by actf with wingspans greater than 171´. Twa T (north of Twa F) hold line from use by actf with wingspan greater than 118´. Twa V btml Twa A and Twa R hold line from use by actf with wingspan greater than 59´. Int rqs judgemental oversteering. Air carrier apron clsd to unscheduled acft weighing under 35,000 lbs. No edge lgts on north/south section of Twa 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, lgtd acft, 1701(1533) all others. ATC cnc rdq for pushbacks from hardstands C9, C10, and C12 onto Twa A. ATC cnc rdq for pushbacks from gates A6, A8, B5, B7, B9, B11, B13 onto Twa 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
RTO 122.4 (LEESBURG RADIO)
® POTOMAC APP/DEP CON 126.4 (001º–185º) 126.75 (186º–360º) 118.2
TOWER 121.1 GND CON 121.9 CLNC DEL 127.55

AIRSPACE: CLASS C svc ctc APP CON.

RADIO AIDS TO NAVIGATION: NOTAM FILE RIC.

IAP, AD
RICHMOND/ASHLAND

HANOVER CO MUNI
(OFP)(KOFP) 8 N UTC–5(–4DT) N37°42.54´ W77°26.20´ 207 B TPA—1007(800) NOTAM FILE OFP
RWY 16–34: HS402X100 (ASPH–PFC) S–40 MIRL
RWY 16: REIL. PAPI(P4L)—GA 3.0º TCH 40´. Trees.
RWY 34: REIL. Trees.
SERVICE: S4 FUEL 100LL, JET A OK 1, 2, 3, 4 LGT Actvt REIL Rwys 16 & 34; MIRL Rw 16–34—CTAF.
NOISE: Noise sensitive area south of arpt.
AIRPORT REMARKS: Attended 1200–0000Z‡. Deer and birds on and inflw of arpt. For acft svcs call 804–798–6500. Rw 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
® POTOMAC APP/DEP CON 126.75 118.2
CLNC DEL 125.4
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 N37°30.14´ W77°19.22´ 345º 13.6 NM to fld. 158/9W.
TAC AZM unusable: 060º–075º byd 10 NM blo 1,700´
LOC/DME 109.7 1–OFFP Chan 34 Rwy 16. LOC unmonitored when arpt unatndd.

CONTINUED ON NEXT 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) VORW 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 (MHW) 277 VIT N37º12.24’ W79º52.90’ 336º 8.6 NM to fld. 1543/8W.

NDB unusable:
Byd 11 NM

LDA/DME 111.1 I–SZK Chan 48 Rwy 06. Glideslope AIMED parl to LOC course. DME unusable byd 30º left of course. LOC unusable wi 0.6 NM. ILS unusable blw 1,475’.

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 dsplcd 125’. Tree.
RWY 19: APAP(PNIR). Tree.

SERVICE: S4 FUEL 100LL. LGT ACTIVATE MIRL Rwy 01–19—CTAF.

Rwy 01 has NSTD thld lgts, has second set of green lgts. Rwy 01 VGSI OTS indef. Rwy 19 VGSI OTS indef.

AIRPORT REMARKS: Attended 1300–2100Z‡. Unattended Thanksgiving. Christmas day and New Year’s day. Topping is city closest to the arpt. Arpt is 2 miles ENE. Drainage swales full length of rwy on both sides. Use of exit in front of Hummel Aviation advised. Birds and deer on and invof 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

WASHINGTON L–34E, 36I IAP

NORFOLK APP/DEP CON 126.05

CLEARANCE DELIVERY PHONE: For CD ctc Norfolk Apch at 757-464-0757.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

HARCUM (L) (L) VORTACW 108.8 HCM Chan 25 N37º26.92’ W76º42.68’ 061º 15.6 NM to fld. 8/7W.

VOR unusable:
056º–095º blo 2,000’
174
275º–300º blo 2,000’

SHANNON (See FREDERICKSBURG on page 346)

SHENANDOAH VALLEY RGNL (See STAUNTON/WAYNESBORO/HARRISONBURG on page 375)

SMITH MOUNTAIN LAKE (See MONETA on page 358)

NE, 8 SEP 2022 to 3 NOV 2022
VIRGINIA

SOUTH BOSTON

WILLIAM M TUCK (W78) 373 N36°42.56’ W78°50.90’

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

WEATHER DATA SOURCES: AWOS–3

COMMUNICATIONS: CTAF/UNICOM

WASHINGTON CENTER APP/DEP CON 124.05


RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

SOUTH BOSTON (L) (L) VORTAC 110.4 SBV Chan 41 N36°40.50’ W79°00.87’ 081º 8.3 NM to fld. 520/5W.

WASHINGTON

W–9C, L–26J, 36G

SOUTH BOSTON

N36°40.50’ W79°00.87’ NOTAM FILE DCA.

(R) (L) VORTAC 110.4 SBV Chan 41 081º 8.3 NM to William M Tuck. 520/5W.

RCO 122.1R 122.5 110.4T (LEESBURG RADIO)

SOUTH HILL

MECKLENBURG–BRUNSWICK RGNL (AVC)(KAVC) 4 SE UTC–5(–4DT) N36°41.30’

W78°03.27’

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 REMARKS: Attended 1300–2200Z‡. 24 hr fuel avbl by credit card. Deer and birds on and invof arpt. Bcn dusk–dawn. Corporate hangar taxilane rstd to acft with winspan no larger than 55’.

AIRPORT MANAGER: 434-729-2591

WEATHER DATA SOURCES: AWOS–3

COMMUNICATIONS: CTAF/UNICOM

WASHINGTON CENTER APP/DEP CON 118.75


RADIO AIDS TO NAVIGATION: NOTAM FILE FKN.

FRANKLIN (L) (L) VORTAC 110.6 FKN Chan 43 N36°42.85’ W77°00.74’ 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.
NOTAM FILE RMN

RWY 15–33: H5000X100 (ASPH–GRVD) S–30, D–70, 25–89 HIRL 0.8% up NW

RWY 15: REIL, PAPI(P4L)—GA 3.0º TCH 45º. Trees.

RWY 33: MALS, PAPI(P4L)—GA 3.0º TCH 45º. Trees.

SERVICE: S2 FUEL 100LL, JET A LGT Actvt MALS Rwy 33; REIL Rwy 15; HIRL Rwy 15–33—CTAF.

NOISE: Noise: In eff 24 hrs. VFR acft departing Rwy 33 fly rwy heading until baseball fields 1 NM then turn left.


AIRPORT MANAGER: 540-658-1212

WEATHER DATA SOURCES: AWOS–3 126.325 (540) 657–8283.

COMMUNICATIONS: CTAF/UNICOM 122.725

QUANTICO APP/DEP CON 127.05 (Mon and Fri 1300–2200Z‡ Tue, Wed and Thu 1300–0200Z‡, exc Sat, Sun and holidays, other times ctc POTOMAC APP/DEP CON 128.525

CLEARANCE DELIVERY PHONE: GCO avbl 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´ 316° 6.1 NM to fld. 145/9W.

DME unusable:
011°–060° byd 20 NM
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
121°–161° byd 17 NM
162°–238°
239°–249° byd 5 NM
250°–010°

SHANNON NDB (MHW) 237 EZF N38°15.98´ W77°27.03´ 008° 7.9 NM to fld. 83/10W. NOTAM FILE EZF. NDB unmonitored when arpt unatndd.

NDB unusable:
Byd 15 NM

ILS/DME 108.75 I–RMN Chan 24(Y) Rwy 33. 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) N38º15.83´ W78º53.79´

1201 B TPA—See Remarks Class I, ARFF Index B NOTAM FILE SHD

RWY 05–23: H6002X150 (ASPH–GRVD) S–7, D–150, 2S–175,
2D–215 PCN 44 F/B/X/U HIRL 0.4% up NE

RWY 05: MALSR. PAPI(P4L)—GA 3.0º TCH 56’. Pole.
RWY 23: REIL. PAPI(P4L)—GA 3.0º TCH 44’.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA–6002 TODA–6002 ASDA–6002 LDA–6002

SERVICE: S4 FUEL 100LL, JET A OX 3, 4 LGT Actvt MALSR Rwy 05;
REIL Rwy 23; HIRL Rwy 05–23 & twy lgts—CTAF. PAPI Rwy 05 and 23 oprs consly.

AIRPORT REMARKS: Attended continuously. PPR 12 hrs for unsked air carrier
ops with more than 30 passenger seats call 540–234–8304. TPA
2001(800) piston acft, 2701(1500) jet/turbo acft.

AIRPORT MANAGER: 540-234-8304

WEATHER DATA SOURCES: AWOS–3

COMMUNICATIONS: CTAF/UNICOM 123.0

MONTEBELLO RCO 122.1R 115.3T (LEESBURG RADIO)

® POTOMAC APP/DEP CON 132.85

CLNC DEL 118.35

CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-640-4124.

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION:

NOTAM FILE DCA.

MONTEBELLO (L) (L) VOR/DME 115.3 MOL Chan 100 N37º54.03´ W79º06.41´ 030º 23.9 NM

to fld. 3455/5W.

DME portion unusable:

158º–168º byd 30 NM blo 6,000´

STAUT NDB (LOMW) 375 SH N38º12.11´ W78º57.44´ 047º 4.7 NM to Shenandoah Valley Rgnl. 1240/9W.

SUFFOLK EXEC (SFQ) (KSFQ) 3 SW UTC–5(–4DT) N36º40.97´ W76º35.98´

70 B NOTAM FILE SFQ

RWY 04–22: H5007X100 (ASPH) S–30, D–60, 2D–60 HIRL

RWY 04: REIL. PAPI(P4L)—GA 3.0º TCH 39’. Tree. Rgt ttc.
RWY 22: REIL. PAPI(P4L)—GA 3.5º TCH 45’. Trees.

RWY 07–25: H3750X100 (ASPH) S–30, D–50, 2D–85 MIRL

RWY 07: Tree.


SERVICE: S4 FUEL 100LL, JET A, MOGAS LGT Actvt REIL Rwys 04 & 22; HIRL Rwy 04–22, MI Rwy 07–25—CTAF.

AIRPORT REMARKS: Attended 1300–2200Z‡. Parachute Jumping. Deer on
and invof arpt. Parachute activity on and invof arpt. Rwy 07 rwy end
arrow heads painted white instead of designed aviation yellow. Rwy
07 markings faded and poor condition. Rwy 25 markings in poor
condition.

AIRPORT MANAGER: 757-514-4411

WEATHER DATA SOURCES: AWOS–3

COMMUNICATIONS: CTAF/UNICOM 122.7

® NORFOLK APP/DEP CON 127.9

CLEARANCE DELIVERY PHONE: For CD ctc Norfolk Apch at 757-464-0757.

CONTINUED ON NEXT PAGE
### RADIO AIDS TO NAVIGATION:

**NOTAM FILE FKN.**

**FRANKLIN (L) (L) VORTAC**

- Channel: 110.6
- Frequency: 376°42.85’
- Bearing: W77°00.74’
- NM to fld.: 104° 20.0 NM to fld. 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°

**LOC/DME**

- 109.95
- Channel: 36(Y)
- Bearing: Rwy 04.

---

### TANGIER ISLAND (TGJ)(KTGI) 1 W UTC–5(–4DT)

<table>
<thead>
<tr>
<th>Rwy</th>
<th>Service</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>Tree. Rgt tlc.</td>
<td>Tmo - stdple 183’, Road.</td>
</tr>
</tbody>
</table>

**AIRPORT REMARKS:**

- Be alert: rtd area one mi west of arpt; hi-speed acft drop bombs & fire live ammunition in area. PAEW adjacent to all rws, twys & ramps. TPA—605(600) lgt acft, 150(150) hvy acft. Rwy end 02:

**AIRPORT MANAGER:** 757-891-2496

**WEATHER DATA SOURCES:**

- AWOS–3 3119.8 (757) 891–2246.
- CTAF/UNICOM 122.8

**COMMUNICATIONS:**

- PATUXENT APP/DEP CON 121.0 (1200–0400Z Mon–Sun. Other times by NOTAM) other times ctc
- POTOMAC APP/DEP CON 127.2

**CLEARANCE DELIVERY PHONE:** For CD 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) VORTAC**

- Frequency: 112.2
- Channel: CCV
- Bearing: N37º20.85’
- NM to fld.: 10/10W.

- VOR unusable:
  - 005°–015° byd 20 NM blo 4,000’

- DME unusable:
  - 005°–015° byd 20 NM blo 4,000’

**CAPTAIN CHARLES (L) (L) VORTAC**

- Frequency: 112.6
- Channel: XSA
- Bearing: N37º51.58’
- NM to fld.: 10/10W.

- VOR unusable:
  - 137°–322° byd 17 NM blo 2,000’
  - 137°–322° byd 22 NM blo 3,000’

**TAPPANNOCK/ESSEX CO (XSA)(KXSA) 5 S UTC–5(–4DT) 114.1 RIC Chan 88 N37º30.14’ W77º19.22’ 052º 29.5 NM to fld. 158/9W.**

- Bearing: 060°–075° byd 10 NM blo 1,700’
TAZEWELL CO (See RICHLANDS on page 368)

TECH N37°12.52’ W80°24.21’ NOTAM FILE BCB.
NDB (MHW) 368 TEC at Virginia Tech/Montgomery Exec. 2126/8W.

TWIN CO (See GALAX HILLSVILLE on page 347)

VINTON N37°12.24’ W79°52.90’ NOTAM FILE ROA.
NDB (MHW) 277 VIT 336° 8.6 NM to Roanoke/Blacksburg Rgnl (Woodrum Fld). 1543/8W.
NDB unusable:
   Byd 11 NM

VIRGINIA HIGHLANDS (See ABINGDON on page 332)

VIRGINIA TECH/MONTGOMERY EXEC (See BLACKSBURG on page 334)

WAKEFIELD MUNI (AKQ)(KAKQ) 2 NW UTC–5(–4DT) N36°59.23’ W77°00.07’
111 B NOTAM FILE AKQ
RWY 02–20: H4337X75 (ASPH) S–12.5 MIRL
   RWY 02: Thld dpdcd 298’. 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) (U) VORTACW 110.6 FKN Chan 43 N36°42.85’
   W77°00.74’ 011° 16.4 NM to fld. 84/9W.
VOR unusable:
   090°–119° byd 18 NM blo 2,000’
   119°–128° byd 10 NM
   129°–134° byd 33 NM
   135°–148°
TAGAN AZIMUTH unusable:
   090°–139°
DME unusable:
   090°–139°
NDB (MHW) 274 AKQ N36°58.97’ W77°00.06’ at fld. 105/11W. NOTAM FILE AKQ. NDB unmonitored.
NDB unusable:
   Byd 10 NM
WALLOPS FLIGHT FACILITY (WAL)(KWAL) NASA

Not insp.

RWY 04: REIL. PAP(P4L)—GA 3.0º TCH 57´.
RWY 22: REIL. PAP(P4L)—GA 3.0º TCH 60´.

RWY 10: REIL. PAP(P4L)—GA 3.0º TCH 69´.
RWY 28: REIL. PAP(P4L)—GA 3.0º TCH 61´.

RWY 17–35: H4808X150 (ASPH) S–15, D–40, 2D–75 HIRL
RWY 17: REIL. PAP(P4L)—GA 3.0º TCH 63´.
RWY 35: REIL. PAP(P4L)—GA 3.0º TCH 59´.

ARRESTING GEAR/SYSTEM
HOOK E28(B) (1500 FT).

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 Idg, 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.

RADIO AIDS TO NAVIGATION:
SNOW HILL (L) VORTACW 112.4 SWL Chan 71 N38º03.40´ W75º27.83´ 189º 7.0 NM to fld. 34/8W.

COMM/NAV/WEATHER REMARKS: Communication on CTAF required.
WARRENTON/FAUQUIER (HWY)(KHWY) 12 SE UTC–5(–4DT) N38°35.18´
W77°42.64´
336  B  NOTAM FILE DCA
RWY 15–33: H5000X100 (ASPH–GRVD) S–15, D–70 HIRL
0.5% up SE
RWY 15: REIL. PAPI(P4L)—GA 3.0º TCH 53´. Tree.
RWY 33: REIL. PAPI(P4L)—GA 3.0º TCH 47´. Tree.
SERVICE: S4 FUEL 100LL, JET A  LGT Actvt HIRL Rwy 15–33—CTAF.
NOISE: Noise abatement procedures in effect over town of Midland; ctc arpt manager 540–422–8283.
AIRPORT MANAGER: 540-422-8283
WEATHER DATA SOURCES: AWOS–3 120.350 (540) 788–4078.
COMMUNICATIONS: CTA/UNICOM 122.7
POTOMAC APP/DEP CON 128.525
CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-709-4993.
RADIO AIDS TO NAVIGATION:
NOTAM FILE DCA.
CASANOVA (H) (H) VORTACW
116.3  CSN Chan 110  N38°38.47´
W77°51.93´ 120º 8.0 NM to fld. 442/6W.
VOR unusable:
310º–350º byd 10 NM blo 11,000´
TACAN AZIMUTH unusable:
310º–350º byd 10 NM blo 11,000´
DME unusable:
310º–350º byd 10 NM blo 11,000´
LOC/DME 109.75  I–HWY Chan 34(Y) Rwy 15. LOC unusable byd 20º left of course.

WAYNESBORO
EAGLE’S NEST (W13) 3 W UTC–5(–4DT) N38°04.62´ W78°56.67´
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 118.625 (540) 941–7570.
COMMUNICATIONS: CTA/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
® POTOMAC APP/DEP CON 126.75
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 373)
VIRGINIA

WILLIAMSBURG–JAMESTOWN (JGG)(KJGG) 3 SW UTC–5(–4DT) N37º14.35´ W76º42.97´

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 lghts Rwy H1—CTAF.

NOISE: Noise abatement procedures in effect, ctc arpt manager 757–229–9256. Rwy 31 dep turn left heading 270º to avoid school 3500 ft off rwy end.


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) VORTACW 108.8  HCM Chan 25  N37º26.92´ W76º42.68´ 188º 12.6 NM to fld. 8/7W.

VOR unusable: 056º–095º blo 2,000´ 174 275º–300º blo 2,000´

HELIPAD H1: H60X60 (CONC)

HELIPORT REMARKS: Helipad CLOSED ctc 122.8 for ldg instructions. Helipad H1 perimeter lghts.

WINCHESTER RGNL (OKV)(KOKV) 3 SE UTC–5(–4DT) N39º08.61´ W78º08.67´

726  B TPA—See Remarks NOTAM FILE OKV

RWY 14–32: H5498X100 (ASPH–GRVD) S–75, D–150 HIRL 0.5% up NW

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

RWY 32: MALSR. PAPI(P4L)—GA 3.0º TCH 45º. Tree.

SERVICE:  S4  FUEL  100LL, JET A  LGT Actvt MALSR Rwy 32; REIL Rwy 14; HIRL Rwy 14–32—CTAF.


AIRPORT MANAGER: 540-662-5786


COMMUNICATIONS: CTAF/UNICOM 122.7

® POTOMAC APP/DEP CON 120.45

CLNC DEL 126.15

CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-709-4993.

RADIO AIDS TO NAVIGATION: NOTAM FILE MRB.

MARTINSBURG (L) (L) VORTACW 112.1 MRB Chan 58  N39º23.13´ W77º50.90´ 231º 20.0 NM to fld. 600/7W.

VOR unusable: 020º–030º byd 15 NM blo 6,900´ 127º–146º byd 15 NM 290º–310º byd 35 NM blo 5,400´


WASHINGTON

L–34E, 36H

IAP

NE, 8 SEP 2022 to 3 NOV 2022
LONESOME PINE (LNP)(KLNP) 3 NE UTC–5(–4DT) N36°59.25’ W82°31.80’
2684  B  NOTAM FILE LNP
RWY 06–24: H5280X100 (ASPH–GRVD) S–42, D–55, 2D–100 MIRL 0.3% up NE
RWY 06: REIL PAPI(P2L)—GA 3.0º TCH 34’. Trees.
RWY 24: ODALS (NSTD) PAPI(P2R)—GA 3.0º TCH 36’. Trees.
SERVICE: FUEL 100LL, JET A+. LGT Actvt ODALS Rwy 24; REIL Rwy 06; MIRL Rwy 06–24—CTAF. Rwy 24 NSTD ODALS; 5 lgts configuration.
AIRPORT MANAGER: 276-328-5300
WEATHER DATA SOURCES: AWOS–3 118.6 (276) 328–3727.
COMMUNICATIONS: CTAF/UNICOM 123.0
INDIANAPOLIS CENTER APP/DEP CON 126.575
CLEARANCE DELIVERY PHONE: For CD ctc Indianapolis ARTCC at 317-247-2411.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
GLADE SPRING (L) (L) VOR/DME 110.2 GZG Chan 39 N36°49.51’ W82°04.74’ 296º 23.8 NM to fld. 4200/2W.
VOR unusable: 000º–095º
115º–120º byd 20 NM blo 10,000’
351º–004º byd 15 NM blo 8,000’
ILS/DME 110.7 I–OWN Chan 44 Rwy 24. LOC/DME unmonitored when arpt unatndd.
WOODRUM N37°19.45’ W79°58.74’ NOTAM FILE ROA.
(T) VORW 114.9 ODR at Roanoke/Blacksburg Rgnl (Woodrum Fld). 1164/8W.
VOR unusable: 035º–050º byd 20 NM blo 7,000’
035º–110º byd 10 NM blo 4,200’
035º–110º byd 15 NM blo 6,500’
290º–360º byd 15 NM

382  VIRGINIA

NE, 8 SEP 2022 to 3 NOV 2022
APPALACHIAN RGNL (See WILLIAMSON on page 402)

ARTHURDALE

TITUS FLD (70D) 2 W UTC–5(–4DT) N39º29.93´ W79º51.19´

1863 NOTAM FILE EKN

RWY 09–27: 2400X50 (TURF) 1.0% up W

RWY 09: Trees.

RWY 27: Tree.


AIRPORT MANAGER: 304-864-6996

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Clarksburg Apch at 304-842-2011, when Apch clsd ctc Cleveland ARTCC at 440-774-0226.

BECKLEY

RALEIGH CO MEML (BKW)(KBKW) 3 E UTC–5(–4DT) N37º47.24´ W81º07.45´

2504 B 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 40º.

RWY 19: MALS. PAPI(P4L)—GA 3.0º TCH 55º.

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 61º.

RWY 28: REIL. VASI(V4L)—GA 3.75º TCH 66º.

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; MIRL Rwy 10–28; HIRL Rwy 01–19; twy lgts—CTAF. PAPI Rwy 01 and 19 set at medium, ctc UNICOM to change intst. Rwy 28 VGSI and descent angles not coincident.

AIRPORT REMARKS: Attended continuously. Deer, birds and wild turkeys on and inof 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) VOR/DME 117.7 BKW Chan 124 N37º46.82´ W81º07.41´ at fld. 2517/6W.

DMC unusable: 083º–200º byd 21 NM

VOR unusable: 070º–200º

ILS 1117 I–MQU Rwy 19. Class IB.

BECKLEY N37º46.82´ W81º07.41´ NOTAM FILE BKW.

(H) VOR/DME 117.7 BKW Chan 124 at Raleigh Co Meml. 2517/6W.

DMC unusable: 083º–200º byd 21 NM

VOR unusable: 070º–200º

NE, 8 SEP 2022 to 3 NOV 2022
BERKELEY SPRINGS
POTOMAC AIRPARK (W35)  4 N  UTC–5(–4DT)  N39°41.56’ W78°09.97’
413  NOTAM FILE EKN
RWY 11–29: H/979X70 (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) VORTACW 115.0  THS  Chan 97  N39°55.99’ W77°57.06’  222º 17.5 NM to fld. 2338/7W.
HAGERSTOWN (L) VORW 109.8  HGR  N39°41.86’ W77°51.34’  276º 14.4 NM to fld. 563/7W.  NOTAM FILE
HGR.
VOR unusable: 251º–280º byd 16 NM blo 4,000’
281º–300º byd 24 NM blo 8,000’
351º–050º

BLUEFIELD
MERCER CO  (BLF)(KBLF)  3 NE  UTC–5(–4DT)  N37°17.76’ W81°12.45’
2857 B  NOTAM FILE BLF
RWY 05–23: H4743X100 (ASPH–GRVD)  S–30, D–48  HIRL
RWY 05: REIL. PAP(P4L)—GA 3.0º TCH 40’. Bldg.
RWY 23: REIL. PAP(P4L)—GA 3.0º TCH 65’. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–4743  TODA–4743  ASDA–4743  LDA–4743
SERVICE: S4  FUEL  100LL, JET A, A+  LGT Actvt REIL Rwy 05 & 23; PAPI Rwy 05 & 23; HIRL Rwy 05–23; twy lights—CTAF.
AIRPORT MANAGER: 304-327-5308

CONTINUED ON NEXT PAGE
WEATHER DATA SOURCES: ASOS 132.725 (304) 327–5766.
COMMUNICATIONS: CTAF 122.9

BLUEFIELD RCO 122.2 (ELKINS RADIO)
RCO 122.1R 115.1T (ELKINS RADIO)

INDIANPOLIS CENTER APP/DEP CON 126.575

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Indianapolis ARTCC at 317-247-2411.

AIRSPACE: CLASS E svc 1025–0225Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION:
BLUEFIELD (L) VOR/DME 115.05 BLF Chan 97(Y) N37º18.39´ W81º11.66´ at fld. 2900/3W. DME unusable: 090º–120º byd 20 NM 120º–220º byd 20 NM blo 10,000´
VOR unusable: 040º–050º byd 10 NM 070º–100º byd 30 NM 140º–150º byd 35 NM blo 10,000´

ILS 109.5 L–BLF Rw 23. Class IIA. Autopilot coupled apchs na blw 3,600´ MSL.

BOGGS FLD (See SPENCER on page 399)

BRAXTON CO (See SUTTON on page 400)

BUCKHANNON

UPSHUR CO RGNL (W22) 2 W UTC–SAT(–4DT) N39º00.04´ W80º16.50´
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 27´. Trees.

SERVICE: FUEL 100LL, JET A LGT Actvt PAPI Rw 29; MIRL Rw 11–29 and twy lgtS—CTAF. Visual glideslope indicator and glidpath not coincident.


AIRPORT MANAGER: 304-472-9437

WEATHER DATA SOURCES: AWOS–3

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) VORTACW 114.2 EKN Chan 89 N38º54.87´ W80º05.96´ 309º 9.7 NM to fld. 2160/7W.

TAGAN AZIMUTH & DME unusable: 081º–189º byd 32 NM blo 9,000´ 273º–039º byd 12 NM blo 6,000´

BUSHI N37º46.94´ W80º28.11´ NOTAM FILE LWB.

NDB (MHW/LOM) 346 LW 044º 5.6 NM to Greenbrier Valley. 2162/8W.

NDB unusable: Byd 15 NM
WEST VIRGINIA INTERNATIONAL YEAGER (CRW)(KCRW) P (ANG) 3 E UTC–5(–4DT) N38º22.56´ · W81º35.57´
947 B LRA Class I, ARFF Index B NOTAM FILE CRW 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 PAP(PAL)–GA 3.0º TCH 56´. RVR–TR Pole.
RWY 23: ALSF1. VASI(V4R)–GA 3.0º TCH 56´. RVR–TR Thld dsplcd
500´. 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)

Birds and deer on and invof arpt. Rwy 23 mil assault ldg zone and
precision intrument markings. Ldg fee not applicable to based acft.

AIRPORT MANAGER: 304-344-8033

Birds and deer on and invof arpt. Rwy 23 mil assault ldg zone and
precision intrument markings. Ldg fee not applicable to based acft.

AIRPORT MANAGER: 304-344-8033

Birds and deer on and invof arpt. Rwy 23 mil assault ldg zone and
precision intrument markings. Ldg fee not applicable to based acft.

AIRPORT MANAGER: 304-344-8033

Birds and deer on and invof arpt. Rwy 23 mil assault ldg zone and
precision intrument markings. Ldg fee not applicable to based acft.

AIRPORT MANAGER: 304-344-8033

Birds and deer on and invof arpt. Rwy 23 mil assault ldg zone and
precision intrument markings. Ldg fee not applicable to based acft.

AIRPORT MANAGER: 304-344-8033

Birds and deer on and invof arpt. Rwy 23 mil assault ldg zone and
precision intrument markings. Ldg fee not applicable to based acft.

AIRPORT MANAGER: 304-344-8033

Birds and deer on and invof arpt. Rwy 23 mil assault ldg zone and
precision intrument markings. Ldg fee not applicable to based acft.

AIRPORT MANAGER: 304-344-8033

Birds and deer on and invof arpt. Rwy 23 mil assault ldg zone and
precision intrument markings. Ldg fee not applicable to based acft.

AIRPORT MANAGER: 304-344-8033

Birds and deer on and invof arpt. Rwy 23 mil assault ldg zone and
precision intrument markings. Ldg fee not applicable to based acft.

AIRPORT MANAGER: 304-344-8033

Birds and deer on and invof arpt. Rwy 23 mil assault ldg zone and
precision intrument markings. Ldg fee not applicable to based acft.

AIRPORT MANAGER: 304-344-8033

Birds and deer on and invof arpt. Rwy 23 mil assault ldg zone and
precision intrument markings. Ldg fee not applicable to based acft.

AIRPORT MANAGER: 304-344-8033

Birds and deer on and invof arpt. Rwy 23 mil assault ldg zone and
precision intrument markings. Ldg fee not applicable to based acft.

AIRPORT MANAGER: 304-344-8033

Birds and deer on and invof arpt. Rwy 23 mil assault ldg zone and
precision intrument markings. Ldg fee not applicable to based acft.

AIRPORT MANAGER: 304-344-8033

Birds and deer on and invof arpt. Rwy 23 mil assault ldg zone and
precision intrument markings. Ldg fee not applicable to based acft.

AIRPORT MANAGER: 304-344-8033

Birds and deer on and invof arpt. Rwy 23 mil assault ldg zone and
precision intrument markings. Ldg fee not applicable to based acft.

AIRPORT MANAGER: 304-344-8033

Birds and deer on and invof arpt. Rwy 23 mil assault ldg zone and
precision intrument markings. Ldg fee not applicable to based acft.

AIRPORT MANAGER: 304-344-8033

Birds and deer on and invof arpt. Rwy 23 mil assault ldg zone and
precision intrument markings. Ldg fee not applicable to based acft.

AIRPORT MANAGER: 304-344-8033

Birds and deer on and invof arpt. Rwy 23 mil assault ldg zone and
precision intrument markings. Ldg fee not applicable to based acft.

AIRPORT MANAGER: 304-344-8033

Birds and deer on and invof arpt. Rwy 23 mil assault ldg zone and
precision intrument markings. Ldg fee not applicable to based acft.

AIRPORT MANAGER: 304-344-8033

Birds and deer on and invof arpt. Rwy 23 mil assault ldg zone and
precision intrument markings. Ldg fee not applicable to based acft.

AIRPORT MANAGER: 304-344-8033

Birds and deer on and invof arpt. Rwy 23 mil assault ldg zone and
precision intrument markings. Ldg fee not applicable to based acft.

AIRPORT MANAGER: 304-344-8033

Birds and deer on and invof arpt. Rwy 23 mil assault ldg zone and
precision intrument markings. Ldg fee not applicable to based acft.

AIRPORT MANAGER: 304-344-8033

Birds and deer on and invof arpt. Rwy 23 mil assault ldg zone and
precision intrument markings. Ldg fee not applicable to based acft.

AIRPORT MANAGER: 304-344-8033

Birds and deer on and invof arpt. Rwy 23 mil assault ldg zone and
precision intrument markings. Ldg fee not applicable to based acft.

AIRPORT MANAGER: 304-344-8033

Birds and deer on and invof arpt. Rwy 23 mil assault ldg zone and
precision intrument markings. Ldg fee not applicable to based acft.

AIRPORT MANAGER: 304-344-8033

Birds and deer on and invof arpt. Rwy 23 mil assault ldg zone and
precision intrument markings. Ldg fee not applicable to based acft.

AIRPORT MANAGER: 304-344-8033

Birds and deer on and invof arpt. Rwy 23 mil assault ldg zone and
precision intrument markings. Ldg fee not applicable to based acft.

AIRPORT MANAGER: 304-344-8033

Birds and deer on and invof arpt. Rwy 23 mil assault ldg zone and
precision intrument markings. Ldg fee not applicable to based acft.
CLARKSBURG

NORTH CENTRAL WEST VIRGINIA (CKB)(KCKB) P (ARNG) 1 NE UTC–5(–4DT) N39°17.86′ W80°13.65′

1224  B  Class I, ARFF Index B  NOTAM FILE CKB

RWY 03–21: H7800X150 (ASPH–GRVD) S–80, D–125, 2S–158, 2D–180, 2D/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 dsplcd 670′. Trees.

RWY 21: MALSR PAPI(P4L)—GA 3.0º TCH 60′. RVR–T Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA–7800 TODA–7800 ASDA–7800 LDA–7130


SERVICE: S4 FUEL 100LL, JET A 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 GPS 123.425


AIRSPACE: CLASS D svc 1200–0400Z‡; other times CLASS G.

RADAR AIDS TO NAVIGATION: NOTAM FILE CKB.

CLARKSBURG (L) (L) VOR/W/DEME 112.6 CKB Chan 73 N39°15.19′ W80°16.07′ 030° 3.3 NM to fld. 1427/4W.

VOR unusable:

041°–051° byd 6 NM
056°–081°
116°–137°

ILS 109.3 L–CKB Rwy 21. Class IB. Unmonitored when ATCT clsd. Glnsdlse unusable byd 5º left of course. Autopilot cpd apch na blw 2,000′ MSL. LOC front unusable 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 N38°52.35′ W79°55.63′

RCO 122.2 (ELKINS RADIO)

EASTERN WV RGNL/SHEPHERD FLD (See MARTINSBURG on page 392)
ELKINS/RANDOLPH CO (JENNINGS RANDOLPH FLD)  (EKN)(KEKN)  2 S UTC-5(−4DT)  N38°53.37´

W79°51.43´
1987  B TPA—3000(1013)  NOTAM FILE EKN

Rwy 14–32:  H4544X140 (ASPH)  S–10  1.0% up NW

Rwy 14:  Tree.
Rwy 32:  Thld dsplcd 1390´.  Trees.

0.6% up SW
Rwy 05:  Thld dsplcd 154´.  Trees.
Rwy 23:  REIL.  PAPI(P2L)—GA 5.0º TCH 45´.  Antenna.


Airport Manager:  304-636-2726

Weather Data Sources:  ASOS 119.275 (304) 636–5603.

Communications:  CTAF 123.6

Clearance Delivery Phone:  For CD if una to ctc on FSS freq, ctc Washington ARTCC at 703-771-3587.

Airport Manager:  304-636-2726

Weather Data Sources:  ASOS 119.275 (304) 636–5603.

Communications:  CTAF 123.6

Clearance Delivery Phone:  For CD if una to ctc on FSS freq, ctc Washington ARTCC at 703-771-3587.

Airspace:  CLASS E svc 1200–0400Z‡; other times CLASS G.

Radio Aids to Navigation:  NOTAM FILE EKN.

(L) (L) VORTACW 114.2  EKN Chan 89  N38°54.87´ W80°05.96´  104º 11.4 NM to fid. 2160/7W.

TACAN AZIMUTH & DME unusable:
081º–189º byd 32 NM b/w 9,000´ 273º–039º byd 12 NM b/w 6,000´

RANDOLPH COUNTY NDB (HW) 284  RQY N38°53.64´ W79°51.56´ at fid. 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 blw 4,500´.  DME portion unusable byd 6.0 NM blw 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).  H–10H, 12H, L–29C 2160/7W.

TACAN AZIMUTH & DME unusable:
081º–189º byd 32 NM b/w 9,000´ 273º–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 dispcld 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.  
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 396)  

GREENBRIER VALLEY  (See LEWISBURG on page 391)  

HENDERSON  N38º45.25´ W82º01.57´  NOTAM FILE EKN.  
(H) DME 115.9  HNN  Chan 106  307º 8.0 NM to Gallia–Meigs Rgnl. 880.  
DME unusable:  
185º–290º blo 4,500´  

HERRON  (See NEW CUMBERLAND on page 394)  

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: Rgt tfc.  
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´

W82°33.62´

828  B  LRA  Class I, ARFF Index B  NOTAM FILE HTS

RWY 12–30:  H7017X150 (ASPH–GRVD)  S–110, D–140, 2S–175, 2D–230 PCN B1 FC/CT  HIRL

RWY 12:  MALSR.  PAPI(P4L)—GA 3.0º TCH 56´.  RVR–T Trees.

RWY 30:  REL.  PAPI(P4L)—GA 3.0º TCH 49´.  RWR–R Thld dsplcd 501´.

RUNWAY DECLARED DISTANCE INFORMATION


SERVICE:  S4  FUEL  100LL, JET A  OX 3, 4  LGT  PAPI Rwy 30 unusable byd 7º left of centerline.


AIRPORT MANAGER:  304-453-6165

WEATHER DATA SOURCES:  ASOS  (304) 453–3408

COMMUNICATIONS:  ATIS  125.2  UNICOM  122.95

HUNTINGTON RCO  122.2 (ELKINS RADIO)

HUNTINGTON APP/DEP CON 119.75 (South)  128.4 (North)

HUNTINGTON TOWER  118.5  GND CON  121.9  CLNC DEL  118.05

AIRSPACE:  CLASS D.

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.

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 398)

KEE FLD  (See PINEVILLE on page 397)

KEssel  N39º13.53´ W78º59.37´ NOTAM FILE EKN.

(L) (L) VOR/DME  110.8  ESL  Chan 45  214º 15.6 NM to Grant Co. 2590/6W.

VOR unusable:  035º–045º

LAWRENCE CO AIRPARK  (See CHESAPEAKE/HUNTINGTON WVA on page 386)

CINCINNATI  H–10H, L–26H  IAP, AD

390  WEST VIRGINIA
LEWISBURG  

GREENBRIER VALLEY (LWB)(KLWB)  3 N  UTC–5(–4DT)  N37º51.50´ W80º23.97´
2302  B  ARFF Index—See Remarks  NOTAM FILE LWB

RWY 04–22: H7003X150 (ASPH–GRVD)  S–90, D–120, 2S–152,
2D–160  PCN 52 F/D/X/U  HIRL

RWY 04: MALSR.
RWY 22: REIL. VASI(V4L)—GA 3.0º TCH 58º.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 04: TORA–7003  TODA–7003  ASDA–7003  LDA–7003

SERVICE: S2  FUEL 100LL, JET A

COMM/NAV/WEATHER REMARKS:
Use CTA F118.9 when twr clsd. Freq 121.5 not avbl at twr.

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(P2L)—GA 3.0º TCH 47º. Trees.
RWY 24: REIL. PAPI(P2L)—GA 3.0º TCH 42º. Trees.

SERVICE: S4  FUEL 100LL, JET A  LGT ACTIVATE MIRL Rwy 06–24, REIL Rwy 06 and Rwy 24, PAPI Rwys 06 and Rwy 24—CTAF.


AIRPORT MANAGER: 304-752-0975

WEATHER DATA SOURCES: AWOS–3PT 119.375 (304) 752–0814.

COMMUNICATIONS: CTA F122.9

© 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 (See MOUNDSVILLE on page 394)
MARTINSBURG

EASTERN WV RGNL/SHEPHERD FLD (MRB)(KMRB) P (ANG) 4 S UTC-5(-4DT) N39°24.14´ W77°58.98´

565 B TPA—See Remarks ARFF Index—See Remarks NOTAM FILE MRB

PCN 56 R/B/W/T HIRL

RWY 08: REIL. PAPI(P4L)—GA 3.0º TCH 53´.

RWY 26: MALSR. VASI(V4L)—GA 3.0º TCH 53´. Thld dsplcd 1000´.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08:
TORA–8815
TODA–8215
ASDA–8215
LDA–8215

RWY 26:
TORA–8815
TODA–8815
ASDA–8815
LDA–7815

SERVICE:
FUEL 100LL, JET A, A++
OX 3
LGT When ATCT clsd, actvl MALSR Rwy 26; REL Rwy 08; PAPI Rwy 08; 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 invof 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. Twy B clsd from T–hangar twy lane south. Twy D clsd past pvt hangar 1750 ft S of Twy E. TPA—rectangular 1600(1035), lgt 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:
ASOS 119.925 (304) 264–0988. unmonitored when twr clsd.

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.

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) VORTAC 112.1 MRB Chan 58 N39º23.13´ W77º50.90´ 286º 6.3 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 108.3 l–EXW Rwy 26. Class IE.

MASON CO (See POINT PLEASANT on page 397)

MERCER CO (See BLUEFIELD on page 384)

MID–OHIO VALLEY RGNL (See PARKERSBURG on page 395)

NE, 8 SEP 2022 to 3 NOV 2022
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:

MORGANTOWN MUNI (WALTER L BILL HART FLD)  (MGW)(KMGW)  3 E  UTC–5(–4DT)

N39º38.62´ W79º55.05´
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(4L)—GA 3.0º TCH 59´.
RWY 36: REIL. VASI(4L)—GA 3.0º TCH 52´.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 18:
TORA–5199  TODA–5199  ASDA–5199  LDA–5199
RWY 36:
TORA–5199  TODA–5199  ASDA–5199  LDA–5199
SERVICE: S2  FUEL  100LL, JET A  LGT  When ATCT clsd ACTVT MALSR Rwy 18; REIL Rwy 36; VASI Rwy 36; HIRL Rwy 18–36; twy lgt5—CTAF.
AIRPORT MANAGER: 304-291-7461
WEATHER DATA SOURCES: AGOS 120.675 (304) 296–7103.
COMMUNICATIONS: CTAF 125.1  UNICOM 122.95
BCO 122.1R 111.6T (ELKINS RADIO)
CLARKSBURG APP/DEP CON 121.15 (1200–0400Z)
CLEVELAND CENTER APP/DEP CON 126.95 (0400–1200Z1) or ctc Cleveland ARTCC at 440–774–0226.
TOWER 125.1 (1200–0400Z1) 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 1200–0400Z1; 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
MARSHALL CO (MPG)(KMPG) 3S UTC–5(–4DT) N39º52.85´ W80º44.15´
1215  B  NOTAM FILE EKN
RWY 06–24: H3301X60 (ASPH)  S–12.5 MIRL  0.6% up SW
RWY 06: PAPI(P2L)—GA 4.0º TCH 30´, P–line.
RWY 24: PAPI(P2R)—GA 3.0º TCH 46´, P–line.
SERVICE:  S4 FUEL 100LL  LGT ACTIVATE rtg bcn—CTAF. ACTIVATE MIRL Rwy 06–24—CTAF. PAPI Rwy 06 and 24 oper cont. Rwy 24 VGSI unusbl byd 7º left of ctrln.
AIRPORT REMARKS: Attended 1330Z–dusk. After hrs atndt 304–312–1119 (mgr cell). Deer and birds on and inv of arpt. 100LL Avbl 1400–2000Z‡. After hrs fuel 304–312–1199 (mgr cell), or 204–559–8359 (atndt). Rwy 06–24 slopes up 0.6% from south to north. Rwy 24, due to terrain, winds may be turbulent on apch. Rwy safety area both ends have 100’ drop offs 200’ from thld 0B.
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
CLEARED DELIVERY PHONE: For CD ctc Cleveland ARTCC at 440-774-0226.
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
BELLAIRE  (H) (H) VORW/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 LGT Arpt lgts opr dusk–0400Z‡. ACTVT LIRL Rwy 04–22—123.0—5 times on/5 times off. Rwy 04–22 has lgts on SE side only.
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 387)
ONA AIRPARK (See MILTON on page 393)
PARKERSBURG

MID–OHIO VALLEY RGNL (PKB) (KPKB) P (ARNG) 6 NE UTC–5(–4DT) N39º20.70´ W81º26.36´

859  B  Class I, ARFF Index A  NOTAM FILE PKB

RWY 03–21: H7240X150 (ASPH–GRVD)  S–85, D–100, 2D–175

PCN 31 R/C/X/T  HIRL  0.8% up NE

RWY 03: MALSR. PAPI(P4L)—GA 3.0º TCH 49´. RVR–TR

RWY 21: REIL. PAPI(P4R)—GA 3.0º TCH 56´. RVR–TR Thld dsplcd 460´.


PCN 30 R/C/X/T  HIRL

RWY 10: REIL. PAPI(P2L)—GA 3.0º TCH 46´.

RWY 28: REIL. PAPI(P2L)—GA 3.0º TCH 43´.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA–7240  TODA–7240  ASDA–6780  LDA–6780

RWY 10: TORA–4002  TODA–4002  ASDA–4002  LDA–4002


SERVICE: S2  FUEL  100LL, JET A  LGT

When ATCT clsd actvl MALSR

Rwy 03; REIL Rwy 10 & 21; HIRL Rwy 03–21 & 10–28—CTAF. PAPI

Rwy 03 & 21 opr consly. REIL Rwy 28 unavbl when ATCT clsd. Rwy

21 PAPI unusbl byd 5 degs left and 9 degs right of cntrln. Rwy 28 PAPI


AIRPORT REMARKS: Attended continuously. Birds and deer on and inv of 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 act less than 6,500 lbs. for act greater than 6,500, ldg fee waived with fuel purchases.

AIRPORT MANAGER: 304-464-5113

WEATHER DATA SOURCES: ASOS (304) 464–1001

COMMUNICATIONS: CTAF 123.7  ATIS 124.35  UNICOM 122.95

PARKERSBURG RCO 122.2 (ELKINS RADIO)

INDIANAPOLIS CENTER APP/DEP CON 125.55

PARKERSBURG TOWER 123.7 (1200–0400Z‡)  GND CON 121.7

CLEARANCE DELIVERY PHONE: When ATCT clsd, for CD ctc Indianapolis ARTCC at 317-247-2411.

AIRSPACE: CLASS D svc 1200–0400Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE PKB

PARKERSBURG  (L) (L) VOR/DME 114.45  JPU  Chan 91(Y)  N39º26.47´ W81º22.49´  211º 6.5 NM to fld.

VERSIDB (LOMW) 388  PK  N39º15.24´ W81º29.10´  028º 5.9 NM to fld. 812/7W.

NDB unusable:

000º–094º byd 10 NM blo 3,000’ 095º–149º 150º–210º byd 10 NM

ILS 110.7 V–PKB Rwy 03.  Class IB.  LOM VERSI NDB. LOM unmonitored.

PARKERSBURG  N39º26.47´ W81º22.49´ NOTAM FILE PKB.

(L) (L) VOR/DME 114.45  JPU  Chan 91(Y)  211º 6.5 NM to Mid–Ohio Valley Rgnl. 1016/3W.

RCO 122.2 (ELKINS RADIO)
NOTAM FILE EKN

RWY 13–31: H5000X75 (ASPH) S–41, D–53.4 MIRL 0.3% up NW

AIRPORT REMARKS: Attended 1200–0000Z‡. Aftr hrs on call 304–209–2603. Birds on and inv of arpt. 100LL self service fuel H24 w credit card. Glider ops. Rwy 31 rgt tfc for glider and ultra–light only. All other powered acft std left tfc 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

RADIO AIDS TO NAVIGATION:
NOTAM FILE EKN.

KESSEL (L) VOR/DME 110.8 ESL Chan 45 N39º13.53´ W78º59.37´ 214º 15.6 NM to fld. 2590/6W.

VOR unusable: 035º–045º

LDA/DME 111.5 I–IYQ Chan 52 Rwy 31. DME unusable byd 25º left of course and byd 28º r of course. DME unusable byd 10 NM blw 4,500´; byd 13 NM blw 4,900´; byd 14 NM blw 5,200´; byd 15 NM blw 5,900´, byd 19 NM. LOC unusable byd 10 NM blw 4,200´.

NOTAM FILE CKB.

CLARKSBURG  (L) VOR/DME 112.6 CKB Chan 73 N39º15.19´ W80º16.07´ 122º 10.9 NM to fld. 1427/4W.

VOR unusable: 041º–051º byd 6 NM
056º–081º
116º–137º

PHILIPPI

PHILIPPI/BARBOUR CO RGNL (79D) 2 NW UTC–5(–4DT) N39º09.97´ W80º03.74´

NOTAM FILE EKN

RWY 08–26: H3275X60 (ASPH) MIRL

RWY 08: REIL. PAPI(P2L)—GA 3.0º TCH 20´. Thld dsplcd 140´. Tree.


SERVICE: FUEL 100LL 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
®
WASHINGTON CENTER APP/DEP CON 128.6 (0400–1200Z‡)


RADIO AIDS TO NAVIGATION: NOTAM FILE CKB.

CLARKSBURG (L) VOR/DME 112.6 CKB Chan 73 N39º15.19´ W80º16.07´ 122º 10.9 NM to fld. 1427/4W.

VOR unusable: 041º–051º byd 6 NM
056º–081º
116º–137º

SIMPSON

SIMPSON (9W3) 3 S UTC–5(–4DT) N39º05.61´ W80º01.55´

NOTAM FILE EKN

RWY 01–19: 1500X50 (TURF)

RWY 01: Road.

RWY 19: Trees.

AIRPORT REMARKS: Attended continuously. Deer on and in vicinity of arpt. Rwy 01 85´ tree, 0´ dstc, 106´ R. Rwy 19 has 50´ drop–off 75´ dstc. Rwy 01 has 15´ public rd across rwy end. Rwy 01 Rwy partially mkd w/white tires. Rwy 01–19 std rolling.

AIRPORT MANAGER: 304-457-2323

COMMUNICATIONS: CTAF 122.9

PIENVILLE

KEE FLD (116) 2 NW UTC–5(–4DT) N37°36.03’ W81°33.56’
1783 B NOTAM FILE EKN
RWY 08–26: H3701X60 (ASPH) S–13 MIRL 1.6% up E
RWY 08: REIL. Trees.
RWY 26: REIL. Thld dsplcd 590’. Trees.
SERVICE: FUEL 100LL LGT ACTIVATE MIRL Rwy 08–26 REIL Rwy 08 and Rwy 26—CTAF.
AIRPORT MANAGER: 304-732-9160
WEATHER DATA SOURCES: AWOS–3
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Indianapolis ARTCC at 317-247-2411.
RADIO AIDS TO NAVIGATION: NOTAM FILE BKW.

POINT PLEASANT

MASON CO (312) 4 NE UTC–5(–4DT) N38°54.88’ W82°05.91’
643 B NOTAM FILE EKN
RWY 07–25: H4000X75 (ASPH) S–24 MIRL 0.3% up SW
RWY 07: REIL. PAPI(P2L)—GA 3.0º TCH 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‡. Deer on and in vicinity of arpt. Steam from cooling twrs NW occasionally obscures obstruction lghts on twr North. Rwy 07 has 3’ ditch 80’ L and R of cntln first 1000’, 6–8’ brush parallel to Rwy 25, 95’ fm centerline. 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. Several power plant stacks in vicinity of arpt west and north. Rwy 25, 35’ drop off, 100’ fm rwy end.
AIRPORT MANAGER: 304-675-7765
WEATHER DATA SOURCES: AWOS–3
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEARANCE DELIVERY PHONE: For CD ctc Huntington ATCT at 304-453-2490.
RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.
HENDERSON (H) DME 115.9 HNN Chan 106 N38°45.25’ W82°01.57’ 341º 10.2 NM to fld. 880.
DME unusable: 185º–290º blo 4,500’

POTOMAC AIRPARK (See BERKELEY SPRINGS on page 384)

RAINELLE (L) VORW 116.6 RNL 353º 15.7 NM to Summersville. 3350/4W.

RALEIGH CO MEML (See BECKLEY on page 383)

RANDOLPH CO N38°53.64’ W79°51.56’ NOTAM FILE EKN.
NDB (HW) 284 ROY at Elkins/Randolph Co (Jennings Randolph Fld). 1938/7W.
NDB unusable: 018º–084º byd 10 NM
085º–017º byd 15 NM

CINCINNATI L–26H IAP
CINCINNATI L–29B IAP
CINCINNATI L–26I
CINCINNATI L–29C

NE, 8 SEP 2022 to 3 NOV 2022
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 MIRL 0.5% up NE
RWY 04: REIL, PAPI(P2L)—GA 3.0º TCH 50′. Trees.
RWY 22: REIL, PAPI(P2L)—GA 4.0º TCH 50′. Trees.

SERVICE: S4 FUEL 100LL LGT 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 04–22 has over 50′ drop–off 200′ fm thr on each end.

AIRPORT MANAGER: 304-273-8114

WEATHER DATA SOURCES: AWOS–2

COMMUNICATIONS:
CTAF/UNICOM 122.8

RICHWOOD MUNI (314) 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) (H) VOR/DME 117.7 BKW Chan 124 N37°46.82′ W81°07.41′ 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) N39°24.37′ W80°16.61′

997 NOTAM FILE EKN

RWY 05–23: 2265X45 (TURF) 0.9% up NE
RWY 05: Trees.

SERVICE: S2

AIRPORT REMARKS: Unattended. Deer on and 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 100′ from thld Rwy 23 OB. 15′ drop–off 45′ from centerline full length both sides of rwy. Acft parked 55′ W of rwy centerline, approximately 1,000′ N of Rwy 05 end. Apch Rwy 23 from northwest, depart Rwy 05 to northwest due to ridge northeast of arpt. 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.
**WEST VIRGINIA**

**SIMPSON** (See PHILIPPI on page 396)

**SLATE RUN** (See SPENCER on page 399)

**SPENCER**

**BOGGS 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‡. Wildlife and deer on and inv of rwy. +++. Ocnl RC model acft ops on rwy midfield. 24 hr self svc credit card fuel. TPA single/multi eng 1928(1000), turbine/large acft, 2428(1500). NSTD safety area, 50´ hill 170´ from each side of rwy centerline.

**AIRPORT MANAGER:** 304-481-1214

**WEATHER DATA SOURCES:** AWOS–3 118.575 (304) 927–0123.

**COMMUNICATIONS:** CTAF/UNICOM 122.725

**R CHARLESTON APP/DEP CON 124.1**

**CLEARANCE DELIVERY PHONE:** For CD ctc Charleston Apch at 304-344-5867 ext 281.

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

**HENDERSON (H) DME 115.9 HNN Chan 106 N38º45.25´**

**W82º01.57´ 082º 32.0 NM to fld. 880.**

**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.

**SERVICE:** LGT ACTIVATE LIRL Rwy 16–34 on req. Rwy 16–34 NSTD LIRL, Rwy 34 thld lgts not centered. Rwy 16–34 edge lgts located 25 ft outward from rwy edge.

**AIRPORT REMARKS:** Unattended. Deer on and inv of arpt. 100´ drop off at each rwy end. Rwy 16–24 trees and brush 40´ from centerline. Pline on apch to Rwy 16.

**AIRPORT MANAGER:** 304-545-8154

**COMMUNICATIONS:** CTAF/UNICOM 122.725

**CLEARANCE DELIVERY PHONE:** For CD ctc Charleston Apch at 304-344-5867 ext 281

**CINCINNATI**

**L–29B IAP**

**NE, 8 SEP 2022 to 3 NOV 2022**

SUTTON
BRAXTON CO (48I) 3 E UTC−5(−4DT) N38º41.23’ W80º39.13’ 1276 B NOTAM FILE EKN RWY 02–20: H3995X60 (ASPH–AFSC) S–12 MIRL 0.6% up N RWY 02: REIL. Thld dsplcd 801’. Trees. RWY 20: REIL. PAP(P2L)—GA 4.0’ TCH 40’. Trees. SERVICE: FUEL 100LL JET A LGT Dusk–Dawn. After 0400Z‡, actvt REIL Rwy 02 and 20; PAPI Rwy 20; and MIRL Rwy 02–20—CTAF. Rwy 20 VGSI unusable byd 6º left and byd 6º right of centerline. AIRPORT REMARKS: Unattended. 15’ brush, 100’ R/L of rwy centerline. Bcn lctd 1/4 mile NW of arpt. 6’ ditch crosses AER 02 0–116’ from thr. Gate access 1200–0000Z‡ 1–2–3–4. 0000Z‡–1200Z‡ 0–7–6–5. Rwy 20 rwy mkgs faded. AIRPORT MANAGER: (304) 542-3311 WEATHER DATA SOURCES: AWOS–3P 118.225 (304) 765–7805. 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) VORTAC 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 bio 9,000’ 273º–039º byd 12 NM bio 6,000’

TITUS FLD (See ARTHURDALE on page 383)

TRI–STATE/MILTON J FERGUSON FLD (See HUNTINGTON on page 390)

UPSHUR CO RGNL (See BUCKHANNON on page 385)

VERSI N39º15.24’ W81º29.10’ NOTAM FILE PKB. NDB (LOMW) 388 PK 028º 5.9 NM to Mid–Ohio Valley Rgnl. 812/7W. NDB unusable: 000º–094º byd 10 NM bio 3,000’ 095º–149º 150º–210º byd 10 NM

WADE F MALEY FLD (See SHINNSTON on page 398)
WEST VIRGINIA

WELCH MUNI (I25) 3 SE UTC–5(–4DT) N37º25.11´ W81º31.86´

2118 NOTAM FILE EKN

RWY 09–27: H2695X50 (ASPH)

RWY 09: Trees.
RWY 27: Trees.


AIRPORT MANAGER: 304-436-2214

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Indianapolis ARTCC at 317-247-2411.

WEST VIRGINIA INTL YEAGER (See CHARLESTON on page 386)

WHEELING OHIO CO (HLG)(KHLG) 8 NE UTC–5(–4DT) N40º10.50´ W80º38.78´

1194 B NOTAM FILE HLG

RWY 03–21: H5002X150 (ASPH–GRVD) S–120, D–170, 2S–175, 2D–290 HIRL 0.5% up NE

RWY 03: MALSF. RVR–TR Trees.
RWY 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(P4L)—GA 3.0º TCH 42´. Trees.

SERVICE: FUEL 100LL, JET A LGT When ATCT csld ACTVT MALSF Rwy 03; REIL Rwy 21 and 34; PAPI Rwy 34; HIRL Rwy 03–21; MIRL Rwy 16–34; twy lghts excpt Twy A—CTAF. Rwy 34 REIL OTS indefly. Rwy 34 PAPI OTS indefly. 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. Paved svc rd extends fm end to FAA equip; access controlled.

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.

(U) (L) WOR/DME 112.2 HLG Chan 59 N40º15.59´ W80º34.12´ 222º 6.2 NM to fld. 1269/7W.

VOR portion usable: 020º–026º byd 15 NM
028º–039º byd 10 NM
080º–100º byd 15 NM bll 11,000´
123º–133º bll 4,000´
150º–170º byd 15 NM
R–027 byd 20 NM

ILS 109.7 1–HLG Rwy 03. Class IA. ILS unusbl when ATCT csld. Glideslope unusbl for cpd apchs blw 1,401´.

© NE, 8 SEP 2022 to 3 NOV 2022
WILLIAMSON

APPALACHIAN RGNL (EBD)(KEBD)  8 E  UTC-5(-4DT)  N37°40.91’ W82°07.32’

1883  B  NOTAM FILE EKN

RWY 08–26: H5001X75 (ASPH)  MIRL  1.1% up E

RWY 08: REIL. PAP(P2L)—GA 3.0º TCH 40’. Trees.

RWY 26: REIL. PAP(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  N38°09.50’

W82°54.60’  127°47.1 NM to fld. 1070.
## Special Notices

### Washington DC SFRA

**Special Terms and Procedures**

- **SFRA East Sector**
  - 132.775
  - 350.325

- **SFRA West Sector**
  - 127.325
  - 236.775

- **SFRA South Sector**
  - 125.125
  - 291.775

### Entry/Exit Filing Gates for DC SFRA Flight Plans

<table>
<thead>
<tr>
<th>Gate (Freq)</th>
<th>Defining Radials (DCA)</th>
<th>Visual Checkpoints</th>
</tr>
</thead>
<tbody>
<tr>
<td>WOOLY (132.775)</td>
<td>R-341 R-044</td>
<td>I-270 I-95</td>
</tr>
<tr>
<td>PALEO (132.775)</td>
<td>R-045 R-119</td>
<td>I-95 Abeam Chesapeake Beach</td>
</tr>
<tr>
<td>WHINO (125.125)</td>
<td>R-120 R-172</td>
<td>Abeam Chesapeake Beach Northern boundary Wicomico River</td>
</tr>
<tr>
<td>GRUBY (125.125)</td>
<td>R-173 R-214</td>
<td>Northern boundary Wicomico River Western boundary Potomac River / Widewater Beach</td>
</tr>
<tr>
<td>BRV (127.325)</td>
<td>R-215 R-236</td>
<td>Western boundary Potomac River / Widewater Beach West side of Lunga Reservoir</td>
</tr>
<tr>
<td>FLUKY (127.325)</td>
<td>R-237 R-269</td>
<td>West side of Lunga Reservoir VA Route 29</td>
</tr>
<tr>
<td>JASEN (127.325)</td>
<td>R-270 R-309</td>
<td>VA Route 29 VA Route 7</td>
</tr>
<tr>
<td>LUCKE (127.325)</td>
<td>R-310 R-339</td>
<td>VA Route 7 I-270</td>
</tr>
</tbody>
</table>

**NE, 8 SEP 2022 to 3 NOV 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

1. Complete the training requirements at http://www.faa.gov for VFR aircraft
operations.
   • 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)
406  SPECIAL NOTICES

6. VFR speed restriction (≤180 KIAS in DC SFRA, & ≤230 KIAS from 30 NM - 60 NM from the DCA VOR/DME unless otherwise authorized.)

7. Communication with ATC for all operations, except:
   - Leesburg (JYO) egress/ingress: make CTAF calls
   - Fringe airport egress: monitor guard if able
   - Towered airport pattern work: talk to tower
   - Non-towered airport pattern work:
     - Make CTAF calls and monitor Guard if able.

8. To enter or exit the DC SFRA under IFR, pilots must:
   - File and activate their IFR flight plan before entering the DC SFRA.
   - Pilots may not depart VFR and pick up an IFR clearance and transponder code in the air.

   **Activate:** A DC SFRA flight plan to enter/exit the DC SFRA under VFR activates when the pilot obtains a discrete transponder code except:
   - Leesburg (JYO) ingress/egress: with CTAF calls
   - Fringe airport egress: when pilot squawks 1205
   - Towered airport pattern: with squawk & talk
   - Non-towered airport pattern: with CTAF calls

   **Closing:** The DC SFRA flight plan closes when the aircraft exits or lands at an airport inside the DC SFRA.

---

**Potomac TRACON Telephone Numbers**

<table>
<thead>
<tr>
<th>Area Name</th>
<th>Nearest major airport)</th>
<th>Telephone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shenandoah</td>
<td>Dulles (IAD)</td>
<td>1-866-709-4993</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1-540-349-4097</td>
</tr>
<tr>
<td>Mount Vernon</td>
<td>Reagan National (DCA)</td>
<td>1-866-599-3874</td>
</tr>
<tr>
<td></td>
<td>Andrews AFB (ADW)</td>
<td>1-540-349-0493</td>
</tr>
<tr>
<td>Chesapeake</td>
<td>Baltimore (BWI)</td>
<td>1-866-429-5882</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1-540-349-8478</td>
</tr>
<tr>
<td>James River</td>
<td>Richmond (RIC)</td>
<td>1-866-640-4124</td>
</tr>
<tr>
<td></td>
<td>Charlottesville (CHO)</td>
<td>1-540-349-9697</td>
</tr>
</tbody>
</table>
## Washington DC SFRA VFR Outbound Procedures

### Step 1: Preflight – File a DC SFRA Flight Plan
- Always review NOTAMs for current TFR information.
- File a DC SFRA flight plan.
  - Suggested language: “I would like to file a DC SFRA flight plan for VFR flight from (departure airport) to (appropriate exit gate)”. 
- If desired, file separate a VFR flight plan (search and rescue), to be activated after departing the DC SFRA.

### Step 2: Pre-Takeoff – Activate DC SFRA Flight Plan
- Call ATC (tower, RCO, phone) for frequency & transponder code.
  - Suggested language: “Potomac Clearance, (call sign) at Tipton, VFR Departure.”
- Set assigned departure frequency and transponder code. *NEVER squawk 1200 inside the DC SFRA.*
- Verify that Mode C (ALT) is ON.

#### Aircraft operating at Leesburg (JYO):
- Egress with transponder code of 1226 and CTAF calls.
- See separate NOTAM for Leesburg.

#### Fringe airport egress:
- Monitor VHF frequency 121.5 or UHF frequency 243.0

### Step 3: After Takeoff – Communicate with ATC
- Establish radio contact with Potomac TRACON
  - Suggested language: “Potomac Departure, (call sign), off Tipton”
- Monitor the assigned frequency
- Remain out of Class B airspace unless explicitly cleared to enter.

### Step 4: Exiting – Close DC SFRA Flight Plan
- Remain on the assigned frequency / transponder code until ATC authorizes change. Note: Verify that you are clear of the DC SFRA prior to changing frequency or transponder code. *NEVER squawk 1200 inside the DC SFRA.* A DC SFRA flight plan closes automatically upon exiting the DC SFRA.
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.
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 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 RESQU SKPPR</td>
<td>ELVAE COL DIXIE Y481 OHRYN Y489 RESQU 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 WATRS PLUS ROUTE STRUCTURE ACCESS TO NEW YORK METROPOLITAN AREA

All northbound operators exiting New York Center’s West Atlantic Route System (WATRS) on routes L453, L454, L455, L456, L457, L459, and L461 shall flight plan and file the following transition routes to join domestic routing:

<table>
<thead>
<tr>
<th>ATS ROUTE</th>
<th>WATRS EXIT ROUTING To JFK</th>
<th>WATRS EXIT ROUTING To EWR and satellites</th>
</tr>
</thead>
<tbody>
<tr>
<td>L453</td>
<td>SAUCR VIRST Y494 YAALE Y495 CAMRN</td>
<td>SAUCR VIRST Y494 YAALE Y497 SUBBS CYN GXU RBV V249 METRO</td>
</tr>
<tr>
<td>L454 and L457</td>
<td>OKONU YAALE Y495 CAMRN</td>
<td>OKONU MOUGH Y497 SUBBS CYN GXU RBV V249 METRO</td>
</tr>
<tr>
<td>L455 and L459</td>
<td>SAVIK YAALE Y495 CAMRN</td>
<td>SAVIK MOUGH Y497 SUBBS CYN GXU RBV V249 METRO</td>
</tr>
<tr>
<td>L456 and L461</td>
<td>MARIG YAALE Y495 CAMRN</td>
<td>MARIG MOUGH Y497 SUBBS CYN GXU RBV V249 METRO</td>
</tr>
</tbody>
</table>

For further information contact New York ARTCC Traffic Management Officer at 631-468-1034 or michael.porcello@faa.gov

NORTH SHORE HELICOPTER ROUTE

Long Island, New York

Effective August 6, 2012 UFN, civil helicopter pilots operating VFR along Long Island, New York’s northern shoreline between the VPYLD waypoint and Orient Point, must utilize the North Shore Helicopter route and altitude, as published. Deviations are permitted for safety, weather conditions, or transitioning to or from a destination or point of landing. For a detailed explanation of the requirement, see 14 CFR part 93, subpart H.
AEROBATIC PRACTICE AREA
Roxbury, Connecticut
Aerobatic practice area will be conducted between the altitudes of 2500 ft and 4500 ft MSL and performed within an approximate 2 mile radius of a point defined from the CARMEL VOR/DME (CMK) as the 052 degree radial/21.9 GPS–DME fix. It is 8 NM NW of the Oxford, CT airport (OXC).

SEARCH LIGHT DEMONSTRATION
Baltimore, Maryland
Downtown, at the Inner Harbor
Each evening, seven days per week
A vertical search light beam demonstration will be conducted at the Pier V Hotel, at Baltimore Inner Harbor, Baltimore, Maryland, BAL 028/7. Lat N39º17´24", Long W76º36´27". Search light beams are being radiated from the SFC upward. Flashblindness or cockpit illumination may occur at several miles distance.

Laser Light Activity
Canobie Lake Water Park, Salem, New Hampshire
Laser light shows are being conducted at the Canobie Lake Water Park in Salem, NH. Show orientation and laserbeam projections will be directed in all 360º directions. Laser light beams may be injurious to pilot's/passenger's eyes within 3,000 feet laterally of the light source and surface to 1,650 feet AMSL. The secondary effects of flash blindness or cockpit illumination may occur beyond these distances. The laser will be stationed at N42º47´32"/W071º14´44" (LWM 310/7.4 DME). Manchester ATCT 1–603–666–7591 will be the coordination facility.

LASER LIGHT DEMONSTRATION
Atlantic City, New Jersey
Laser light demonstrations are being conducted at the Atlantic Park, downtown Atlantic City, New Jersey, 0001–0700 UTC, ACY VORTAC 145/8.5. Approximately: 39º21´31"/N/74º26´15"W. Laser light beam may be injurious to pilots/passengers eyes within 100 feet above ground, 100 feet AMSL, 900 feet laterally of the light source. The secondary effects of flash blindness or cockpit illumination may occur beyond these distances. The Atlantic City ATCT, 609–641–3940, is the coordination facility.

LASER LIGHT DEMONSTRATION
Darien Lake Theme Park, Darien Center, New York
Laser light demonstrations are being conducted at the Darien Lake Theme Park, Darien Center, NY. The show orientation and laser beam projection are directed to the southern half of a circle form this site. Buffalo VOR/DME 100R/12NM. (42º56´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 N39º37´30" W76º18´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

NE, 8 SEP 2022 to 3 NOV 2022
CAUTION—FISH SPOTTING ACTIVITY—CHESAPEAKE BAY AND COASTAL WATERS

Caution is advised for extensive fish spotter aircraft activity between May 1 and December 1 upwards from 1500 feet above the surface over the Chesapeake Bay and adjacent coastal waters. Pilots should be alert for this activity. For further information contact FAA/Norfolk ATCT on 1–757–460–5142.

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>Area</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Atlantic area</td>
<td>123.45 MHz</td>
</tr>
<tr>
<td>Caribbean area</td>
<td>123.45 MHz</td>
</tr>
<tr>
<td>Pacific area</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.

Weather Minimums
Ceiling 3000 feet
Visibility 3 miles

Procedure Instructions
After departure turn right heading 280°. Maintain at or below 1300’. Do not exceed 180 kts. Complete the turn within TEB 2.4 NM DME. Maintain VFR. If unable advise. Careful airspeed management may be required to complete the turn, depending on takeoff weight and/or aircraft performance.

Expect a climb clearance west of the EWR ILS RWY 22 final approach course. The climb clearance constitutes IFR activation and pilots are expected to resume normal airspeed. Expect control instruction to a departure fix as described in the published TEB standard instrument departure.

In the event of lost communication prior to IFR activation, squawk 7600 and maintain VFR.

Aircraft unable to comply with the restrictions in this chart must advise tower prior to taxi and request the published standard instrument departure.
TEB Helicopter Routes Are Advisory Only

NE. 8 SEP 2022 to 3 NOV 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

NE, 8 SEP 2022 to 3 NOV 2022
RONALD REAGAN WASHINGTON NATIONAL AIRPORT
NOISE ABATEMENT & PROHIBITED AREA (P–56) AVOIDANCE PROCEDURES

P–56 BEGINS APPROXIMATELY 1.5 NM NORTH OF THE DEPARTURE END OF RUNWAY
01–SURFACE TO 18,000´ MSL
REMAIN CLEAR OF P–56 AT ALL TIMES

EXPECT THE PUBLISHED RNAV DEPARTURE PROCEDURE OR ATC INSTRUCTIONS FOR THE
FOLLOWING NON–RNAV PROCEDURES

NORTHWEST: Follow the Potomac River until abeam the Georgetown reservoir or the DCA 4 DME, then join the DCA 328 radial, expect radar vectors at 10 DME. A left turn as soon as practicable, especially with a west wind, is required to maintain a ground track over the Potomac River and remain clear of P–56. If unable to maintain visual reference to the Potomac River, join the DCA 328 radial.

NORTHEAST: Follow the Anacostia River to 5 DME. A right turn as soon as practicable, especially with 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.

NE, 8 SEP 2022 to 3 NOV 2022
§93.71 General operating procedures

(a) Flight restrictions are in effect below 3,500 feet MSL in the airspace above Niagara Falls, New York, west of a line from latitude 43°06′33″N., longitude 79°03′30″W. (the Whirlpool Rapids Bridge) to latitude 43°04′47″N., longitude 79°02′44″W. (the Niagara River Inlet) to latitude 43°04′29″N., longitude 79°03′30″W. (the International Control Dam) to the United States/Canadian Border and thence along the border to the point of origin.

(b) No flight is authorized below 3,500 feet MSL in the area described in paragraph (a) of this section, except for aircraft operations conducted directly to or from an airport/heliport within the area, aircraft operating on an ATC-approved IFR flight plan, aircraft operating the Scenic Falls Route pursuant to approval of Transport Canada, aircraft carrying law enforcement officials, or aircraft carrying properly accredited news representatives for which a flight plan has been filed.

(c) Check with Transport Canada for flight restrictions in Canadian airspace. Commercial air tour operations approved by Transport Canada will be conducting a north/south orbit of the Niagara Falls area below 3,500 feet MSL over the Niagara River.

(d) The minimum altitude for VFR flight over the Scenic Falls area is 3,500 feet MSL.

(e) Comply with the following procedures when conducting flight over the area described in paragraph (a) of this section:

1. Fly a clockwise pattern;
2. Do not proceed north of the Rainbow Bridge;
3. Prior to joining the pattern, broadcast flight intentions on frequency 122.05 Mhz, giving altitude and position, and monitor the frequency while in the pattern;
4. Use the Niagara Falls airport altimeter setting. Contact Niagara Falls Airport Traffic Control Tower to obtain the current altimeter setting, to facilitate the exchange of traffic advisories/restrictions, and to reduce the risk of midair collisions between aircraft operating in the vicinity of the Falls. If the Control Tower is closed, use the appropriate Automatic Terminal Information Service (ATIS) Frequency;
5. Do not exceed 130 knots;
6. Anticipate heavy congestion of VFR traffic at or above 3,500 feet MSL; and
7. Use caution to avoid high-speed civil and military aircraft transiting the area to or from Niagara Falls Airport.

(f) These procedures do not relieve pilots from the requirements of Sec. 91.113 of this chapter to see and avoid other aircraft.

(g) Flight following, to and from the area, is available through Buffalo Approach.

CONTINUED ON NEXT PAGE
White Plains, New York

WESTCHESTER COUNTY AIRPORT NOISE ABATEMENT PROCEDURES

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, 8 SEP 2022 to 3 NOV 2022
SPECIAL NOTICES

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</td>
</tr>
<tr>
<td>CLEARANCE</td>
</tr>
<tr>
<td>GROUND</td>
</tr>
<tr>
<td>TOWER</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. 8 SEP 2022 to 3 NOV 2022
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.
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.
### 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>281–293–5300</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>631–468–1425</td>
</tr>
<tr>
<td>Oakland</td>
<td>310–725–3300</td>
<td>6:30 a.m.–3:00 p.m.</td>
<td>510–745–3331</td>
<td></td>
</tr>
<tr>
<td>Salt Lake City</td>
<td>206–231–2099</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>801–320–2500</td>
<td>801–320–2568</td>
</tr>
<tr>
<td>San Juan</td>
<td>404–305–5180</td>
<td>7:30 a.m.–5:00 p.m.</td>
<td>787–253–8663</td>
<td>787–253–8664</td>
</tr>
<tr>
<td>Seattle</td>
<td>206–231–2099</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>253–351–3500</td>
<td>253–351–3694</td>
</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.
### Daily NAS Reportable Airports

<table>
<thead>
<tr>
<th>Airport Name</th>
<th>*24 HR RGNL Duty Office Telephone #</th>
<th>Business Hours</th>
<th>Business Telephone #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albuquerque Intl Sunport, NM</td>
<td>817-222-5006</td>
<td>8:00 a.m.–5:00 p.m.</td>
<td>505-842-4366</td>
</tr>
<tr>
<td>Andrews AFB, MD</td>
<td>718-955-5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>301-735-2380</td>
</tr>
<tr>
<td>Baltimore/Washington</td>
<td>718-955-5426</td>
<td>8:00 a.m.–3:00 p.m.</td>
<td>410-962-3555</td>
</tr>
<tr>
<td>Boston Logan Intl, MA</td>
<td>404-305-5156</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>617-455-3100</td>
</tr>
<tr>
<td>Bradley Intl, CT</td>
<td>404-305-5156</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>203-627-3428</td>
</tr>
<tr>
<td>Burbank/Bob Hope, CA</td>
<td>310-725-3300</td>
<td>7:00 a.m.–5:30 p.m.</td>
<td>818-567-4806</td>
</tr>
<tr>
<td>Charlotte Douglas Intl, NC</td>
<td>404-305-5180</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>704-344-6487</td>
</tr>
<tr>
<td>Chicago Midway, IL</td>
<td>817-222-5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>773-884-3670</td>
</tr>
<tr>
<td>Chicago O'Hare Intl, IL</td>
<td>817-222-5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>773-601-7600</td>
</tr>
<tr>
<td>Cleveland Hopkins Intl, OH</td>
<td>817-222-5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>216-352-2000</td>
</tr>
<tr>
<td>Covington/Cincinnati, OH</td>
<td>817-222-5006</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>859-372-6440</td>
</tr>
<tr>
<td>Dallas–Ft. Worth Intl, TX</td>
<td>817-222-5006</td>
<td>8:30 a.m.–5:00 p.m.</td>
<td>972-615-2531</td>
</tr>
<tr>
<td>Dayton Cox Intl, OH</td>
<td>817-222-5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>937-415-6800</td>
</tr>
<tr>
<td>Denver Intl, CO</td>
<td>425-227-1389</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>303-342-1600</td>
</tr>
<tr>
<td>Detroit Metro, MI</td>
<td>817-222-5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>734-955-5000</td>
</tr>
<tr>
<td>Fairbanks Intl, AK</td>
<td>907-271-5936</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>907-474-0050</td>
</tr>
<tr>
<td>Fort Lauderdale Intl, FL</td>
<td>907-271-5936</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>907-474-0050</td>
</tr>
<tr>
<td>Fort Lauderdale Intl, FL</td>
<td>907-271-5936</td>
<td>7:30 a.m.–3:30 p.m.</td>
<td>305-356-7932</td>
</tr>
<tr>
<td>George Bush Int.</td>
<td>817-222-5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>713-230-8400</td>
</tr>
<tr>
<td>Hartsfield–Jackson Atlanta Intl, GA</td>
<td>678-364-6131</td>
<td>7:00 a.m.–3:00 p.m.</td>
<td>404-559-5800</td>
</tr>
<tr>
<td>Honolulu (Daniel K Inouye Intl), HI</td>
<td>310-725-3300</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>808-840-6100</td>
</tr>
<tr>
<td>Houston Hobby, TX</td>
<td>817-222-5006</td>
<td>8:00 a.m.–5:00 p.m.</td>
<td>713-847-1400</td>
</tr>
<tr>
<td>Indianapolis Intl, IN</td>
<td>817-222-5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>317-484-6600</td>
</tr>
<tr>
<td>Kahului/Maui, HI</td>
<td>817-222-5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>808-877-0725</td>
</tr>
<tr>
<td>Kansas City Intl, MO</td>
<td>817-222-5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>816-329-2700</td>
</tr>
<tr>
<td>Las Vegas McCarran, NV</td>
<td>817-222-5006</td>
<td>7:30 a.m.–4:30 p.m.</td>
<td>702-262-5978</td>
</tr>
<tr>
<td>Los Angeles Intl, CA</td>
<td>817-222-5006</td>
<td>7:00 a.m.–5:00 p.m.</td>
<td>310-471-4300</td>
</tr>
<tr>
<td>Memphis Intl, TN</td>
<td>404-305-5180</td>
<td>7:00 a.m.–3:30 p.m.</td>
<td>901-322-3350</td>
</tr>
<tr>
<td>Miami Intl, FL</td>
<td>404-305-5180</td>
<td>7:00 a.m.–3:30 p.m.</td>
<td>305-869-5400</td>
</tr>
<tr>
<td>Minneapolis/St. Paul, MN</td>
<td>817-222-5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>612-713-4000</td>
</tr>
<tr>
<td>Nashville Intl, TN</td>
<td>404-305-5180</td>
<td>7:00 a.m.–3:30 p.m.</td>
<td>615-781-5460</td>
</tr>
<tr>
<td>New York Kennedy Intl, NY</td>
<td>718-995-5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>718-656-0335</td>
</tr>
<tr>
<td>New York La Guardia, NY</td>
<td>718-995-5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>718-335-5461</td>
</tr>
<tr>
<td>Newark Liberty Intl, NJ</td>
<td>718-995-5426</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>973-565-5000</td>
</tr>
<tr>
<td>Norman Y. Mineta San Jose Intl, CA</td>
<td>310-725-3300</td>
<td>7:00 a.m.–4:00 p.m.</td>
<td>408-982-0750</td>
</tr>
<tr>
<td>Ontario Intl, CA</td>
<td>310-725-3300</td>
<td>7:00 a.m.–4:30 p.m.</td>
<td>909-983-7518</td>
</tr>
<tr>
<td>Orlando Intl, FL</td>
<td>404-305-5180</td>
<td>7:30 a.m.–5:00 p.m.</td>
<td>407-850-7000</td>
</tr>
<tr>
<td>Philadelphia Intl, PA</td>
<td>718-995-5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>215-492-4100</td>
</tr>
<tr>
<td>Phoenix Sky Harbor Intl, AZ</td>
<td>718-995-5426</td>
<td>7:30 a.m.–4:30 p.m.</td>
<td>602-379-4226</td>
</tr>
<tr>
<td>Pittsburgh Intl, PA</td>
<td>718-995-5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>412-269-9237</td>
</tr>
<tr>
<td>Portland Intl, OR</td>
<td>425-227-1389</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>503-493-7500</td>
</tr>
<tr>
<td>Raleigh–Durham, NC</td>
<td>404-305-5180</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>919-380-3125</td>
</tr>
<tr>
<td>Ronald Reagan Washington National, DC</td>
<td>718-995-5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>703-413-0330</td>
</tr>
<tr>
<td>Salt Lake City, UT</td>
<td>425-227-1389</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>801-325-9600</td>
</tr>
<tr>
<td>San Antonio Intl, TX</td>
<td>817-222-5006</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>210-850-5507</td>
</tr>
<tr>
<td>San Diego Lindbergh Intl, CA</td>
<td>310-725-3300</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>619-299-2883</td>
</tr>
<tr>
<td>San Francisco Intl, CA</td>
<td>310-725-3300</td>
<td>7:30 a.m.–3:30 p.m.</td>
<td>314-890-1000</td>
</tr>
<tr>
<td>San Juan Intl, PR</td>
<td>404-305-5180</td>
<td>7:30 a.m.–5:00 p.m.</td>
<td>813-371-7700</td>
</tr>
<tr>
<td>Seattle–Tacoma Intl, WA</td>
<td>425-227-1389</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>206-768-2900</td>
</tr>
<tr>
<td>St. Louis Lambert, MO</td>
<td>817-222-5006</td>
<td>7:30 a.m.–5:00 p.m.</td>
<td>301-288-1889</td>
</tr>
<tr>
<td>Tampa Intl, FL</td>
<td>718-995-5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>571-323-6375</td>
</tr>
<tr>
<td>Ted Stevens Anchorage Intl, AK</td>
<td>907-271-5936</td>
<td>7:00 a.m.–5:00 p.m.</td>
<td>907-271-2700</td>
</tr>
<tr>
<td>Teterboro, NJ</td>
<td>907-271-5936</td>
<td>8:00 a.m.–3:00 p.m.</td>
<td>305-683-1857</td>
</tr>
<tr>
<td>Washington Dulles Intl, DC</td>
<td>907-271-5936</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>914-948-6520</td>
</tr>
</tbody>
</table>

*Facilities can be contacted through the Rgnl Duty Officer during non–business hours.*

---

**Key Air Traffic Facilities**

**Daily NAS Reportable Airports**

---

**FAA Telephone Numbers and NWS**

**NE, 8 Sep 2022 to 3 Nov 2022**
### KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

<table>
<thead>
<tr>
<th>TAF</th>
<th>Key Information</th>
<th>Report</th>
</tr>
</thead>
<tbody>
<tr>
<td>KPI</td>
<td>Location indicator</td>
<td></td>
</tr>
<tr>
<td>091730Z</td>
<td>Issuance time: ALL times in UTC &quot;Z&quot;, 2-digit date, 4-digit time</td>
<td>091955Z</td>
</tr>
<tr>
<td>091818</td>
<td>Valid period: 2-digit date, 2-digit beginning, 2-digit ending times</td>
<td></td>
</tr>
<tr>
<td>15005KT</td>
<td>Wind: 3 digit true-north direction, nearest 10 degrees (or Variable);</td>
<td>22015G25KT</td>
</tr>
<tr>
<td></td>
<td>next 2-3 digits for speed and unit, KT (KMH or MPS); as needed,</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Gust and maximum speed; 00000KT for calm; for METAR, if direction</td>
<td></td>
</tr>
<tr>
<td></td>
<td>varies 60 degrees or more, Variability appended, e.g. 180V260</td>
<td></td>
</tr>
<tr>
<td>5SM</td>
<td>Prevailing visibility: in U.S., Statute Miles &amp; fractions; above 6</td>
<td>3/4SM</td>
</tr>
<tr>
<td></td>
<td>miles in TAF Plus6SM. (Or, 4-digit minimum visibility in meters</td>
<td></td>
</tr>
<tr>
<td></td>
<td>and as required, lowest value with direction)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Runway Visual Range: R; 2-digit runway designator Left, Center,</td>
<td>R28L/2600FT</td>
</tr>
<tr>
<td></td>
<td>or Right as needed; &quot;F&quot;; Minus or Plus in U.S., 4-digit value, FeeT</td>
<td></td>
</tr>
<tr>
<td></td>
<td>in U.S., (usually meters elsewhere); 4-digit value Variability 4-digit</td>
<td></td>
</tr>
<tr>
<td></td>
<td>value (and tendency Down, Up or No change)</td>
<td></td>
</tr>
<tr>
<td>HZ</td>
<td>Significant present, forecast and recent weather: see table (on back)</td>
<td></td>
</tr>
<tr>
<td>FEW020</td>
<td>Cloud amount, height and type: Sky Clear 0/8, FEW &gt;0/8-2/8,</td>
<td>OVC010CB</td>
</tr>
<tr>
<td></td>
<td>SCaTiered 3/8-4/8, BroKeN 5/6-7/8, QVerCast 8/8; 3-digit height in</td>
<td></td>
</tr>
<tr>
<td></td>
<td>hundreds of ft; Towering CUmulus or CUmulonimBus in METAR; in</td>
<td></td>
</tr>
<tr>
<td></td>
<td>TAF, only CB. Vertical Visibility for obscured sky and height</td>
<td></td>
</tr>
<tr>
<td></td>
<td>&quot;VVO04&quot;. More than 1 layer may be reported or forecast. In automated METAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>reports only, CLeaR for &quot;clear below 12,000 feet&quot;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Temperature: degrees Celsius; first 2 digits, temperature &quot;F&quot; last 2</td>
<td>18/16</td>
</tr>
<tr>
<td></td>
<td>digits, dew-point temperature; Minus for below zero, e.g., M06</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Altimeter setting: indicator and 4 digits; in U.S., A-inches and</td>
<td>A2992</td>
</tr>
<tr>
<td></td>
<td>hundredths; (Q- hectoPascals, e.g., Q1013)</td>
<td></td>
</tr>
</tbody>
</table>

NE, 8 SEP 2022 to 3 NOV 2022
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>WS010/310222KT</td>
<td>In U.S. TAF, non-convective low-level (≤2,000 ft) Wind Shear; 3-digit height (hundreds of ft); &quot;( )&quot;; 3-digit wind direction and 2-3 digit wind speed above the indicated height, and unit, KT</td>
<td>RMK SLP045 T01820159</td>
</tr>
<tr>
<td>FM1930</td>
<td>From and 2-digit hour and 2-digit minute beginning time: indicates significant change. Each FM starts on new line, indented 5 spaces.</td>
<td></td>
</tr>
<tr>
<td>TEMPO 2022</td>
<td>TEMPOrary: changes expected for &lt; 1 hour and in total, &lt; half of 2-digit hour beginning and 2-digit hour ending time period</td>
<td></td>
</tr>
<tr>
<td>PROB40 0407</td>
<td>PROBability and 2-digit percent (30 or 40): probable condition during 2-digit hour beginning and 2-digit hour ending time period</td>
<td></td>
</tr>
<tr>
<td>BECMG 1315</td>
<td>BECoMinG: change expected during 2-digit hour beginning and 2-digit hour ending time period</td>
<td></td>
</tr>
</tbody>
</table>

Table of Significant Present, Forecast and Recent Weather - Grouped in categories and used in the order listed below; or as needed in TAF, No Significant Weather.

QUALIFIER
Intensity or Proximity
- Light "no sign" Moderate + Heavy
VC Vicinity: but not at aerodrome; in U.S. METAR, between 5 and 10SM of the point(s) of observation; in U.S. TAF, 5 to 10SM from center of runway complex (elsewhere within 8000m)

Descriptor
- MI Shallow
- BL Blowing
- BC Patches
- SH Showers
- PR Partial
- DR Drifting
- TS Thunderstorm
- FZ Freezing

WEATHER PHENOMENA
Precipitation
- DZ Drizzle
- IC Ice crystals
- PL Ice pellets
- RA Rain
- SN Snow
- SG Snow grains
- GS Small hail/snow pellets
| UP Unknown precipitation in automated observations |

Obstruction
- BR Mist (≥5/8SM)
- SA Sand
- FG Fog (<5/8SM)
- HZ Haze
- FU Smoke
- PY Spray
- SG Snow grains
- DU Widespread dust
| VA Volcanic ash |
| OU Obscuration |
| SQ Squall |
| SS Sandstorm |
| DS Duststorm |
| FC Funnel cloud |
| +FC tornado/waterspout |

- Explanations in parentheses "( )" indicate different worldwide practices.
- Ceiling is not specified; defined as the lowest broken or overcast layer, or the vertical visibility.
- NWS TAFs exclude turbulence, icing & temperature forecasts; NWS METARs exclude trend fcsts.
- Although not used in US, Ceiling And Visibility QK 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.

NOAA/PA 96052 National Oceanic and Atmospheric Administration—National Weather Service
NATIONAL WEATHER SERVICE (NWS)
UPPER AIR OBSERVING STATION (UAOS)
AND
WEATHER RADAR NETWORK

LEGEND

△ AVIATION WEATHER SERVICE (MILITARY)
▲ AIR TRAFFIC CONTROL RADAR
★ UPPER AIR OBSERVING STATION/RADAR
■ RADAR ONLY
○ UAOS-BALLOON RELEASE AROUND 1100 UTC
AND 2300 UTC DAILY
○ OTHER NWS UPPER AIR STATIONS—BALLOON RELEASE TIMES ARE FLEXIBLE BUT GENERALLY AROUND SUNRISE
AND/OR EARLY AFTERNOON

NOTE: FOR RELEASES LATER THAN 1130 UTC AND 2330 UTC, AND
FOR SPECIAL RELEASES AT OTHER THAN THE SCHEDULED
HOURS, AN AERONAUTICAL INFORMATION MESSAGE WILL BE FILED.

NE, 8 SEP 2022 to 3 NOV 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>
<thead>
<tr>
<th>ATLAN TA CENTER – 121.5 121.5 243.0 243.0</th>
<th>(_{H–6–9–10–12, L–18–22–24–25–26–36, A–1})</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albemarle – 133.15 251.1</td>
<td>(KZTL)</td>
</tr>
<tr>
<td>Anderson – 121.5 121.5 243.0 243.0</td>
<td></td>
</tr>
<tr>
<td>Anniston – 134.95 121.5 121.5 323.175 243.0 243.0</td>
<td></td>
</tr>
<tr>
<td>Athens – 134.2 127.5 127.5 120.425 327.15 316.05 316.05 290.475</td>
<td></td>
</tr>
<tr>
<td>Atlanta/A – 135.0 135.0 317.7 317.7 290.475</td>
<td></td>
</tr>
<tr>
<td>Augusta – 128.1 322.325</td>
<td></td>
</tr>
<tr>
<td>Birmingham – 128.725 127.3 350.325 251.05</td>
<td></td>
</tr>
<tr>
<td>Chattanooga – 133.175 132.05 126.675 124.875 363.1 354.025 299.2 257.675</td>
<td></td>
</tr>
<tr>
<td>Columbus – 125.575 120.45 353.95 298.85</td>
<td></td>
</tr>
<tr>
<td>Crossville – 121.5 121.5 243.0 243.0</td>
<td></td>
</tr>
<tr>
<td>Foothills – 134.8 379.95</td>
<td></td>
</tr>
<tr>
<td>Gadsden – 124.5 270.325</td>
<td></td>
</tr>
<tr>
<td>Glade Springs – 127.85 269.3</td>
<td></td>
</tr>
<tr>
<td>Greensboro – 128.8 124.425 360.825 323.025</td>
<td></td>
</tr>
<tr>
<td>Greer – 121.5 121.5 243.0 243.0</td>
<td></td>
</tr>
<tr>
<td>Hampton – 127.125 121.5 119.375 371.95 363.25 268.7 243.0 243.0</td>
<td></td>
</tr>
<tr>
<td>Hickory – 134.55 132.975 125.15 124.25 121.5 121.5 370.35 307.35 290.2 263.0 243.0 243.0</td>
<td></td>
</tr>
<tr>
<td>Hinch Mountain – 133.6 132.675 125.925 279.5 269.175 254.3</td>
<td></td>
</tr>
<tr>
<td>Macon – 134.5 123.95 360.75 269.625 269.625 263.075 263.075</td>
<td></td>
</tr>
<tr>
<td>Millen – 127.95 343.75</td>
<td></td>
</tr>
<tr>
<td>Monroeville – 118.55 267.9</td>
<td></td>
</tr>
<tr>
<td>Montgomery – 134.6 134.6 128.025 125.875 125.875 120.55 319.1 319.1 292.2 292.2 280.1 280.1</td>
<td></td>
</tr>
<tr>
<td>270.25 243.0 243.0</td>
<td></td>
</tr>
<tr>
<td>Mount Oglethorpe – 134.8 133.1 127.05 127.05 121.35 379.95 377.05 342.425 342.425 282.35 282.35</td>
<td></td>
</tr>
<tr>
<td>Newport – 127.55 269.5</td>
<td></td>
</tr>
<tr>
<td>Owing – 135.35 125.625 123.725 327.0 269.1 263.125</td>
<td></td>
</tr>
<tr>
<td>Sandersville – 126.425</td>
<td></td>
</tr>
<tr>
<td>Sugarloaf Mountain – 132.625 121.5 121.5 353.625 243.0 243.0</td>
<td></td>
</tr>
<tr>
<td>Tri City – 127.85 126.775 120.725 353.575 269.3 257.775</td>
<td></td>
</tr>
<tr>
<td>Uniontown – 132.25 343.725 307.15 263.025 252.9</td>
<td></td>
</tr>
<tr>
<td>Young Harris – 124.375 353.925</td>
<td></td>
</tr>
</tbody>
</table>

NE, 8 SEP 2022 to 3 NOV 2022
<table>
<thead>
<tr>
<th>Location</th>
<th>Frequency</th>
<th>Identification</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Augusta</td>
<td>134.95</td>
<td>121.5 243.0</td>
<td>(KZBW)</td>
</tr>
<tr>
<td>Bangor</td>
<td>128.05</td>
<td>121.5 243.0</td>
<td></td>
</tr>
<tr>
<td>Barnstable</td>
<td>132.9</td>
<td>128.75 370.9</td>
<td>321.3 319.1 290.5 243.0 243.0</td>
</tr>
<tr>
<td>Berlin</td>
<td>135.7</td>
<td>128.25 346.4</td>
<td>321.3 307.9 290.3 243.0 243.0</td>
</tr>
<tr>
<td>Bridgeport</td>
<td>121.5</td>
<td>121.5 243.0</td>
<td>243.0</td>
</tr>
<tr>
<td>Bucks Harbor</td>
<td></td>
<td>290.5</td>
<td></td>
</tr>
<tr>
<td>Burlington</td>
<td>121.5</td>
<td>121.5 243.0</td>
<td>243.0</td>
</tr>
<tr>
<td>Calverton</td>
<td>135.8</td>
<td>124.525 346.3</td>
<td>292.15 254.375</td>
</tr>
<tr>
<td>Caribou</td>
<td>124.75</td>
<td>121.5 243.0</td>
<td>239.05</td>
</tr>
<tr>
<td>Columbia Falls</td>
<td>133.45</td>
<td>269.3</td>
<td></td>
</tr>
<tr>
<td>Concord</td>
<td>128.325</td>
<td>348.7</td>
<td></td>
</tr>
<tr>
<td>Cummington</td>
<td>132.65</td>
<td>379.1</td>
<td></td>
</tr>
<tr>
<td>Gardner</td>
<td>134.7</td>
<td>123.75 338.2</td>
<td>269.475</td>
</tr>
<tr>
<td>Houlton</td>
<td>128.05</td>
<td>(OEANIC CONTROL–VIA J55) 121.5 121.5 243.0 243.0 (OCEANIC CONTROL–VIA V39) 319.1</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>(OEANIC CONTROL–VIA J55) 243.0 243.0 (OCEANIC CONTROL–VIA V39) 319.1</td>
<td></td>
</tr>
<tr>
<td>Hyannis</td>
<td>133.45</td>
<td>269.3</td>
<td>(OEANIC CONTROL–VIA–J575/J585/C1141/C1142/C1143/C1144/C1145/C1146) 269.3</td>
</tr>
<tr>
<td>Kingston</td>
<td>134.3</td>
<td>256.9</td>
<td></td>
</tr>
<tr>
<td>Lake George</td>
<td>135.325</td>
<td>133.625 128.325</td>
<td>121.35 360.6 354.1 348.7 257.85</td>
</tr>
<tr>
<td>Lebanon</td>
<td>134.7</td>
<td>121.5 269.475</td>
<td>243.0 243.0</td>
</tr>
<tr>
<td>Massena</td>
<td>121.5</td>
<td>121.5 243.0</td>
<td>243.0</td>
</tr>
<tr>
<td>Melrose</td>
<td>133.325</td>
<td>127.975 353.7</td>
<td>341.7</td>
</tr>
<tr>
<td>Millinocket</td>
<td>134.95</td>
<td>307.0</td>
<td></td>
</tr>
<tr>
<td>Montpelier</td>
<td>135.7</td>
<td>135.7 121.5</td>
<td>282.2 243.0 243.0</td>
</tr>
<tr>
<td>Princeton</td>
<td>121.5</td>
<td>121.5</td>
<td></td>
</tr>
<tr>
<td>Rockdale</td>
<td>133.25</td>
<td>127.375 353.925</td>
<td>279.5</td>
</tr>
<tr>
<td>Shelton</td>
<td>134.0</td>
<td>126.275 125.575</td>
<td>353.675 317.7 306.3 290.35</td>
</tr>
<tr>
<td>St. Albans</td>
<td>120.35</td>
<td>118.825 342.25</td>
<td>251.075</td>
</tr>
<tr>
<td>Turin</td>
<td>135.25</td>
<td>133.25 123.875</td>
<td>377.1 377.1 342.25 342.25 323.0 321.3 279.5 243.0 243.0</td>
</tr>
<tr>
<td>Utica</td>
<td>124.125</td>
<td>342.25 273.55</td>
<td></td>
</tr>
<tr>
<td>Waterboro</td>
<td>128.2</td>
<td>118.55 273.45</td>
<td>263.05</td>
</tr>
<tr>
<td>Watertown</td>
<td>121.5</td>
<td>121.5 243.0</td>
<td>243.0</td>
</tr>
<tr>
<td>Whitefield</td>
<td>121.5</td>
<td>121.5</td>
<td></td>
</tr>
<tr>
<td>Woodstock</td>
<td>135.325</td>
<td>133.425 133.425</td>
<td>127.65 124.85 118.425 360.6 307.9 277.4 269.2 257.925</td>
</tr>
<tr>
<td>Worcester</td>
<td>126.225</td>
<td>370.9</td>
<td></td>
</tr>
</tbody>
</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*
<table>
<thead>
<tr>
<th>Location</th>
<th>Frequency 1</th>
<th>Frequency 2</th>
<th>Frequency 3</th>
<th>Frequency 4</th>
<th>Frequency 5</th>
<th>Frequency 6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Algonac</td>
<td>121.5</td>
<td>121.5</td>
<td>243.0</td>
<td>243.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Altoona</td>
<td>133.075</td>
<td>128.45</td>
<td>124.4</td>
<td>121.5</td>
<td>121.5</td>
<td>327.1</td>
</tr>
<tr>
<td>Belmont</td>
<td>135.175</td>
<td>126.95</td>
<td>125.425</td>
<td>307.075</td>
<td>291.6</td>
<td>239.3</td>
</tr>
<tr>
<td>Bradford</td>
<td>124.325</td>
<td>121.5</td>
<td>121.5</td>
<td>353.5</td>
<td>243.0</td>
<td></td>
</tr>
<tr>
<td>Carleton</td>
<td>135.375</td>
<td>251.125</td>
<td>243.0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chardon</td>
<td>120.775</td>
<td>298.95</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dubois</td>
<td>126.725</td>
<td>121.5</td>
<td>291.6</td>
<td>243.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dunkirk</td>
<td>125.2</td>
<td>256.8</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Findlay</td>
<td>135.1</td>
<td>127.675</td>
<td>121.5</td>
<td>291.725</td>
<td>281.475</td>
<td>243.0</td>
</tr>
<tr>
<td>Flint</td>
<td>126.75</td>
<td>348.75</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Freeland</td>
<td>133.875</td>
<td>127.7</td>
<td>369.9</td>
<td>290.425</td>
<td>269.525</td>
<td>243.0</td>
</tr>
<tr>
<td>Geneseo</td>
<td>128.025</td>
<td>323.25</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Holland</td>
<td>120.625</td>
<td>118.625</td>
<td>316.05</td>
<td>306.9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Indianhead</td>
<td>132.125</td>
<td>363.075</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Litchfield</td>
<td>135.725</td>
<td>134.65</td>
<td>133.525</td>
<td>120.45</td>
<td>360.7</td>
<td>285.625</td>
</tr>
<tr>
<td>Mansfield</td>
<td>134.9</td>
<td>133.375</td>
<td>369.9</td>
<td>317.7</td>
<td>290.275</td>
<td>269.475</td>
</tr>
<tr>
<td>Moon Township</td>
<td>134.475</td>
<td>121.075</td>
<td>385.5</td>
<td>369.25</td>
<td>317.45</td>
<td>307.325</td>
</tr>
<tr>
<td>Morgantown</td>
<td>121.5</td>
<td>121.5</td>
<td>243.0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mount Hope</td>
<td>120.6</td>
<td>379.275</td>
<td>243.0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sandusky</td>
<td>132.45</td>
<td>127.9</td>
<td>119.875</td>
<td>119.325</td>
<td>371.95</td>
<td>284.625</td>
</tr>
<tr>
<td>Warren</td>
<td>134.125</td>
<td>132.925</td>
<td>125.875</td>
<td>119.725</td>
<td>351.85</td>
<td>338.35</td>
</tr>
<tr>
<td>Waterford</td>
<td>127.075</td>
<td>292.175</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Waterville</td>
<td>128.625</td>
<td>379.2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wayland</td>
<td>127.475</td>
<td>124.325</td>
<td>119.375</td>
<td>369.9</td>
<td>353.86</td>
<td>346.35</td>
</tr>
</tbody>
</table>

**CENTER REMARKS:**
CPDLC (LOGON KUSA)  NE, 8 SEP 2022 to 3 NOV 2022
<table>
<thead>
<tr>
<th>Location</th>
<th>Frequency (MHz)</th>
<th>Coordination (KZNY)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barnegat</td>
<td>133.5</td>
<td>334.0</td>
</tr>
<tr>
<td>Barnstable</td>
<td>125.925</td>
<td>121.125</td>
</tr>
<tr>
<td>Big Fiat</td>
<td>133.475</td>
<td>132.2, 322.4, 270.3</td>
</tr>
<tr>
<td>Colts Neck</td>
<td>125.325</td>
<td>118.975, 307.8, 282.3</td>
</tr>
<tr>
<td>Douglaston</td>
<td>126.675</td>
<td>121.125</td>
</tr>
<tr>
<td>Elk Mountain</td>
<td>134.45</td>
<td>132.175, 128.5, 326.2, 298.9</td>
</tr>
<tr>
<td>Elmira</td>
<td>121.5</td>
<td>121.5, 243.0, 243.0</td>
</tr>
<tr>
<td>Flint Hill</td>
<td>134.6, 132.1</td>
<td>124.625, 307.05, 290.2, 278.3</td>
</tr>
<tr>
<td>Harrisburg</td>
<td>124.775</td>
<td>346.275</td>
</tr>
<tr>
<td>Huguenot</td>
<td>132.6</td>
<td>285.5</td>
</tr>
<tr>
<td>Islip</td>
<td>121.5</td>
<td>121.5, 243.0, 243.0</td>
</tr>
<tr>
<td>Lancaster</td>
<td>133.175</td>
<td>285.65</td>
</tr>
<tr>
<td>Manteo</td>
<td>126.025</td>
<td></td>
</tr>
<tr>
<td>Millville</td>
<td>134.325</td>
<td>323.3</td>
</tr>
<tr>
<td>Modena</td>
<td>135.45</td>
<td>335.6</td>
</tr>
<tr>
<td>Nantucket</td>
<td>121.125</td>
<td></td>
</tr>
<tr>
<td>North Mountain</td>
<td>132.15, 128.575</td>
<td>123.625, 121.325, 282.35, 279.55, 273.6, 269.1</td>
</tr>
<tr>
<td>Philipsburg</td>
<td>134.8</td>
<td>132.875, 121.5, 121.5, 338.3, 306.2</td>
</tr>
<tr>
<td>Ravine</td>
<td>120.025</td>
<td>292.125</td>
</tr>
<tr>
<td>Saint David</td>
<td>128.5, 121.5</td>
<td>119.1, 243.0, 239.0, 229.4</td>
</tr>
<tr>
<td>Sayre</td>
<td>133.35</td>
<td>372.0</td>
</tr>
<tr>
<td>Ship Bottom</td>
<td>133.05</td>
<td>128.3, 257.725</td>
</tr>
<tr>
<td>Sparta</td>
<td>133.15</td>
<td>290.4</td>
</tr>
<tr>
<td>State College</td>
<td>118.55</td>
<td></td>
</tr>
<tr>
<td>Stillwater</td>
<td>127.175</td>
<td>350.3</td>
</tr>
<tr>
<td>Williamsport</td>
<td>124.9</td>
<td>121.5, 121.5, 243.0, 243.0</td>
</tr>
<tr>
<td>Wilmington</td>
<td>133.525</td>
<td></td>
</tr>
</tbody>
</table>

NE, 8 SEP 2022 to 3 NOV 2022
<table>
<thead>
<tr>
<th>Location</th>
<th>Frequency Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atlantic City</td>
<td>133.125</td>
</tr>
<tr>
<td>Bucks Elbow</td>
<td>135.4</td>
</tr>
<tr>
<td>Buena Vista</td>
<td>134.625</td>
</tr>
<tr>
<td>Cape Charles</td>
<td>128.525</td>
</tr>
<tr>
<td>Cedar Lake</td>
<td>124.775</td>
</tr>
<tr>
<td>Danville</td>
<td>121.5</td>
</tr>
<tr>
<td>Elkins</td>
<td>128.6</td>
</tr>
<tr>
<td>Falls Church</td>
<td>135.525</td>
</tr>
<tr>
<td>Grantsville</td>
<td>133.65</td>
</tr>
<tr>
<td>Green Bay</td>
<td>133.725</td>
</tr>
<tr>
<td>Hagerstown</td>
<td>134.15</td>
</tr>
<tr>
<td>Johnsonville</td>
<td>118.925</td>
</tr>
<tr>
<td>Linden</td>
<td>133.55</td>
</tr>
<tr>
<td>Manteo</td>
<td>124.725</td>
</tr>
<tr>
<td>Millville</td>
<td>125.45</td>
</tr>
<tr>
<td>Modena</td>
<td>132.525</td>
</tr>
<tr>
<td>New Bern</td>
<td>135.5</td>
</tr>
<tr>
<td>Patuxent River</td>
<td>133.9</td>
</tr>
<tr>
<td>Roanoke</td>
<td>134.625</td>
</tr>
<tr>
<td>Rocky Mount</td>
<td>132.225</td>
</tr>
<tr>
<td>Sampson</td>
<td>135.3</td>
</tr>
<tr>
<td>Sea Isle</td>
<td>127.7</td>
</tr>
<tr>
<td>Ship Bottom</td>
<td>127.025</td>
</tr>
<tr>
<td>Smyrna</td>
<td>132.05</td>
</tr>
<tr>
<td>Snow Hill</td>
<td>132.55</td>
</tr>
<tr>
<td>South Boston</td>
<td>124.05</td>
</tr>
<tr>
<td>Whaleyville</td>
<td>133.825</td>
</tr>
<tr>
<td>White Sulphur Springs</td>
<td>120.85</td>
</tr>
<tr>
<td>Wilmington</td>
<td>135.75</td>
</tr>
</tbody>
</table>

**EXTRA INFORMATION:**
- **KZDC**
- NE, 8 Sep 2022 to 3 Nov 2022

---

**Air Route Traffic Control Centers**

- Washington Center – 121.5 121.5 243.0 243.0 H-9-10-12, L-24-25-26-29-34-35-36, A-1
- Roanoke – 134.625 377.2
- Sampson – 135.3 285.5
- Sea Isle – 127.7 285.4
- Ship Bottom – 127.025 254.3
- Smyrna – 132.05 277.4
- Snow Hill – 132.55 256.8
- South Boston – 124.05 307.0
- Whaleyville – 133.825 123.85 327.8 323.0 296.7 258.1
- White Sulphur Springs – 120.85 (Freq used for Clearance Delivery for Greenbrier Valley Arpt at Lewisburg WV. Not for Enroute Use)
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.

### ALTOONA RADIO
- ALLEGHENY RCO 122.2 255.4
- ALTOONA RCO 122.2
- BRADFORD RCO 122.2 255.4
- DU BOIS RCO 122.2 255.4
- ELLWOOD CITY VOR/DME 115.8T 122.1R
- FRANKLIN VOR 109.6T 122.1R
- PHILIPSBURG RCO 122.5 255.4
- PHILIPSBURG VORTAC 115.5T 122.1R
- ST MARYS RCO 122.4

### BANGOR RADIO
- AUGUSTA VOR/DME 115.0T 122.1R 122.2 255.4
- BANGOR RCO 122.2 255.4
- BERLIN RCO 122.35
- BUCKS HARBOR RCO 122.5
- CARIBOU RCO 122.3
- CONCORD RCO 122.2 255.4
- FRYEBURG RCO 122.55
- GREENVILLE RCO 122.3
- HOULTON DME 122.2 255.4
- KEENE DME 122.6
- LEBANON RCO 122.2 255.4
- MILLINOCKET RCO 122.6 255.4
- MILLINOCKET VOR/DME 117.9T 122.1R
- WHITEFIELD RCO 122.4

### BRIDGEPORT RADIO
- BOSTON RCO 122.4 255.4
- BOSTON VOR/DME 112.7T 122.1R
- BRIDGEPORT VOR/DME 122.2
- CHESTER RCO 122.25
- FITCHBURG RCO 122.15
- GARDNER VOR/DME 110.6T 122.1R
- MANSFIELD RCO 122.5
- MARCONI VOR/DME 122.2
- NANTUCKET VOR/DME 116.2T 122.1R
- PROVIDENCE VOR/DME 122.6
- QUONSET STATE RCO 255.4
- WINDSOR LOCKS RCO 255.4
- WORCESTER RCO 122.2 255.4

### BUFFALO RADIO
- BINGHAMTON VOR/DME 112.2T 122.1R
- BUFFALO RCO 122.2 255.4
- DUNKIRK RCO 122.25
- ELMIRA RCO 122.2 255.4
- GENESEO VOR/DME 108.2T 122.1R
- JAMESTOWN VOR/DME 114.7T 122.1R
- ROCHESTER RCO 122.6
- SAYRE RCO 122.3
- SYRACUSE RCO 122.4
- UTICA TACAN 122.2 255.4

**NE, 8 SEP 2022 to 3 NOV 2022**
<table>
<thead>
<tr>
<th>Location</th>
<th>Frequency 1</th>
<th>Frequency 2</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BURLINGTON RADIO</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALBANY RCO</td>
<td>122.2</td>
<td>255.4</td>
</tr>
<tr>
<td>BURLINGTON RCO</td>
<td>122.2</td>
<td>255.4</td>
</tr>
<tr>
<td>GLENS FALLS RCO</td>
<td>122.2</td>
<td>255.4</td>
</tr>
<tr>
<td>MASSENA RCO</td>
<td>122.2</td>
<td>255.4</td>
</tr>
<tr>
<td>MONTPELIER RCO</td>
<td>122.2</td>
<td>255.4</td>
</tr>
<tr>
<td>MONTPELIER RCO</td>
<td>122.6</td>
<td></td>
</tr>
<tr>
<td>NEWPORT RCO</td>
<td>122.5</td>
<td></td>
</tr>
<tr>
<td>OGDENSBURG RCO</td>
<td>122.4</td>
<td></td>
</tr>
<tr>
<td>PITTSFIELD RCO</td>
<td>122.05</td>
<td></td>
</tr>
<tr>
<td>RUTLAND RCO</td>
<td>122.3</td>
<td></td>
</tr>
<tr>
<td>SPRINGFIELD RCO</td>
<td>122.5</td>
<td></td>
</tr>
<tr>
<td>WATERTOWN RCO</td>
<td>122.2</td>
<td>255.4</td>
</tr>
<tr>
<td>WATERTOWN VORTAC</td>
<td>109.8T</td>
<td>122.1R</td>
</tr>
<tr>
<td><strong>ELKINS RADIO</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BLUEFIELD RCO</td>
<td>122.2</td>
<td>255.4</td>
</tr>
<tr>
<td>BLUEFIELD VOR/DME</td>
<td>115.1T</td>
<td>122.1R</td>
</tr>
<tr>
<td>CHARLESTON RCO</td>
<td>122.2</td>
<td>255.4</td>
</tr>
<tr>
<td>CHARLESTON VOR/DME</td>
<td>117.4T</td>
<td>122.1R</td>
</tr>
<tr>
<td>COALTON RCO</td>
<td>122.2</td>
<td>255.4</td>
</tr>
<tr>
<td>CUMBERLAND RCO</td>
<td>122.35</td>
<td></td>
</tr>
<tr>
<td>ELKINS RCO</td>
<td>255.4</td>
<td></td>
</tr>
<tr>
<td>HUNTINGTON RCO</td>
<td>122.2</td>
<td>255.4</td>
</tr>
<tr>
<td>IVY KNOB RCO</td>
<td>122.4</td>
<td></td>
</tr>
<tr>
<td>MORGANTOWN VOR/DME</td>
<td>111.6T</td>
<td>122.1R 255.4</td>
</tr>
<tr>
<td>PARKERSBURG RCO</td>
<td>122.2</td>
<td>255.4</td>
</tr>
<tr>
<td><strong>LEESBURG RADIO</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BALTIMORE VORTAC</td>
<td>122.2</td>
<td>255.4</td>
</tr>
<tr>
<td>BROOKE VORTAC</td>
<td>114.5T</td>
<td>122.1R</td>
</tr>
<tr>
<td>BUCKS ELBOW MOUNTAIN RCO</td>
<td>122.2</td>
<td>255.4</td>
</tr>
<tr>
<td>DANVILLE RCO</td>
<td>122.2</td>
<td>255.4</td>
</tr>
<tr>
<td>GLADE SPRING VOR/DME</td>
<td>110.2T</td>
<td>122.1R</td>
</tr>
<tr>
<td>GORDONSVILLE VORTAC</td>
<td>115.6T</td>
<td>122.1R</td>
</tr>
<tr>
<td>LYNCHBURG VOR/DME</td>
<td>122.6</td>
<td></td>
</tr>
<tr>
<td>MARTINSBURG RCO</td>
<td>122.2</td>
<td>255.4</td>
</tr>
<tr>
<td>MONTEBELLO VOR/DME</td>
<td>115.3T</td>
<td>122.1R</td>
</tr>
<tr>
<td>NEWPORT NEWS RCO</td>
<td>255.4</td>
<td></td>
</tr>
<tr>
<td>NORFOLK VORTAC</td>
<td>116.9T</td>
<td>122.1R</td>
</tr>
<tr>
<td>PATUXENT RCO</td>
<td>122.5</td>
<td></td>
</tr>
<tr>
<td>PULASKI RCO</td>
<td>122.3</td>
<td></td>
</tr>
<tr>
<td>RICHMOND VORTAC</td>
<td>122.4</td>
<td>255.4</td>
</tr>
<tr>
<td>ROANOKE REGIONAL/WOODRUM * RCO</td>
<td>122.6</td>
<td>255.4</td>
</tr>
<tr>
<td>SALISBURY RCO</td>
<td>122.3</td>
<td>255.4</td>
</tr>
<tr>
<td>SOUTH BOSTON VORTAC</td>
<td>110.4T</td>
<td>122.1R 122.5</td>
</tr>
<tr>
<td>WASHINGTON RCO</td>
<td>122.2</td>
<td>255.4</td>
</tr>
<tr>
<td>WESTMINSTER VORTAC</td>
<td>117.9T</td>
<td>122.1R</td>
</tr>
<tr>
<td><strong>MILLVILLE RADIO</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>COLTS NECK RCO</td>
<td>122.3</td>
<td></td>
</tr>
<tr>
<td>DUPONT VORTAC</td>
<td>114.0</td>
<td>122.1R</td>
</tr>
<tr>
<td>MILLVILLE RCO</td>
<td>122.2</td>
<td>255.4</td>
</tr>
<tr>
<td>SEA ISLE VORTAC</td>
<td>114.8T</td>
<td>122.1R</td>
</tr>
<tr>
<td>SMYRNA VORTAC</td>
<td>122.5</td>
<td></td>
</tr>
<tr>
<td>SOLBERG VOR/DME</td>
<td>112.9T</td>
<td>122.1R</td>
</tr>
<tr>
<td>TETERBORO RCO</td>
<td>122.2</td>
<td>255.4</td>
</tr>
<tr>
<td>WATERLOO VOR/DME</td>
<td>112.6T</td>
<td>122.1R</td>
</tr>
</tbody>
</table>

**NE, 8 SEP 2022 to 3 NOV 2022**
### NEW YORK RADIO

<table>
<thead>
<tr>
<th>Frequency</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>11309</td>
<td>NORTH ATLANTIC FAMILY E 11342 LONG DISTANCE OPS CTL FAC 11387 CARIBBEAN FAMILY B 11396 CARIBBEAN FAMILY A 13297 CARIBBEAN FAMILY A 13306 NORTH ATLANTIC FAMILY A 13330 LONG DISTANCE OPS CTL FAC 13354 NORTH ATLANTIC FAMILY E 17907 CARIBBEAN FAMILY A 17907 CARIBBEAN FAMILY B 17925 LONG DISTANCE OPS CTL FAC 17946 NORTH ATLANTIC FAMILY A 17946 NORTH ATLANTIC FAMILY B 17964 NORTH ATLANTIC FAMILY E 21964 LONG DISTANCE OPS CTL FAC 2887 CARIBBEAN FAMILY A 3016 NORTH ATLANTIC FAMILY A 3455 CARIBBEAN FAMILY B 3494 LONG DISTANCE OPS CTL FAC 5520 CARIBBEAN FAMILY B 5550 CARIBBEAN FAMILY A 5598 NORTH ATLANTIC FAMILY A 6577 CARIBBEAN FAMILY A 6586 CARIBBEAN FAMILY B 6628 NORTH ATLANTIC FAMILY E 6640 LONG DISTANCE OPS CTL FAC 8825 NORTH ATLANTIC FAMILY E 8846 CARIBBEAN FAMILY A 8846 CARIBBEAN FAMILY B 8906 NORTH ATLANTIC FAMILY A 8918 CARIBBEAN FAMILY A</td>
</tr>
<tr>
<td>122.2</td>
<td>DEER PARK VOR/DME 255.4</td>
</tr>
<tr>
<td>116.1T</td>
<td>HAMPTON VORTAC 122.6</td>
</tr>
<tr>
<td>115.9T</td>
<td>HUGUENOT VOR/DME 122.1R</td>
</tr>
<tr>
<td>117.6T</td>
<td>KENNEDY VOR/DME 122.1R</td>
</tr>
<tr>
<td>117.6T</td>
<td>KINGSTON VOR/DME 122.1R</td>
</tr>
<tr>
<td>122.2</td>
<td>POUGHKEEPSIE RCO 255.4</td>
</tr>
</tbody>
</table>

### WILLIAMSPORT RADIO

<table>
<thead>
<tr>
<th>Frequency</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>122.2</td>
<td>CAPITAL CITY RCO 255.4</td>
</tr>
<tr>
<td>122.4</td>
<td>EAST TEXAS VOR/DME 255.4</td>
</tr>
<tr>
<td>122.2</td>
<td>NORTH PHILADELPHIA RCO 255.4</td>
</tr>
<tr>
<td>122.2</td>
<td>WILKES–BARR RCO 255.4</td>
</tr>
<tr>
<td>122.2</td>
<td>WILLIAMSPORT RCO 255.4</td>
</tr>
</tbody>
</table>

**NE, 8 SEP 2022 to 3 NOV 2022**
The use of VOR airborne and ground checkpoints is explained in Aeronautical Information Manual, Basic Flight Information and ATC Procedures.

NOTE: Under columns headed “Type of Checkpoint” & “Type of VOT Facility” G stands for ground. A/ stands for airborne followed by figures (2300) or (1000–3000) indicating the altitudes above mean sea level at which the check should be conducted. Facilities are listed in alphabetical order, in the state where the checkpoints or VOTs are located.

### Iowa

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq</th>
<th>Type VOT Facility</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bradley Intl .........................</td>
<td>111.4</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td>Bridgeport (Bridgeport/Sikorsky) ....</td>
<td>109.25</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td>Groton (Groton–New London) ............</td>
<td>110.25</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td>Hartford (Hartford–Brainard) ............</td>
<td>108.2</td>
<td>G</td>
<td></td>
</tr>
</tbody>
</table>

### Connecticut

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type Check Pt. 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 285</td>
<td>0.6</td>
<td>On Twy K at Rwy 09.</td>
</tr>
</tbody>
</table>

### Delaware

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type Check Pt.</th>
<th>Azimuth from Fac. Mag</th>
<th>Dist. from Fac. N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wilmington (New Castle)</td>
<td>114.0/DQO</td>
<td>G 285</td>
<td>0.6</td>
<td>On Twy K at Rwy 09.</td>
<td></td>
</tr>
</tbody>
</table>

### Maine

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type Check Pt.</th>
<th>Azimuth from Fac. Mag</th>
<th>Dist. from Fac. N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bangor (Bangor Intl)</td>
<td>114.8/BGR</td>
<td>G 153</td>
<td>3.8</td>
<td>On runup area Rwy 33.</td>
<td></td>
</tr>
</tbody>
</table>

### VOR TEST FACILITIES (VOT)

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq.</th>
<th>Type VOT Facility</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Portland Intl Jetport ............</td>
<td>111.0</td>
<td>G</td>
<td></td>
</tr>
</tbody>
</table>

### Maryland

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type Check Pt.</th>
<th>Azimuth from Fac. Mag</th>
<th>Dist. from Fac. N.M.</th>
<th>Checkpoint Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frederick (Frederick Muni)</td>
<td>109.0/FDK</td>
<td>G 035</td>
<td>0.6</td>
<td>On runup pad apch end Rwy 23.</td>
<td></td>
</tr>
<tr>
<td>Frederick (Frederick Muni)</td>
<td>109.0/FDK</td>
<td>G 359</td>
<td>0.6</td>
<td>Intersection Twy B and Twy C.</td>
<td></td>
</tr>
<tr>
<td>Patuxent River NAS (Trapnell fld)</td>
<td>117.6/PXT</td>
<td>G 250</td>
<td>0.5</td>
<td>AER Rwy 02 and Rwy 06 and Twy A.</td>
<td></td>
</tr>
<tr>
<td>Patuxent River NAS (Trapnell fld)</td>
<td>117.6/PXT</td>
<td>G 291</td>
<td>0.5</td>
<td>Intersection Twy B and Twy E.</td>
<td></td>
</tr>
<tr>
<td>Salisbury (Salisbury–Ocean City Wicomico Rgnl)</td>
<td>111.2/SBY</td>
<td>G 221</td>
<td>0.7</td>
<td>Runup pad Rwy 05.</td>
<td></td>
</tr>
</tbody>
</table>

**NE, 8 Sep 2022 to 3 Nov 2022**
**Massachusetts**

### 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</th>
<th>Dist. from</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>
<td></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>
<td></td>
</tr>
</tbody>
</table>

### VOR Test Facilities (VOT)

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq.</th>
<th>Type VOT Facility</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Laurence G. Hanscom ..........</td>
<td>110.0</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td>Gen. Ed. Lawrence Logan Intl</td>
<td>111.0</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td>Worcester Rgnl ...............</td>
<td>108.2</td>
<td>G</td>
<td></td>
</tr>
</tbody>
</table>

**New Jersey**

### 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</th>
<th>Dist. from</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>
<td></td>
</tr>
</tbody>
</table>

### VOR Test Facilities (VOT)

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq.</th>
<th>Type VOT Facility</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albany Intl ..................</td>
<td>108.2</td>
<td>G</td>
<td>VOT unusable north of Twy M.</td>
</tr>
<tr>
<td>New York (Long Island MacArthur)</td>
<td>109.4</td>
<td>G</td>
<td></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>Check Pt</th>
<th>Azimuth from</th>
<th>Dist. from</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>
<td></td>
</tr>
<tr>
<td>Rochester (Frederick Douglass–Greater Rochester Intl)</td>
<td>110.0/ROC</td>
<td>G</td>
<td>098</td>
<td></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>
<td></td>
</tr>
</tbody>
</table>

### VOR Test Facilities (VOT)

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq.</th>
<th>Type VOT Facility</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albany Intl ..................</td>
<td>108.2</td>
<td>G</td>
<td>VOT unusable north of Twy M.</td>
</tr>
<tr>
<td>New York (Long Island MacArthur)</td>
<td>109.4</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td>Facility Name (Arpt Name)</td>
<td>Freq/Ident</td>
<td>Type Check</td>
<td>Azimuth from Fac. Mag</td>
</tr>
<tr>
<td>---------------------------</td>
<td>------------</td>
<td>------------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>Lancaster (Lancaster)</td>
<td>117.3/LRP</td>
<td>G</td>
<td>306</td>
</tr>
</tbody>
</table>

**VOR TEST FACILITIES (VOT)**

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq.</th>
<th>Type VOT Facility</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harrisburg Intl</td>
<td>110.0</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td>Philadelphia Intl</td>
<td>109.8</td>
<td>G</td>
<td>Unusable west of Twy Y.</td>
</tr>
</tbody>
</table>

**RHODE ISLAND**

**VOR TEST FACILITIES (VOT)**

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq.</th>
<th>Type VOT Facility</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Providence (Theodore Francis Green State)</td>
<td>108.2</td>
<td>G</td>
<td></td>
</tr>
</tbody>
</table>

**VERMONT**

**VOR TEST FACILITIES (VOT)**

<table>
<thead>
<tr>
<th>Facility Name (Airport Name)</th>
<th>Freq.</th>
<th>Type VOT Facility</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Burlington Intl</td>
<td>109.0</td>
<td>G</td>
<td></td>
</tr>
</tbody>
</table>

**VIRGINIA**

**VOR RECEIVER CHECKPOINTS**

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type Check</th>
<th>Azimuth from Fac. Mag</th>
<th>Dist. from Fac. 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>0.4</td>
<td>On Twy A in front GA ramp.</td>
</tr>
<tr>
<td>Lynchburg (Lynchburg Rgnl–Preston Glenn Field)</td>
<td>109.2/LYH</td>
<td>G</td>
<td>027</td>
<td>5.0</td>
<td>West runup area adjacent to Rwy 22.</td>
</tr>
<tr>
<td>Norfolk (Norfolk Intl)</td>
<td>116.9/ORF</td>
<td>G</td>
<td>031</td>
<td>0.6</td>
<td>At center of Twy E 250’ NW of centerline of Rwy 23.</td>
</tr>
<tr>
<td>Richmond (Richmond Intl)</td>
<td>114.1/RIC</td>
<td>G</td>
<td>344</td>
<td>0.9</td>
<td>On Twy R btw Twy V and Twy A.</td>
</tr>
</tbody>
</table>

**WEST VIRGINIA**

**VOR RECEIVER CHECKPOINTS**

<table>
<thead>
<tr>
<th>Facility Name (Arpt Name)</th>
<th>Freq/Ident</th>
<th>Type Check</th>
<th>Azimuth from Fac. Mag</th>
<th>Dist. from Fac. 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>5.8</td>
<td>Intersection of Twys A and C. VOR ground receiver checkpoint OTS indef.</td>
</tr>
<tr>
<td>Parkersburg (Mid–Ohio Valley Rgnl)</td>
<td>108.6/JPU</td>
<td>G</td>
<td>211</td>
<td>6.3</td>
<td>Intersection of Twy A and Twy D.</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>
</tr>
</tbody>
</table>
The following tabulation lists all reported parachute jumping areas in the area of coverage of this directory. Unless otherwise indicated, all activities are conducted during daylight hours and under VFR conditions. NOTAM D’s may be issued to advise users of specific dates and times if outside the times/altitudes that are published. The busiest periods of activity are normally on weekends and holidays, but jumps can be expected at anytime during the week at the locations listed. Parachute jumping areas within restricted airspace are not listed.

All times are local and altitudes MSL unless otherwise specified. Contact facility and frequency is listed at the end of the remarks, when available, in bold face type.

Refer to Federal Aviation Regulations Part 105 for required procedures relating to parachute jumping.

Organizations desiring listing of their jumping activities in this publication should contact Flight Service, tower, or ARTCC.

Qualified parachute jumping areas will be depicted on the appropriate visual chart(s).

Note: (c) in this publication indicates that the parachute jumping area is charted.

To qualify for charting, a jump area must meet the following criteria:
1. Been in operation for at least 1 year.
2. Log 1,000 or more jumps each year.

In addition, parachute jumping areas can be nominated by FAA Regions if special circumstances require charting.

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>DISTANCE AND RADIAL FROM GEOFAC</th>
<th>MAXIMUM ALTITUDE</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CONNECTICUT</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(c) Danielson Arpt</td>
<td>8 NM; 211° Putnam</td>
<td>14,500</td>
<td>3 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>(c) Ellington (Pvt) Arpt</td>
<td>17 NM; 025° Hartford</td>
<td>15,000</td>
<td>0.25 NM radius of Pea Stone target. Fri, Sat, Sun, and occasional weekdays.</td>
</tr>
<tr>
<td>Harwinton</td>
<td>25 NM; 300° Hartford</td>
<td>7,200</td>
<td>0700–SS weekends.</td>
</tr>
<tr>
<td><strong>DELAWARE</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(c) Laurel (Pvt) Arpt</td>
<td>12 NM; 356° Salisbury</td>
<td>12,000</td>
<td>5 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td><strong>MAINE</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(c) Lebanon 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><strong>MARYLAND</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(c) Churchville, Harford Co Arpt</td>
<td>39° 24.01N 76°12.15W</td>
<td>13,000</td>
<td>2 NM radius. Daily SR–SS. Potomac TRACON 125.525.</td>
</tr>
<tr>
<td>Edgewood</td>
<td>29 NM; 056° Baltimore</td>
<td>10,000</td>
<td>Weekends, evenings, occasional weekdays.</td>
</tr>
<tr>
<td>Gambrills, Dairy Farm Drop Zone</td>
<td>7 NM; 198° Baltimore</td>
<td>1,300 AGL</td>
<td>0.5 NM radius. Weekends–Nov-April.</td>
</tr>
<tr>
<td>Long Greene Drop Zone</td>
<td>21 NM; 038° Baltimore</td>
<td>10,000 AGL</td>
<td>0.5 NM radius. Weekends.</td>
</tr>
<tr>
<td>(c) Ocean City Muni Arpt</td>
<td>18 NM; 108° Salisbury</td>
<td>15,000</td>
<td>3 NM radius. 1 May–30 Nov continuous.</td>
</tr>
<tr>
<td>Patuxent River NAS (Trappnell 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>(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>
</tr>
</tbody>
</table>
## PARACHUTE JUMPING AREAS

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC OR GEOGRAPHIC COORDINATES</th>
<th>MAXIMUM ALTITUDE</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>(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 Marthas Vineyard ....</td>
<td>10,000</td>
<td>1 NM radius. Daily 0700–SS.</td>
</tr>
<tr>
<td>Natick Laboratory Sudbury ..........</td>
<td>21 NM; 295º Boston ..........</td>
<td>4,000 AGL</td>
<td>0.25 NM radius. 0800–1700 Mon–Fri.</td>
</tr>
<tr>
<td>(c) Orange Muni Arpt ..........</td>
<td>10 NM; 292º Gardner ..........</td>
<td>14,000</td>
<td>1 NM radius. Thu–Sun and holidays. SR–one hr after SS. Boston Center 123.75.</td>
</tr>
<tr>
<td>(c) Pepperell, Sports Center (Pvt) Arpt ..........</td>
<td>13 NM; 233º Manchester ..........</td>
<td>20,000 AGL</td>
<td>3 NM radius. Daily SR–SS frequently ngt ops.</td>
</tr>
<tr>
<td>(c) Taunton Muni-King Fld Arpt ..........</td>
<td>20.6 NM; 078º Providence ..........</td>
<td>9,500</td>
<td>2 NM radius. Daily SR–SS May 1 - Dec 1. Theodore Francis Green State Twr 123.67.</td>
</tr>
<tr>
<td>(c) Chatsworth, Coyle Fld ..........</td>
<td>1 NM; 130º Coyle ..........</td>
<td>2,000 AGL</td>
<td>Continuous. Heavy equip and paratroopers.</td>
</tr>
<tr>
<td>(c) Cross Keys, Free Fall Adventures Drop Zone ..........</td>
<td>10.5 NM; 353º Cedar Lake ..........</td>
<td>13,500</td>
<td>1.5 NM radius. Daily.</td>
</tr>
<tr>
<td>(c) Lakehurst Maxfield Fld ..........</td>
<td>0.9 NM; 280º Lakehurst ..........</td>
<td>12,500</td>
<td>0.3 NM radius. Daily SR–SS. Cargo drops nghts 2000’ and below.</td>
</tr>
<tr>
<td>(c) Sussex ..........</td>
<td>9 NM; 350º Sparta ..........</td>
<td>15,000</td>
<td>1.5 NM radius. Daily 0700–SS.</td>
</tr>
<tr>
<td>(c) West Creek, Eagles Nest Arpt ..........</td>
<td>17.69 NM; 055º Atlantic City ..........</td>
<td>13,500</td>
<td>1.5 NM radius. Daily 0800–2000. Atlantic City Intl Twr 134.25.</td>
</tr>
<tr>
<td>Wrightstown, Mc Guire Fld ..........</td>
<td>At field ..........</td>
<td>1,500 AGL</td>
<td>Cargo and personnel drops 180 yds east of Coyle Vortac.</td>
</tr>
</tbody>
</table>

**LOCATION**

**DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC OR GEOGRAPHIC COORDINATES**

**MAXIMUM ALTITUDE**

**REMARKS**

**NEW JERSEY**

**NE, 8 SEP 2022 to 3 NOV 2022**
<table>
<thead>
<tr>
<th>LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albion, Pine Hill Arpt</td>
</tr>
<tr>
<td>Calverton</td>
</tr>
<tr>
<td>East Moriches, Spadaro Arpt</td>
</tr>
<tr>
<td>Fort Drum</td>
</tr>
<tr>
<td>Gansevoort, Heber Airpark</td>
</tr>
<tr>
<td>Gardiner Arpt</td>
</tr>
<tr>
<td>Java</td>
</tr>
<tr>
<td>Johnstown, Fulton Co Arpt</td>
</tr>
<tr>
<td>New Paltz, Stanton Arpt</td>
</tr>
<tr>
<td>Ovid Arpt</td>
</tr>
<tr>
<td>Perry-Warso Arpt</td>
</tr>
<tr>
<td>Quaker Street, Apex Arpt</td>
</tr>
<tr>
<td>Rhinebeck, Old Rhinebeck Arpt</td>
</tr>
<tr>
<td>Shirley, Brookhaven Arpt, Sky Dive South Shore</td>
</tr>
<tr>
<td>Stormville Arpt</td>
</tr>
<tr>
<td>Verona, Curtis Arpt</td>
</tr>
<tr>
<td>Walkill</td>
</tr>
<tr>
<td>Weedsport, Whitfords Arpt</td>
</tr>
<tr>
<td>Westhampton Beach, Francis S Gabreski Arpt</td>
</tr>
<tr>
<td>West Point</td>
</tr>
<tr>
<td>Youngstown, Shear Arpt</td>
</tr>
</tbody>
</table>

REMARKS
- 2 NM radius. 0800–1 hour after SS, Wed thru Sun & holidays.
- 2 NM radius. Daily SR–SS.
- 1 NM radius. 0800–SS Sat and Sun. 1600–SS Wed and other occasions.
- 1 NM radius. SR–SS Mon–Fri.
- 4 NM radius. Annually, April 1 thru November 30; SR–SS.
- 4 NM radius. Daily SR–SS.
- 3 NM radius. SR–SS Fri, Sat, Sun & holidays. Occasionally other days.
- 3 NM radius. Sat, Sun and holidays SR–SS, occasional ngts and other days.
- 3 NM radius. Daily 0600–2400.
- 3 NM radius. Daily 0700-2100. Greater Rochester Intl Twr 123.7.
- 3 NM radius. Daily SR–2400.
- Daily SR–SS.
- 1 NM radius. Daily 1200–0200.
- 1 NM radius. Mon–Sun 0800–2300.
- 5 NM radius. Weekdays 1200–SS, weekends occasionally.
- 3 NM radius. Weekdays 1400–SS weekends occasionally.
- 5 NM radius. Daily, continuous. Buffalo Niagara Intl Twr 126.5. Local PAJA info avbl 119.00.
<table>
<thead>
<tr>
<th>LOCATION</th>
<th>DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC OR GEOGRAPHIC COORDINATES</th>
<th>MAXIMUM ALTITUDE</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bethel, Grimes Arpt ...........................................</td>
<td>16 NM; 112° Ravine ...........................................</td>
<td>11,000</td>
<td>5 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>(c) Burgettsown, Starveggi Drop Zone ..................................</td>
<td>9 NM; 042° Wheeling ...............................................</td>
<td>2000 AGL</td>
<td>1 NM radius. Tue–Thur 1030–2200; occasionally (by notam) Fri–Sun 0700–1800.</td>
</tr>
<tr>
<td>(c) Chambersburg Franklin Co Rgnl Arpt ..................................</td>
<td>14NM; 087° St Thomas ...............................................</td>
<td>15,000 AGL</td>
<td>2 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>Culmerville Arpt ..........................................................</td>
<td>22 NM; 125° Ellwood City ...........................................</td>
<td>11,500 AGL</td>
<td>Daily SR–SS.</td>
</tr>
<tr>
<td>Doylestown ...............................................................</td>
<td>8 NM; 303° Yardley ..................................................</td>
<td>12,500</td>
<td>Sat and Sun SR–SS.</td>
</tr>
<tr>
<td>(c) Fort Indiantown Gap–Muir AAF, Cold Steel Drop Zone .............</td>
<td>6.7 NM; 172° Ravine ...............................................</td>
<td>2,000 AGL</td>
<td>5 NM radius. By NOTAM only. Military use.</td>
</tr>
<tr>
<td>(c) Freefall Oz Arpt ......................................................</td>
<td>39.6 NM; 115° Jamestown ............................................</td>
<td>12,500</td>
<td>5 NM radius. Wed–Sun 1300–2359.</td>
</tr>
<tr>
<td>(c) Grove City Arpt .......................................................</td>
<td>19.3 NM; 011° Ellwood City .......................................</td>
<td>15,000</td>
<td>3 NM radius. Daily 0800–1900 EST, 0900–2230 EDT.</td>
</tr>
<tr>
<td>(c) Hazleton Rgnl Arpt .....................................................</td>
<td>22.04 NM; 229° Wilkes–Barre .....................................</td>
<td>13,500</td>
<td>2 NM radius. SR–SS. Wilkes–Barre/Scranton Intl ATCT–Tracn (AVP), 120.95.</td>
</tr>
<tr>
<td>Jersey Shore, Hinaman Acres Arpt .......................................</td>
<td>23 NM; 240° Williamsport ...........................................</td>
<td>13,000</td>
<td>Tue and Thur 1600–SS; Sat and Sun 0800–SS.</td>
</tr>
<tr>
<td>(c) Littlestown, Kingsdale Airpark .......................................</td>
<td>13 NM; 345° Westminster ..........................................</td>
<td>10,500</td>
<td>2 NM radius. Daily 0900–2000.</td>
</tr>
<tr>
<td>(c) Mt. Joy/Marietta, Donegal Springs Airpark ........................</td>
<td>12 NM; 272° Lancaster .............................................</td>
<td>15,000</td>
<td>2 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>North East, Moorhead Arpk ...............................................</td>
<td>34.25 NM; 278° Jamestown .........................................</td>
<td>12,500</td>
<td>5 NM radius. 1600–2100 weekdays and 0900–2100 weekends.</td>
</tr>
<tr>
<td>(c) Perkasie, Penridge Arpt .............................................</td>
<td>16 NM; 060° Pottstown .............................................</td>
<td>15,000</td>
<td>Daily SR–SS.</td>
</tr>
<tr>
<td>.................................</td>
<td>15.9 NM; 060° Pottstown ...........................................</td>
<td>14,500</td>
<td>5 NM radius. Daily SR–SS, nights by NOTAM.</td>
</tr>
<tr>
<td>(c) Tunkhannock, Skyhaven Arpt .........................................</td>
<td>19 NM; 333° Wilkes–Barre ..........................................</td>
<td>13,500 AGL</td>
<td>5 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>Vinyl Drop Zone ..........................................................</td>
<td>15 NM; 035° Morgantown ............................................</td>
<td>12,500 AGL</td>
<td>0.5 NM radius. Weekends.</td>
</tr>
<tr>
<td>Greene, Riconn Arpt ........................................................</td>
<td>15 NM; 060° Norwich ...............................................</td>
<td>12,500</td>
<td>2 NM radius. Daily SR–SS Apr 1–Nov 30. Theodore Francis Green State Twr 125.75.</td>
</tr>
<tr>
<td>(c) Newport State ..........................................................</td>
<td>13.3 NM; 164° Providence ..........................................</td>
<td>10,000</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) Pawtucket, North Central State Arpt ................................</td>
<td>12 NM; 001° Providence ............................................</td>
<td>13,000</td>
<td>2 NM radius. Daily SR–SS Apr 1 –Nov 30. Theodore Francis Green State Twr 119.45.</td>
</tr>
<tr>
<td>(c) Westerly State Arpt ...................................................</td>
<td>11.3 NM; 098° Groton ...............................................</td>
<td>10,000</td>
<td>5 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>(c) Addison, Ass–Pirin Acres Arpt .....................................</td>
<td>21 NM; 219° Burlington .............................................</td>
<td>12,000</td>
<td>5 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>Shelburne Arp ..............................................................</td>
<td>3 NM; 240° Burlington ..............................................</td>
<td>15,000</td>
<td>3 NM radius. Daily SR–SS.</td>
</tr>
</tbody>
</table>

**REF:** NE, 8 SEP 2022 to 3 NOV 2022
<table>
<thead>
<tr>
<th>LOCATION</th>
<th>DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC OR GEOGRAPHIC COORDINATES</th>
<th>MAXIMUM ALTITUDE</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>VIRGINIA</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(c) Blackstone, Allen C. Perkinson/ BAAF</td>
<td>16 NM; 355° Lawrenceville</td>
<td>12,500 AGL</td>
<td>1 NM radius. Daily.</td>
</tr>
<tr>
<td></td>
<td>10 NM; 227° Oceana</td>
<td>10,000</td>
<td>Sat 1300-2100Z++, Sun 1700-2100Z++.</td>
</tr>
<tr>
<td>Fentress, Fentress NALF</td>
<td>12 NM; 192° Brooke</td>
<td>12,000 AGL</td>
<td>1 NM radius. Continuously.</td>
</tr>
<tr>
<td>(c) Fort A. P. Hill Bowling Green Drop Zone</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>3 NM radius. SR–SS Fri, Sat, Sun, and holidays.</td>
</tr>
<tr>
<td>(c) New Market Arpt, New Market/Blue Ridge Sport</td>
<td>26 NM; 249° Linden</td>
<td>17,500</td>
<td>0800 until dark.</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 daylt 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 Tracn 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><strong>WEST VIRGINIA</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buckhannon–Upshur Co</td>
<td>9 NM; 300° Elkins</td>
<td>15,000</td>
<td>1 NM radius. Weekdays and holidays.</td>
</tr>
<tr>
<td>Huntington, Debra Drop Zone</td>
<td>23.3NM; 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>
</tr>
<tr>
<td>Morgantown, Piker Drop Zone</td>
<td>20 NM; 135° Morgantown</td>
<td>12,500 AGL</td>
<td>0.3 NM radius. Weekends.</td>
</tr>
<tr>
<td>Ravenswood, Jackson Co Arpt</td>
<td>41 NM; 215°Parkersburg</td>
<td>12,500 AGL</td>
<td>41 NM radius. 1000–SS Weekends.</td>
</tr>
<tr>
<td>Summersville Arpt</td>
<td>15 NM; 352° Rainelle</td>
<td>14,500</td>
<td>5 NM radius. Daily SR–SS.</td>
</tr>
<tr>
<td>Westover, Blue Horizon Drive–In</td>
<td>13 NM; 320° Morgantown</td>
<td>12,500</td>
<td>Weekends and holidays SR–SS.</td>
</tr>
</tbody>
</table>
Supplemental Communication Reference

Contained within this tabulation, and listed alphabetically by airport name, are all private–use airports charted on the U.S. IFR Enroute Low and High Altitude charts in the United States, having terminal approach and departure control facilities. Additionally, listed by country, are all Canadian and Mexican airports that appear on the U.S. IFR Enroute charts with approach and departure control services. All frequencies transmit and receive unless otherwise noted. Radials defining sectors are outbound from the facility.

### United States

<table>
<thead>
<tr>
<th>FACILITY NAME</th>
<th>CHART &amp; PANEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cabaniss Fld NOLF, TX (NGW)</td>
<td>L–20H, 21A</td>
</tr>
<tr>
<td>Corpus App/Dep Con 125.4 307.9</td>
<td></td>
</tr>
<tr>
<td>Navy Cabaniss Tower 119.65 299.6 (Mon–Thu 1400–0500Z‡, Fri 1400–0100Z‡)</td>
<td></td>
</tr>
<tr>
<td>Fentress NALF, VA (NFE)</td>
<td>H–10I, 12I, L–35D</td>
</tr>
<tr>
<td>Oceana App/Dep Con 123.9 266.8</td>
<td></td>
</tr>
<tr>
<td>Fry, OH (ØOH8)</td>
<td>L–27E</td>
</tr>
<tr>
<td>Columbus App/Dep Con 118.425</td>
<td></td>
</tr>
<tr>
<td>Gila Bend AF AUX, AZ (GXF)</td>
<td>H–4J, L–5B</td>
</tr>
<tr>
<td>Luke App/Dep Con 125.45 263.125 (South) (Mon–Thu 1300–0530Z, Fri 1300–0130Z, clsd weekends and hol)</td>
<td></td>
</tr>
<tr>
<td>Glasgow Industrial, MT (Ø7MT)</td>
<td>H–1E, 2G, L–13D</td>
</tr>
<tr>
<td>Salt Lake Center App/Dep Con 126.85 305.2</td>
<td></td>
</tr>
<tr>
<td>Joe Williams NOLF, MS (NJW)</td>
<td>H–6J, L–18G</td>
</tr>
<tr>
<td>Meridian App/Dep Con 276.4</td>
<td></td>
</tr>
<tr>
<td>Bravo Tower 118.475 355.8 (Mon–Fri 1400–2330Z‡)</td>
<td></td>
</tr>
<tr>
<td>Oak Grove MCOLF, NC (13NC)</td>
<td>L–35B</td>
</tr>
<tr>
<td>Cherry Point App/Dep Con 119.35 377.175</td>
<td></td>
</tr>
<tr>
<td>Shell AHP, AL (SXS)</td>
<td>L–22I</td>
</tr>
<tr>
<td>Cairns App/Dep Con 133.45 239.275 (24 hrs Tue–Sat, 1200–0500Z‡ Sun–Mon) other times ctc</td>
<td></td>
</tr>
<tr>
<td>Jax Center App/Dep Con 134.3 322.55</td>
<td></td>
</tr>
<tr>
<td>Shell Tower 139.125 244.5 (1230–0600Z‡ Mon–Fri, exc hol)</td>
<td></td>
</tr>
<tr>
<td>USAF Academy Builleyse Aux Airfield, CO (C090)</td>
<td>L–10F</td>
</tr>
<tr>
<td>ASOS 125.0</td>
<td></td>
</tr>
<tr>
<td>Webster NOLF, MD (NUI)</td>
<td>H–10I, 12I, L–34E, 36I</td>
</tr>
<tr>
<td>Patuxent App/Dep Con 121.0 250.3</td>
<td></td>
</tr>
<tr>
<td>Navy Webster Tower 127.0 358.0 (Mon–Fri, exc hol, other times on request, 1400–2200Z‡ or SS, whichever occurs first)</td>
<td></td>
</tr>
<tr>
<td>For Cnlc Del when NHK Apch is clsd ctc Potomac Apch at 866–640–4124</td>
<td></td>
</tr>
<tr>
<td>Whitehouse NOLF, FL (NEN)</td>
<td>H–8H, L–21D, 24G</td>
</tr>
<tr>
<td>Jax Center App Con 127.775 377.075</td>
<td></td>
</tr>
<tr>
<td>Jax Center Dep Con 127.775 379.9</td>
<td></td>
</tr>
<tr>
<td>Whitehouse Tower 125.15 307.325 340.2 (Manned during scheduled operations only)</td>
<td></td>
</tr>
</tbody>
</table>

### Canada

<table>
<thead>
<tr>
<th>FACILITY NAME</th>
<th>CHART &amp; PANEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abbotsford, BC (CYXX)</td>
<td>H–1B, L–12F</td>
</tr>
<tr>
<td>ATIS 119.8 (1500–0700Z‡)</td>
<td></td>
</tr>
<tr>
<td>Victoria Trml App/Dep Con 132.7 (Avbl on ground)</td>
<td></td>
</tr>
<tr>
<td>Tower 119.4 (Inner) 121.0 (Outer) 295.0 (1500–0700Z‡) Gnd Con 121.8</td>
<td></td>
</tr>
<tr>
<td>MF 119.4 295.0 (0700–1500Z‡) (Shape irregular to 4500’)</td>
<td></td>
</tr>
<tr>
<td>Amos/Magny, QC (CYEY)</td>
<td>H–11B</td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 125.9</td>
<td></td>
</tr>
<tr>
<td>MF 122.3 (5 NM to 4500’ No ground station)</td>
<td></td>
</tr>
<tr>
<td>Barrie–Orillia (Lake Simcoe Rgnl), ON (CYLS)</td>
<td>H–11B, L–31D</td>
</tr>
<tr>
<td>Toronto Center App/Dep Con 124.025</td>
<td></td>
</tr>
<tr>
<td>Bar River, ON (CPF2)</td>
<td>L–31C</td>
</tr>
<tr>
<td>Toronto Center App/Dep Con 132.65</td>
<td></td>
</tr>
<tr>
<td>Bathurst, NB (CZBF)</td>
<td>L–32J</td>
</tr>
<tr>
<td>Moncton Center App/Dep Con 134.25 AWOS 127.925</td>
<td></td>
</tr>
<tr>
<td>Boundary Bay, BC (CZBB)</td>
<td>H–1B, L–1E</td>
</tr>
<tr>
<td>ATIS 125.5 (1500–0700Z‡)</td>
<td></td>
</tr>
<tr>
<td>Vancouver App/Dep Con 132.3 363.8</td>
<td></td>
</tr>
<tr>
<td>Tower 118.1 (Inner) 127.6 (Outer) (1500–0700Z‡) Gnd Con 124.3</td>
<td></td>
</tr>
<tr>
<td>MF 118.1 (0700–1500Z‡ to 2000’. Vancouver Trml 125.2 above 2000’. Shape irregular to 2500’)</td>
<td></td>
</tr>
<tr>
<td>Brampton, ON (CNC3)</td>
<td>L–31D</td>
</tr>
<tr>
<td>Toronto Trml App Con 119.3</td>
<td></td>
</tr>
<tr>
<td>Brandon Muni, MB (CYBR)</td>
<td>H–2H</td>
</tr>
<tr>
<td>Winnipeg Center App/Dep Con 132.25</td>
<td></td>
</tr>
<tr>
<td>MF 122.1 (5 NM to 4000’)</td>
<td></td>
</tr>
<tr>
<td>FACILITY NAME</td>
<td>CHART &amp; PANEL</td>
</tr>
<tr>
<td>---------------------------------------</td>
<td>---------------</td>
</tr>
<tr>
<td>Brantford, ON (CYFD)</td>
<td>L–31D</td>
</tr>
<tr>
<td>Toronto Trml App/Dep Con 128.27</td>
<td></td>
</tr>
<tr>
<td>Brockville Rgnl Tackaberry ON (CNL3)</td>
<td>L–32G</td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 134.675</td>
<td></td>
</tr>
<tr>
<td>Bromont, QC (CZBM)</td>
<td>L–32G</td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 132.35</td>
<td></td>
</tr>
<tr>
<td>MF 122.15 (5 NM to 3400’)</td>
<td></td>
</tr>
<tr>
<td>AUTO 122.975 (English only)</td>
<td></td>
</tr>
<tr>
<td>Burlington Executive, ON (CZBA)</td>
<td>L–31D</td>
</tr>
<tr>
<td>Toronto Center App/Dep Con 119.3</td>
<td></td>
</tr>
<tr>
<td>AUTO 122.55</td>
<td></td>
</tr>
<tr>
<td>Castlegar/West Kootenay Rgnl, BC (CYCG)</td>
<td>H–1C</td>
</tr>
<tr>
<td>Vancouver Center App/Dep Con 134.2</td>
<td></td>
</tr>
<tr>
<td>227.3</td>
<td></td>
</tr>
<tr>
<td>MF 122.1 (5 NM to 6500’)</td>
<td></td>
</tr>
<tr>
<td>Centralia James T, Fid Muni, ON (CYCE)</td>
<td>H–10G, 11B,  L–31D</td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 135.30</td>
<td></td>
</tr>
<tr>
<td>Charlottetown, PE (CYYG)</td>
<td>H–11E, 32J</td>
</tr>
<tr>
<td>Manonct Center App/Dep Con 135.65</td>
<td></td>
</tr>
<tr>
<td>384.8</td>
<td></td>
</tr>
<tr>
<td>MF 118.0 (5 NM to 3200’)</td>
<td></td>
</tr>
<tr>
<td>Chatham–Kent, ON (CYCK)</td>
<td>H–10G, 30G</td>
</tr>
<tr>
<td>Cleveland Center App/Dep Con 132.25</td>
<td></td>
</tr>
<tr>
<td>Collingwood, ON (CNY3)</td>
<td>H–11B, 31D</td>
</tr>
<tr>
<td>Toronto Center App/Dep Con 120.02</td>
<td></td>
</tr>
<tr>
<td>Cornwall Rgnl, ON (CYCC)</td>
<td>L–32G</td>
</tr>
<tr>
<td>Boston Center App/Dep Con 135.25</td>
<td></td>
</tr>
<tr>
<td>377.1</td>
<td></td>
</tr>
<tr>
<td>Cranbrook/Canadian Rockies Intl, BC (CYXC)</td>
<td>H–1C</td>
</tr>
<tr>
<td>Vancouver Center App/Dep Con 133.6</td>
<td></td>
</tr>
<tr>
<td>MF 122.3 (5 NM to 6100’)</td>
<td></td>
</tr>
<tr>
<td>Debert, NS (CCQ3)</td>
<td>H–11E, 32J</td>
</tr>
<tr>
<td>Halifax Trml App/Dep Con 119.2</td>
<td></td>
</tr>
<tr>
<td>Digby, NS (CYID)</td>
<td>L–32J</td>
</tr>
<tr>
<td>Manonct Center App/Dep Con 123.9</td>
<td></td>
</tr>
<tr>
<td>Downsview, ON (CYZD)</td>
<td>H–11B, 31E</td>
</tr>
<tr>
<td>Toronto Center App/Dep Con 133.4</td>
<td></td>
</tr>
<tr>
<td>MF 126.2 (1300–2000Z’, 3 NM to 1700)’</td>
<td></td>
</tr>
<tr>
<td>Drummondville, QC (CSC3)</td>
<td>L–32H</td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 132.35</td>
<td></td>
</tr>
<tr>
<td>Earlton (Timiskaming Rgnl), ON (CYXR)</td>
<td>H–11B</td>
</tr>
<tr>
<td>MF 122.0 (5 NM to 3800’)</td>
<td></td>
</tr>
<tr>
<td>Elliot Lake Mun, ON (CYEL)</td>
<td>L–31C</td>
</tr>
<tr>
<td>Toronto Center App/Dep Con 135.4</td>
<td></td>
</tr>
<tr>
<td>Fort Frances Mun, ON (CYAG)</td>
<td>L–14H</td>
</tr>
<tr>
<td>Minneapolis Center App/Dep Con 120.9</td>
<td></td>
</tr>
<tr>
<td>Fredericton Intl, NB (CYFC)</td>
<td>H–11E, 32I</td>
</tr>
<tr>
<td>ATIS 127.55 (1045–0345Z’, OT AWOS)</td>
<td></td>
</tr>
<tr>
<td>Mononct Center App/Dep Con 124.3</td>
<td></td>
</tr>
<tr>
<td>135.5 270.8</td>
<td></td>
</tr>
<tr>
<td>Tower 119.0 (1045–0345Z’) Gnd Con</td>
<td></td>
</tr>
<tr>
<td>121.7 (1045–0345Z’) Gnd Con 121.7</td>
<td></td>
</tr>
<tr>
<td>MF 119.0 (0345–1045Z’, 5 NM to 3500’)</td>
<td></td>
</tr>
<tr>
<td>Goderich, ON (CYGD)</td>
<td>H–11B, 31D</td>
</tr>
<tr>
<td>Toronto Center App/Dep Con 135.3</td>
<td></td>
</tr>
<tr>
<td>266.3</td>
<td></td>
</tr>
<tr>
<td>Greenwood, NS (CYZX)</td>
<td>H–11E, 32J</td>
</tr>
<tr>
<td>ATIS 128.85 244.3 (1100–0000Z’)</td>
<td></td>
</tr>
<tr>
<td>App/Dep Con 120.6 335.9 Tower 119.5</td>
<td></td>
</tr>
<tr>
<td>236.6 324.3</td>
<td></td>
</tr>
<tr>
<td>Gnd Con 133.75 289.4 Gnd Del 128.025</td>
<td></td>
</tr>
<tr>
<td>283.9</td>
<td></td>
</tr>
<tr>
<td>Grimsby Air Park, ON (CNZB)</td>
<td>L–31E</td>
</tr>
<tr>
<td>Toronto Trml App/Dep Con 128.27</td>
<td></td>
</tr>
<tr>
<td>268.75 Tower 125.0 308.475</td>
<td></td>
</tr>
<tr>
<td>Halifax/Shearwater, NS (CYAW)</td>
<td>H–11E, 32J</td>
</tr>
<tr>
<td>ATIS 129.175 308.8 (Ltd hrs)</td>
<td></td>
</tr>
<tr>
<td>App/Dep Con 119.2 340.2 360.2 (Ltd hrs)</td>
<td></td>
</tr>
<tr>
<td>Gnd Con 121.7 250.1</td>
<td></td>
</tr>
<tr>
<td>Halifax/Stanfield Intl, NS (CYHZ)</td>
<td>H–11E, 32J</td>
</tr>
<tr>
<td>ATIS 121.0</td>
<td></td>
</tr>
<tr>
<td>Mononct Center App/Dep Con 135.3</td>
<td></td>
</tr>
<tr>
<td>Tower 118.4 236.6 Gnd Con 121.9</td>
<td></td>
</tr>
<tr>
<td>275.8 Cnd Del 123.95</td>
<td></td>
</tr>
<tr>
<td>Hamilton, ON (CYHM)</td>
<td>H–10H, 11B,  L–11B</td>
</tr>
<tr>
<td>ATIS 128.1</td>
<td></td>
</tr>
<tr>
<td>Mononct Center App/Dep Con 135.0</td>
<td></td>
</tr>
<tr>
<td>Tower 125.0 Gnd Con 121.6</td>
<td></td>
</tr>
<tr>
<td>Kingston, ON (CYGK)</td>
<td>H–11C, 31E, 32F</td>
</tr>
<tr>
<td>ATIS 135.55 (1115–0400Z’)</td>
<td></td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 135.05</td>
<td></td>
</tr>
<tr>
<td>(0400–1115Z’) Gnd Con 121.9</td>
<td></td>
</tr>
<tr>
<td>MF 122.5 (1115–0400Z’, 5 NM to 3300’)</td>
<td></td>
</tr>
<tr>
<td>FACILITY NAME</td>
<td>CHART &amp; PANEL</td>
</tr>
<tr>
<td>---------------</td>
<td>--------------</td>
</tr>
<tr>
<td>Kitchener/Waterloo, ON (CYKF)</td>
<td>H-11B, L-31D</td>
</tr>
<tr>
<td>Atis 125.1 (1200–0400Z)</td>
<td></td>
</tr>
<tr>
<td>Toronto Trml App/Dep Con 128.275</td>
<td></td>
</tr>
<tr>
<td>Waterloo Tower 126.0 118.55 (1200–0400Z) Gnd Con 121.8</td>
<td></td>
</tr>
<tr>
<td>Mf 126.0 (0400–1200Z) 5 NM to 4000’ AWOS 125.1 (0400–1200Z)</td>
<td></td>
</tr>
<tr>
<td>Lachute, QC (CSE4)</td>
<td>L-32G</td>
</tr>
<tr>
<td>Montreal Center App Con 124.65 268.3</td>
<td></td>
</tr>
<tr>
<td>Montreal Center Dep Con 132.85 268.3</td>
<td></td>
</tr>
<tr>
<td>La Tuque, QC (CYLQ)</td>
<td>H–11C</td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 134.5</td>
<td></td>
</tr>
<tr>
<td>Langley, BC (CYNJ)</td>
<td>L–1E</td>
</tr>
<tr>
<td>Atis 124.5 (1630–0230Z, DT 1530–0330Z)</td>
<td></td>
</tr>
<tr>
<td>Victoria Trml App/Dep Con 132.7 290.8 Tower 119.0 (1630–0230Z, DT 1530–0330Z)</td>
<td></td>
</tr>
<tr>
<td>Gnd Con 121.9 Mf 119.0 (0230–1630Z, DT 0330–1530Z 3 NM to 1900’)</td>
<td></td>
</tr>
<tr>
<td>Leamington, ON (CM2)</td>
<td>L–30F</td>
</tr>
<tr>
<td>Detroit Approach App/Dep Con 134.3</td>
<td></td>
</tr>
<tr>
<td>Lethbridge, AB (CYQL)</td>
<td>H–1D</td>
</tr>
<tr>
<td>Atis 124.4 (1245–0545Z)</td>
<td></td>
</tr>
<tr>
<td>Edmonton Center App/Dep Con 132.75 265.2 Mf 121.0 (5 NM to 6000’)</td>
<td></td>
</tr>
<tr>
<td>Lindsay, ON (CNF4)</td>
<td>L–31E, L–32F</td>
</tr>
<tr>
<td>Toronto Center App/Dep 134.25</td>
<td></td>
</tr>
<tr>
<td>Liverpool/South Shore Rgnl, NS (CYAU)</td>
<td>L–32J</td>
</tr>
<tr>
<td>Moncton Center App/Dep Con 123.9</td>
<td></td>
</tr>
<tr>
<td>Atis 127.8 (1120–0345Z)</td>
<td></td>
</tr>
<tr>
<td>Toronto Center App/Dep 135.3 135.625</td>
<td></td>
</tr>
<tr>
<td>Tower 119.4 125.65 (1120–0345Z) Gnd Con 121.9</td>
<td></td>
</tr>
<tr>
<td>Mf 119.4 (0345–1120Z) 5 NM to 3000’</td>
<td></td>
</tr>
<tr>
<td>Manitouwanning/Manitoulin East Muni, ON (CYEM)</td>
<td>L–31C</td>
</tr>
<tr>
<td>Toronto Center App/Dep 135.4 260.9</td>
<td></td>
</tr>
<tr>
<td>Maniwaki, QC (CYMW)</td>
<td>L–32G</td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 126.57</td>
<td></td>
</tr>
<tr>
<td>Mascouche, QC (CSK3)</td>
<td>L–32G</td>
</tr>
<tr>
<td>Mf 122.35 (5 NM to 2500’). No gnd station. Excluding the portion S of the N shore of Riviere des Milles–Iles and 1 NM around Lac Agile Mascouche arpt.)</td>
<td></td>
</tr>
<tr>
<td>Medicine Hat, AB (CYXH)</td>
<td>H–1D</td>
</tr>
<tr>
<td>Atis 124.875 (1245–0345Z)</td>
<td></td>
</tr>
<tr>
<td>Mf 122.2 (1245–0345Z 5 NM to 5400’)</td>
<td></td>
</tr>
<tr>
<td>Midland/Huronia, ON (CYYE)</td>
<td>L–31D</td>
</tr>
<tr>
<td>Toronto Center App/Dep 124.025</td>
<td></td>
</tr>
<tr>
<td>Miramichi, NB (CYCH)</td>
<td>H–11E, L–32J</td>
</tr>
<tr>
<td>Moncton Center App/Dep Con 123.7</td>
<td></td>
</tr>
<tr>
<td>Moncton/Greater Moncton Intl, NB (CYQM)</td>
<td>H–11E, L–32J</td>
</tr>
<tr>
<td>Atis 128.65</td>
<td></td>
</tr>
<tr>
<td>App/Dep 124.4 Tower 120.8 236.6 Gnd Con 121.8 275.8 Apron Advisory 122.075</td>
<td></td>
</tr>
<tr>
<td>Mont–Laurier, QC (CSD4)</td>
<td>L–32G</td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 126.57</td>
<td></td>
</tr>
<tr>
<td>Montreal Intl (Mirabel), QC (CYMX)</td>
<td>H–11C, 12K, L–32G</td>
</tr>
<tr>
<td>Atis 125.7</td>
<td></td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 124.65 268.3 Mf 119.1 (7 NM shape irregular to 2000’) (03–11Z (DT 02–10Z)) (emerg only 450–476–3141) VFR Advisory 134.15 Gnd Con 121.8 (11–03Z (DT 10–02Z)) TWR 119.1 (11–03Z (DT 10–02Z)) (emerg only 450–476–3141) Gnd Advisory 121.8 (03–11Z (DT 02–10Z)) (emerg only 450–476–3141)</td>
<td></td>
</tr>
<tr>
<td>Atis 133.7</td>
<td></td>
</tr>
<tr>
<td>Montreal Trml App Con 118.9 126.9 132.85 268.3 Tower 119.3 119.9 124.3 (old port) 267.1 Gnd Con 121.0 121.9 275.8 Clnc Del 125.6 Apron 122.075 Montreal Trml Dep Con 120.42 (SE–S–SW) 124.65 (W–NW–NE) 268.3 VFR Advisory 134.15</td>
<td></td>
</tr>
<tr>
<td>FACILITY NAME</td>
<td>CHART &amp; PANEL</td>
</tr>
<tr>
<td>---------------</td>
<td>---------------</td>
</tr>
<tr>
<td>Montreal/St–Hubert, QC (CYHU)</td>
<td>H–1IC, L–32G</td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 125.15 268.3</td>
<td></td>
</tr>
<tr>
<td>5 NM shape irregular to 2000’ VFR Advisory 134.15</td>
<td></td>
</tr>
<tr>
<td>MIL 135.9 322.1 (438 Sqn Ops)</td>
<td></td>
</tr>
<tr>
<td>Muskoka, ON (CYQA)</td>
<td>H–11B, L–31D</td>
</tr>
<tr>
<td>Timmins Radio App/Dep Con 122.3</td>
<td></td>
</tr>
<tr>
<td>MF 122.3 (5 NM to 3900’)</td>
<td></td>
</tr>
<tr>
<td>Nanaimo, BC (CYCD)</td>
<td>H–1B, L–1E</td>
</tr>
<tr>
<td>Victoria Trml App/Dep 120.8 133.95 252.3 MF 122.1 291.8 1330–0530Z‡</td>
<td></td>
</tr>
<tr>
<td>GND ADV 122.6 (1330–0530Z (DT 1230–0430Z)) (emerg only 250–245–4032)</td>
<td></td>
</tr>
<tr>
<td>North Bay, ON (CYYB)</td>
<td>L–31E</td>
</tr>
<tr>
<td>ATIS 124.9 (1130–0330Z‡)</td>
<td></td>
</tr>
<tr>
<td>Toronto Center App/Dep 127.25</td>
<td></td>
</tr>
<tr>
<td>MF 118.3 (1130–0330Z‡ 7 NM to 5000’)</td>
<td></td>
</tr>
<tr>
<td>Oshawa, ON (CYOO)</td>
<td>L–31E</td>
</tr>
<tr>
<td>ATIS 125.675 (1130–0330Z‡)</td>
<td></td>
</tr>
<tr>
<td>Toronto Trml App/Dep Con 133.4</td>
<td></td>
</tr>
<tr>
<td>Tower 120.1 (1130–0330Z‡) Gnd Con 118.4</td>
<td></td>
</tr>
<tr>
<td>MF 120.1 (0330–1130Z‡ 5 NM to 3000’)</td>
<td></td>
</tr>
<tr>
<td>Ottawa/Carp, ON (CYRP)</td>
<td>L–31E, 32F</td>
</tr>
<tr>
<td>ATIS 121.15</td>
<td></td>
</tr>
<tr>
<td>Ottawa Trml App/Dep Con 127.7</td>
<td></td>
</tr>
<tr>
<td>Ottawa/Gatineau, QC (CYND)</td>
<td>H–1IC, L–32G</td>
</tr>
<tr>
<td>ATIS 121.15</td>
<td></td>
</tr>
<tr>
<td>Ottawa Trml App/Dep Con 127.7 128.175</td>
<td></td>
</tr>
<tr>
<td>MF 122.3 (5 NM shape irregular to 2500)</td>
<td></td>
</tr>
<tr>
<td>VFR Advisory Ottawa Trml 127.7</td>
<td></td>
</tr>
<tr>
<td>Ottawa/MacDonald–Cartier Intl, ON (CYOW)</td>
<td>L–11C</td>
</tr>
<tr>
<td>ATIS 121.15</td>
<td></td>
</tr>
<tr>
<td>Ottawa App Con 135.15 Tower 118.8 (VFR South) 120.1 (VFR North) 118.8 341.3</td>
<td></td>
</tr>
<tr>
<td>Gnd Con 121.9 Clnc Del 119.4</td>
<td></td>
</tr>
<tr>
<td>Ottawa Dep Con 128.175</td>
<td></td>
</tr>
<tr>
<td>Owen Sound/Billy Bishop Rgnl, ON (CYOS)</td>
<td>L–31D</td>
</tr>
<tr>
<td>Toronto Center App/Dep 132.575 290.6</td>
<td></td>
</tr>
<tr>
<td>Pembroke, ON (CYPQ)</td>
<td>H–1B</td>
</tr>
<tr>
<td>Peterborough, ON (CYPQ)</td>
<td>H–11B, L–31E, 32F</td>
</tr>
<tr>
<td>Toronto Center App/Dep 134.25</td>
<td></td>
</tr>
<tr>
<td>MF 123.0 (5 NM to 3600’)</td>
<td></td>
</tr>
<tr>
<td>Pincher Creek, AB (CZPC)</td>
<td>H–1D</td>
</tr>
<tr>
<td>Edmonton Center App/Dep Con 132.75 265.2</td>
<td></td>
</tr>
<tr>
<td>Pitt Meadows, BC (CYPK)</td>
<td>L–1E</td>
</tr>
<tr>
<td>ATIS 125.0 (1500–0700Z‡)</td>
<td></td>
</tr>
<tr>
<td>Vancouver Center App Con 128.6 (Outer) 352.7</td>
<td></td>
</tr>
<tr>
<td>Pitt Tower 126.3 (1500–0700Z‡) Gnd Con 123.8</td>
<td></td>
</tr>
<tr>
<td>Vancouver Center Dep Con 123.3 (South) 363.8</td>
<td></td>
</tr>
<tr>
<td>MF 126.3 (0700–1500Z‡) (3NM to 2500)</td>
<td></td>
</tr>
<tr>
<td>Quebec/Jean Lesage Intl, QC (CYQB)</td>
<td>H–11D, L–32H</td>
</tr>
<tr>
<td>ATIS 134.6</td>
<td></td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 124.0 127.85 135.025 270.9 322.8</td>
<td></td>
</tr>
<tr>
<td>Tower 118.65 236.6</td>
<td></td>
</tr>
<tr>
<td>Gnd Con 121.9 250.0</td>
<td></td>
</tr>
<tr>
<td>Riviere Du Loup, QC (CYRI)</td>
<td>H–11D</td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 125.1 299.6</td>
<td></td>
</tr>
<tr>
<td>Rouyn Noranda, QC (CYUY)</td>
<td>H–11B</td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 125.9</td>
<td></td>
</tr>
<tr>
<td>MF 122.2 (5 NM to 4000’)</td>
<td></td>
</tr>
<tr>
<td>FACILITY NAME</td>
<td>CHART &amp; PANEL</td>
</tr>
<tr>
<td>----------------------------------------</td>
<td>---------------</td>
</tr>
<tr>
<td>Saint John, NB (CYSJ)</td>
<td></td>
</tr>
<tr>
<td>Moncton Center App/Dep Con 124.3 135.5 270.8 MF 118.5 (5 NM to 3400')</td>
<td>H–11E, L–32J</td>
</tr>
<tr>
<td>Sarnia (Chris Hadfield), ON (CYZR)</td>
<td></td>
</tr>
<tr>
<td>Toronto Center App/Dep Con 134.375</td>
<td>H–10G, 11B, L–30F</td>
</tr>
<tr>
<td>Sault Ste Marie, ON (CYAM)</td>
<td></td>
</tr>
<tr>
<td>ATIS 133.05 (1130–0330Z‡)</td>
<td>H–2K, L–31B</td>
</tr>
<tr>
<td>Toronto Center App/Dep Con 132.65 344.5</td>
<td></td>
</tr>
<tr>
<td>Tower 118.8 (1130–0330Z‡) Gnd Con 121.7 (1130–0330Z‡)</td>
<td></td>
</tr>
<tr>
<td>MF 118.8 (0330–1130Z‡ 5 NM irregular shape to 3000')</td>
<td></td>
</tr>
<tr>
<td>Sherbrooke, QC (CYSC)</td>
<td></td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 132.55 MF 123.5 (Ltd hrs 5 NM to 3800')</td>
<td>H–11D, L–32H</td>
</tr>
<tr>
<td>South Renfrew Muni, ON (CNP3)</td>
<td>L–31E, 32F</td>
</tr>
<tr>
<td>Montreal Center App/Dep 124.275</td>
<td></td>
</tr>
<tr>
<td>Southport, MB (CYPG)</td>
<td></td>
</tr>
<tr>
<td>ATIS 120.85 (Mon–Fri 1400–2300Z‡ except holidays)</td>
<td></td>
</tr>
<tr>
<td>Tower 126.2 384.2 (Mon–Fri 1400–2300Z‡ except holidays)</td>
<td></td>
</tr>
<tr>
<td>Gnd Con 121.7 275.8</td>
<td></td>
</tr>
<tr>
<td>St. Catharines/Niagara District, ON (CYSN)</td>
<td></td>
</tr>
<tr>
<td>Toronto Trml App/Dep Con 133.4</td>
<td></td>
</tr>
<tr>
<td>MF 123.25 (1215–0200Z‡ 5 NM to 3300')</td>
<td></td>
</tr>
<tr>
<td>St. Frederic, QC (CSZ4)</td>
<td></td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 135.025 270.9</td>
<td>L–32H</td>
</tr>
<tr>
<td>St. Georges, QC (CYSG)</td>
<td></td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 132.35</td>
<td>H–32H, L–11D</td>
</tr>
<tr>
<td>MF 122.15 (5 NM 3900’ ASL)</td>
<td></td>
</tr>
<tr>
<td>St. Jean, QC (CYJN)</td>
<td></td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 125.15 268.3</td>
<td>L–32G</td>
</tr>
<tr>
<td>Tower 118.2 (Apr–Oct 1230–0230Z‡ Nov–Mar 1300–0200Z‡)</td>
<td></td>
</tr>
<tr>
<td>Gnd Con 121.7</td>
<td></td>
</tr>
<tr>
<td>Sudbury, ON (CYSB)</td>
<td></td>
</tr>
<tr>
<td>ATIS 127.4</td>
<td>H–31B, 10G, L–31D</td>
</tr>
<tr>
<td>Toronto Center App/Dep Con 135.5</td>
<td></td>
</tr>
<tr>
<td>MF 125.5 (7 NM to 4000’) Cnc Del 121.8</td>
<td></td>
</tr>
<tr>
<td>Summerside, PE (CYSU)</td>
<td></td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 124.4 384.8</td>
<td>H–11E, L–32J</td>
</tr>
<tr>
<td>Thunder Bay, ON (CYQT)</td>
<td></td>
</tr>
<tr>
<td>ATIS 128.8</td>
<td>H–2J, L–14J</td>
</tr>
<tr>
<td>Winnipeg Center App/Dep Con 132.125</td>
<td></td>
</tr>
<tr>
<td>Tower 118.1 (1100–0400Z‡) Gnd Con 121.9 (1100–0400Z‡)</td>
<td></td>
</tr>
<tr>
<td>App/Dep 119.2 MF 118.1 (0400–1100Z‡ 5 NM to 4000’)</td>
<td></td>
</tr>
<tr>
<td>Timmins/Victor M. Power, ON (CYTS)</td>
<td></td>
</tr>
<tr>
<td>ATIS 124.95</td>
<td>H–11B</td>
</tr>
<tr>
<td>Toronto Center App/Dep Con 128.3</td>
<td></td>
</tr>
<tr>
<td>MF 122.3 (5 NM to 4000’)</td>
<td></td>
</tr>
<tr>
<td>Toronto/Billy Bishop Toronto City Airport, ON (CYTZ)</td>
<td>L–31E</td>
</tr>
<tr>
<td>ATIS 133.6 (1130–0400Z‡)</td>
<td></td>
</tr>
<tr>
<td>App/Dep Con 133.4</td>
<td></td>
</tr>
<tr>
<td>Tower 118.2 119.2 (1130–0400Z‡) Gnd Con 121.7</td>
<td></td>
</tr>
<tr>
<td>Toronto/Lester B Pearson Intl, ON (CYYZ)</td>
<td></td>
</tr>
<tr>
<td>ATIS 120.825 133.1 App Con 132.8 124.475 125.4 Dep Con 127.575 128.8</td>
<td>H–11B, L–31D</td>
</tr>
<tr>
<td>Tower 118.35 118.7 Gnd Con 121.9 121.65 119.1</td>
<td></td>
</tr>
<tr>
<td>Cnc Del 121.3 (1200–0400Z‡) A–CDM Coordinator 122.875 (122.825)</td>
<td></td>
</tr>
<tr>
<td>Apron Tow Coordinator 136.525</td>
<td></td>
</tr>
<tr>
<td>Trenton, ON (CYTR)</td>
<td></td>
</tr>
<tr>
<td>ATIS 135.45 257.7</td>
<td>H–11C, L–31E, 32F</td>
</tr>
<tr>
<td>App/Dep Con 128.4 324.3 Tower 128.7 236.6 Gnd Con 121.9 275.8</td>
<td></td>
</tr>
<tr>
<td>Cnc Del 124.35 286.4</td>
<td></td>
</tr>
<tr>
<td>Trenton/Mountain View, ON (CPZ3)</td>
<td></td>
</tr>
<tr>
<td>Trenton Mil Advisory 268.0 or 122.35</td>
<td>H–11C, L–31E, 32F</td>
</tr>
<tr>
<td>Trois–Rivieres, QC (CIRQ)</td>
<td></td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 128.225</td>
<td>H–11C, L–32H</td>
</tr>
<tr>
<td>MF 122.35 (5 NM to 3200’)</td>
<td></td>
</tr>
<tr>
<td>Val–D’or, QC (CYVO)</td>
<td>H–11B</td>
</tr>
<tr>
<td>Montreal Center App/Dep Con 125.9 308.3</td>
<td></td>
</tr>
<tr>
<td>MF 118.5 (1030–0325Z‡ 5 NM to 4000’)</td>
<td></td>
</tr>
</tbody>
</table>
### Canada

<table>
<thead>
<tr>
<th>FACILITY NAME</th>
<th>CHART &amp; PANEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vancouver Intl, BC (CYVR)</td>
<td>H–1B, L–1E</td>
</tr>
<tr>
<td>ATIS 124.6</td>
<td></td>
</tr>
<tr>
<td>App Con 128.6 128.17 (Outer) 133.1 134.225 (Inner) 352.7</td>
<td></td>
</tr>
<tr>
<td>Dep Con 126.125 (north) 132.3 (south) 363.8</td>
<td></td>
</tr>
<tr>
<td>Tower 118.7 (south) 119.55 (north) VFR 124.0 125.65 226.5 236.6</td>
<td></td>
</tr>
<tr>
<td>Gnd Con 121.7 (south) 127.15 (north) 275.8 Cnc Del 121.4</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Victoria Intl, BC (CYJJ)</th>
<th>H–1B, L–1E</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATIS 118.8 (0800–1400Z‡)</td>
<td></td>
</tr>
<tr>
<td>App Con 125.45</td>
<td></td>
</tr>
<tr>
<td>Dep Con 125.95</td>
<td></td>
</tr>
<tr>
<td>Tower 119.1 (Outer) 119.7 (Inner) 239.6</td>
<td></td>
</tr>
<tr>
<td>Gnd Con 121.9 361.4 (1400–0800Z‡) OT ctct Kamloops 119.7</td>
<td></td>
</tr>
<tr>
<td>Cnc Del 126.4 (1400–0800Z‡)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Victoriaville, QC (CSR3)</th>
<th>L–32H</th>
</tr>
</thead>
<tbody>
<tr>
<td>Montreal Center App Con 132.35 AUTO 122.17 (bil)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Waterville/Kings Co Muni, NS (CCW3)</th>
<th>L–32J</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greenwood Trml App/Dep Con 120.6 335.9</td>
<td></td>
</tr>
<tr>
<td>Greenwood Tower 119.5 324.3</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Wiarton, ON (CYWV)</th>
<th>H–11B, L–31D</th>
</tr>
</thead>
<tbody>
<tr>
<td>Toronto Center App Con 132.575</td>
<td></td>
</tr>
<tr>
<td>MF 122.2 (5 NM to 3700’)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Windsor, ON (CYQG)</th>
<th>H–10G, L–8J</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATIS 134.5 (1130–0330Z‡)</td>
<td></td>
</tr>
<tr>
<td>Detroit App/Dep Con 118.95 132.35 134.3 284.0</td>
<td></td>
</tr>
<tr>
<td>Tower 124.7 (1130–0330Z‡) Gnd Con 121.7 (1130–0330Z‡)</td>
<td></td>
</tr>
<tr>
<td>MF 124.7 (0330–1130Z‡ 6 NM irregular shape to below 3000’)</td>
<td></td>
</tr>
<tr>
<td>VFR Advisory Detroit App Con 134.3 AWOS 134.5 (0330–1130Z‡)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Yarmouth, NS (CYQI)</th>
<th>H–11E, L–32I</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moncton Center App/Dep Con 123.9 368.5</td>
<td></td>
</tr>
<tr>
<td>MF 123.0 (5 NM to 3100’)</td>
<td></td>
</tr>
</tbody>
</table>

### Mexico

<table>
<thead>
<tr>
<th>FACILITY NAME</th>
<th>CHART &amp; PANEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chihuahua Intl/General R Fierro Villalobos Intl (MMCUCU)</td>
<td>L–6I</td>
</tr>
<tr>
<td>ATIS 127.9 (1300–0300Z‡) Chihuahua App Con 121.0 Chihuahua Tower 118.4</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Ciudad Juarez Intl/Abraham Gonzalez Intl (MMCS/CJS)</th>
<th>H–4L, L–6F</th>
</tr>
</thead>
<tbody>
<tr>
<td>Juarez App Con 119.9 Juarez Tower 118.9</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Del Norte Intl (MMAN)</th>
<th>H–7B, L–20G</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATIS 127.55 (1300–0300Z‡) Monterrey App 119.75 120.4 Tower 118.6 Gnd 122.0</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Durango Intl (MMDQ/DGO)</th>
<th>H–7A</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATIS 132.1</td>
<td></td>
</tr>
<tr>
<td>Tower 118.1 Durango Info 122.3</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Matamoros Intl/General Servando Canales Intl (MMMA)</th>
<th>H–7C, L–21A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Matamoros App Con 118.0 Matamoros Tower 118.0</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Mexicali Intl/General Rodolfo Sanchez Taboada Intl (MMML)</th>
<th>H–4I, L–4J, 5A</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATIS 127.6 (1400–0200Z‡) Mexicali App Con 118.2 Mexicali Tower 118.2 Mexicali Info 123.9 122.3</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Monterrey Intl/General Mariano Escobedo Intl (MMMY)</th>
<th>H–7B, L–20G</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monterrey ATIS 127.7 Monterrey App Con 119.75 120.4 Monterrey Dep Con 119.75 Monterrey Tower 118.1 Monterrey Gnd 121.9 Monterrey Cnc Del 123.75 (1200–0400Z‡) Monterrey Info 122.45</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Nuevo Laredo/Quetzalcoatl (MMNVL/LNL)</th>
<th>H–7B, L–20G</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nuevo Laredo App Con 118.3 Nuevo Laredo Tower 118.3</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Reynosa App Con 127.2 Reynosa Tower 118.8</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Saltillo Intl/Plan De Guadalupe Intl (MMI/SSLW)</th>
<th>H–7B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saltillo App Con 127.4 Saltillo Tower 118.4</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Tijuana Intl App Con 119.5 120.3 Tijuana Tower 118.1 Tijuana Cnc Del 122.35 Tijuana Info 132.1</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Torreon Intl (MMTC)</th>
<th>H–7A</th>
</tr>
</thead>
<tbody>
<tr>
<td>App Con 119.6 Tower 118.5 Info 122.3</td>
<td></td>
</tr>
</tbody>
</table>

---

**NE, 8 SEP 2022 to 3 NOV 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 an airway number indicate that the airway essentially overlies the airport and flight are normally cleared directly on the airway.
2. Preferred IFR routes beginning/ending with a fix indicate that aircraft may be routed to/from these fixes via a Standard Instrument Departure (SID) route, radar vectors (RV), or a Standard Terminal Arrival Route (STAR).
3. Preferred IFR routes for major terminals selected are listed alphabetically under the name of the departure airport. Where several airports are in proximity they are listed under the principal airport and categorized as a metropolitan area; e.g., New York Metro Area.
4. Preferred IFR routes used in one direction only for selected segments, irrespective of point of departure or destination, are listed numerically showing the segment fixes and the direction and times effective.
5. Where more than one route is listed the routes have equal priority for use.
6. Official location identifiers are used in the route description for VOR/VORTAC 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. The notations “pressurized” and “unpressurized” for certain low altitude preferred routes to Kennedy Airport indicate the preferred route based on aircraft performance.
12. 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.
13. All Preferred IFR Routes are in effect continuously unless otherwise noted.
14. Use current SIDs and STARSs for flight planning.
15. For high altitude routes, the portion of the routes contained in brackets [ ] is suggested but optional. The portion of the route outside the brackets will likely be required by the facilities involved.

**LOW ALTITUDE**

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALBANY (ALB)</td>
<td>(60–170) ALB PONCT JFUND (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(60–170 INCL, NON–JET) V44 DPK</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(70–170 INCL, LESS THAN 250 KTS) V123</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(110–170 INCL, 250 KTS OR MORE) V157 HAARP</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(70–170; NON–TURBOJET) V489 COATE</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(70–170; TURBOJET) V213 TALCO SHAFF–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEWARK (EWR)</td>
<td>(60–170, GREATER THAN 210 KTS; TURBOPROPS ONLY, GPS OR DME/DME OR IRU EQUIPPED) CEDOR DNY LAAYK LVZ V613 FJC PTW</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(60–170, LESS THAN 210 KTS; TURBOPROPS ONLY, GPS OR DME/DME OR IRU EQUIPPED) ALB CEDOR DNY LAAYK LVZ V29 PTW</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(70–170; TURBOJET) ALB CEDOR DNY SLATT–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PHILADELPHIA (PHL)</td>
<td>(90–170; TURBOJETS ONLY, GPS OR DME/DME OR IRU EQUIPPED) ALB CEDOR DNY LAAYK LVZ V613 FJC ARD</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
</tbody>
</table>
PREFERRED IFR ROUTES

**TRENTON (TTN)..............................................................**

Route: (90–170; TURBOPROPS ONLY, GPS OR DME/DME OR IRU EQUIPPED) ALB CEDOR DNY LAAYK LVZ V613 FJC ARD ..................................................................................

or

Route: (90–170; TURBOJETS ONLY, GPS OR DME/DME OR IRU EQUIPPED) ALB CEDOR DNY LAAYK LVZ V29 ETX V30 TROXL ARD..................................................................

**Baltimore (BWI).................................................................**

Route: V93 LRP V499 CFB V270 DNY ...........................................

Route: V93 LRP V499 CFB ..........................................................

Route: (90–170 INCL PROPS) PALEO–DP SIE V308 ORW V16 WOONS ..........................................................

Route: (BLO 110)V4R MRB V143 CEROL ...........................................

Route: PALEO–DP SIE J121 BRIGS Q439 SARDI V139 RICED KEYED ..................................................................

Route: PALEO–DP SIE J121 BRIGS Q439 SARDI V139 RICED–STAR ..................................................................

Route: EAST HAMPTON (JFK)...................................................

Route: PALEO–DP SIE J121 BRIGS Q439 SARDI V139 HTO

Route: (70–170 INCL, NON–JET)V4R MRB V143 LYH V222 HENBY ..........................................................

Route: GROTON (NEW LONDON) (GON) .......................................

Route: PALEO–DP SIE J121 BRIGS Q439 SARDI V139 HTO

Route: (90–170 INCL) PALEO–DP V308 GON V58 .........................

Route: V44 MRB V143 MOL ROA V16 ........................................

Route: PALEO–DP SIE J121 BRIGS Q439 SARDI V139 HTO

Route: (70–170; TURBOJETS) CONLE (RNAV)–DP COLIN V33

Route: (70–170; TURBOPROPS) CONLE (RNAV)–STAR ............

Route: PALEO–DP SIE J121 BRIGS Q439 SARDI V139 RICED

Route: PRNCE FILPS ..........................................................

Route: (70) V93 PXT COLIN V33 FAGED V286 STEIN ..................

Route: (70–170; TURBOPROPS) SWANN–DP SWANN APPLE

Route: (RNAV)–STAR ..................................................................

Route: (TURBOJETS) PALEO–DP ENO KORRY–STAR ..............

Route: (GPS OR DME/DME OR IRU EQUIPPED)V93 LVZ LAAYK

Route: PRNCE FILPS ..........................................................

Route: (110–170 INCL; TURBOPROPS) SWANN–DP SWANN BRAND (RNAV)–STAR ........................................

Route: NORFOLK (ORF) ............................................................

Route: (70–170 INCL; PROPS) BAL V93 PXT COLIN V33 FAGED

Route: V286 STEIN ..................................................................

Route: (70–170; TURBOJETS) CONLE (RNAV)–DP COLIN V33

Route: FAGED V286 STEIN ..................................................

Route: PHILADELPHIA (PHL) ...................................................

Route: PALEO–DP SIE J121 BRIGS Q439 SARDI V139 RICED

Route: KEYED ..................................................................

Route: (7000'–17000' INCL) SWANN–DP DOO ................................

Route: (GPS OR DME/DME OR IRU EQUIPPED)V93 LVZ LAAYK

Route: PRNCE FILPS ..........................................................

Route: TETERBORO METRO (TEB, CDW, LDJ, MMU, SMQ, 47N) ............................

Route: PALEO–DP SIE J121 BRIGS Q439 SARDI V139 HTO

Route: (110–170 INCL) PALEO–DP SIE V139 RICED–STAR ........................................

Route: (70) V93 LRP ETX FJC BWZ SAX V39 BREZY ..........................

Route: BEDFORD (BED) ...........................................................

Route: (110–160) REVSS BLZVR MOBBS T295 SAGES V489 COATE ..................................................

Route: BOSTON (BOS) ..............................................................

Route: CLEVELAND METRO (CLE, CGF, BKL, LNN, LPR) .......

Route: (110–170) HYLDN MANCH T316 LAMMS T608 SYR V84

Route: GEE THOME TRYBE (RNAV)–STAR ..............................

**Effective Times (UTC)**: 1100–0300

**NE, 8 SEP 2022 to 3 NOV 2022**
<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ERIE (ERI)</td>
<td>(080–100; RNAV/GNSS EQUIPPED ONLY) GLYDE V270 ULW JHW</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(110–170; TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED) SSOXS BUZRD SEY PARCH (RNAV)–STAR or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(110–170; PROPS) SSOXS LUCOS SEY067 SEY HTO V46 DPK</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(AOB 100) BOSOX V1 GRAYM T608 MOGUL ORW V16 CCC V46 DPK</td>
<td></td>
</tr>
<tr>
<td>NEW YORK (JFK)</td>
<td>(110–170; PROPS &amp; TURBOPROPS OPERATING AT LESS THAN 250K IAS) REVSS BAF PWL V405 CASSH V123 HAARP</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(110–170; TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED) PATSS (RNAV)–DP PATSS NELIE VALRE HAARP–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(110–170; RNAV ONLY: TURBOJETS &amp; TURBOPROPS AOA 250K IAS) PATSS NELIE VALRE HAARP–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(110–170; TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED) BLZZR BAF V292 MOBBS SAGES LAAYK LVZ V613 FJC PTW or</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(80–170 INCL) SSOXS LUCOS SEY V268 HTO V308 DRIFT V312 CYN</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PHILADELPHIA (PHL)</td>
<td>(110–170; GPS OR DME/DME OR IRU EQUIPPED) BLZZR BAF V292 MOBBS SAGES LAAYK LVZ V613 FJC PTW or</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(110–170; NON–TURBOJET) WATER ROUTE BOS SSOXS LUCOS SEY067 SEY HTO V139 BRIGS ACY V184 OOD</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(90–170; TURBOPROPS ONLY, GPS OR DME/DME OR IRU EQUIPPED) BLZZR BAF V292 MOBBS SAGES LAAYK LVZ V613 FJC ARD</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ROCHESTER (ROC)</td>
<td>(11000–17000) HYLND MANCH T316 LAMMS T608 ROC</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SYRACUSE (SYR)</td>
<td>(11000–17000) HYLND MANCH T316 LAMMS</td>
<td>1100–0300</td>
</tr>
<tr>
<td>TETERBRO (TEB)</td>
<td>(110–160) BLZZR (RNAV)–DP BLZZR BAF MOBBS T295 SAGES V489 COATE</td>
<td>1100–0300</td>
</tr>
<tr>
<td>TRENTON (TTN)</td>
<td>(110–170) WATER ROUTE BOS SSOXS LUCOS SEY067 SEY HTO V139 MANTA V276 ARD</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(90–170; TURBOPROPS ONLY, GPS OR DME/DME OR IRU EQUIPPED) BLZZR BAF V292 MOBBS SAGES LAAYK LVZ V613 FJC ARD</td>
<td>1100–0300</td>
</tr>
<tr>
<td>VINEYARD HAVEN (MVY)</td>
<td>BOS V141 DUNKK</td>
<td>1100–0300</td>
</tr>
</tbody>
</table>
## PREFERRED IFR ROUTES

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>WASHINGTON(DCA)</strong></td>
<td>(80–170 INCL; NON–TURBOJET) BURDY V268 HTO V308 BILIT CAPKO</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WHITE PLAINS(HPN)</td>
<td>(110–170; PROP AND TURBOPROP AT LEST THAN 250K IAS) REV SS BAF PWL V405 CASH V123 HAARP</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WILMINGTON(ILG)</td>
<td>(110–170; JETS) BOS SSOXS LUCOS SEY067 SEY HTO V139 BRIGS CEDAR LAKE–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (60–100; NON–TURBOJET) WATER ROUTE: BURDY V268 HTO V139 BRIGS ACY V184 OOD</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BRIDGEPORT(BDR)</td>
<td>(110–170 INCL; PROPS ONLY) MAD V1 HFD T315 GDM T314 MANCH</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (110–170 INCL; JETS ONLY) MAD V1 HFD CRIBB ROZZE (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (110–170 INCL; TURBOJET) MAD V1 HFD T315 GDM</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (110–170 INCL; RNAV REQUIRED IN WATER) MAD V1 HFD T315 GDM</td>
<td>1100–0300</td>
</tr>
</tbody>
</table>

**Notes:**
- **NE, 8 SEP 2022 to 3 NOV 2022**
### Preferred IFR Routes

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>WASHINGTON(DCA)</strong></td>
<td>(6000′–17000′ INCL)BFD PSB SKILS (RNAV)–STAR.</td>
<td>1100–0300</td>
</tr>
<tr>
<td><strong>BURLINGTON(BTV)</strong></td>
<td>(110–170)ALB DNY LAAYK LVZ V613 FJC</td>
<td>1100–0300</td>
</tr>
<tr>
<td><strong>HARRISBURG(MDT)</strong></td>
<td>(110–170)ALB DNY LAAYK V93 DUMMR HWANG ...................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td><strong>READING(RDG)</strong></td>
<td>(110–170)ALB DNY LAAYK V93 DUMMR ...........................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td><strong>TETERBORO(TEB)</strong></td>
<td>(250KTS OR GREATER)ALB V489 COATE ..........................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td><strong>WHITE PLAINS(HPN)</strong></td>
<td>(250KTS OR GREATER)ALB VALRE–STAR ...........................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td><strong>Caldwell(CDW)</strong></td>
<td>(110–170)BREZY V39 SOARS V487 CAM ...........................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ALBANY(ALB)</td>
<td>(110–150 ONLY)BREZY V39 CMK MERIT ............................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>AUBURN/LEWISTON(LEW)</td>
<td>(110–170)BREZY V39 CMK V39 SOARS V487 CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>AUGUSTA(AUG)</td>
<td>(110–170)BREZY V39 CMK V39 SOARS V487 CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BANGOR(BGR)</td>
<td>(110–170)BREZY V39 CMK V39 SOARS V487 CAM CON AUG ........................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BAR HARBOR(BHB)</td>
<td>(110–170)BREZY V39 CMK V39 SOARS V487 CAM CON AUG ........................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BARRE/MONTPELIER(MPV)</td>
<td>(110–170)BREZY V39 CMK V39 SOARS V487 CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BEDFORD(BED)</td>
<td>(110–170)BREZY V39 CMK MERIT HFD DREEM (RNAV)–STAR ........................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BEVERLY(BFY)</td>
<td>(110–170)BREZY V39 CMK MERIT HFD DREEM (RNAV)–STAR ........................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BOSTON(BOS)</td>
<td>(110–170 INCL; JETS ONLY)BREZY V39 CMK MERIT ROBUC (RNAV)–STAR ........</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (110–170 INCL; PROPS ONLY)BREZY V39 CMK MERIT ORW WOONS–STAR ........</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BURLINGTON(BTV)</td>
<td>(110–170)BREZY V39 CMK GREKI V39 SOARS V487 BTW .........................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CONCORD(CON)</td>
<td>(110–170)BREZY V39 CMK MERIT HFD T315 DGM ................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>GLENS FALLS(GFL)</td>
<td>(110–170)BREZY V39 CMK V39 SOARS V487 CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>HYANNIS(HYA)</td>
<td>(110–170)BREZY V39 CMK BAYYS SEALL V188 GON V374 MVY ....................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>KEENE(EEN)</td>
<td>(110–130 ONLY)BREZY V39 CMK MERIT HFD T315 DGM ............................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LACONIA(LCI)</td>
<td>(110–170)BREZY V39 CMK MERIT HFD T315 DGM .................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LAKE PLACID(LKP)</td>
<td>(110–170)BREZY V39 SOARS V487 CAM ...........................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LAWRENCE(LWM)</td>
<td>(110–170)BREZY V39 CMK MERIT HFD GRYM–STAR ...................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LEBANON(LEB)</td>
<td>(110–170)BREZY V39 CMK MERIT HFD KEYNN ....................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MANCHESTER(MHT)</td>
<td>(110–170 INCL; PROPS ONLY)BREZY V39 CMK MERIT HFD T315 DGM T314 MANCH.</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NANTUCKET(ACK)</td>
<td>(110–170 INCL; PROPS ONLY)BREZY V39 CMK BAYYS SEALL V188 GON DEEPO (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NASHUA(ASH)</td>
<td>(110–170)BREZY V39 CMK MERIT HFD T315 DGM T314 MANCH .....................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEW BEDFORD(EWB)</td>
<td>(110–170)BREZY V39 CMK BAYYS SEALL V188 GON V374 MINNK ..................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NORWOOD(OWD)</td>
<td>(110–170)BREZY V39 CMK MERIT ORW WOONS–STAR ................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PITTSFIELD(PSF)</td>
<td>(110–170)BREZY V39 CMK V39 SOARS V487 CANAN ...................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PORTLAND(PWM)</td>
<td>(110–170)BREZY V39 CMK V39 SOARS V487 CAM CDogg (RNAV)–STAR ..............</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PORTSMOUTH(PSM)</td>
<td>(110–170)BREZY V39 CMK MERIT HFD T315 DGM T314 RAYM .......................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PROVIDENCE(IPVD)</td>
<td>(110–130 ONLY)BREZY V39 CMK BAYYS SEALL V188 GON V374 MINNK ...............</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PROVINCETOWN(PVC)</td>
<td>(110–170)BAYYS SEALL V188 GON V374 MVY ..................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ROCKLAND(RKD)</td>
<td>(110–170)BREZY V39 CMK SOARS V487 CAM .......................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>RUTLAND(RUT)</td>
<td>(110–170)BREZY V39 SOARS V487 CAM ...........................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SARANAC LAKE(SLK)</td>
<td>(110–170)BREZY V39 CMK BAYYS SEALL V188 GON V374 MVY ....................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>VINEYARD HAVEN(MVY)</td>
<td>(110–170)BREZY V39 CMK BAYYS SEALL V188 GON V374 MVY ....................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WATERVILLE(WVL)</td>
<td>(110–170)BREZY V39 SOARS V487 CAM ...........................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>Terminals</td>
<td>Route</td>
<td>Effective Times (UTC)</td>
</tr>
<tr>
<td>---------------------------</td>
<td>----------------------------------------------------------------------</td>
<td>----------------------</td>
</tr>
<tr>
<td>CAPE COD/FALMOUTH(CPD)</td>
<td>(AOB 100 ALL; GPS OR DME/DME OR IRU EQUIPPED)PVD V146 BAF MOBBS SAGES LAAYK LVZ V93 LRP V457 EMI ...</td>
<td>1000–0300</td>
</tr>
<tr>
<td></td>
<td>or (AOB 100 ALL)SEY HTO V268 EMI........................................</td>
<td>1000–0300</td>
</tr>
<tr>
<td></td>
<td>(AOB 100; GNSS EQUIPPED ONLY ALL TYPES)PVD T255 NELIE T212 TRESA ..........</td>
<td>1000–0300</td>
</tr>
<tr>
<td></td>
<td>(110–170; ADVANCED RNAV TURBOJETS)BOSOX NELIE FLOSI (RNAV)-STAR........</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (110–170; RNAV TURBOJETS)BOSOX NELIE IGN SHAFF–STAR ..................</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(60–100; SINGLE ENGINE ONLY)V34 SEY V268 HTO V46 DPK V16 CYN V312 OOD...............</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (90–170; TURBOPROPS ONLY, GPS OR DME/DME OR IRU EQUIPPED)PVD V146 BAF MOBBS SAGES LAAYK LVZ V613 FJC ARD...........</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (110–170; NON–TURBOJET)BOS LUCOS SEY HTO V139 MANTA V276 ARD ..........</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (60–100; WATER ROUTE)SEY ARCAV V46 HTO V139 MANTA V276 ARD ..........</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (60–100; NON–TURBOJET)WATER ROUTE)SEY ARCAV V46 HTO V139 MANTA V276 ARD ..........</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(110–170)WATER ROUTE)BOS LUCOS SEY067 SEY HTO V139 MANTA V276 ARD ..........</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (60–100)WATER ROUTE)SEY ARCAV V46 HTO V139 MANTA V276 ARD ..........</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (90–170; TURBOPROPS ONLY, GPS OR DME/DME OR IRU EQUIPPED)PVD V146 BAF MOBBS SAGES LAAYK LVZ V613 FJC ARD...............</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(AOA 110, 250 KTS. OR LESS)PVD V146 BAF PWL V405 CASSH V123 HAARP........</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(110–170; NON–TURBOJET)(WATER ROUTE)BOS LUCOS SEY067 SEY HTO V139 MANTA V276 ARD ..........</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (AOB 100 ALL; GPS OR DME/DME OR IRU EQUIPPED)PVD V146 BAF MOBBS SAGES LAAYK LVZ V29 DQO ..........</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (110–170; JETS)BOS LUCOS SEY067 SEY HTO V139 BRIGS CEDAR LAKE–STAR........</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (60–100; NON–TURBOJET)WATER ROUTE)SEY ARCAV V46 HTO V139 BRIGS ACY V184 OOD ..........</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(6000’–17000’ INCL)JPU V117 WISKE FEWGA (RNAV)-STAR........................</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(080–100; RNAV/GNSS EQUIPPED ONLY)CTR V270 ULW JHW........................</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(080–100; RNAV/GNSS EQUIPPED ONLY)CTR V270 ULW JHW........................</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(080–100; RNAV/GNSS EQUIPPED ONLY)CTR V270 ULW JHW........................</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(080–100; RNAV/GNSS EQUIPPED ONLY)CTR V270 ULW JHW........................</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(110–150 ONLY)BREZY V39 SOARS V487 CANAN .</td>
<td>1100–0300</td>
</tr>
</tbody>
</table>

NE, 8 SEP 2022 to 3 NOV 2022
PREFERRED IFR ROUTES

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>AUBURN/LEWISTON(LEW)</td>
<td>(110–170 INCL) BREZY V39 CMK V39 SOARS V487 CAM CON</td>
<td>1100–0300</td>
</tr>
<tr>
<td>AUGUSTA(AUG)</td>
<td>(110–170 INCL) BREZY V39 CMK V39 SOARS V487 CAM CON</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BANGOR(BGR)</td>
<td>(110–170 INCL) BREZY V39 CMK V39 SOARS V487 CAM CON AUG</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BAR HARBOR(BHB)</td>
<td>(110–170 INCL) BREZY V39 CMK V39 SOARS V487 CAM CON AUG</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BARRE/MONTPELIER(MPV)</td>
<td>(110–170 INCL) BREZY V39 CMK V39 SOARS V487 CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BEDFORD(BED)</td>
<td>(110–170 INCL) BREZY V39 CMK MERIT HFD DREEM (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BEVERLY(BVY)</td>
<td>(110–170 INCL) BREZY V39 CMK MERIT HFD DREEM (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BOSTON(BOS)</td>
<td>(110–170 INCL; JETS ONLY) BREZY V39 CMK MERIT ROBUC (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(110–170 INCL; PROPS ONLY) BREZY V39 CMK MERIT ORW WOONS–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BURLINGTON(BTV)</td>
<td>(110–170 INCL) BREZY V39 CMK GREKI V39 SOARS V487 BTV</td>
<td>1100–0300</td>
</tr>
<tr>
<td>GLENS FALLS(GFL)</td>
<td>(110–170 INCL) BREZY V39 CMK V39 SOARS V487 CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>HYANNIS(HYA)</td>
<td>(110–170 INCL) BREZY V39 CMK BAYYS SEALL V188 GON V374 MVY</td>
<td>1100–0300</td>
</tr>
<tr>
<td>KEENE(EEN)</td>
<td>(110–130 ONLY) BREZY V39 CMK MERIT HFD T315 GDM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LACONIA(LCI)</td>
<td>(110–170 INCL) BREZY V39 CMK MERIT HFD T315 GDM CON</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LAKE PLACID(LKP)</td>
<td>(110–170 INCL) BREZY V39 SOARS V487 CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LAWRENCE(LWM)</td>
<td>(110–170 INCL) BREZY V39 CMK MERIT HFD GRAYM–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LEBANON(LEB)</td>
<td>(110–170 INCL) BREZY V39 CMK MERIT HFD KEYNN</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MANCHESTER(MHT)</td>
<td>(110–170 INCL; PROPS ONLY) BREZY V39 CMK V99 HFD T315 GDM T314 MANCH</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NANTUCKET(ACK)</td>
<td>(110–170 INCL; PROPS ONLY) BREZY V39 CMK BAYYS SEALL V188 GON V374 MVY</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NASHUA(ASH)</td>
<td>(110–170 INCL) BREZY V39 CMK MERIT HFD T315 GDM T314 MANCH</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEW BEDFORD(EWB)</td>
<td>(110–170 INCL) BREZY V39 CMK BAYYS SEALL V188 GON V374 MINNK</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NORWOOD(OWD)</td>
<td>(110–170 INCL) BREZY V39 CMK MERIT ORW WOONS–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PITTSFIELD(PSF)</td>
<td>(110–170 INCL) BREZY V39 CMK V39 SOARS V487 CANAN</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PORTLAND(PWM)</td>
<td>(110–170 INCL) BREZY V39 CMK V39 SOARS V487 CAM CDOGG (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PORTSMOUTH(PSM)</td>
<td>(110–170 INCL) BREZY V39 CMK MERIT HFD T315 GDM T314 RAYMY</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PROVIDENCE(PVD)</td>
<td>(110–130 ONLY) BREZY V39 CMK BAYYS SEALL V188 GON V374 MINNK</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PROVINCETOWN(PVC)</td>
<td>(110–170 INCL) BAYYS SEALL V188 GON V374 MVY</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ROCKLAND(RKD)</td>
<td>(110–170 INCL) BREZY V39 CMK V39 SOARS V487 CAM CON</td>
<td>1100–0300</td>
</tr>
<tr>
<td>RUTLAND(RUT)</td>
<td>(110–170 INCL) BREZY V39 SOARS V487 CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SARACAN LAKE(SLK)</td>
<td>(110–170 INCL) BREZY V39 SOARS V487 CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>VINEYARD HAVEN(MVY)</td>
<td>(110–170 INCL) BREZY V39 CMK BAYYS SEALL V188 GON V374 MVY</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WATERVILLE(WVL)</td>
<td>(110–170 INCL) BREZY V39 SOARS V487 CAM CON</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NANTUCKET(ACK)</td>
<td>(080–100; RNAV/GNSS EQUIPPED ONLY)ACK V146 CTR V270 ULW JHW</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEW YORK(LGA)</td>
<td>(110–160; 250KTS OR GREATER) MVY V146 PUT NELIE VALRE HAARP–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEWARK(EWR)</td>
<td>(110–160; 250KTS OR GREATER) MVY V146 PUT NELIE FLOSU (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEW HAVEN(HVN)</td>
<td>(110–170 INCL) SOARS V487 CANAN</td>
<td>1100–0300</td>
</tr>
<tr>
<td>AUBURN/LEWISTON(LEW)</td>
<td>(110–170 INCL) HTO V308 GON YANTC T608 GDM T314 ENE</td>
<td>1100–0300</td>
</tr>
<tr>
<td>AUGUSTA(AUG)</td>
<td>(110–170 INCL) HTO V308 GON YANTC T608 GDM T314 ENE</td>
<td>1100–0300</td>
</tr>
</tbody>
</table>

459

NE, 8 SEP 2022 to 3 NOV 2022
PREFERRED IFR ROUTES

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BALTIMORE(BWI)</td>
<td>(AOB 170) BEADS V139 AVALO V268 BAL</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BANGOR(BGR)</td>
<td>(110–170 incl) HTO V308 GON YANTC T608 GDM T314 ENE T295 BGR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BEDFORD(BED)</td>
<td>(110–150 only) MAD V1 HFD DREAM (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BEVERLY(BVY)</td>
<td>(110–170 incl) MAD HFD GRAYM–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BOSTON(BOS)</td>
<td>(110–170 incl) BRD MERIT ROBUC (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CONCORD(CON)</td>
<td>(110–150 incl) HTO V308 GON YANTC T608 GDM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>FITCHBURG(FIT)</td>
<td>(110–170 incl) MAD HFD GRAYM–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>KEENE(EEN)</td>
<td>(110–170 only) HTO V308 GON YANTC T608 GDM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LACONIA(LCI)</td>
<td>(110–170 incl) HTO V308 GON YANTC T608 GDM CON</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LAWRENCE(LWM)</td>
<td>(110–170 incl) MAD HFD GRAYM–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LEBANON(LEB)</td>
<td>(110–170 incl) HTO V308 GON YANTC T608 GDM KEYYN</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MANCHESTER(MHT)</td>
<td>(110–170 incl; JETS only) MAD V1 HFD CRIBB ROZEE (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEW YORK(JFK)</td>
<td>ALBANY(ALB)</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>AUBURN/LEWISTON(LEW)</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>AUGUSTA(AUG)</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>BANGOR(BGR)</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>BEDFORD(BED)</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>BEVERLY(BVY)</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>CONCORD(CON)</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>FITCHBURG(FIT)</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>KEENE(EEN)</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>LACONIA(LCI)</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>LAWRENCE(LWM)</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>LEBANON(LEB)</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>MANCHESTER(MHT)</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEW YORK(JFK)</td>
<td>ALBANY(ALB)</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>AUBURN/LEWISTON(LEW)</td>
<td>1100–0300</td>
</tr>
<tr>
<td>Terminals</td>
<td>Route</td>
<td>Effective Times (UTC)</td>
</tr>
<tr>
<td>-------------------</td>
<td>--------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>BALTIMORE(BWI)</td>
<td>(TURBOJETS) WAVEY PLUME V139 SIE V308 LAFLN MIDY (RNAV)–STAR or (90–170 INCL, 250 KTS OR LESS) WHITE V1 LEEAH V268</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BANGOR(BGR)</td>
<td>(110–170 INCL) MERIT HDF PUT ENE</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BAR HARBOR(BHB)</td>
<td>(110–170 INCL) BDR V487 CAM CON AUG</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BARI/MONTPELIER(MPV)</td>
<td>(110–170 INCL) BDR V487 CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BEDFORD(BED)</td>
<td>(110–170 INCL) MERIT HDF DREAM (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BOSTON(BOS)</td>
<td>(110–170 INCL; PROPS ONLY) MERIT ORW WOONS–STAR or (110–170; DME/DME/IRU OR GNSS REQUIRED) MERIT ROBUC (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BURLINGTON(BTV)</td>
<td>(90–170 INCL) BDR V487</td>
<td>1100–0300</td>
</tr>
<tr>
<td>FITCHBURG(FIT)</td>
<td>(110–170 INCL) MERIT HDF GRAYM–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>HAGERSTOWN(HGR)</td>
<td>(140–160) BDR V276 V162 HAR V377</td>
<td>1100–0300</td>
</tr>
<tr>
<td>HARRISBURG(MDT)</td>
<td>(90–130 INCL) COATE T218 TALLI LVZ V93 DUMMR V162 HAR V377</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LAWRENCE(LWM)</td>
<td>(140–160 INCL) BDR V276 V162 HAR V377</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MONTREAL(YUL)</td>
<td>(110–170 INCL) MERIT HDF GRAYM–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NANTUCKET(ACK)</td>
<td>(110–170; JETS ONLY) BETTE DEEPO (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NORFOLK(ORF)</td>
<td>(90–170 INCL, MORE THAN 250 KTS) WAVEY PLUME V139 CCV</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PITTSFIELD(PSF)</td>
<td>(110–170 INCL) BDR V487 HIDAL</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PROVIDENCE(PVD)</td>
<td>(110–170 INCL) BAYYS V229 SEALL V188 GON V374 DEEPO DEEPO (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ROCHESTER(ROC)</td>
<td>(140–170 INCL) GAYEL V374 CFB V252 GIBBE</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ROCKLAND(RKD)</td>
<td>(90–130 INCL) HAAYS V252 GIBBE</td>
<td>1100–0300</td>
</tr>
<tr>
<td>RUTLAND(RUT)</td>
<td>(110–170 INCL) BDR V487 CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SYRACUSE(SYR)</td>
<td>(140–170 INCL) GAYEL V374 CFB</td>
<td>1100–0300</td>
</tr>
<tr>
<td>TORONTO(YYZ)</td>
<td>(110–170 INCL) GAYEL V374 CFB V270 ULW WOZEE VERKO (CANADIAN) (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON(DCA)</td>
<td>(80–170 INCL, MORE THAN 250 KTS) WAVEY PLUME V308 BILIT CAPKO</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WATERVILLE(WVL)</td>
<td>(110–170 INCL) BDR V487 CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>Terminals</td>
<td>Route</td>
<td>Effective Times (UTC)</td>
</tr>
<tr>
<td>-----------</td>
<td>-------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>NEW YORK(LGA)</td>
<td>PREFERRED IFR ROUTES</td>
<td></td>
</tr>
<tr>
<td>ALBANY(ALB)</td>
<td>(110–150) ONLY BDR V487 CANAN</td>
<td>1100–0300</td>
</tr>
<tr>
<td>AUBURN/LEWISTON(LEW)</td>
<td>(110–170) INCL BDR V487 CAM CON</td>
<td>1100–0300</td>
</tr>
<tr>
<td>AUGUSTA(AUG)</td>
<td>(110–170) INCL BDR V487 CAM CON</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BALTIMORE(BWI)</td>
<td>(TURBOJETS ONLY) BIGGY V3 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>BANGOR(BGR)</td>
<td>(110–170) INCL BDR V487 CAM AUG</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BAR HARBOR(BarH)</td>
<td>(110–170) INCL BDR V487 CAM AUG</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BARRE/MONTPELIER(MPV)</td>
<td>(110–170) INCL BDR V487 CAM AUG</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BEDFORD(BED)</td>
<td>(110–170) INCL MERIT HFD DREEM (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BEVERLY(BVY)</td>
<td>(110–170) INCL MERIT HFD DREEM (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BINGHAMTON(BGM)</td>
<td>(90–170) INCL HAAYS HUO V252 CFB</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BOSTON(BOS)</td>
<td>(110–170; DME/DME/IRU OR GNSS REQUIRED) MERIT ROBUC (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BURLINGTON(BTV)</td>
<td>(110–170) INCL BDR V487 BTV</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CONCORD(CON)</td>
<td>(110–150) INCL MERIT HFD T315 GDM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ELMIRA/CORNING(ELM)</td>
<td>(90–170) INCL COATE LAAY ULW</td>
<td>1100–0300</td>
</tr>
<tr>
<td>FITCHBURG(FIT)</td>
<td>(110–170) INCL MERIT HFD GRAYM–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>GLENS FALLS(GFL)</td>
<td>(110–170) INCL BDR V487 CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>HARRISBURG(CXY)</td>
<td>(110–170) INCL ELIOT V39 ETX V162 HWANG</td>
<td>1100–0300</td>
</tr>
<tr>
<td>HYANNIS(HYA)</td>
<td>(90–100) INCL LANNA V30 ETX V162 HWANG</td>
<td>1100–0300</td>
</tr>
<tr>
<td>KEENE(EEN)</td>
<td>(110–170) INCL BAYYS SEALL V188 GON V374 MVY</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LACONIA(LCI)</td>
<td>(110–170) INCL MERIT HFD T315 GDM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LAKE PLACID(LKP)</td>
<td>(110–170) INCL BDR V487 CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LAWRENCE(LWM)</td>
<td>(110–170) INCL MERIT HFD GRAYM–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LEBANON(LEB)</td>
<td>(110–170) INCL MERIT HFD Keynn</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MANCHESTER(MHT)</td>
<td>(110–170 INCL; JETS ONLY) MERIT HFD CRIBB ROZZE (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>MONTREAL(YUL)</td>
<td>(70–170) INCL BDR V91 BOWAN V487 BTV PBERG CARTER (CANADIAN) (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>NANTUCKET(ACK)</td>
<td>(110–170) INCL; JETS ONLY BAYYS SEALL V188 GON DEEPO (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NASHUA(ASH)</td>
<td>(110–170) INCL MERIT HFD T315 GDM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEW BEDFORD(EWB)</td>
<td>(110–170) INCL BAYYS SEALL V188 GON V374 MINNK</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NORFOLK(ORF)</td>
<td>(90–170) INCL WHITE V1 CCF</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NORWOOD(OWD)</td>
<td>(110–170) INCL MERIT ORW WOONS–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PITTSBURGH(PIT)</td>
<td>(140–170) INCL ELIOT V39 ETX V30 PSB HAYNZ (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PITTSFIELD(PSF)</td>
<td>(90–100) INCL LANNA V30 PSB HAYNZ (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PORTLAND(PWM)</td>
<td>(110–170) INCL BDR V487 CAM CDGG (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PORTSMOUTH(PSM)</td>
<td>(110–170) INCL BDR V487 CAM CON</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PROVIDENCE(PVD)</td>
<td>(110–130 ONLY) BAYYS SEALL V188 GON V374 MINNK</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PROVINCETOWN(PVC)</td>
<td>(110–170) INCL BAYYS SEALL V188 GON V374 MVY</td>
<td>1100–0300</td>
</tr>
<tr>
<td>RICHMOND(RIC)</td>
<td>(90–170) INCL WHITE V1 JAMIE</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ROCHESTER(ROC)</td>
<td>(90–170) INCL HAAYS HUO V252 GIBBE</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ROCKLAND(RKD)</td>
<td>(110–170) INCL BDR V487 CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>RUTLAND(RUT)</td>
<td>(110–170) INCL BDR V487 CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SARANAC LAKE(SLK)</td>
<td>(110–170) INCL BREZY V39 SOARS V487 CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SYRACUSE(SYR)</td>
<td>(90–170) INCL 250 KTS PLUS GAYEL CFB</td>
<td>1100–0300</td>
</tr>
<tr>
<td>TORONTO(YZ)</td>
<td>(90–170) INCL COATE LAAY ULW WOZEE VERKO (CANADIAN) (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>VINEYARD HAVEN(MVY)</td>
<td>(110–170) INCL BAYYS V229 SEALL V188 GON V374 MVY</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON(DCA)</td>
<td>(90–170 INCL PROPS) BIGGY V3 MXE V378 BAL</td>
<td>1100–0300</td>
</tr>
</tbody>
</table>

**NE, 8 Sep 2022 to 3 Nov 2022**
NE, 8 SEP 2022 to 3 NOV 2022

PREFFERED IFR ROUTES

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>WASHINGTON(IAD)</td>
<td>(90–130 INCL PROPS) LANN A V30 ETX V39 LRP V143 MULRR AML</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (140–170 INCL PROPS) LIOIET V39 LRP V143 MULRR AML</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WATERVILLE(WVL)</td>
<td>(110–170 INCL) BDR V487 CAM CON</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WILKES-BARRE/SCRANTON(AVP)</td>
<td>(90–170 INCL) COATE T213 TALLI LVZ</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEW YORK(SWF)</td>
<td>AUBANY(ALB) (110–150 ONLY) STUBY V487 CANAN</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>AUGUSTA(AUG) (110–170 INCL) STUBY SASHA T295 ENE</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>BANGOR(BGR) (110–170 INCL) STUBY V487 CAM CON</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>BAR HARBOR(BHB) (110–170 INCL) STUBY V487 CAM CON AUG</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>BDR/MONTPELIER(MPV) (110–170 INCL) STUBY V487 CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>BOSTON(BOS) (110–170 INCL; PROPS ONLY) STUBY SASHA T295</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (110–170 INCL; JETS ONLY) PWL V39 STUY WHATE JFUND (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BURLINGTON(BTV)</td>
<td>(110–170 INCL) STUBY V47 CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CONCORD(CON)</td>
<td>(110–170 INCL) STUBY SASHA T295 CON</td>
<td>1100–0300</td>
</tr>
<tr>
<td>GLENS FALLS(GFL)</td>
<td>(110–170 INCL) STUBY V47 CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>HYANNIS(HYA)</td>
<td>(110–170 INCL) PWL V34 MOONI V58 HFD GON V374 MVY</td>
<td>1100–0300</td>
</tr>
<tr>
<td>KEENE(EN)</td>
<td>(110–170 INCL) STUBY SASHA T295 KEYNN</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LACONIA(LCI)</td>
<td>(110–170 INCL) STUBY SASHA T295 CON</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LAKE PLACID(LKP)</td>
<td>(110–170 INCL) STUBY V487 CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LEBANON(LEB)</td>
<td>(110–170 INCL) STUBY SASHA T295 KEYNN</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MANCHESTER(MHT)</td>
<td>(110–170 INCL; PROPS ONLY) STUBY SASHA T295 KEYNN</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NANTUCKET(ACK)</td>
<td>(110–170 INCL) PWL V39 MOONI V58 HFD ORW DEEP (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NASHUA(ASH)</td>
<td>(110–150 INCL) STUBY SASHA T295 KEYNN</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PITTSFIELD(PSF)</td>
<td>(110–170 INCL) STUBY V487 HIDAL</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PORTLAND(PWM)</td>
<td>(110–170 INCL) STUBY V487 CAM CDOOG (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PORTSMOUTH(PSM)</td>
<td>(110–170 INCL) STUBY SASHA T295 CON</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PROVIDENCE(PVD)</td>
<td>(110–170 INCL) PWL V34 MOONI V58 HFD ORW V130 LAFAY</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ROCKLAND(RKD)</td>
<td>(110–170 INCL) STUBY V487 CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>VINEYARD HAVEN(MVY)</td>
<td>(110–170 INCL) IGN V58 HFD GON V374 MVY</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEWARK(EWR)</td>
<td>AUBANY(ALB) (110–150 ONLY; PROPS ONLY) BDRY V39 SOARS V487 CANAN</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (110–150 INCL; JETS ONLY) BDRY V39 CANAN</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>AUGUSTA(AUG) (110–170 INCL) BDRY V487 CAM CON</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>BALTIMORE(BWI) (TURBOJETS ONLY) BIGGY V3 MXE V378 NUGGY TRISH (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (90–170 INCL) BIGGY V3 MXE V408 VINNY V93 SKILLS</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BINGHAMTON(BGM)</td>
<td>(90–170 INCL) HAAYS HUO V232 CFB</td>
<td>1100–0300</td>
</tr>
<tr>
<td>Terminals</td>
<td>Route</td>
<td>Effective Times (UTC)</td>
</tr>
<tr>
<td>---------------</td>
<td>----------------------------------------------------------------------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>BOSTON(BOS)</td>
<td>(110–170 INCL; PROPS ONLY)BREZY V39 CMK MERIT ORW WOONS–STAR...........</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (110–170; TURBOJET: DME/DME/IRU OR GNSS REQUIRED)MERIT ROBURC (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BUFFALO(BUF)</td>
<td>(90–170 INCL)COATE LAAYK ULW ULW306 BENE....................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BURLINGTON(BTV)</td>
<td>(110–170 INCL)BDR V487 BTV..................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CLEVELAND(CLE)</td>
<td>(90–100 INCL)LANNA V30 SEG PSB UPPRR TRYBE (RNAV)–STAR..................</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (140–170 INCL)ELIOT V39 ETX V30 SEG PSB UPPRR TRYBE (RNAV)–STAR.....</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>CONCORD(CON)</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(110–150 INCL)MERIT HFD T315 GDM.............................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (90–170 INCL)COATE LAAYK ULW...............................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ELMIRA/CORNING(ELM)</td>
<td>(110–170 INCL; PROPS ONLY)BREZY V39 CMK MERIT HFD GRAYM–STAR........</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (110–170 INCL; JETS ONLY)MERIT HFD GRAYM–STAR..........................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>FITCHBURG(FIT)</td>
<td>(110–170 INCL; PROPS ONLY)BREZY V39 CMK MERIT HFD GRAYM–STAR........</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (110–170 INCL; JETS ONLY)BDR V487 CAM..................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>GLENS FALLS(GFL)</td>
<td>(110–170 INCL; PROPS ONLY)BREZY V39 SOARS V487 CAM......................</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (110–170 INCL; JETS ONLY)BDR V487 CAM..................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>HARRISBURG(CXY)</td>
<td>(90–100 INCL)LANNA V30 ETX V162 HWANG.....................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (110–170 INCL)ELIOT V39 ETX V162 HWANG................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>HYANNIS(HYA)</td>
<td>(110–170 INCL; PROPS ONLY)BREZY V39 CMK BAYYS SEALL V188 GON V374 MVY</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (110–170 INCL; JETS ONLY)MERIT HFD GRAYM–STAR..........................</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (110–170 INCL; PROPS ONLY)BREZY V39 SOARS V487 CAM......................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LAWRENCE(LWM)</td>
<td>(110–170 INCL; PROPS ONLY)BREZY V39 CMK MERIT HFD GRAYM–STAR........</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (110–170 INCL; JETS ONLY)MERIT HFD GRAYM–STAR..........................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LEBANON(LEB)</td>
<td>(110–170 INCL)MERIT HFD T315 GDM.............................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MANCHESTER(MHT)</td>
<td>(110–170 INCL; PROPS ONLY)BREZY V39 CMK MERIT HFD T315 GDM T314 MANCH</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (110–170 INCL; JETS ONLY)MERIT HFD GRAYM–STAR..........................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MARTINSBURG(MRB)</td>
<td>(110–170 INCL)ELIOT V39.....................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (90–100)LANNA V30 ETX V39..................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MONTREAL(YUL)</td>
<td>(70–170 INCL)BDR V91 BOWAN V487 BTV PBERG CARTER (CANADIAN) (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NANTUCKET(ACK)</td>
<td>(110–170 INCL; JETS ONLY)BAYYS SEALL V188 GON DEEPO (RNAV)–STAR........</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (110–170 INCL; JETS ONLY)MERIT HFD CRIBB ROZZE (RNAV)–STAR............</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NASHUA(ASH)</td>
<td>(110–170 INCL)MERIT HFD T315 GDM T314 MANCH...............................</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (110–170 INCL; JETS ONLY)MERIT HFD GRAYM–STAR..........................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEW BEDFORD(EWB)</td>
<td>(110–170 INCL; JETS ONLY)BAYYS SEALL V188 GON V374 MINNK.............</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (110–170 INCL; PROPS ONLY)BREZY V39 CMK BAYYS SEALL V188 GON DEEPO (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NORFOLK(ORF)</td>
<td>(110–170 INCL; PROPS ONLY)BREZY V39 CMK BAYYS SEALL V188 GON DEEPO (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NORWOOD(OWD)</td>
<td>(110–170 INCL; PROPS ONLY)BREZY V39 CMK MERIT ORW WOONS–STAR...........</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (110–170 INCL; JETS ONLY)MERIT ORW WOONS–STAR.........................</td>
<td>1100–0300</td>
</tr>
</tbody>
</table>
PREFERRED IFR ROUTES

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>PITTSBURGH(PIT)</td>
<td>(140–170 INCL)ELIOT V39 ETX V30 PSB HAYNZ (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (90–100 INCL)LANNA V30 PSB HAYNZ (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PITTSFIELD(PSF)</td>
<td>(110–170 INCL)BDR HIDAL V487</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PORTLAND(PWM)</td>
<td>(110–170 INCL)BDR V487 CAM CDOGG (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PORTSMOUTH(PSM)</td>
<td>(110–170 INCL)BDR V487 CAM CON</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PROVIDENCE(PVD)</td>
<td>(110–130 ONLY)BAYS SEALL V188 GON V374 MINNK</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (110–130 ONLY; PROPS ONLY)BREZY V39 CMK BAYS SEALL GON MINNK</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PROVINCETOWN(PVC)</td>
<td>(110–170 INCL)BAYS SEALL V188 GON V374 MVY</td>
<td>1100–0300</td>
</tr>
<tr>
<td>RICHMOND(RIC)</td>
<td>(90–170 INCL)WHITE V1 JAMIE</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ROCHESTER(ROC)</td>
<td>(90–170 INCL)HAAYS HUO V252 GIBBE</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ROCKLAND(RKD)</td>
<td>(110–170 INCL)BDR V487 CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>RUTLAND(RUT)</td>
<td>(110–170 INCL)BDR V487 CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SARANAC LAKE(SLK)</td>
<td>(110–170 INCL)BREZY V39 SOAPS V487 CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SYRACUSE(SYR)</td>
<td>(90–170 INCL, LESS THAN 250 KTS)HAAYS HUO V252 CFB V29</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (90–170 INCL, 250 KTS PLUS)GAYEL CFB</td>
<td>1100–0300</td>
</tr>
<tr>
<td>TORONTO(YYZ)</td>
<td>(90–170 INCL)COATE LAAYK ULW WOZEE VERKO (CANADIAN) (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>VINEYARD HAVEN(MVY)</td>
<td>(110–170 INCL)BAYS V229 SEALL V188 GON V374 MVY</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (110–170 INCL; PROPS ONLY)BREZY V39 CMK BAYS SEALL V188 GON V374 MVY</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON(DCA)</td>
<td>(90–170 INCL PROPS)BIGGY V3 MXE V378 BAL</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON(IAD)</td>
<td>(90–130 INCL PROPS)LANNA V30 ETX V39 LRP V143 MULRR AML</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (140–170 INCL PROPS)ELIOT V39 LRP V143 MULRR AML</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WATERVILLE(WVL)</td>
<td>(110–170 INCL)BDR V487 CAM CON</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WILKES–BARRÉ/SCRANTON(AVP)</td>
<td>(90–170 INCL)COATE T218 TALLI LVZ</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NORFOLK(ORF)</td>
<td>(90–170 INCL, 250 KTS OR LESS)SCHOL DUNFE V139 SIE V44 PANZE V184 ZIGGI</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEW YORK(JFK)</td>
<td>(TURBOPROPS)HPW V213 TAPPA SHLBK APPLE (RNAV)–STAR</td>
<td>1100–0400</td>
</tr>
<tr>
<td>NEW YORK(LGA)</td>
<td>(TURBOPROPS)HPW V213 TAPPA SHLBK BRAND (RNAV)–STAR</td>
<td>1100–0400</td>
</tr>
<tr>
<td>NEWARK(EWR)</td>
<td>(PROPS)SCHOL SBV V29 MXE V3 SBJ</td>
<td>1100–0400</td>
</tr>
<tr>
<td>TETERBORO METRO</td>
<td>(TEB,CDW,LDJ,MMU,SMQ,47N)</td>
<td>1100–0400</td>
</tr>
<tr>
<td></td>
<td>or (TURBOPROPS)HPW V213 TAPPA SHLBK MAZIE (RNAV)–STAR</td>
<td>1100–0400</td>
</tr>
<tr>
<td>WASHINGTON(DCA)</td>
<td>HPW THHMP CAPSS (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON(IAD)</td>
<td>(TURBOJET)HPW THHMP CALENT (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PHILADELPHIA(PHL)</td>
<td>BINGHAMTON(BGM)</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BOSTON(BOS)</td>
<td>(90–170 INCL)DITCH V312 DRIFT V308 ORW V16 WOONS</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BUFFALO(BUF)</td>
<td>(90–170 INCL)PTW CHLSE DIANO V164 FQM V31 ULW BUF</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ELMIRA/CORNING(ELM)</td>
<td>(90–170 INCL)PTW CHLSE DIANO V164 FQM V31 ULW</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEW YORK(JFK)</td>
<td>(110–170, TURBOJETS ONLY)DITCH V312 WINKK V44 CAMRN</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NORFOLK(ORF)</td>
<td>(80–170 INCL)OOD SBV V1 CCV</td>
<td>1100–0300</td>
</tr>
<tr>
<td>RICHMOND(RIC)</td>
<td>(80–170 INCL)OOD OOD198 V229 PXT V16</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SYRACUSE(SYR)</td>
<td>(90–170 INCL)PTW PTW320 CHLSE V499 CFB</td>
<td>1100–0300</td>
</tr>
<tr>
<td>TORONTO(YYZ)</td>
<td>(90–170 INCL)PTW CHLSE DIANO V164 FQM V31 ULW WOZEE LINNG (CANADIAN) (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON(DCA)</td>
<td>(TURBOJETS ONLY)MXE V378 BAL</td>
<td>1100–0300</td>
</tr>
<tr>
<td>Terminals</td>
<td>Route</td>
<td>Effective Times (UTC)</td>
</tr>
<tr>
<td>------------------</td>
<td>----------------------------------------------------------------------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>WASHINGTON(IAD)</td>
<td>(MAX ALTITUDE 16,000; RNAV EQUIPPED ONLY; IMX HYPER (RNAV)–STAR)</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (MAX ALTITUDE 16,000; TURBOJETS ONLY; IMX V474 V143 MULRR AML)</td>
<td></td>
</tr>
<tr>
<td>WHITE PLAINS(HPN)</td>
<td>(90–170 INCL; 90–170 INCL PROPS) DITCH V312 DRIFT V139 RICED RICED–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WINDSOR LOCKS(BDL)</td>
<td>(90–170 INCL; DITCH V312 DRIFT V139 MAD193 MAD MAD341 BRISS)</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PITTSBURGH(PIT)</td>
<td>CLEVELAND(CLE) (6000–17000 INCL; RNAV ROLLN ROLLN (RNAV)–STAR)</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>DETROIT(DTW) (60–170 INCL; DME/DME/IRU OR GPS REQUIRED) DTW NORTH FLOW (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PROVIDENCE(PVD)</td>
<td>ERIE(ERI) (080–100; RNAV/GNSS EQUIPPED) CTR V270 ULW JHW</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>NEW YORK(LGA) (110–170 INCL; RNAV/PUT NELIE IGN HAARP–STAR)</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>NEW YORK(LGA) (110–170; LESS THAN 250 KTS) PVD V146 BAF PWL V405 CASSH V123 HAARP</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>NEWARK(EWR) (110–170; TURBOJETS – ADVANCED RNAV) PUT NELIE FLOS (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>NEWARK(EWR) (110–170; TURBOJETS – RNAV) PUT NELIE SHAFF–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>NEWARK(EWR) (110–170; NON–TURBOJET) PUT V146 BAF MOBBS SAGES V489 COATE</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ROCHESTER(ROC)</td>
<td>BALTIMORE(BWI) (90–170 INCL; PROPS) ROV V147 ULW V31 HAR BAL</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>NEW YORK(JFK) (90–170 INCL; PROPS) V34 BEEPS RKA V433 PWL V44 DPK</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SYRACUSE(SYR)</td>
<td>SYR T608 MARIA PONCT JFUND (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>NEW YORK(JFK) (70–170 INCL, NON–JET) V433 LOVES V44 DPK</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>NEWARK(EWR) (70–170 INCL, ALL OTHER TYPES) SYR T391 HNK V167 WEARD V489 COATE</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>NEWARK(EWR) (110–170 INCL, TURBO–JETS) SYR T391 HNK SHAFF–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>PHILADELPHIA(PHL) (110–160; TURBOJETS ONLY) SYR V35 ULW V147 SPUDS SPUDS (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>TETERBORO(TEB)</td>
<td>ALBANY(ALB) (110–150 ONLY) BREZY V39 SOARS V487 CANAN</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>AUBURN/LEWISTON(LEW) (110–170 INCL) BREZY V39 CMK V39 SOARS V487 CAM CON</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>AUGUSTA(AUG) (110–170 INCL) BREZY V39 CMK V39 SOARS V487 CAM CON</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>BANGOR(BGR) (110–170 INCL) BREZY V39 CMK V39 SOARS V487 CAM CON AUG</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>BAR HARBOR(BHB) (110–170 INCL) BREZY V39 CMK V39 SOARS V487 CAM CON AUG</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>BARRE/MONTPELIER(MPV) (110–170 INCL) BREZY V39 CMK V39 SOARS V487 CAM CON AUG</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>BEDFORD(BED) (110–170 INCL) BREZY V39 CMK MERIT HDF DREAM (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>BEVERLY(BVY) (110–170 INCL) BREZY V39 CMK MERIT HDF DREAM (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>BOSTON(BOS) (110–170 INCL; JETS ONLY) BREZY V39 CMK MERIT ROBUC (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (110–170 INCL; PROPS ONLY) BREZY V39 CMK MERIT ORW Woons–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>BURLINGTON(BTV) (110–170 INCL) BREZY V39 CMK GREKI V39 SOARS V487 BV</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>CONCORD(CON) (110–150 INCL) BREZY V39 CMK MERIT HDF T315 GDM</td>
<td>1100–0300</td>
</tr>
</tbody>
</table>

**Terminals Route Effective Times (UTC)**

**NE, 8 SEP 2022 to 3 NOV 2022**
<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>GLENS FALLS(GFL)</td>
<td>(110–170 INCL)BREZY V39 CMK V39 SOARS V487 CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>HYANNIS(HYA)</td>
<td>(110–170 INCL)BREZY V39 CMK BAYYS SEALL V188 GON V374 MIVY</td>
<td>1100–0300</td>
</tr>
<tr>
<td>KEENE(EEN)</td>
<td>(110–130 ONLY)BREZY V39 CMK CMK MERIT HFD T315 GDM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LACONIA(LCI)</td>
<td>(110–170 INCL)BREZY V39 CMK MERIT HFD T315 GDM CON</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LAKE PLACID(LKP)</td>
<td>(110–170 INCL)BREZY V39 SOARS V487 CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LAWRENCE(LWM)</td>
<td>(110–170 INCL)BREZY V39 CMK MERIT HFD</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LEBANON(LEB)</td>
<td>(110–170 INCL)BREZY V39 CMK MERIT HFD KEYNN</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MANCHESTER(MHT)</td>
<td>(110–170 INCL; PROPS ONLY)BREZY V39 CMK MERIT HFD T315 GDM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NANTUCKET(ACK)</td>
<td>(110–170 INCL; PROPS ONLY)BREZY V39 CMK BAYYS SEALL V188 GON DEEPO (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NASHUA(ASH)</td>
<td>(110–170 INCL)BREZY V39 CMK MERIT HFD T315 GDM T314 MANCH</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEW BEDFORD(EWB)</td>
<td>(110–170 INCL)BREZY V39 CMK BAYYS SEALL V188 GON V374 MIVNKK</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NORWOOD(OWD)</td>
<td>(110–170 INCL)BREZY V39 CMK MERIT ORW WOONS–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PITTSFIELD(PSF)</td>
<td>(110–170 INCL)BREZY V39 CMK SOARS V487 CANAN</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PORTSMOUTH(PSF)</td>
<td>(110–170 INCL)BREZY V39 CMK MERIT HFD T315 GDM T314 RAYMY</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PROVIDENCE(PVD)</td>
<td>(110–130 ONLY)BREZY V39 CMK BAYYS SEALL V188 GON V374 MIVNKK</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PROVINCTOWN(PVC)</td>
<td>(110–170 INCL)BAYYS SEALL V188 GON V374 MIVY</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ROCKLAND(RKD)</td>
<td>(110–170 INCL)BREZY V39 CMK SOARS V487 CAM CON</td>
<td>1100–0300</td>
</tr>
<tr>
<td>RUTLAND(RUT)</td>
<td>(110–170 INCL)BREZY V39 SOARS V487 CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SARANAC LAKE(SLK)</td>
<td>(110–170 INCL)BREZY V39 CMK SOARS V487 CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>VINEYARD HAVEN(MVY)</td>
<td>(110–170 INCL)BREZY V39 CMK BAYYS SEALL V188 GON V374 MIVY</td>
<td>1100–0300</td>
</tr>
<tr>
<td>VINEYARD HAVEN(MVY)</td>
<td>(110–170 INCL)BREZY V39 SOARS V487 CAM CON</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ERIE(ERI)</td>
<td>(080–100; RNAV/GNSS EQUIPPED ONLY) PVD V146 CTR V270 ULW JHW</td>
<td></td>
</tr>
<tr>
<td>WASHINGTON(DCA)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALBANY(ALB)</td>
<td>KRANT V265 EMI V457 LRP V499 CFB V270 DNY</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ALLENTOWN(ABE)</td>
<td>KRANT V265 EMI V457 LRP V39 ETX FJC</td>
<td></td>
</tr>
<tr>
<td>ATLANTIC CITY(ACY)</td>
<td>(90–170)PALEO V44 SIE</td>
<td></td>
</tr>
<tr>
<td>BEDFORD(BED)</td>
<td>(70)POLLA V312 GOLDA V268 LEEAH</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BINGHAMTON(BGM)</td>
<td>Ktant V265 EMI V457 LRP V499 CFB</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BOSTON(BOS)</td>
<td>(90–170 INCL)PALEO V44 SIE V308 ORW V16 ORW DREEM (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BRIDGEPORT(BDR)</td>
<td>DOCTR (RNAV)–DP AGARD SIE V308 ORW DREEM (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BURLINGTON(BTV)</td>
<td>(90–170)PALEO V44 SIE V139 RICED KEYED</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHARLESTON(CRW)</td>
<td>(GPS OR DME/DME OR IRU EQUIPPED) Ktant V265 EMI V457 LRP V93 LV2 LAAYK DNY ALB</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(PROPS)CSN WITTO HVQ</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(TURBOJETS)REBLL (RNAV)–DP OTTO HVQ</td>
<td>1100–0300</td>
</tr>
<tr>
<td>Terminals</td>
<td>Route</td>
<td>Effective Times (UTC)</td>
</tr>
<tr>
<td>------------------</td>
<td>----------------------------------------------------------------------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>CHESTER(3B9)</td>
<td>DOCTR (RNAV)--DP AGARD SIE J121 BRIGS Q439 SARDI V139 RICED KEYED</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(90–170)PALEO V44 SIE V139 HTO V308 GON YANTC T608 GDM</td>
<td></td>
</tr>
<tr>
<td></td>
<td>DOCTR (RNAV)--DP AGARD SIE J121 BRIGS Q439 SARDI V139 RICED RICED--STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>EAST HAMPTON(JPX)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>DOCTR (RNAV)--DP AGARD SIE J121 BRIGS Q439 SARDI V139 HTO</td>
<td></td>
</tr>
<tr>
<td></td>
<td>FARMINGDALE(FRG)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(90–170; PROPS)PALEO V44 DONIL V229 PANZE V44 CAMRN</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(90–170; –250 KTS)PALEO V44 DONIL V184 ACY V184 ZIGGI</td>
<td></td>
</tr>
<tr>
<td></td>
<td>GREENSBORO(GSO)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(70)POLLA V312 GOLDA V268 ENO V16 JFK</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(70–170 INCL; NON–JET)CSN V140 MOL V143 LYH V222 HENBY</td>
<td></td>
</tr>
<tr>
<td></td>
<td>HAGERSTOWN(HGR)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>V265 EMI EM325 HGR089</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>HARRISBURG(CXY)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>KRANT V265 EMI V265</td>
<td></td>
</tr>
<tr>
<td></td>
<td>HARRISBURG(MDT)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>KRANT V265 EMI V265</td>
<td></td>
</tr>
<tr>
<td></td>
<td>HARTFORD(HFD)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(90–170)PALEO V44 SIE V139 RICED MAD V1 HFD</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(70)POLLA V312 GOLDA V268 ENO V16 JFK</td>
<td></td>
</tr>
<tr>
<td></td>
<td>DOCTR (RNAV)--DP AGARD SIE J121 BRIGS Q439 SARDI V139 HTO</td>
<td></td>
</tr>
<tr>
<td></td>
<td>MONTAUK(MTP)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>DOCTR (RNAV)--DP AGARD SIE J121 BRIGS Q439 SARDI V139 HTO</td>
<td></td>
</tr>
<tr>
<td></td>
<td>NANTUCKET(ACK)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(90–170)DOCTR (RNAV)--DP AGARD V44 SIE V139 HTO V46 ACK</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(70)POLLA V312 GOLDA V268 ENO V16 JFK</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>DOCTR (RNAV)--DP AGARD SIE J121 BRIGS Q439 SARDI V139 RICED KEYED</td>
<td></td>
</tr>
<tr>
<td></td>
<td>New Haven(HVN)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(90–170)PALEO V44 SIE V139 SARDD CCC</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(7000)POLLA V312 GOLDA V268 ENO V16 JFK V229 BDR V475 CARLD V188 GON V374 MY</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>NEW YORK(ISP)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(90–170)PALEO V44 SIE V139 SARDD CCC</td>
<td></td>
</tr>
<tr>
<td></td>
<td>NEW YORK(JFK)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(90–170)PALEO V44 DONIL V229 PANZE V184 ZIGGI</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(90–170 INCL 250 KTS OR GREATER)POLLA V312 PALEO V44 DONIL V229 PANZE V44 CAMRN</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>NEW YORK(SW)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(GPS OR DME/DME OR IRU EQUIPPED)KRANT V265 EMI V457 LRP V93 LVZ LAAYK PRINCE FILPS</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>NEWARK(EWR)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(TURBOPROPS)PALEO V170 SWANN BRAND (RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>NORTFOLK(ORF)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>AMEEE (RNAV)--DP COLIN FAGED STEIN</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>OXFORD(OXC)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>WHINO COLIN V33 FAGED V286 STEIN</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>PHILADELPHIA(PHL)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(TURBOJETS)DOCTR (RNAV)--DP DOCTR DQQ</td>
<td>1100–0400</td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(110) JETS/MITCH V445 DQQ</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(PROPS)PALEO V170 DQQ</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>PORTLAND(PWM)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(90–170)PALEO V44 SIE V139 HTO ORW GDM CON NEETS</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(70)POLLA V312 GOLDA V268 ENO V16 JFK</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>Poughkeepsie(POU)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(GPS OR DME/DME OR IRU EQUIPPED)KRANT V265 EMI V457 LRP V93 LVZ LAAYK PRINCE FILPS</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>PROVIDENCE(PVD)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(90–170; TURBOJETS, TURBOPROPS)PALEO V44 SIE V139 HTO JORDN (RNAV)--STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(90–170)PALEO V44 SIE V139 HTO JORDN MINNK</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>NE, 8 SEP 2022 to 3 NOV 2022</td>
<td></td>
</tr>
<tr>
<td>Terminals</td>
<td>Route</td>
<td>Effective Times (UTC)</td>
</tr>
<tr>
<td>---------------------------</td>
<td>-----------------------------------------------------------------------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>ROME (RME)</td>
<td>KRANT V265 EMI V457 LRP V499 CFB LAMMS (TURBOPROP) PALEO V170 SWANN MAZIE (RNAP-STAR)</td>
<td>1100–0300</td>
</tr>
<tr>
<td>TETERBORO METRO (TEB, CDW, LDJ, MMU, SMQ, 47N)</td>
<td>(TURBOPROP) PALEO V170 SWANN MAZIE (RNAP-STAR)</td>
<td>1100–0400</td>
</tr>
<tr>
<td>VINEYARD HAVEN (MVY)</td>
<td>(70) POLL A V312 GOLDA V268 ENO V16 JFK V229 BDR MAD V475 CARL DR V188 GON V374 MVY (90–170)</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or POLL A V312 GOLDA V268 ENO V16 JFK V229 BDR BDR014 JUDDS BAF or PALEO V44 SIE V139 RICED MAD BRISS. DOCTR (RNAP)-DP AGARD J121 SIE BRIGS Q439 SARDI V139 HTO</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WESTFIELD/SPRINGFIELD (BAF)</td>
<td>PALEO V312 GOLDA V268 ENO V16 JFK V229 BDR BDR014 JUDDS BAF or PALEO V44 SIE V139 RICED MAD BRISS. DOCTR (RNAP)-DP AGARD J121 SIE BRIGS Q439 SARDI V139 HTO</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WESTHAMPTON BEACH (FOK)</td>
<td>KRANT V265 EMI V229 LRP ETX FJC BWZ SAX V39 BREZY or (70, LESS THAN 180KTS) POLL A V170 ODESA MXX ARD V214 METRO V249 SAX V39 BREZY or (90–170; TURBOJETS) POLL A V312 GOLDA V268 ENO V16 JFK V229 BDR or (70) POLL A V312 GOLDA V268 ENO V16 JFK V229 BDR or (210 KTS OR LESS, GPS OR DME/DME OR IRU EQUIPPED) POLL A V312 GOLDA V268 ENO V16 JFK V229 BDR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WINDSOR LOCKS (BDL)</td>
<td>(70) POLL A V312 GOLDA V268 ENO V16 JFK V229 BDR or (210 KTS OR LESS, GPS OR DME/DME OR IRU EQUIPPED) POLL A V312 GOLDA V268 ENO V16 JFK V229 BDR or (210 KTS OR LESS, GPS OR DME/DME OR IRU EQUIPPED) POLL A V312 GOLDA V268 ENO V16 JFK V229 BDR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON (IAD)</td>
<td>BRIDGEPORT (BDR) (90–170 INCL; TURBOJETS) DOCTR (RNAP)-DP AGARD V44 SIE V139 RICED–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>CHESTER (3B9) WOOLY (RNAP)-DP AGARD SIE J121 BRIGS Q439 SARDI V139 RICED KEYED</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>DANBURY (DXR) WOOLY (RNAP)-DP AGARD SIE J121 BRIGS Q439 SARDI V139 RICED KEYED</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>EAST HAMPTON (JFX) WOOLY (RNAP)-DP AGARD SIE J121 BRIGS Q439 SARDI V139 RICED–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>GREENSBORO (GSO) (70–170 INCL; NON JET) CSN V140 MOL V143 LYH V222 HENBY</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>GROTON (NEW LONDON) (GON) WOOLY (RNAP)-DP AGARD SIE J121 BRIGS Q439 SARDI V139 RICED KEYED</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>MATTITUCK (21N) WOOLY (RNAP)-DP AGARD SIE J121 BRIGS Q439 SARDI V139 RICED KEYED</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>MONTAUK (MTP) WOOLY (RNAP)-DP AGARD SIE J121 BRIGS Q439 SARDI V139 RICED KEYED</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>NEW HAVEN (HVN) WOOLY (RNAP)-DP AGARD SIE J121 BRIGS Q439 SARDI V139 RICED KEYED</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>NEW YORK (ISP) (90–170 INCL; TURBOPROPS) WOOLY V214 BAL V44 SIE V139 SARDI CCC</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>NEW YORK (JFK) (90–170 INCL, 250 KNTS OR GREATER; TURBOJETS) (PART 121 &amp; 129 ONLY) JCOBY (RNAP)-DP AGARD DONIL V229 PANZE V44 CAMRN</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (90–170 INCL, LESS THAN 250 KTS) WOOLY V44 DONIL V229 ACY V184 ZIGGI</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>NEW YORK (LGA) (PART 121 AND 129 ONLY; TURBOJETS ONLY) JCOBY (RNAP)-DP AGARD KORRY–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (90–170 INCL; TURBOPROPS) WOOLY V214 SWANN APPLE (RNAP)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>NEW YORK (SWF) (PROPS) WOOLY V214 DOO V479 RUUTH V123 RENU (GPS OR DME/DME OR IRU EQUIPPED) MRB V501 HGR V3 777 AMLO09 SEG230 SEG V106 LVZ LAAY PRNCX FILPS</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>NEWARK (EWR) (110–170 INCL; TURBOPROPS) WOOLY V214 SWANN BRAND (RNAP)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>OXFORD (OXC) WOOLY (RNAP)-DP AGARD SIE J121 BRIGS Q439 SARDI V139 RICED KEYED</td>
<td>1100–0300</td>
</tr>
</tbody>
</table>

Terminals
Route
Effective Times (UTC)
NE, 8 SEP 2022 to 3 NOV 2022
<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>PHILADELPHIA (PHL)</td>
<td>(7000′–17000′ INCL) WOOLY V214 DQO YV 1212 AGRI S439 SARDI V139 HTO</td>
<td>1100–0300</td>
</tr>
<tr>
<td>TETERBORO METRO (TEB, CDW, JDJ, MMU, SMQ, 47N)</td>
<td>(TURBOPROPS) WOOLY V214 SWANN MAZIE (RNV–STAR)</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WESTHAMPTON BEACH (FOK)</td>
<td>WOOLY (RNV–DP) AGRI SIE J1212 BRIGS Q439 SARDI V139 HTO</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WHITE PLAINS (HPN)</td>
<td>(70 VRB V501 HGR V377 HAR V162 ETX FJC BWZ SAX V39 BREZY)</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(90–170 INCL) WOOLY V44 SIE V139 RICED</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>RICED–STAR</td>
<td></td>
</tr>
<tr>
<td>WHITE PLAINS (HPN)</td>
<td>(110–170 INCL) CMK V39 SOARS V487 CANAN</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ALBANY (ALB)</td>
<td>(110–170 INCL CMK V39 SOARS V487 CAM CON)</td>
<td>1100–0300</td>
</tr>
<tr>
<td>AUBURN/LEWISTON (LEW)</td>
<td>(110–170 INCL CMK V39 SOARS V487 CAM CON)</td>
<td>1100–0300</td>
</tr>
<tr>
<td>AUGUSTA (AUG)</td>
<td>(110–170 INCL CMK V39 SOARS V487 CAM CON)</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BOSTON (BOS)</td>
<td>(90–170 INCL) LAAYS HUO V252 CFB</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BURLINGTON (BTV)</td>
<td>(110–170 INCL CMK V39 SOARS V487 CAM CON AUG)</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CONCORD (CON)</td>
<td>(110–150 INCL) MERIT HFD T315 GDM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ELMIRA CORNING (ELM)</td>
<td>(90–170 INCL COATATE LAAYK ULV)</td>
<td>1100–0300</td>
</tr>
<tr>
<td>FITCHBURG (FIT)</td>
<td>(110–170 INCL) MERIT HFD GRAY–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>GLENS FALLS (GFL)</td>
<td>(110–170 INCL) CMK V39 SOARS V487 CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>HARRISBURG (HOR)</td>
<td>(90–100) LAANNA V30 ETX V162 HWANG</td>
<td>1100–0300</td>
</tr>
<tr>
<td>HYANNIS (HYA)</td>
<td>(110–170 INCL) BAYS SEALL V188 GON V374 MYV</td>
<td>1100–0300</td>
</tr>
<tr>
<td>KEENE (EEN)</td>
<td>(110–170 INCL) MERIT HFD T315 GDM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LACONIA (LCI)</td>
<td>(110–170 INCL) MERIT HFD T315 GDM CON</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LAKE PLACID (LKP)</td>
<td>(110–170 INCL) CMK V39 SOARS V487 CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LAWRENCE (LWM)</td>
<td>(110–170 INCL) MERIT HFD GRAY–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LEBANON (LEB)</td>
<td>(110–170 INCL) MERIT HFD KEYNN</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MANCHESTER (MHT)</td>
<td>(110–170 INCL; PROPS ONLY) MERIT HFD T315 GDM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MONTREAL (YUL)</td>
<td>(70–170 INCL GRIKI V39 SOARS V487 BTV PBERG CARTER (CANADIAN) (RNV–STAR)</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NANTUCKET (ACK)</td>
<td>(110–170 INCL; PROPS ONLY) BAYS SEALL V188 GON DEEPO (RNV–STAR)</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NASHUA (ASH)</td>
<td>(110–170 INCL) MERIT HFD T315 GDM CON</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEW BEDFORD (EBW)</td>
<td>(110–170 INCL) BAYS SEALL V188 GON V374 MINNK</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NORFOLK (ORF)</td>
<td>(90–170 INCL) WHITE V1 CCV</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NORWOOD (OWD)</td>
<td>(110–170 INCL) ORW WOONS–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PITTSBURGH (PIT)</td>
<td>(90–170 INCL) COATATE LAAYK T216 FQM V58 PSB HAYNZ (RNV–STAR)</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PITTSFIELD (PSF)</td>
<td>(110–170 INCL) CMK V39 SOARS V487 HIDAL</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PORTLAND (PWM)</td>
<td>(110–170 INCL) CMK V39 SOARS V487 CAM CODGG</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PORTSMOUTH (PSM)</td>
<td>(110–170 INCL) CMK V39 SOARS V487 CAM CON</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PROVIDENCE (PVD)</td>
<td>(110–130 ONLY) BAYS SEALL V188 GON V374 MINNK</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PROVINCETOWN (PVC)</td>
<td>(110–170 INCL) BAYS SEALL V188 GON V374 MYV</td>
<td>1100–0300</td>
</tr>
<tr>
<td>RICHMOND (RIC)</td>
<td>(110–170 INCL) WHITE V1 JAMIE</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ROCHESTER (ROC)</td>
<td>(9000′–17000′ INCL) HAAYS HUO V252 GIBBE</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ROCKLAND (RKB)</td>
<td>(110–170 INCL) CMK V39 SOARS V487 CAM CON</td>
<td>1100–0300</td>
</tr>
<tr>
<td>RUTLAND (RUT)</td>
<td>(110–170 INCL) CMK V39 SOARS V487 CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SARANAC LAKE (SLK)</td>
<td>(90–130 INCL) HAAYS HUO V252 CFB V29</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SYRACUSE (SYR)</td>
<td>(140–170 INCL) HAAYS HUO V252 CFB</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NE, 8 SEP 2022 to 3 Nov 2022</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
PREFERRED IFR ROUTES

Terminals | Route | Effective Times (UTC)
--- | --- | ---
TORONTO(YYZ) | (90–170 INCL) COATE LAAYK ULW WOZEE LINNG (CANADIAN) (RNAV)–STAR | 1100–0300
 | (110–170 INCL) BAYYS V229 SEALL V188 GON V374 MLY | 1100–0300
VINITY HAVEN(MVY) | (90–170 INCL PROPS) BIGGY V3 MXE V378 BAL | 1100–0300
WASHINGTON(DCA) | (90–130 INCL PROPS) LIANNA V30 ETX V39 LRP V143 MULRR AML | 1100–0300
 | or (140–170 INCL PROPS) ELIOT V39 LRP V143 MULRR AML | 1100–0300
WASHINGTON(AD) | (110–170 INCL) CMK V39 SOARS V487 CAM CON ... | 1100–0300
WATERVILLE(WVL) | (90–170 INCL) COATE T218 TALLI LVZ | 1100–0300
WILKES–BARRE/SCRANTON(AVP) | (080–100; RNAV/GNSS EQUIPPED ONLY) CTR V270 ULW JHW | 1100–0300
 | (70–170 INC; RNAV ONLY, 250K OR LESS) MOBBS SAGES V489 COATE | 1100–0300
 | or (110–170 INCL; MORE THAN 250 KTS) VEERS IGN FLOSI FLOSI (RNAV)–STAR | 1100–0300
NEWARK(EWR) | (60–170; TURBOJETS ONLY, GPS OR DME/DME OR IRU EQUIPPED) MOBBS SAGES LAAKY LVZ V147 MAZIE | 1100–0300
 | or (60–170 INCL, PROPS 210 KTS PLUS; PROPS, GPS OR DME/DME OR IRU EQUIPPED) MOBBS SAGES LAAKY LVZ V29 SLATT V6 FJC MAZIE | 1100–0300
 | or (60–170 INCL PROPS LESS THAN 210 KTS; PROPS, GPS OR DME/DME OR IRU EQUIPPED) MOBBS SAGES LAAKY LVZ V29 SLATT V6 FJC MAZIE | 1100–0300
 | or (110–170 INCL; NON–TURBOJET) HFD V58 THUMB HTO V139 BRIGS ACY V184 OOD | 1100–0300
PHILADELPHIA(PHL) | (110–170; NON–TURBOJET) HFD V58 THUMB HTO V139 BRIGS CEDAR LAKE–STAR | 1100–0300
 | or (090–170; TURBOJETS ONLY, GPS OR DME/DME OR IRU EQUIPPED) MOBBS SAGES LAAKY LVZ V29 ETX V30 TROXL ARD | 1100–0300
 | or (110–170) WATER ROUTE | 1100–0300
 | BOS LUCOS SEY067 SEY HTO V139 MANTA V276 ARD | 1100–0300
TRENTON(TTN) | (110–170) WATER ROUTE | 1100–0300
 | (90–170; TURBOPROPS ONLY, GPS OR DME/DME OR IRU EQUIPPED) MOBBS SAGES LAAKY LVZ V613 FJC ARD | 1100–0300
 | or (090–170; TURBOJETS ONLY, GPS OR DME/DME OR IRU EQUIPPED) MOBBS SAGES LAAKY LVZ V29 ETX V30 TROXL ARD | 1100–0300
 | or (90–170; TURBOPROPS ONLY, GPS OR DME/DME OR IRU EQUIPPED) MOBBS SAGES LAAKY LVZ V613 FJC ARD | 1100–0300
 | or (110–170; TURBOPROPS ONLY, GPS OR DME/DME OR IRU EQUIPPED) MOBBS SAGES LAAKY LVZ V613 FJC ARD | 1100–0300
 | or (110–170; NON–TURBOJET) HFD V58 THUMB HTO V139 BRIGS ACY V184 OOD | 1100–0300
 | or (110–170; NON–TURBOJET) HFD V58 THUMB HTO V139 BRIGS CEDAR LAKE–STAR | 1100–0300
WORCESTER(ORH) | (080–100; RNAV/GNSS EQUIPPED ONLY) CTR V270 ULW JHW | 1100–0300
ERIE(ERI) | 1100–0300

Terms | Route | Effective Times (UTC)
--- | --- | ---
 | (110–170)(WATER ROUTE) | 1100–0300
 | BOS LUCOS SEY067 SEY HTO V139 MANTA V276 ARD | 1100–0300
 | or (90–170; TURBOPROPS ONLY, GPS OR DME/DME OR IRU EQUIPPED) MOBBS SAGES LAAKY LVZ V613 FJC ARD | 1100–0300
 | or (090–170; TURBOJETS ONLY, GPS OR DME/DME OR IRU EQUIPPED) MOBBS SAGES LAAKY LVZ V29 ETX V30 TROXL ARD | 1100–0300
 | or (90–170; TURBOPROPS ONLY, GPS OR DME/DME OR IRU EQUIPPED) MOBBS SAGES LAAKY LVZ V613 FJC ARD | 1100–0300
 | or (110–170; NON–TURBOJET) HFD V58 THUMB HTO V139 BRIGS ACY V184 OOD | 1100–0300
 | or (110–170; NON–TURBOJET) HFD V58 THUMB HTO V139 BRIGS CEDAR LAKE–STAR | 1100–0300

NE, 8 SEP 2022 to 3 NOV 2022
## Preferred IFR Routes

### Special Low Altitude Directional Routes

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BI-DIRECTIONAL ROUTES FOR TRAFFIC OVERFLYING NEW YORK METRO</td>
<td>V139</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>V93</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WEST OF NY METRO</td>
<td>HAR V377 MOL</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>HAR V377 V38 GVE</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>LRP V93 PXT</td>
<td>1100–0300</td>
</tr>
</tbody>
</table>

### Single-Direction Route

**SOUTHBOUND**

- MXE V474 V377 HGR

## High Altitude

### Terminals

- **ALBANY (ALB)**
- **ATLANTA (ATL)**
- **Baltimore (BWI)**
- **Charlotte (CLT)**
- **Chicago (ORD)**
- **Covington (CVG)**
- **Detroit (DTW)**
- **Fort Lauderdale (FLL)**
- **Fort Myers (RSW)**
- **Miami (MIA)**
- **Minneapolis (MSP)**
- **Myrtle Beach (MYR)**
- **Orlando (MCO)**
- **Punta Gorda (PGD)**
- **Raleigh/Durham (RDU)**
- **Saint Petersburg-Clearwater (Tampa)**
- **Washington (DCA)**
- **Washington (IAD)**
- **Atlantic City (ACY)**

### Routes

- **ACOVE**
- **DBABE**
- **Q448**
- **PTW J48**
- **MOL FLASK**
- **QZZI**

### Effective Times

- 1100–0400
- 1100–0300
- 1100–0400
- 1100–0300
- 1100–0300
- 1100–0300
- 1100–0300
- 1100–0300
- 1100–0300
- 1100–0300
- 1100–0300
- 1100–0300
- 1100–0400
- 1100–0300
- 1100–0300
- 1100–0300

### NE, 8 Sep 2022 to 3 Nov 2022
<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>FORT LAUDERDALE(FLL)</td>
<td>LEEAH V1 SBY J79 KATZN CVI WEAVR J121 CHS CAKET Q97 PRMUS CUUDA (RNAV)--STAR .................................................</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(JETS ONLY, EXCLUDES EA50, ESOP, SF50, CS10, CS25(WATER)) LEEAH V1 SBY KEMPR ILM OSTNN MAJIK CUUDA (RNAV)--STAR ..........</td>
<td>1100–0300</td>
</tr>
<tr>
<td>FORT MYERS(RSW)</td>
<td>ACY V229 LEEAH V1 SBY J79 CHS JROSS Q409 PUPPY Q103 CYNTA SHFTY (RNAV)--STAR ................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(WATER) LEEAH V1 SBY KEMPR ILM AR15 HIBAC SHFTY (RNAV)--STAR .................................................................................</td>
<td></td>
</tr>
<tr>
<td>MYRTLE BEACH(MYR)</td>
<td>ACY V229 LEEAH V1 SBY WYMS ................................................................................................................................</td>
<td></td>
</tr>
<tr>
<td>ORLANDO(MCO)</td>
<td>(MCO LANDING SOUTH) LEEAH V1 SBY J79 KATZN CVI WEAVR J121 CHS IGARY Q85 LPERD GTOUT (RNAV)--STAR .................................</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(WATER) LEEAH V1 SBY KEMPR ILM AR15 HIBAC ALYNA (RNAV)--STAR .................................................................................</td>
<td></td>
</tr>
<tr>
<td>SOUTH FLORIDA (FLL,OPF,MIA,07FA,HST,TMB,X51,HWO)</td>
<td>(VLI/TURBPRO: ONLY INCL EA50,ESOP, SF50,C510,C525) LEEAH V1 SBY J79 KATZN ISO J121 CHS CAKET Q97 KENLL TARPN (RNAV)--STAR ........................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>TAMPA(TPA)</td>
<td>ACY V229 LEEAH V1 SBY J79 CHS JROSS Q409 PUPPY BAAMF DADES (RNAV)--STAR ...................................................................</td>
<td></td>
</tr>
<tr>
<td>WEST PALM BEACH(PBI)</td>
<td>LEEAH V1 SBY J79 KATZN CVI WEAVR J121 CHS CAKET Q97 KENLL CPTAN (RNAV)--STAR .................................................</td>
<td></td>
</tr>
<tr>
<td>BALTIMORE(BWI)</td>
<td>ALBANY(ALB) .....................................................................................................................................................................</td>
<td></td>
</tr>
<tr>
<td></td>
<td>SWANN--DP SWANN BROSS Q419 RBV Q22 LLUND TRUDE V487 CANAN ..................................................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(TURBOJETS) TERPZ (RNAV)--DP MAUSLS Q40 FEEDS SUG ....................................................................................................</td>
<td></td>
</tr>
<tr>
<td></td>
<td>ATLANTA(ATL) ....................................................................................................................................................................</td>
<td></td>
</tr>
<tr>
<td></td>
<td>TERPZ (RNAV)--DP FLASK OZZZI (RNAV)--STAR ..................................................................................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>BANGOR(BGR) .....................................................................................................................................................................</td>
<td></td>
</tr>
<tr>
<td></td>
<td>SWANN--DP SWANN BROSS Q419 RBV Q22 FOXWD BOS .............................................................................................................</td>
<td></td>
</tr>
<tr>
<td></td>
<td>BEDFORD(BED) .....................................................................................................................................................................</td>
<td></td>
</tr>
<tr>
<td></td>
<td>SWANN--DP SWANN BROSS Q419 DPK MAD FHD DREEM (RNAV)--STAR ....................................................................................</td>
<td></td>
</tr>
<tr>
<td></td>
<td>BIRMINGHAM(BHM) ...............................................................................................................................................................</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(TURBOJETS) TERPZ (RNAV)--DP MAUSLS Q40 NIOLA DIODE ....................................................................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>BOSTON(BOS) .......................................................................................................................................................................</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(TURBOJETS; DME/DME/IRU OR GNSS REQUIRED) SWANN--DP SWANN BROSS Q419 JFK ROBUC (RNAV)--STAR ....................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>BRIDGEPORT(BDR) ...............................................................................................................................................................</td>
<td></td>
</tr>
<tr>
<td></td>
<td>PALEO--DP SIE J121 BRIGS Q439 SARDI V139 RICED KEYED .................................................................................................</td>
<td></td>
</tr>
<tr>
<td></td>
<td>BURLINGTON(BTV) ...............................................................................................................................................................</td>
<td></td>
</tr>
<tr>
<td></td>
<td>SWANN--DP SWANN BROSS Q419 RBV Q22 LLUND CAM .............................................................................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>CHARLESTON(CHS) ...............................................................................................................................................................</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CONLE (RNAV)--DP SOOCH ISO RAPZZ AMYLU (RNAV)--STAR ...................................................................................................</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CHARLOTTE(ClT) .................................................................................................................................................................</td>
<td></td>
</tr>
<tr>
<td></td>
<td>TERPZ (RNAV)--DP GLANC LYH CHSLY (RNAV)--STAR .............................................................................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>CHATTANOOGA(CHA) .............................................................................................................................................................</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(TURBOJETS) TERPZ (RNAV)--DP MAUSLS Q40 ALEAN VXX ......................................................................................................</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CHICAGO(MDW) ..........................................................................................................................................................</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(TURBOJETS) TERPZ (RNAV)--DP RAMAY Q72 HACKS J149 FWA PANGG (RNAV)--STAR ...............................................................</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CHICAGO(ORD) ...................................................................................................................................................................</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(TURBOJETS) TERPZ (RNAV)--DP RAMAY Q72 HACKS J149 ROD WATSN (RNAV)--STAR ..............................................................</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CLEVELAND(CLE) ..................................................................................................................................................</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(TURBOJETS) TERPZ (RNAV)--DP JERES J211 JST UPPRR TRYBE (RNAV)--STAR ........................................................................</td>
<td></td>
</tr>
</tbody>
</table>

**Terminals**

- FORT LAUDERDALE (FLL)
- FORT MYERS (RSW)
- MYRTLE BEACH (MYR)
- ORLANDO (MCO)
- SOUTH FLORIDA (FLL, OPF, MIA, 07FA, HST, TMB, X51, HWO)
- TAMPA (TPA)
- WEST PALM BEACH (PBI)
- BALTIMORE (BWI)
- ALBANY (ALB)
- ASHEVILLE (AVL)
- ATLANTA (ATL)
- BANGOR (BGR)
- BEDFORD (BED)
- BIRMINGHAM (BHM)
- BOSTON (BOS)
- BRIDGEPORT (BDR)
- BURLINGTON (BTV)
- CHARLESTON (CHS)
- CHARLOTTE (CLT)
- CHATTANOOGA (CHA)
- CHICAGO (MDW)
- CHICAGO (ORD)
- CLEVELAND (CLE)

**Effective Times (UTC)**

- NE. 8 SEP 2022 to 3 NOV 2022
<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>COLUMBUS (CMH)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP RAMAY Q72 HACKS</td>
<td></td>
</tr>
<tr>
<td></td>
<td>SCRLT SCRLT (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>COVINGTON (CVG)</td>
<td>(RNAV TURBOJETS)TERPZ (RNAV)–DP OTTO COLNS</td>
<td></td>
</tr>
<tr>
<td></td>
<td>GAVNN (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>DALLAS (DAL)</td>
<td>TERPZ (RNAV)–DP OTTTO Q80 FAREV BWG Q68 LITTR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>DIRRK HIBIL (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>DALLAS–FORT WORTH (DFW)</td>
<td>(DFW NORTH FLOW)TERPZ (RNAV)–DP OTTTO Q80</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>FAREV BWG Q68 LITTR FEWWW BRDJ (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(DFW SOUTH FLOW)TERPZ (RNAV)–DP OTTTO Q80</td>
<td></td>
</tr>
<tr>
<td></td>
<td>FAREV BWG Q68 LITTR FEWWW SEEVR (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>DAYTON (DAY)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP RAMAY Q72 HACKS</td>
<td>1100–0300</td>
</tr>
<tr>
<td>DETROIT SATS (DET, ARB, PTK, YIP, CYQG)</td>
<td>(TURBOJETS: DME/DME/IRU OR GPS REQUIRED)TERPZ</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV)–DP JERES J211 HAGUD WWSHR FOREY</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>DETROIT (DTW)</td>
<td>(DTW SOUTH FLOW)TERPZ (RNAV)–DP MCRAY J518</td>
<td></td>
</tr>
<tr>
<td></td>
<td>KOZAR KLYNK (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(DTW NORTH FLOW)TERPZ (RNAV)–DP MCRAY J518</td>
<td></td>
</tr>
<tr>
<td>FARMINGDALE (FRG)</td>
<td>(180–230)PALEO–DP SIE J121 BRIGS Q439 SARDI CCC DPK</td>
<td>1000–0300</td>
</tr>
<tr>
<td>FORT LAUDERDALE (FLL)</td>
<td>(JETS ONLY, EXCLUDES EA50, ESOP, SF50, C510, C525)(WATER)CONLE (RNAV)–DP</td>
<td></td>
</tr>
<tr>
<td></td>
<td>SCOOB KEMP RIL MONT (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CONLE (RNAV)–DP SCOOB ISO J121 CHS CAKER Q97 PRMUS CUIDA (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>FORT MYERS (RSW)</td>
<td>TERPZ (RNAV)–DP RRSN QSO Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>GREER (GSP)</td>
<td>TERPZ (RNAV)–DP GLANC FUBL FJNNR</td>
<td></td>
</tr>
<tr>
<td>HOUSTON (HOU)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP MAULS Q40 AEX WAPPL (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>HOUSTON (IAH)</td>
<td>(TURBOJETS)IAH EAST FLOW)TERPZ (RNAV)–DP MAULS Q40 AEX SKNDR (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td>INDIANAPOLIS (IND)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP RAMAY Q72 HACKS</td>
<td></td>
</tr>
<tr>
<td></td>
<td>PLASH SNKPT (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>JACKSONVILLE (JAX)</td>
<td>CONLE (RNAV)–DP SCOOB ISO J121 CHS ESENT LUNNI (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>KANSAS CITY (MCI)</td>
<td>(RNAV TURBOJET/TURBOPRO)TERPZ (RNAV)–DP OTTTO Q176 STL EUING RUIDDD</td>
<td></td>
</tr>
<tr>
<td>KNOXVILLE (TYS)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP MAULS Q40 AEX VXX (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LOUISVILLE (SDF)</td>
<td>TERPZ (RNAV)–DP OTTTO Q68 YOCKY UNKLL MAUDD (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>MANCHESTER (MHT)</td>
<td>SWANN–DP SWANN BROSS Q419 RBQ Q22 LLUND SMYTH ROZZE (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>MEMPHIS (MEM)</td>
<td>(TURBOJET)TERPZ (RNAV)–DP OTTTO Q80 FAREV BWG BLUZZ (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>MIAMI (MIA)</td>
<td>(JETS ONLY, EXCLUDES EA50, ESOP, SF50, C510, C525)(WATER)CONLE (RNAV)–DP</td>
<td></td>
</tr>
<tr>
<td></td>
<td>SCOOB KEMP RIL METRO DIW HOAG B NBSH (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CONLE SCOOP ISO J121 CHS CAKEQ Q97 DEBRF STL CTSF (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>MILWAUKEE (MKE)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP MCRAY J518 DJB J34 CRL PEGEE GETCH LYSTW Sudds</td>
<td></td>
</tr>
<tr>
<td>MINNEAPOLIS (MSP)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP MCRAY J518 DJB J34 VIO KAMMA KKLRR (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>MONTREAL (CYUL)</td>
<td>SWANN–DP SWANN BROSS Q419 RBQ Q22 LLUND CAM PBERG CARTER (CANADIAN) (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>MYRTLE BEACH (MRY)</td>
<td>CONLE (RNAV)–DP SCOOB ILM WYMSL</td>
<td></td>
</tr>
<tr>
<td>NANTUCKET (ACK)</td>
<td>SWANN–DP SWANN BROSS Q419 RBQ Q430 RIFLE DEEPO (RNAV)–STAR</td>
<td></td>
</tr>
</tbody>
</table>

**NE, 8 SEP 2022 to 3 Nov 2022**
PREFERRED IFR ROUTES

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>NASHVILLE(BNA)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP OTTTO Q80 DEWAK GROAT PASLY (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEW ORLEANS(MSY)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP MAULS Q40 NIOLA MEI RYTHM–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEW YORK(ISP)</td>
<td>PALEO–DP SIE J121 BRIGS Q439 SARDI CCC</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEWARK(EWR)</td>
<td>(GPS OR DME/DME–IRU EQUIPPED)SWANN–DP DQO PHILBO (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ORLANDO(MCO)</td>
<td>(WATER)CONLE (RNAV)–DP SCOOB KEMPR ILM AR15 ALBAC ALYNA (RNAV)–STAR</td>
<td>or</td>
</tr>
<tr>
<td></td>
<td>or (MCO LANDING NORTH)CONLE (RNAV)–DP SCOOB ISO J121 CHS IGARY Q85 LPERD SNFLD (RNAV)–STAR</td>
<td>or</td>
</tr>
<tr>
<td>OTTAWA(CYOW)</td>
<td>TERPZ (RNAV)–DP JERES J227 ULW SYR ART DEANS (RNAV)–STAR</td>
<td>or</td>
</tr>
<tr>
<td>PITTSBURGH(PIT)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP MCRAY J518 IHD DEMME (RNAV)–STAR</td>
<td>or</td>
</tr>
<tr>
<td>PORTLAND(PWM)</td>
<td>SWANN–DP SWANN BROSS Q419 RBV Q22 LLUND BDR SCOGS (RNAV)–STAR</td>
<td>or</td>
</tr>
<tr>
<td>PROVIDENCE(PVD)</td>
<td>SWANN–DP SWANN BROSS Q419 RBV Q430 CREEL HTO JORDN (RNAV)–STAR</td>
<td>or</td>
</tr>
<tr>
<td>RALEIGH/DURHAM(RDU)</td>
<td>(AOB FL 220)CONLE (RNAV)–DP COLIN TAPPA HOUKY TACLE (RNAV)–STAR</td>
<td>or</td>
</tr>
<tr>
<td></td>
<td>or (AOB FL260)TERPZ (RNAV)–DP MELTN ALDAN (RNAV)–STAR</td>
<td>or</td>
</tr>
<tr>
<td>ROCHESTER(ROC)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP JERES J220 VALLO J227 ULW V31 GIBBE</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SARASOTA/BRADENTON(SRQ)</td>
<td>(JETS/TURBOPROPS ONLY)TERPZ (RNAV)–DP RRSIN G5O Q75 SLOJO Q103 PUPPY KYYUU LUBBR (RNAV)–STAR</td>
<td>or</td>
</tr>
<tr>
<td>SAVANNAH(SAV)</td>
<td>(TURBOJETS)CONLE (RNAV)–DP SCOBOB COUPN TYI J79 CHS LGRDH SOOOP</td>
<td>or</td>
</tr>
<tr>
<td>SOUTH FLORIDA</td>
<td>(VLJ/TURBOPROP ONLY: INCL E50,Q50,SF50,C510,C525)CONLE (RNAV)–DP SCOBOB ISO (RNAV)–STAR</td>
<td>or</td>
</tr>
<tr>
<td>ST LOUIS(STL)</td>
<td>(TURBOJETS)TERPZ (RNAV)–DP OTTOQ Q176 BICKS PXV BOOSH (RNAV)–STAR</td>
<td>or</td>
</tr>
<tr>
<td>SYRACUSE(SYR)</td>
<td>(TURBOJET)TERPZ JERES J227 STENT CF7B</td>
<td>or</td>
</tr>
<tr>
<td>TAMPA(TPA)</td>
<td>TERPZ (RNAV)–DP RRSIN GSO Q75 TEUFL BAAMF Dades (RNAV)–STAR</td>
<td>or</td>
</tr>
<tr>
<td>TETERBORO(TEB)</td>
<td>(TURBOJETS)SWANN–DP SWANN FUBRR SPNCR JAIKE JAIKE (RNAV)–STAR</td>
<td>or</td>
</tr>
<tr>
<td>TORONTO(CYYZ)</td>
<td>TERPZ (RNAV)–DP JERES J220 SFK WOZEE LINING</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WEST PALM BEACH</td>
<td>(WATER)CONLE (RNAV)–DP SCOBOB KEMPR WETRO ILM BAHAA DULEE CLMNT (RNAV)–STAR OR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WHITE PLAINS(HPN)</td>
<td>(AT OR ABOVE FL180)SWANN–DP SWANN BROSS Q419 NACYN BESSI CYN BOUNO–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WINDSOR LOCKS(BDL)</td>
<td>SWANN–DP SWANN BROSS Q419 DPK DEER PARK–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BANGOR(BGR)</td>
<td>KAYCC KYLOH NELIE Q75 GVE LYH CHS (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHARLOTTE(CLT)</td>
<td>KAYCC KYLOH NELIE BIZEQ GVE</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHICAGO(ORD)</td>
<td>GONZZ Q822 FNT WYNDE (RNAV)–STAR</td>
<td>1100–0400</td>
</tr>
<tr>
<td>COVINGTON(CVG)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)GONZZ JOSY MAULL KODIE CTW TIGRR (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>DETROIT(DTW)</td>
<td>(DME/DME/IRU OR GPS REQUIRED)DTW NORTH FLOW GONZZ DONECO CUGR (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (DME/DME/IRU OR GPS REQUIRED)DTW SOUTH FLOW GONZZ DONECO TGPLN (RNAV)–STAR</td>
<td>or</td>
</tr>
</tbody>
</table>

Times (UTC): 1100–0300

Effective

**NE, 8 SEP 2022 to 3 NOV 2022**
<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<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>
</tr>
<tr>
<td>PHILADELPHIA(PHL)</td>
<td>BEEKN Q439 BRIGS JIIMS (RNAV)--STAR ...........................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ST PETERSBURG–CLEARWATER(PIE)</td>
<td>KAYCC KYLOH NELIE Q75 TEUFL BAAMF DADES (RNAV)--STAR .................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON(DCA)</td>
<td>KAYCC KYLOH NELIE Q75 MXE CLIPR (RNAV)--STAR or ENE CCC GEDIC J174 ZIZZI ATR ARAFLN DEALE (RNAV)--STAR .................................................</td>
<td>1100–0400</td>
</tr>
<tr>
<td>BEDFORD(BED)</td>
<td>REVSS NELIE Q75 MVE V378 NUGGY TRISH (RNAV)--STAR .................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BALTIMORE(BWI)</td>
<td>PUT CCC MANTA Q439 BRIGS JIIMS (RNAV)--STAR .................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PHILADELPHIA(PHL)</td>
<td>REVSS NELIE Q75 GVELY HCHSLY (RNAV)--STAR .................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SARASOTA/BRADENTON(SRQ)</td>
<td>REVSS NELIE Q75 Q75 MVE V378 NUGGY TRISH (RNAV)--STAR .................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>TAMPA(TPA)</td>
<td>REVSS NELIE Q75 TEUFL BAAMF DADES (RNAV)--STAR .................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BOSTON(BOS)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)BLZZR (RNAV)--DP BLZZR BAF Q448 PTW J47 MOL FLASK Q471 (RNAV)--STAR .................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BUFFALO(BUF)</td>
<td>BLZZR (RNAV)--DP BLZZR BAF Q406 BWZ J6 HVQ Q68 LTRR TXK WINDU SEWZY (RNAV)--STAR .................................................</td>
<td>1100–0400</td>
</tr>
<tr>
<td>CHARLESTON(CHS)</td>
<td>PUT CCC MANTA Q439 MANTA V276 ARD .................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHARLOTTE(CLT)</td>
<td>REVSS NELIE Q75 MVE V378 NUGGY TRISH (RNAV)--STAR .................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHICAGO(MDW)</td>
<td>REVSS NELIE Q75 MVE V378 NUGGY TRISH (RNAV)--STAR .................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHICAGO(ORD)</td>
<td>PATSS (RNAV)--DP PATSS NELIE Q75 MVE V378 NUGGY TRISH (RNAV)--STAR .................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CLEVELAND(CLE)</td>
<td>SMSOXS (RNAV)--DP SMSOXS BUZRD SEY HTO J174 SWL CEBEE WETRO ILM BAHA LDEE CLMNT (RNAV)--STAR .................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>COLUMBUS(CMH)</td>
<td>REVSS NELIE Q75 MVE CLIPR (RNAV)--STAR .................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>COVINGTON(CVG)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)HYLND (RNAV)--DP HYLND CAM Q822 GONZ G90 JH J30 J60 ASHEN BAGE BANGG (RNAV)--STAR .................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>DALLAS–FORT WORTH(BWF)</td>
<td>(DFW NORTH FLOW)BLZZR (RNAV)--DP BLZZR BAF Q406 BWZ J6 HVQ Q68 LTRR FEWWW 3RDE (RNAV)--STAR .................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>DAYTON(DAY)</td>
<td>(DFW SOUTH FLOW)BLZZR (RNAV)--DP BLZZR BAF Q406 BWZ J6 HVQ Q68 LTRR FEWWW 3RDE (RNAV)--STAR .................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>DENVER(DEN)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)BLZZR (RNAV)--DP BLZZR BAF Q480 AIR APE DANEI--STAR .................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>DETROIT SATS(DET,CYQG ONLY)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GNSS REQUIRED)HYLND (RNAV)--DP HYLND CAM Q822 GONZ COLTS GIGGY (RNAV)--STAR .................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>Terminals</td>
<td>Route</td>
<td>Effective Times (UTC)</td>
</tr>
<tr>
<td>-----------</td>
<td>-------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>DETROIT SATS(YIP,PTK,ARB ONLY)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GNSS REQUIRED)HYLND (RNAV)–DP HYLND CAM Q822 GONNZ COLTS OKLND (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>DETROIT(DTW)</td>
<td>(DME/DME/IRU OR GPS REQUIRED)DTW NORTH FLOW)HYLND (RNAV)–DP HYLND CAM Q822 GONNZ DONEO CUUGR (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>or (DME/DME/IRU OR GPS REQUIRED)DTW SOUTH FLOW)HYLND (RNAV)–DP HYLND CAM Q822 GONNZ DONEO TPGUN (RNAV)–STAR</td>
<td>1100–0300</td>
<td></td>
</tr>
<tr>
<td>FORT LAUDERDALE(FLL)</td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(WATER)SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO J174 SWL CEBEE WETRO ILM OSTNN MAJIK CUUDA (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>or SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO J174 SWL J121 CHS CAFET Q97 PRMUS CUUDA (RNAV)–STAR</td>
<td>1100–0300</td>
<td></td>
</tr>
<tr>
<td>or (JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(DEEP OCEAN)SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO SPDEY Y488 STERN Y493 JENKS MAJIK CUUDA (RNAV)–STAR</td>
<td>1100–0300</td>
<td></td>
</tr>
<tr>
<td>FORT MYERS(RSW)</td>
<td>PATSS (RNAV)–DP PATSS NELIE Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>GREENSBORO(GSO)</td>
<td>PATSS (RNAV)–DP PATSS NELIE Q75 GVE LYH HENBY–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>HOUSTON(HOU)</td>
<td>(TURBOJETS)BLZZR (RNAV)–DP BLZZR BAF Q448 PTW J48 CSN FANPO Q40 AEX WAPPL (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>HOUSTON(IAH)</td>
<td>(TURBOJETS)(IAH WEST FLOW)BLZZR (RNAV)–DP BLZZR BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>or (TURBOJETS)(IAH EAST FLOW)BLZZR (RNAV)–DP BLZZR BAF Q448 PTW J48 CSN FANPO Q40 AEX SKNRD (RNAV)–STAR</td>
<td>1100–0300</td>
<td></td>
</tr>
<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 CHS ESENT LUNNI (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>KANSAS CITY(MCI)</td>
<td>(RNAV TURBOJETS/TURBOPROP)BLZZR (RNAV)–DP BLZZR BAF Q480 AIR SPI EIJING RUDDH (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LAS VEGAS(LAS)</td>
<td>HYLND (RNAV)–DP HYLND CAM Q822 GONNZ Q29 KLYNE FYLLS J110 RSK J64 TBC SQIRE RKSTR (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LOS ANGELES(LAX)</td>
<td>HYLND (RNAV)–DP HYLND HANAA Q816 HOCKE QRB ODI FSD J114 DTV J60 HVE PRMT Q88 HAKMN ANJLL (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LOUISVILLE(SDF)</td>
<td>BLZZR (RNAV)–DP BLZZR BAF Q406 BWZ 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 BWZ J6 HVQ Q68 BWG BLUZZ (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MIAMI(MIA)</td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(DEEP OCEAN)SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO SPDEY Y488 STERN Y493 JENKS HOAGG BNFSH (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>or (JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(WATER)SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO J174 SWL CEBEE WETRO DIW HOAGG BNFSH (RNAV)–STAR</td>
<td>1100–0300</td>
<td></td>
</tr>
<tr>
<td>MILWAUKEE(MKE)</td>
<td>HYLND (RNAV)–DP HYLND HANAA Q816 HOCKE GETCH LYSSTR SUDDS</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MINNEAPOLIS(MSP)</td>
<td>(TURBOJETS)HYLND (RNAV)–DP HYLND HANAA Q816 KELTI Q812 ZOHAN IDIOM MUSCL (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MONTREAL(CYUL)</td>
<td>HYLND (RNAV)–DP HYLND LATTSS CATERER (CANADIAN) (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
</tbody>
</table>

NE, 8 SEP 2022 to 3 NOV 2022
**Preferred IFR Routes**

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MONTREAL(YUL)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)HYLND (RNAV)–DP HYLND PBERG CARTER (CANADIAN) (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MYRTLE BEACH(MYR)</td>
<td>SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO J174 ILM WYLMSN.</td>
<td></td>
</tr>
<tr>
<td>NASHVILLE(BNA)</td>
<td>BLZZR (RNAV)–DP BLZZR BAF Q406 BWJ J6 HVQ Q68 YOOLY GROAT PSLY (RNAV)–STAR......</td>
<td></td>
</tr>
<tr>
<td>NASSAU(MYNN)</td>
<td>(DEEP OCEAN)SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO SPDEY Y488 STERN Y493 WEAKK CARPX Y307 HANKQ.</td>
<td></td>
</tr>
<tr>
<td>NEW ORLEANS(MSY)</td>
<td>(TURBOJETS)BLZZR (RNAV)–DP BLZZR BAF Q448 PTW J48 CSN FANPO Q40 NIOLA MEI RYTHM–STAR...</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEW YORK(ISP)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)SSOXS (RNAV)–DP SSOXS BUZRD SEY V268 HTO V46 CCC</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEW YORK(JFK)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)SSOXS (RNAV)–DP SSOXS BUZRD SEY PARCH (RNAV)–STAR .........................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEW YORK(LGA)</td>
<td>(FL180 – FL220; TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)PATSS (RNAV)–DP PATSS NELIE VALRE HAARP–STAR .........................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEWARK(EWR)</td>
<td>(FL180–FL220; TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)PATSS (RNAV)–DP PATSS NELIE FLOSI (RNAV)–STAR .........................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ORLANDO(MCO)</td>
<td>(DEEP OCEAN)SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO SPDEY Y488 STERN Y493 BAHAH HIBAC ALYNA (RNAV)–STAR .........................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (WATER)SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO J174 SWL CEIBE WETRO ILM AR15 HIBAC ALYNA (RNAV)–STAR .........................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (MCO LANDING SOUTH)SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO J174 ORF J121 CHS IGARY Q85 LPERD GITOUT (RNAV)–STAR .........................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (MCO LANDING NORTH)SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO J174 ORF J121 CHS IGARY Q85 LPERD SNFLD (RNAV)–STAR .........................................................</td>
<td>1100–0300</td>
</tr>
<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>1100–0400</td>
</tr>
<tr>
<td></td>
<td>or (WATER)SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO J174 SWL CEIBE 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 ROD VHP J110 SUM ICT LBL FTI BUKKO ZUN EAGUL (RNAV)–STAR .........................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PITTSBURGH(PIT)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)REVS (RNAV)–DP REVS CTR HNK KONJN J130 SLT HAYNZ (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 Q816 HOCHE GB GEP DTP J16 PTK JXNO HHOOD (RNAV)–STAR .........................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>RALEIGH/DURHAM(RDU)</td>
<td>SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO J174 WARNN ZJAY TAQE (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 Q816 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 SL J18 HOGGZ LUCKI (RNAV)–STAR .........................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>Terminals</td>
<td>Route</td>
<td>Effective Times (UTC)</td>
</tr>
<tr>
<td>-----------------------------------</td>
<td>-----------------------------------------------------------------------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>SAN FRANCISCO(SFO) .................</td>
<td>(TURBOJETS)HYLND (RNAV)–DP HYLND HANAA Q816 HOCHE GRB GEP ABR J32 LLC LEGGS BDEGA (RNAV)–STAR</td>
<td>1100–0400</td>
</tr>
<tr>
<td>SARASOTA/BRADENTON(SRQ) ...........</td>
<td>(JETS/TURBOPROPS ONLY)PATSS (RNAV)–DP PATSS NELEI Q75 SLOJO Q103 PUPPY KYYUU LUBBR (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SAVANNAH(SAV) ......................</td>
<td>SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO J174 ORF J121 CHS LGH63 SOOOP</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SEATTLE(SEA) ........................</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)HYLND (RNAV)–DP HYLND HANAA Q816 HOCHE GRB GEP ABR J90 HLN J136 MLP GLASR–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SOUTH FLORIDA (FLL,OPF,MIA,07FA, HST,TMB,X51,HWO)</td>
<td>(VL/TURBOPROPS ONLY: INCL EA50,E50P,FS05,C105,C255)SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO J174 SWL J121 CHS CATEK Q97 KENN1 TARPIN (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ST LOUIS(STL) ......................</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)BLZZR (RNAV)–DP BLZZR BAF Q480 AIR J110 VHP AARCH (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>TAMPA(TPA) ..........................</td>
<td>PATSS (RNAV)–DP PATSS NELEI Q75 TEUFL BAAMF DADES (RNAV)–STAR ..........</td>
<td>1100–0300</td>
</tr>
<tr>
<td>TORONTO(CYYZ) ......................</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)HYLND (RNAV)–DP HYLND CAM Q822 GONIZ WOZEE LINGE (CANADIAN) (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON(DCA) ....................</td>
<td>PATSS (RNAV)–DP PATSS NELEI Q75 MXE CLIPR (RNAV)–STAR ..................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON(IAD) ....................</td>
<td>(TURBOJETS)SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO J174 ZIZ2I ATR LAFLN DAELE (RNAV)–STAR ........</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WEST PALM BEACH(PBI) ..............</td>
<td>SSOXS (RNAV)–DP SSOXS BUZRD SEY HTO J174 ORF J121 CHS CATEK Q97 KENN1 CPTAN (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WHITE PLAINS(HPN) ..................</td>
<td>(FL180–FL220; TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)PATSS (RNAV)–DP PATSS NEEL1 VALRE VALRE–STAR ..........</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BRIDGEPORT(BDR) ....................</td>
<td>JHWS RONGE PWL BIZQX 75 QME V378 NUGGY TRISH (RNAV)–STAR ..........</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON(DCA) ....................</td>
<td>JHWS RONGE PWL BIZQX 75 QME CLIPR (RNAV)–STAR ..................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON(IAD) ....................</td>
<td>(RNAV EQUIPPED ONLY)JHWS RONGE PWL GALDE HYPER (RNAV)–STAR ..........</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MIAMI(MIA) ..........................</td>
<td>JHWS RONGE PWL GALDE DEBRL CUAL (RNAV)–STAR ..................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BOSTON(BOS) ........................</td>
<td>(FL180–FL220; TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED)PATSS (RNAV)–DP PATSS NEEL1 VALRE VALRE–STAR ..........</td>
<td>1100–0300</td>
</tr>
<tr>
<td>DETROIT SATS(DET,CYQG ONLY) ......</td>
<td>(DME/DME/IRU OR GPS REQUIRED)COLTS GIGGY (RNAV)–STAR ..................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>FORT LAUDERDALE(FLL) .............</td>
<td>JHWS RICCS Q103 SLOJO Q83 JEVQ Q97 PRMUS CUUDA (RNAV)–STAR ..........</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MIAMI(SWA) ..........................</td>
<td>JHWS RICCS Q103 SWAJO Q83 JEVQ Q97 DEBRL CSTAL (RNAV)–STAR ..........</td>
<td>1100–0300</td>
</tr>
</tbody>
</table>

Terminals: NE, 8 SEP 2022 to 3 NOV 2022
PREFERRED IFR ROUTES

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>NEW YORK(JFK)</td>
<td>GEE BEEPS IGN KINGSTON–STAR .................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>or</td>
<td>(ABOVE 250 KTS)GEE RKA HAARP–STAR ........................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>or</td>
<td>(TURBOJET)AUDIL RKA NOBBI–STAR ............................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEWARK(EWR)</td>
<td>GEE BEEPS Q140 KODEY HNK FLOSI (RNAV)–STAR ..................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>or</td>
<td>(MCO LANDING NORTH)JHW RICCS Q103 SLOJO Q83 ROYCO Q85 LPERD SNFLD (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>or</td>
<td>(MCO LANDING SOUTH)JHW RICCS Q103 SLOJO Q83 ROYCO Q85 LPERD GTOUT (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ORLANDO(MCO)</td>
<td>BFD PSB BUNTS–STAR ..........................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PHILADELPHIA(PHL)</td>
<td>BFD PSB BUNTS–STAR ..........................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>TAMPA(TPA)</td>
<td>BFD PSB BUNTS–STAR ..........................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WEST PALM BEACH(PBI)</td>
<td>JHW RICCS Q103 SLOJO Q83 JEVED Q97 KENLL CPTAN (RNAV)–STAR .............</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BURLINGTON(BTV)</td>
<td>(TURBOJETS ONLY)ALB ACOVE DBABE Q448 PTW J48 MOL FLASK OZZZI (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ATLANTA(Atlanta)</td>
<td>PONCT BIZEX Q75 MXE V378 NUGGY TRISH (RNAV)–STAR ..........................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BALTIMORE(BWI)</td>
<td>PONCT BIZEX Q75 MXE V378 NUGGY TRISH (RNAV)–STAR ..........................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHARLOTTE(CLT)</td>
<td>(TURBOJETS) DME/DME/IRU OR GNSS REQUIRED )ALVID DEDKI HOCKE FNT WYNDE (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHICAGO(ORD)</td>
<td>(TURBOJETS) DME/DME/IRU OR GNSS REQUIRED )ALVID DEDKI HOCKE FNT WYNDE (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>COVINGTON(CVG)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GNSS REQUIRED) GONZZ JOSSY MAULL KODIE CTW TIGRR (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>DETROIT(DTW)</td>
<td>(DME/DME/IRU OR GPS REQUIRED)DTW SOUTH FLOW) GONZZ DONEO TGPGUN (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>or</td>
<td>(DME/DME/IRU OR GPS REQUIRED)DTW SOUTH FLOW) GONZZ DONEO TGPGUN (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>FORT MYERS(RSW)</td>
<td>PONCT BIZEX Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR ........................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEW YORK(JFK)</td>
<td>(250KTS OR GREATER)ALB IGN KINGSTON–STAR ..................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEW YORK(LGA)</td>
<td>ALB HAARP–STAR .........................................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEWARK(EWR)</td>
<td>(RNAV ONLY)ALB FLOSI (RNAV)–STAR ............................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PHILADELPHIA(PHL)</td>
<td>(TURBOJETS ONLY)ALB DNY SLATT–STAR .........................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PITTSBURGH(PIT)</td>
<td>ALB HNK KONEJ SLT HAYNZ (RNAV)–STAR ........................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>RALEIGH/DURHAM(RDU)</td>
<td>PONCT BIZEX Q75 GVE MELTN ALDAN (RNAV)–STAR ................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>TAMPA(TPA)</td>
<td>PONCT BIZEX Q75 TEUFL BAMAF DDADES (RNAV)–STAR ...........................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON(DCA)</td>
<td>PONCT BIZEX Q75 MXE CLIPR (RNAV)–STAR .......................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON(IAD)</td>
<td>(AOB 220; TURBOPROPS)ALB HNK FQM LEGGO (RNAV)–STAR ......................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>or</td>
<td>(RNAV ONLY)ALB HYPER (RNAV)–STAR ...........................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHARLOTTESVILLE(CHO)</td>
<td>MOL FLASK OZZZI (RNAV)–STAR ..................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ATLANITA(Atlanta)</td>
<td>(AOB FL240)GVE LYH CHSLY (RNAV)–STAR ....................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>or</td>
<td>GEFFS J149 ROD WATSN (RNAV)–STAR ..........................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEW YORK(LGA)</td>
<td>GVE KORRY–STAR .........................................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>or</td>
<td>GVE ROCKY SWILL TAPPA PXT PAATS (RNAV)–STAR ..............................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>HARRISBURG(HAR)</td>
<td>(RNAV ONLY)MRB J6 COLNS GAVNN (RNAV)–STAR ..................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>HARRISBURG(MDT)</td>
<td>(ADVANCED RNAV)MRB J6 COLNS GAVNN (RNAV)–STAR ...........................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>or</td>
<td>(RNAV ONLY)MRB J6 COLNS GAVNN (RNAV)–STAR ................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>HYANNIS(HYA)</td>
<td>LFV CELTS NELIE Q75 MXE V378 NUGGY TRISH (RNAV)–STAR ...................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BALTIMORE(BWI)</td>
<td>LFV CELTS NELIE Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR ................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>or</td>
<td>LFV CELTS NELIE Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR ................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>FORT MYERS(RSW)</td>
<td>LFV CELTS NELIE Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR ................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SARASOTA/BRADENTON(SRQ)</td>
<td>(JETS/TURBOPROPS ONLY)LFV CELTS NELIE Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>TAMPA(TPA)</td>
<td>LFV CELTS NELIE Q75 TEUFL BAMAF DDADES (RNAV)–STAR .....................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON(DCA)</td>
<td>LFV CELTS NELIE Q75 MXE CLIPR (RNAV)–STAR ..................................</td>
<td>1100–0300</td>
</tr>
</tbody>
</table>

NE, 8 SEP 2022 to 3 NOV 2022
## PREFERRED IFR ROUTES

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ITHACA(ITH)</td>
<td>DETROIT SATS(DT, CYQG ONLY)</td>
<td>(DME/DME/IRU OR GPS REQUIRED) COLTS GIGGY (RNAV)–STAR</td>
</tr>
<tr>
<td></td>
<td>DETROIT SATS(YI, PTK, ARB ONLY)</td>
<td>(DME/DME/IRU OR GPS REQUIRED) COLTS OKLND (RNAV)–STAR</td>
</tr>
<tr>
<td></td>
<td>LYNCHBURG(LYH)</td>
<td>CHARLOTTE(CTT)</td>
</tr>
<tr>
<td></td>
<td>MANCHESTER(MHT)</td>
<td>ATLANTA(ATL)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>BALTIMORE(BWI)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CHARLOTTE(CTT)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CHICAGO(MDW)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CHICAGO(ORD)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>COVINGTON(CVG)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>DENVER(DEN)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>DETROIT SATS(DT, CYQG ONLY)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>DETROIT SATS(YI, PTK, ARB ONLY)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>DETROIT(DTW)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ORLANDO(MCO)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>PHILADELPHIA(PHL)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>TAMPA(TPA)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>WASHINGTON(DCA)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>WASHINGTON(AAD)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>NANTUCKET(ACK)</td>
</tr>
<tr>
<td></td>
<td>BALTIMORE(BWI)</td>
<td>LFV CELTS NELIE Q75 MKE V378 NUGGY TRISH (RNAV)–STAR</td>
</tr>
<tr>
<td></td>
<td>CHICAGO(ORD)</td>
<td>LFV CELTS MANCAM Q822 FNT WYNDE (RNAV)–STAR</td>
</tr>
<tr>
<td></td>
<td>FARMDINGDALE(FRG)</td>
<td>(AOB FL220; TURBOJETS ONLY) MVY SEY PARCH (RNAV)–STAR</td>
</tr>
<tr>
<td></td>
<td>MORRISTOWN(MMU)</td>
<td>(AOB FL220) MVY V146 BAF MOBBS T295 SAGES V489 COATE</td>
</tr>
<tr>
<td></td>
<td>NEW YORK(JFK)</td>
<td>(AOB FL220; TURBOJETS ONLY) MVY SEY PARCH (RNAV)–STAR</td>
</tr>
<tr>
<td></td>
<td>PHILADELPHIA(PHL)</td>
<td>MVY JAWZZ Q220 RIFLE Q439 BRIGS JIIMS (RNAV)–STAR</td>
</tr>
<tr>
<td></td>
<td>TETERBORO(TEB)</td>
<td>(AOB FL220) MVY V146 BAF MOBBS T295 SAGES V489 COATE</td>
</tr>
</tbody>
</table>

**Terminals Route Effective Times (UTC)**

NE, 8 SEP 2022 to 3 NOV 2022
<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>WASHINGTON(DCA)</td>
<td>LFV CELTS NELE Q75 MXE CLIPR (RNAV)--STAR..................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (TURBOJETS ONLY)MVY SEY HTO J174 ZIZZI ATR LAFLN DEALE (RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(TURBOJETS ONLY)LFV CELTS BAF HYPER (RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(AOB FL220; 250KTS OR GREATER)MVY V146 PUT NELIE VALRE VALRE--STAR</td>
<td></td>
</tr>
<tr>
<td>NEW HAVEN(HVN)</td>
<td>BOCA RATON(BCT)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>BEADS EMJAY J174 ORF ISO J121 CHS CAKET Q97 KENLL CPTAN (RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (TURBOJETS) BEADS EMJAY J174 SWL CEBEE WETRO ILM BAHA DULEE CLMNT</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(TURBOJETS) NEION J223 CORDS ULW BENEK</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(JETS) NEION J223 CORDS CFB</td>
<td></td>
</tr>
<tr>
<td></td>
<td>BEADS V139 SARDI RBV Q430 SAAME J6 COLNS GAVNN (RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(WATER)BEADS</td>
<td></td>
</tr>
<tr>
<td></td>
<td>EMJAY J174 SWL CEBEE WETRO ILM OSTMN MAJIK CUUDA (RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>BEADS SARDI RBV Q430 COPES Q75 SLOJO Q103 CYNTA SHFTY (RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (TURBOJETS) BEADS EMJAY J174 SWL CEBEE WETRO ILM AR15 HIBAC SHFTY</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(TURBOJETS) NEION J223 CORDS CFB</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(JETS) NEION J223 CORDS CFB</td>
<td></td>
</tr>
<tr>
<td></td>
<td>FORT LAUDERDALE(FLL)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>BEADS EMJAY J174 ORF ISO J121 CHS CAKET Q97 PRMUS CUUDA (RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(WATER)BEADS EMJ</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A J174 SWL CEBEE WETRO ILM OSTMN MAJIK CUUDA (RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>BEADS SARDI RBV Q430 COPES Q75 SLOJO Q103 CYNTA SHFTY (RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (TURBOJETS) BEADS EMJAY J174 SWL CEBEE WETRO ILM AR15 HIBAC SHFTY</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(TURBOJETS) NEION J223 CORDS CFB</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(JETS) NEION J223 CORDS CFB</td>
<td></td>
</tr>
<tr>
<td></td>
<td>MIAMI(MIA)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>BEADS EMJAY J174 ORF ISO J121 CHS CAKET Q97 DEBRL CSTAL (RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(WATER)BEADS EMJ</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A J174 SWL CEBEE WETRO ILM OSTMN MAJIK CUUDA (RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>BEADS SARDI RBV Q430 COPES Q75 SLOJO Q103 CYNTA SHFTY (RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (TURBOJETS) BEADS EMJAY J174 SWL CEBEE WETRO ILM AR15 HIBAC ALYNA</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(MCO LANDING NORTH) BEADS EMJAY J174 ORF J121 CHS IGARY Q85 LPERD SFN</td>
<td></td>
</tr>
<tr>
<td></td>
<td>LD (RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (TURBOJETS) BEADS EMJAY J174 SWL CEBEE WETRO ILM AR15 HIBAC ALYNA</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(MCO LANDING SOUTH) BEADS EMJAY J174 ORF J121 CHS IGARY Q85 LPERD GT</td>
<td></td>
</tr>
<tr>
<td></td>
<td>OUT (RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (TURBOJETS) RNW 1) COATE Q436 REBB J190 SLT HAYNZ (RNAV)--STAR....</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (PROPS) GAYEL V374 MSLN LAYAK Q436 DGRAF ETG CIP HAYNZ (RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>RICHMOND(RIC)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>BEADS EMJAY J174 SWL V139 ARICE JAMIE</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (JETS) NEION J223 CORDS ULW V31 GIBBE</td>
<td></td>
</tr>
</tbody>
</table>

**NE, 8 SEP 2022 to 3 NOV 2022**
<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SOUTH FLORIDA (FLL, OPF, MIA, O7FA, HST, TMB, X51, HWO)</td>
<td>(VLJ/TURBPROP ONLY: INCL EA50, E50P, SF50, C510, C525) BEADS EMJAY J174 SWL J121 CHS CAKET Q97 KENLL TARP</td>
<td></td>
</tr>
<tr>
<td>SYRACUSE (SYR)</td>
<td>(JETS) NEION J223 CORDS CFB V29 BEADS SARDI RBV Q430 COPES Q75 TEUFL BAAMF DADES (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>TAMPA (TPA)</td>
<td>(TURBOJET) BEADS EMJAY J174 ZIZZI ATR LAFLN DEALE (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>WASHINGTON (DCA)</td>
<td>(RNAV EQUIPPED ONLY) BEADS V139 SARDI RBV HYPER (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>WEST PALM BEACH (PBI)</td>
<td>BEADS EMJAY J174 ORF ISO J121 CHS CAKET Q97 KENLL CPTAN (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>NEW YORK (JFK)</td>
<td>RBV Q430 BYRDD J48 MOL FLASK OZZZI (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>ATLANTA (ATL)</td>
<td>(FL190 AND ABOVE) GREEKU JUDDS CAM CON</td>
<td>1100–0300</td>
</tr>
<tr>
<td>AUGUSTA (AUG)</td>
<td>RBV Q430 COPES Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>BALTIMORE (BWI)</td>
<td>(FL190 AND ABOVE) GREEKU JUDDS CAM ENE</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BANGOR (BGR)</td>
<td>(WATER) WAVEY EMJAY J174 SWL CEBEE WETRO ILM BAHAA DULEE CLMNT (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>BINGHAMTON (BGM)</td>
<td>(FL180–FL230; JETS ONLY) MERIT ROBUS (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>BOCA RATON (BCT)</td>
<td>(TURBOJETS) NEION J223 CORDS CFB</td>
<td></td>
</tr>
<tr>
<td>BOSTON (BOS)</td>
<td>(FL190 AND ABOVE) GREEKU JUDDS CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BUFFALO (BUF)</td>
<td>(FL180–FL230; JETS ONLY) MERIT ROBUS (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>BURLINGTON (BTV)</td>
<td>(TURBOJETS) NEION J223 CORDS CFB</td>
<td></td>
</tr>
<tr>
<td>CHARLESTON (CHS)</td>
<td>WAVEY EMJAY J174 ORF RAPZZ AMYLUN (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>CHARLOTTE (CLT)</td>
<td>(RNAV)–DP CANDR J60 DJB BAGEL PANGG (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>CHARLOTTEVILLE (CHO)</td>
<td>(RNAV)–DP CANDR J60 DJB BAGEL PANGG (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>CLEVELAND (CLE)</td>
<td>(RNAV EQUIPPED ONLY) DEEZZ (RNAV)–DP CANDR J60 PSB UPPR TRYBE (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>COLUMBUS (CMH)</td>
<td>RBV Q430 AIR CLRPR (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>COVINGTON (CVG)</td>
<td>RBV Q430 SAAME J6 COLNS GAVN (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>DALLAS–FORT WORTH (DFW)</td>
<td>(DFW NORTH FLOW) RBV Q430 SAAME J6 HVQ Q68 LITTR FEWWW BRDJE (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>DAYTON (DAY)</td>
<td>(DFW SOUTH FLOW) RBV Q430 SAAME J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>DENVER (DEN)</td>
<td>RBV Q430 AIR APE DANEI–STAR</td>
<td></td>
</tr>
<tr>
<td>DETROIT SATS (DET, CYQG ONLY)</td>
<td>(DME/DME/IRU OR GPS REQUIRED) GAYEL Q818 WOZEE COLTS GIGGY (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>DETROIT SATS (YIP, PTK, ARB ONLY)</td>
<td>(DME/DME/IRU OR GPS REQUIRED) GAYEL Q818 WOZEE COLTS OKLND (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>DETROIT (DTW)</td>
<td>(DME/DME/IRU OR GPS REQUIRED) DTW SOUTH FLOW GAYEL J95 CFB TRAAD JACCI FERRL (RNAV)–STAR</td>
<td></td>
</tr>
</tbody>
</table>

**PREFERRED IFR ROUTES**

**Terminals Route Effective Times (UTC)**

**NE, 8 SEP 2022 to 3 NOV 2022**
## PREFERRED IFR ROUTES

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>FORT LAUDERDALE(FLL)</td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(WATER) WAVEY EMJAY J174 SWL CEBEE WETRO ILM OSTNN MAJKI CUUDA (RNAV)–STAR</td>
<td>NE, 8 SEP 2022 to 3 NOV 2022</td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(DEEP OCEAN) SHIPP Y488 STERN Y493 JENKS MAJKI CUUDA (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>WAVEY EMJAY J174 ORF ISO J121 CHS Caket Q97 PRMU CUUDA (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td>GREENSBORO(GSO)</td>
<td>RBV Q430 COPES Q75 GVE LYH HENBY–STAR</td>
<td></td>
</tr>
<tr>
<td>HOUSTON(HOU)</td>
<td>RBV Q430 SAAME J6 HVQ Q68 LITTR DHART SWB WAPPY (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>RBV Q430 BYRDD J48 CSN FANPO Q40 AEX WAPPL (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>HOUSTON(IAH)</td>
<td>(IAH WEST FLOW)RBV Q430 BYRDD J48 CSN FANPO Q40 AEX DOOBI (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(IAH EAST FLOW)RBV Q430 BYRDD J48 CSN FANPO Q40 AEX SKNRD (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(IAH EAST FLOW)RBV Q430 SAAME J6 HVQ Q68 LITTR DHART SWB GESNR (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(IAH WEST FLOW)RBV Q430 SAAME J6 HVQ Q68 LITTR DHART SWB ZEEKK (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>INDIANAPOLIS(IND)</td>
<td>RBV Q430 SAAME BRNAN Q42 HIDON RINTE SNKPT (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td>ITHACA(ITH)</td>
<td>RBV Q430 AIR J80 RINTE SNKPT (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>JACKSONVILLE(JAX)</td>
<td>(TURBOJETS ONLY; DME/DME/IRU OR GPS REQUIRED) WAVEY EMJAY J174 ORF J121 CHS ESEN LUNNI (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>KANSAS CITY(MKC)</td>
<td>RBV Q430 AIR J80 SPI BRAYMER–STAR</td>
<td></td>
</tr>
<tr>
<td>KNOXVILLE(TYS)</td>
<td>RBV Q430 BYRDD J48 CSN FANPO Q40 ALEAN VXV (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>LOUISVILLE(SDF)</td>
<td>RBV Q430 SAAME J6 HVQ Q68 YOCKY DARBY–STAR</td>
<td></td>
</tr>
<tr>
<td>MANCHESTER(MHT)</td>
<td>(AT OR ABOVE FL190; DME/DME/IRU OR GNSS REQUIRED)GREKI JUDDS MARTN QUINZ ROZZE</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MEMPHIS(MEM)</td>
<td>RBV Q430 SAAME J6 HVQ Q68 BWG BLUZZ (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>MIAMI(MIA)</td>
<td>WAVEY EMJAY J174 ORF ISO J121 CHS Caket Q97 DEBLR CSTAL (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(DEEP OCEAN) SHIPP Y488 STERN Y493 JENKS HOAGG BNFSH (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(WATER) WAVEY EMJAY J174 SWL CEBEE WETRO DIW HOAGG BNFSH (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>MILWAUKEE(MKE)</td>
<td>DEEZ (RNAV)–DP CANDR J60 DJB CRL PEGEE GETCH LYSTR SUDDS…………………..</td>
<td></td>
</tr>
<tr>
<td>MINNEAPOLIS(MSP)</td>
<td>(TURBOJETS)GAEL Q818 WOZEE NOSIK Q812 ZOHAN IDOM MUSCL (RNAV)–STAR …..</td>
<td>1000–0300</td>
</tr>
<tr>
<td>MONTREAL(YUL)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED) GREKI JUDDS CAM PBERG CARTER (CANADIAN) (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NANTUCKET(ACK)</td>
<td>(FL180–210; JETS ONLY)BETTE DEEPO (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NASHVILLE(BNA)</td>
<td>RBV Q430 SAAME J6 HVQ Q68 YOCKY GROAT PASLY (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>NASSAU(MYNN)</td>
<td>(DEEP OCEAN)SHIPP Y488 STERN Y493 WEAKK CARPX Y307 HANKX………………….</td>
<td></td>
</tr>
<tr>
<td>NEW ORLEANS(MSY)</td>
<td>RBV Q430 BYRDD J48 CSN FANPO Q40 NIOLA MEI RYTHM–STAR………………….</td>
<td></td>
</tr>
<tr>
<td>NORFOLK(ORF)</td>
<td>WAVEY EMJAY J174 SWL V139 CCV……………….</td>
<td></td>
</tr>
</tbody>
</table>
PREFERRED IFR ROUTES

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ORLANDO(MCO)</td>
<td>(WATER)WAVEY EMJAY J174 SWL CEBEE WETRO ILM AR15 HIBAC ALYNA (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (MCO LANDING NORTH) WAVEY EMJAY J174 ORF J121 CHS IGARY Q85 LPERD SNFLD (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (MCO LANDING SOUTH) WAVEY EMJAY J174 ORF J121 CHS IGARY Q85 LPERD GTOUT (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (DEEP OCEAN) SHIPP Y488 STERN Y493 BAHAA HIBAC ALYNA (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>ORLANDO(ORL)</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>WAVEY EMJAY J174 ORF J121 CHS IGARY Q85 LPERD TTHOR (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or WAVEY EMJAY J174 SWL CEBEE WETRO ILM AR15 HIBAC ALYNA (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (MCO LANDING NORTH) WAVEY EMJAY J174 ORF J121 CHS IGARY Q85 LPERD SNFLD (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (MCO LANDING SOUTH) WAVEY EMJAY J174 ORF J121 CHS IGARY Q85 LPERD GTOUT (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (DEEP OCEAN) SHIPP Y488 STERN Y493 BAHAA HIBAC ALYNA (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>PHOENIX(PHX)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>RBV Q430 AIR J110 STL BUM ICT LBL FTI BUKKO ZUN</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (PROPS) GAYEL V374 MSLIN LAAYK Q436 DGRAF ETG CIP HAYNZ (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or DEEZ (RNAV)–DP CANDR J60 PSB HAYNZ</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or RALEIGH/DURHAM(RDU)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>WAVEY EMJAY J174 WARNN ZJAAY TAQLE (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or ROANOKE(ROA)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>RBV Q430 BYRDD J48 MOL</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or ROCHESTER(ROC)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(JETS)EINEL J223 CORDS ULW V31 GIBE</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or SALT LAKE CITY(SLC)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>GAYEL Q818 WOZEE Q935 HOCKE BAE DBQ J94 OCS NORD (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or SAN FRANCISCO(SFO)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(TURBOJET) GAYEL Q818 WOZEE Q935 HOCKE GRB GEP ABR J32 LLC LEGGS BDEGA (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or SARASOTA/BRADENTON(SRQ)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(JETS/TURBOPROPS ONLY)RBV Q430 COPES Q75 SLOJO Q103 PUPPY KYYU LUBBR (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or SAVANNAH(SAV)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>WAVEY EMJAY J174 ORF J121 CHS LGRH SD00P</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or SOUTH FLORIDA (FL1,OPF, MIA, O7FA, HST, TMB, X51, HWO)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or ST LOUIS(STL)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>RBV Q430 AIR J110 VHP VANDALIA–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or SYRACUSE(SYR)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(JETS)EINEL J223 CORDS CFB V29</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or TAMPA(TPA)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>RBV Q430 COPES Q75 TEUF L BAAMF DADES (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (DEEP OCEAN) SHIPP Y488 STERN Y493 BAHAA DULEE CLMNT (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or TORONTO(YYZ)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>GAYEL Q818 WOZEE LINGING (CANADIAN) (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or WASHINGTON(DCA)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(FL180–FL220; TURBOJET) WAVEY EMJAY J174 ZIZZI ATR LAFLN DAELE (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or WASHINGTON(AD)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV EQUIPPED ONLY)RBV HYPER (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or WEST PALM BEACH(PBI)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(WATER) WAVEY EMJAY J174 SWL CEBEE WETRO ILM BAHAA DULEE CLMNT (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (DEEP OCEAN) SHIPP Y488 STERN Y493 BAHAA DULEE CLMNT (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or NEW YORK(LGA)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>AKRON(CAK)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV TURBOJET) NEWEL J60 PSB SOORD ZZIPS (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or ATLANTA(ATL)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV ONLY)LANNA J48 MOL FLASK OZZI (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or ATLANTA(PDK)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>LANNA J48 MOL FLASK VIEWS DEHAN (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or AUBURN/LEWISTON(LEW)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(FL190 AND ABOVE) GREKI JUDDS CAM CON</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or AUGUSTA(AGS)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>BIGGY Q75 GSO STWR–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or AUGUSTA(AUG)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(FL250 AND ABOVE) MERIT HFD PUT BOS MESHL..</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (FL190 AND ABOVE) GREEKI JUDDS CAM CON</td>
<td>1100–0300</td>
</tr>
</tbody>
</table>

NE, 8 SEP 2022 to 3 Nov 2022
<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BALTIMORE(BWI)</td>
<td>BIGGY Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BANGOR(BGR)</td>
<td>(FL250 AND ABOVE)MERIT HFD PUT BOS ........................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (FL190 AND ABOVE)GREKI JUDDS CAM ........................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BAR HARBOR(BHB)</td>
<td>(FL250 AND ABOVE)MERIT HFD PUT BOS ........................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (FL190 AND ABOVE)GREKI JUDDS CAM ........................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BINGHAMTON(BGM)</td>
<td>(JETS)NEION J223 CORDS CFB .....................................................</td>
<td></td>
</tr>
<tr>
<td>BIRMINGHAM(BHM)</td>
<td>LANNA J48 CSN FANPO Q40 NIOLA DIODE ........................................</td>
<td></td>
</tr>
<tr>
<td>BOCA RATON(BCT)</td>
<td>WHITE J209 SBY J79 KATZN ISO J121 CHS Caket Q97 KENLI CPTAN (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (WATER)WAVEY EMJAY J174 SWL CELEE WETRO ILM BAHA DULEE CLMNT (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BOSTON(BOS)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)MERIT ROBUC (RNAV)–STAR ....................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BRISTOL/JOHNSON/KINGSPORT(TRI)</td>
<td>LANNA J48 CSN FANPO Q40 ALEAN ................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (TURBOPROPS)COATE LAAYK ULW BENE ........................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(TURBOPROPS)COATE LAAYK ULW BENE ........................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BURLINGTON(BTV)</td>
<td>GREKI V419 JUDDS CAM ...................................................................</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (FL190 AND ABOVE; JETS ONLY)GREKI JUDDS CAM ................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHARLESTON(CHS)</td>
<td>WHITE J209 SBY ISO RAPZZ AMYLU (RNAV)–STAR ................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHARLESTON(CRW)</td>
<td>PARKE J6 HVQ ................................................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHARLOTTE(CLT)</td>
<td>BIGGY Q75 GVE LYH CHSLY (RNAV)–STAR ..........................................</td>
<td></td>
</tr>
<tr>
<td>CHARLOTTEVILLE(CHG)</td>
<td>BIGGY Q75 GVE .............................................................................</td>
<td></td>
</tr>
<tr>
<td>CHATTANOOGA(CHA)</td>
<td>LANNA J48 CSN FANPO Q40 ALEAN XXV ............................................</td>
<td></td>
</tr>
<tr>
<td>CHICAGO(MDW)</td>
<td>NEWEL J60 ASHEN BAGEI PANGG (RNAV)–STAR ....................................</td>
<td></td>
</tr>
<tr>
<td>CHICAGO(ORD)</td>
<td>(TURBOJETS RNAV 1)COATE Q436 EMMA WYNDE (RNAV)–STAR ......................</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or NEWEL J60 PSB UPPRR TRYBE (RNAV)–STAR ....................................</td>
<td></td>
</tr>
<tr>
<td>CLEVELAND(CLE)</td>
<td>ZIMMZ Q42 MIKYG Q480 AIR CLPPIR (RNAV)–STAR ................................</td>
<td></td>
</tr>
<tr>
<td>COLUMBUS(CMH)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM .............................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CONCORD(CON)</td>
<td>(RNAV ONLY)PARKE J6 COLNS QAVNN (RNAV)–STAR ................................</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(DFW NORTH FLOW)PARKE J6 HVQ Q68 LITR FEWWW BRDJE (RNAV)–STAR ........</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (DFW SOUTH FLOW)PARKE J6 HVQ Q68 LITR FEWWW SEEVR (RNAV)–STAR ....</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV EQUIPPED ONLY)ZIMMZ Q42 MIKYG Q480 AIR APE DANEI–STAR ............</td>
<td></td>
</tr>
<tr>
<td>DALLAS–FORT WORTH(DFW)</td>
<td>NEWEL J60 IOU J110 OBH BRWRY LAGWR (RNAV)–STAR ................................</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (DME/DME/IRU OR GPS REQUIRED)(DTW NORTH FLOW)GAYEL J95 CF B RAAD JACCI WNGNT (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (DME/DME/IRU OR GPS REQUIRED)(DTW SOUTH FLOW)GAYEL J95 CF B RAAD JACCI WNGNT (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(DEEP OCEAN)SHIPY Y488 SERN Y493 JENKS MAJIK CUUDA (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(WATER)WHITE J209 SBY KEMPR ILM OSTNN MAJIK CUUDA (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or WHITE J209 SBY J79 KATZN ISO J121 CHS Caket Q97 PRMUS CUUDA (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>FORT LAUDERDALE(FLL)</td>
<td>BIGGY Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR ................................</td>
<td></td>
</tr>
<tr>
<td>FORT MYERS(FMY)</td>
<td>BIGGY Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR ................................</td>
<td></td>
</tr>
<tr>
<td>FORT WAYNE(RSW)</td>
<td>NEWEL J60 DANNR RAY J64 ................................................................</td>
<td></td>
</tr>
<tr>
<td>GREENSBORO(GSO)</td>
<td>BIGGY Q75 GVE LYH HENBY–STAR ..................................................</td>
<td></td>
</tr>
<tr>
<td>GREEER(GSP)</td>
<td>BIGGY Q75 GVE FUBL JUNNR (RNAV)–STAR .........................................</td>
<td></td>
</tr>
<tr>
<td>HOT SPRINGS(HSP)</td>
<td>LANNA J48 EMI CSN V140 MOL ........................................................</td>
<td></td>
</tr>
</tbody>
</table>
**PREFERRED IFR ROUTES**

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>HOUSTON(HOU)</td>
<td>(TURBOJETS)LANNA J48 CSN FANPO Q40 AEX WAPPL (RNAV)–STAR</td>
<td>1000–0300</td>
</tr>
<tr>
<td>HOUSTON(IAH)</td>
<td>(IAH WEST FLOW)RBV Q430 BYRDD J48 CSN FANPO Q40 AEX DOOBI (RNAV)–STAR</td>
<td>1000–0300</td>
</tr>
<tr>
<td></td>
<td>or (TURBOJETS)(IAH EAST FLOW)LANNA J48 CSN FANPO Q40 AEX SKNRD (RNAV)–STAR</td>
<td>1000–0300</td>
</tr>
<tr>
<td>INDIANAPOLIS(IND)</td>
<td>(MAX ALTITUDE FL280; TURBOJETS)NEWEL J60 DANNR RAV J64 CASIO RINTE SNKPT (RNAV)–STAR</td>
<td>1000–0300</td>
</tr>
<tr>
<td></td>
<td>or (AOA FL260; TURBOJETS)ZIMMZ Q42 HIDON RINTE SNKPT (RNAV)–STAR</td>
<td>1000–0300</td>
</tr>
<tr>
<td>ITHACA(ITH)</td>
<td>(JETS)NEION J223 CORDS CFB</td>
<td>1000–0300</td>
</tr>
<tr>
<td>JACKSONVILLE(JAX)</td>
<td>(TURBOJETS ONLY; DME/DME/IRU OR GPS REQUIRED)WHITE J209 SBY J79 CHS ESENT LUNNI (RNAV)–STAR</td>
<td>1000–0300</td>
</tr>
<tr>
<td>KANSAS CITY(MKC)</td>
<td>(RNAV EQUIPPED ONLY)ZIMMZ Q42 MIKYG Q480 AIR J80 SPI BRAYMER–STAR</td>
<td>1000–0300</td>
</tr>
<tr>
<td>KEENE(EEN)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (FL190 AND ABOVE; JETS ONLY)GREKI JUDDS MARTN QINZ ROFFE (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>KNOXVILLE(TYS)</td>
<td>LANNJ J48 CSN FANPO Q40 ALEX JVDX</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LACONIA(LCO)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LAKE PLACID(LKP)</td>
<td>(FL190 AND ABOVE; JETS ONLY)GREKI JUDDS CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LEBANON(LEB)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LEWISTON(LWB)</td>
<td>LANNJ J48 EMI CSN V140 MOL</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LEXINGTON(LEX)</td>
<td>PARKE H6 HVQ</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LOUISVILLE(SDF)</td>
<td>PARKE J6 HVQ Q68 YOCKY UNCKL MAUDD (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MANCHESTER(MHT)</td>
<td>(FL190 AND ABOVE; PROPS ONLY)GREKI JUDDS MARTN KEYNN PO OPP</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (FL190 AND ABOVE; JETS ONLY)GREKI JUDDS MARTN QINZ ROFFE (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MARCO ISLAND(MKY)</td>
<td>BIGGY Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MELBOURNE(MLB)</td>
<td>WHITE J209 SBY J79 KATZ AV WIWRA J171 CHS IGARI Y85 LPERD DMN BITHO–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MEMPHIS(MEM)</td>
<td>PARKE J6 HVQ Q68 BWG BLUZ (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MIAMI(MIA)</td>
<td>(JETS ONLY, EXCLUDES EA50, ES0P, SF50, C510, CE520; DEEP OCEAN)SHIPP Y488 STERN Y493 JENKS HOAGG BNFISH (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (WATER)WHITE J209 SBY KEMP R DIW HOAGG BNFISH (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or WHITE J209 SBY J79 KATZ JN ISO J121 CHS Caket Q97 DEBR LF CSTAL (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MILWAUKEE(MKE)</td>
<td>NEWEL J60 DBJ CRL PESEE GETCH LYSR SUDDS</td>
<td>1000–0300</td>
</tr>
<tr>
<td>MINNEAPOLIS(MSP)</td>
<td>(TURBOJETS)GAYEL Q818 WOZEE NOSIK ZOHAN IDIOM</td>
<td>1000–0300</td>
</tr>
<tr>
<td></td>
<td>or MUSCL (RNAV)–STAR</td>
<td>1000–0300</td>
</tr>
<tr>
<td>MOBILE(MOB)</td>
<td>BIGGY Q75 GVE LHY COLZI Q52 CHOFZ MGM SJ1</td>
<td>1000–0300</td>
</tr>
<tr>
<td>MONTGOMERY(MGM)</td>
<td>BIGGY Q75 GVE LHY COLZI Q52 CHOFZ THRIS</td>
<td>1000–0300</td>
</tr>
<tr>
<td>MONTREAL(YUL)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)GREKI JUDDS CAM PBERG CARTER (CANADIAN) (RNAV)–STAR</td>
<td>1000–0300</td>
</tr>
<tr>
<td>MYRTLE BEACH(MYR)</td>
<td>WHITE J209 SBY LYM WYLM</td>
<td>1000–0300</td>
</tr>
<tr>
<td>NANTUCKET(ACK)</td>
<td>(FL180–FL230 ONLY; JETS ONLY)BAYY SELL V188 GON DEEPQ (RNAV)–STAR</td>
<td>1000–0300</td>
</tr>
<tr>
<td>NAPLES(APF)</td>
<td>BIGGY Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR</td>
<td>1000–0300</td>
</tr>
<tr>
<td>NASHUA(ASH)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS MARTN KEYNN</td>
<td>1000–0300</td>
</tr>
<tr>
<td>NASHVILLE(BNA)</td>
<td>PARKE J6 HVQ Q68 YOCKY GROAT PASLY (RNAV)–STAR</td>
<td>1000–0300</td>
</tr>
<tr>
<td>NEW ORLEANS(MSY)</td>
<td>LANNJ J48 CSN FANPO Q40 NIOLA MEI RYTHM–STAR</td>
<td>1000–0300</td>
</tr>
<tr>
<td>NEW ORLEANS(NEW)</td>
<td>LANNJ J48 CSN FANPO Q40 NIOLA MEI RYTHM–STAR</td>
<td>1000–0300</td>
</tr>
<tr>
<td>NORFOLK(ORF)</td>
<td>WHITE J209 SBY V1 CCV</td>
<td>1000–0300</td>
</tr>
<tr>
<td>OMAHA(OMA)</td>
<td>NEWEL J60 IOW DSM</td>
<td>1000–0300</td>
</tr>
</tbody>
</table>

**Terminals**

- NE, 8 SEP 2022 to 3 NOV 2022
<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ORLANDO(MCO)</td>
<td>(WATER) WHITE J209 SBY KEMPR ILM AR15 HIBAC ALYNA (RNAV)-STAR ..........</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (DEEP OCEAN) SHIPP Y488 STERN Y493 BAHAA HIBAC ALYNA (RNAV)-STAR ...</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (MCO LANDING NORTH) WHITE J209 SBY J79 KATZN CVI WEAVR J121 CHS IGARY Q85 LPERD SNFLD (RNAV)-STAR ...</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (MCO LANDING SOUTH) WHITE J209 SBY J79 KATZN CVI WEAVR J121 CHS IGARY Q85 LPERD GTOUT (RNAV)-STAR ...</td>
<td></td>
</tr>
<tr>
<td>ORLANDO(ORL)</td>
<td>WHITE J209 SBY J79 KATZN CVI WEAVR J121 CHS IGARY Q85 LPERD TTHOR (RNAV)-STAR ...</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (WATER) WHITE J209 SBY KEMPR ILM AR15 HIBAC ALYNA (RNAV)-STAR ..........</td>
<td></td>
</tr>
<tr>
<td>PHOENIX(PHX)</td>
<td>(MAX ALTITUDE FL280; NON–RNAV EQUIPPED ONLY) NEWEL J60 DANNR RAV J64 CASIO FYLLS J110 STL BUM ICT LBL FTI BUKKO ZUN BUNTR–STAR.........</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (RNAV EQUIPPED ONLY) ZIMMZ Q42 MIKYG Q480 AIR J110 STL BUM ICT LBL FTI BUKKO ZUN EAGUL (RNAV)-STAR ...</td>
<td></td>
</tr>
<tr>
<td>PITTSBURGH(AGC)</td>
<td>(RNAV EQUIPPED ONLY) ZIMMZ Q42 MIKYG Q480 VINSE DEMME (RNAV)-STAR ...</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (NON–RNAV EQUIPPED ONLY) NEWEL J60 PSB HAYNZ (RNAV)-STAR ...</td>
<td></td>
</tr>
<tr>
<td>PITTSBURGH(PIT)</td>
<td>(RNAV EQUIPPED ONLY) ZIMMZ Q42 MIKYG Q480 VINSE DEMME (RNAV)-STAR ...</td>
<td></td>
</tr>
<tr>
<td>PORTLAND(PWM)</td>
<td>(FL180 AND ABOVE) GREKI JUDDS CAM CDGG (RNAV)-STAR ...</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PORTSMOUTH(PSM)</td>
<td>(FL190 AND ABOVE) GREKI JUDDS CAM CON ...</td>
<td>1100–0300</td>
</tr>
<tr>
<td>RALEIGH/DURHAM(RDU)</td>
<td>(AOB FL260) WHITE J209 VILLS J37 CLASY HYTRA TAPPA HOUKY TAQLE (RNAV)-STAR ...</td>
<td></td>
</tr>
<tr>
<td>RICHMOND(RIC)</td>
<td>(DME/DME/IRU OR GPS) WHITE J209 SMB Y1 JAMIE ...</td>
<td></td>
</tr>
<tr>
<td>ROANOKE(ROA)</td>
<td>LANNA J48 MOL ...</td>
<td></td>
</tr>
<tr>
<td>ROCHESTER(ROC)</td>
<td>(PROPS) COATE Q436 LAAYK CFB V252 GIBBE ...</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (JETS) NEION J223 CORDS ULW V31 GIBBE ...</td>
<td></td>
</tr>
<tr>
<td>ROCKLAND(RKD)</td>
<td>(FL250 AND ABOVE) MERIT HDF PUT BOS ...</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (FL190 AND ABOVE) GREKI JUDDS CAM CON ...</td>
<td>1100–0300</td>
</tr>
<tr>
<td>RUTLAND(RUT)</td>
<td>(FL190 AND ABOVE) GREKI V419 JUDDS CAM ...</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SALT LAKE CITY(SLC)</td>
<td>GAYEL Q818 WOZEE Q935 HOCKE BAE DBQ J94 OCS NORD (RNAV)-STAR ...</td>
<td></td>
</tr>
<tr>
<td>SARANAC LAKE(SLK)</td>
<td>(FL190 AND ABOVE) GREKI JUDDS CAM ...</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SARASOTA/BRADENTON(SRQ)</td>
<td>(JETS) TURBOPROPS ONLY BIGGY Q75 SLOJO Q103 PUPYY KYUUU LUBBR (RNAV)-STAR ...</td>
<td></td>
</tr>
<tr>
<td>SAVANNAH(SAV)</td>
<td>(TURBOJETS) WHITE J209 SMB J79 CHS LGRRD S00OP (VLI/TURBPROP ONLY: INCL E50, E50P, SF50, C50, C525) ...</td>
<td></td>
</tr>
<tr>
<td>SOUTH FLORIDA</td>
<td>(FL180 AND ABOVE) GREKI JUDDS CAM CON ...</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ST LOUIS(STL)</td>
<td>(RNAV EQUIPPED ONLY) ZIMMZ Q42 MIKYG Q480 AIR J80 VHP AARCH (RNAV)-STAR ...</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (MAX ALTITUDE FL280; NON–RNAV EQUIPPED ONLY) NEWEL J60 DANNR RAV J64 CASIO FYLLS J80 VHP VANDALIA–STAR ...</td>
<td></td>
</tr>
<tr>
<td>SYRACUSE(SYR)</td>
<td>(PROPS) COATE Q436 LAAYK CFB ...</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (JETS) CFB NEION J223 CORDS CFB V29 ...</td>
<td></td>
</tr>
<tr>
<td>TAMPA(TPA)</td>
<td>BIGGY Q75 TEUF BLAAMF DADES (RNAV)-STAR ...</td>
<td></td>
</tr>
<tr>
<td>TOLEDO(TOL)</td>
<td>NEWEL J60 DJB ...</td>
<td></td>
</tr>
</tbody>
</table>

NE, 8 SEP 2022 to 3 NOV 2022
## PREFERRED IFR ROUTES

### TORONTO (YYZ)
- RNAV ONLY
- GAYEL Q818 WOZEE LINING (CANADIAN)
- RNAV–STAR
- or
- PROPS COATE Q436 MTCAF ULW WOZEE VERKO (CANADIAN)
- RNAV–STAR

### WASHINGTON (DCA)
- BIGGY Q75 MXE CLIPR (RNAV–STAR)
- or
- BIGGY Q75 MXE V378 BAL

### WASHINGTON (IAD)
- (RNAV EQUIPPED ONLY)
- PARKE HYPER (RNAV–STAR)

### WATERVILLE (WVL)
- (FL250 AND ABOVE)
- MERIT HFD PUT BOS
- or
- (FL190 AND ABOVE)
- GREKI JUDDS CAM

### WEST PALM BEACH (PBI)
- (WATER)
- WHITE J209 SBY J79 KATZN ISO J121 CHS CAKET Q97
- or
- (DEEP OCEAN)
- SHIPP Y488 STERN Y493 BAHAA DULEE

### WINSTON SALEM (INT)
- BIGGY Q75 GVE LYH HENBY–STAR

### NEW YORK (SWF)
- COVINGTON (CVG)
- RNAV 1
- WEARD LAAYY Q436 DGRAF J49 PSB MAULL
- or
- KODIE CTW TIGRR (RNAV–STAR)

### MANCHESTER (MHT)
- (FL190 AND ABOVE)
- JETS ONLY
- STUBY MUCOW ROZZE

### NEWARK & SATS
- AKRON (AKR)
- NEWEL J60 PSB SOORD ZZIPS
- or
- PROPS COATE (RNAV–STAR)

### BUFFALO (BUF)
- (TURBOJETS)
- NEION J223 CORDS ULW BENE

### CHARLESTON (CHS)
- ELVAE COL WHITE J209 SBY ISO RAPZZ AMYLU
- or
- PROPS COATE LAAYK ULW BENE

### COLUMBUS (CMH)
- ZIMMZ Q42 MIKYG Q480 AIR CLPRR (RNAV–STAR)

### DALLAS–FORT WORTH (DFW)
- (DFW SOUTH FLOW)
- GAYEL J95 CFBA TRAAD JACCI FERRL
- or
- (DFW NORTH FLOW)
- GAYEL J95 CBFA TRAAD JACCI WISS

### DAYTON (DAY)
- (RNAV EQUIPPED ONLY)
- ZIMMZ Q42 MIKYG Q480 AIR APE DANEI–STAR

### DAYTONA BEACH (DAB)
- ELVAE COL WHITE J209 SBY J79 KATZN CVI WEAVR
- J121 CHS IGARY Q85 LPERD TTHOR

### DETROIT (DTW)
- DME/DME/IRU OR GPS REQUIRED
- GAYEL J95 CBFA TRAAD JACCI FERRL
- or
- DME/DME/IRU OR GPS REQUIRED
- GAYEL J95 CBFA TRAAD JACCI WNGNT

### HOT SPRINGS (HSP)
- LANNA J48 EMI CSN V140 MOL

### KANSAS CITY (MCK)
- RNAV EQUIPPED ONLY
- ZIMMZ Q42 MIKYG Q480 AIR J80 SPI BRAYMER–STAR

### LEWISBURG (LWB)
- LANNA J48 EMI CSN V140 MOL

### LEXINGTON (LEX)
- ELVAE COL WHITE J209 SBY J79 KATZN CVI WEAVR
- J121 CHS IGARY Q85 LPERD TTHOR

### LOUISVILLE (LOU)
- ELVAE COL WHITE J209 SBY J79 KATZN CVI WEAVR
- J121 CHS IGARY Q85 LPERD TTHOR

### MELBOURNE (MLB)
- ELVAE COL WHITE J209 SBY J79 KATZN CVI WEAVR

### MILWAUKEE (MKE)
- NEWEL J60 DBS CRL PEEGEE GETCH LYSTR SUDDS

### NASHVILLE (BNA)
- PARKE J6 HVQ

### NORFOLK (ORF)
- WHITE J209 SBY V1 CCV

### ORLANDO (ORL)
- ELVAE COL WHITE J209 SBY J79 KATZN CVI WEAVR

### Terminals | Route | Effective Times (UTC)
---|---|---
TORONTO (YYZ) | (RNAV ONLY)
 | GAYEL Q818 WOZEE LINING (CANADIAN)
 | RNAV–STAR
 | or
 | PROPS COATE Q436 MTCAF ULW WOZEE VERKO (CANADIAN)
 | RNAV–STAR
WASHINGTON (DCA) | BIGGY Q75 MXE CLIPR (RNAV–STAR)
WASHINGTON (IAD) | BIGGY Q75 MXE V378 BAL
WATERVILLE (WVL) | (FL250 AND ABOVE)
 | MERIT HFD PUT BOS
 | or
 | (FL190 AND ABOVE)
 | GREKI JUDDS CAM
WEST PALM BEACH (PBI) | (WATER)
 | WHITE J209 SBY J79 KATZN ISO J121 CHS CAKET Q97 KENL CPTAN (RNAV–STAR)
 | or
 | (DEEP OCEAN)
 | SHIPP Y488 STERN Y493 BAHAA DULEE
WINSTON SALEM (INT) | BIGGY Q75 GVE LYH HENBY–STAR
NEW YORK (SWF) | COVINGTON (CVG)
 | RNAV 1
 | WEARD LAAYY Q436 DGRAF J49 PSB MAULL KODIE CTW TIGRR (RNAV–STAR)
MANCHESTER (MHT) | (FL190 AND ABOVE)
 | JETS ONLY
 | STUBY MUCOW ROZZE
NEWARK & SATS | AKRON (AKR)
 | NEWEL J60 PSB SOORD ZZIPS
 | or
 | PROPS COATE (RNAV–STAR)
BUFFALO (BUF) | (TURBOJETS)
 | NEION J223 CORDS ULW BENE
CHARLESTON (CHS) | ELVAE COL WHITE J209 SBY ISO RAPZZ AMYLU
 | or
 | PROPS COATE LAAYK ULW BENE
CHARLESTON (CRW) | PARKE J6 HVQ
COLUMBUS (CMH) | ZIMMZ Q42 MIKYG Q480 AIR CLPRR (RNAV–STAR)
DALLAS–FORT WORTH (DFW) | (DFW SOUTH FLOW)
 | GAYEL J95 CFBA TRAAD JACCI FERRL
 | or
 | (DFW NORTH FLOW)
 | GAYEL J95 CBFA TRAAD JACCI WNGNT
DAYTON (DAY) | (RNAV EQUIPPED ONLY)
 | ZIMMZ Q42 MIKYG Q480 AIR APE DANEI–STAR
DAYTONA BEACH (DAB) | ELVAE COL WHITE J209 SBY J79 KATZN CVI WEAVR
 | J121 CHS IGARY Q85 LPERD TTHOR (RNAV–STAR)
DETROIT (DTW) | (DME/DME/IRU OR GPS REQUIRED)
 | GAYEL J95 CBFA TRAAD JACCI FERRL
 | or
 | (DME/DME/IRU OR GPS REQUIRED)
 | GAYEL J95 CBFA TRAAD JACCI WNGNT
HOT SPRINGS (HSP) | LANNA J48 EMI CSN V140 MOL
KANSAS CITY (MCK) | RNAV EQUIPPED ONLY
 | ZIMMZ Q42 MIKYG Q480 AIR J80 SPI BRAYMER–STAR
LEWISBURG (LWB) | LANNA J48 EMI CSN V140 MOL
LEXINGTON (LEX) | PARKE J6 HVQ
LOUISVILLE (LOU) | PARKE J6 HVQ Q68 YOCKY UNCKL DARBY–STAR
LOUISVILLE (SDF) | PARKE J6 HVQ Q68 YOCKY UNCKL MAUDD (RNAV–STAR)
MELBOURNE (MLB) | ELVAE COL WHITE J209 SBY J79 KATZN CVI WEAVR
 | J121 CHS IGARY Q85 LPERD OMN BITHO–STAR
MILWAUKEE (MKE) | NEWEL J60 DBS CRL PEEGEE GETCH LYSTR SUDDS
NASHVILLE (BNA) | PARKE J6 HVQ Q68 YOCKY GROOT PASYL (RNAV–STAR)
NORFOLK (ORF) | WHITE J209 SBY V1 CCV
ORLANDO (ORL) | ELVAE COL WHITE J209 SBY J79 KATZN CVI WEAVR
 | J121 CHS IGARY Q85 LPERD TTHOR (RNAV–STAR)

**Terminals Route Effective Times (UTC)**

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>NE, 8 SEP 2022 to 3 NOV 2022</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Terminals</td>
<td>Route</td>
<td>Effective Times (UTC)</td>
</tr>
<tr>
<td>-----------------------------------</td>
<td>----------------------------------------------------------------------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>PHOENIX(PHX)</td>
<td>(RNAV EQUIPPED ONLY)ZIMMZ Q42 MIKYG Q480 AIR J110 STL BUM ICT LBL FTI BUKKO ZUN EAGUL (RNAV)–STAR.........................</td>
<td></td>
</tr>
<tr>
<td>PITTSBURGH(AGC)</td>
<td>(RNAV EQUIPPED ONLY)ZIMMZ Q42 MIKYG Q480 VINUE DEMME (RNAV)–STAR.................................................................</td>
<td></td>
</tr>
<tr>
<td>PITTSBURGH(PIT)</td>
<td>(RNAV EQUIPPED ONLY)ZIMMZ Q42 MIKYG Q480 VINSE DEMME (RNAV)–STAR.................................................................</td>
<td></td>
</tr>
<tr>
<td>RICHMOND(RIC)</td>
<td>WHITE J209 SBY V1 JAMIE............................................................</td>
<td></td>
</tr>
<tr>
<td>ROANOKE(ROA)</td>
<td>LANNJA J48 MOL.............................................................................</td>
<td></td>
</tr>
<tr>
<td>ROCHESTER(ROC)</td>
<td>(PROPS)COATE Q436 LAAYK CFB 2522 GIBBE........................................</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(JETS)J223 CORS DS UUL V31 GIBBE................................................</td>
<td></td>
</tr>
<tr>
<td>SALT LAKE CITY(SLC)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)GADEL Q818 WOZEE Q935 HOCKE BAE BQ J94 OCS NORDK (RNAV)–STAR..............................</td>
<td></td>
</tr>
<tr>
<td>SAVANNAH(SAV)</td>
<td>(TURBOJETS) J209 SBY J79 CHS LGRHD 5000 WOZEE Q935 HOCKE BAE BQ J94 OCS NORDK (RNAV)–STAR..............................</td>
<td></td>
</tr>
<tr>
<td>ST LOUIS(SL)</td>
<td>(RNAV EQUIPPED ONLY)ZIMMZ Q42 MIKYG Q480 AIR J80 VHP AARCH (RNAV)–STAR...............................................................</td>
<td></td>
</tr>
<tr>
<td>SYRACUSE(SYR)</td>
<td>(JETS)J223 CORS CFB V29...................................................................</td>
<td></td>
</tr>
<tr>
<td>TOLEDO(TOL)</td>
<td>NEWEL J60 DBJ.............................................................................</td>
<td></td>
</tr>
<tr>
<td>TORONTO(YYZ)</td>
<td>(PROPS)COATE Q436 MTCAF ULL WOZEE VERKO (CANADIAN) (RNAV)–STAR.................................</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(O90–170 INCL; RNAV EQUIPPED ONLY)GADEL Q818 WOZEE LINING (CANADIAN) (RNAV)–STAR.................................</td>
<td></td>
</tr>
<tr>
<td>WASHINGTON(IAD)</td>
<td>(RNAV EQUIPPED ONLY)PARKE HYPER (RNAV)–STAR........................................</td>
<td></td>
</tr>
<tr>
<td>NEWARK SATS ONLY</td>
<td>(RNAV ONLY)PAKE J6 COLNS GAVNN (RNAV)–STAR.......................................</td>
<td></td>
</tr>
<tr>
<td>COVINGTON(CVG)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED) J209 SBY J79 CHS ESENT LUNNI (RNAV)–STAR...............................................</td>
<td></td>
</tr>
<tr>
<td>JACKSONVILLE(JAX)</td>
<td>(TURBOJETS ONLY: DME/DME/IRU OR GPS REQUIRED) J209 SBY J79 CHS ESENT LUNNI (RNAV)–STAR...............................................</td>
<td></td>
</tr>
<tr>
<td>MONTREAL(YUL)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)GREKI JUDDS CAM..........................</td>
<td></td>
</tr>
<tr>
<td>YOUNGSTOWN/WARREN(YNG)</td>
<td>ELIOT J60 PSB PSB292060..................................................................</td>
<td></td>
</tr>
<tr>
<td>NEWARK(EWR)</td>
<td>(RNAV ONLY)JANN J48 MOL FLASK OZZI (RNAV)–STAR.......................................</td>
<td></td>
</tr>
<tr>
<td>ATLANTA(ATL)</td>
<td>LANNJA J48 MOL FLASK VIEWS DEHAN (RNAV)–STAR................................................</td>
<td></td>
</tr>
<tr>
<td>ATLANTA(PDK)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM CON................................................</td>
<td></td>
</tr>
<tr>
<td>AUBURN/LEWISTON(AUW)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM CON................................................</td>
<td></td>
</tr>
<tr>
<td>AUGUSTA(AUG)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM CON................................................</td>
<td></td>
</tr>
<tr>
<td>BALTIMORE(BWI)</td>
<td>(FL250 AND ABOVE)MERIT HDF PUT BOS CLMEH........................................</td>
<td></td>
</tr>
<tr>
<td>BANGOR(BGR)</td>
<td>(FL250 AND ABOVE)MERIT HDF PUT BOS CLMEH........................................</td>
<td></td>
</tr>
<tr>
<td>BAR HARBOR(BHB)</td>
<td>(FL250 AND ABOVE)MERIT HDF PUT BOS CLMEH........................................</td>
<td></td>
</tr>
<tr>
<td>BARR/MONTPELIER(MPV)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM................................................</td>
<td></td>
</tr>
<tr>
<td>BINGHAMTON(BGM)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM................................................</td>
<td></td>
</tr>
<tr>
<td>BIRMINGHAM(BHM)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM................................................</td>
<td></td>
</tr>
<tr>
<td>BOCA RATON(BCT)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM................................................</td>
<td></td>
</tr>
<tr>
<td>BOSTON(BOS)</td>
<td>(FL180–FL230; JETS ONLY)MERIT ROBUC (RNAV)–STAR.........................................</td>
<td></td>
</tr>
<tr>
<td>BRISTOL/JOHNSON(KINGSPORT(TRI))</td>
<td>(FL190 AND ABOVE; JETS ONLY)GREKI JUDDS CAM........................................</td>
<td></td>
</tr>
<tr>
<td>BURLINGTON(BTV)</td>
<td>(FL190 AND ABOVE; JETS ONLY)GREKI JUDDS CAM........................................</td>
<td></td>
</tr>
<tr>
<td>CHARLOTTN(CLT)</td>
<td>(BIGGY Q75 GVE LYH CHSLY (RNAV)–STAR...............................................</td>
<td></td>
</tr>
<tr>
<td>CHARLOTTNVILLE(CHO)</td>
<td>(BIGGY Q75 GVE.............................................................................</td>
<td></td>
</tr>
<tr>
<td>CHATTANOOGA(CHA)</td>
<td>LANNJA J48 CNE FANPO Q40 ALENA VXY................................................</td>
<td></td>
</tr>
<tr>
<td>CHICAGO(MDW)</td>
<td>NEWEL J60 ASHEN BAGEL PANG (RNAV)–STAR...............................................</td>
<td></td>
</tr>
<tr>
<td>CHICAGO(ORD)</td>
<td>(TURBOJETS – RNAV 1)COATE Q436 EMMMA WYNDE (RNAV)–STAR..........................</td>
<td></td>
</tr>
</tbody>
</table>

**NE, 8 SEP 2022 to 3 NOV 2022**
<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CLEVELAND(CLE)</td>
<td>(RNAV TURBOJET)NEWEL J60 PSB UPRR TRYBE (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CONCORD(CON)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM...........................................</td>
<td></td>
</tr>
<tr>
<td>DENVER(DEN)</td>
<td>NEWEL J60 IOW J10 OBH BWRY LAWGR (RNAV)–STAR................................</td>
<td></td>
</tr>
<tr>
<td>DETROIT SATS(DET, CYQG ONLY)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)GAYEL Q818 WOZEE COLTS GIGGY (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>DETROIT SATS(YIP, PTK, ARB ONLY)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)GAYEL Q818 WOZEE COLTS OKLND (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>FORT LAUDERDALE(FLL)</td>
<td>ELVAE COL WHITE J209 SBY J79 KATZN ISO J121 CHS Caket Q97 PRMUS CUDU (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>FORT MYERS(FMY)</td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(DEEP OCEAN)ELVAE COL DIXIE Y481 OHRYN Y488 STERN Y493 JENKS MAJKIJ CUDU (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>FORT WAYNE(FWA)</td>
<td>NEWEL J60 DANNR RAV J64 ..................................................................</td>
<td></td>
</tr>
<tr>
<td>GREENSBORO(GSO)</td>
<td>BIGGY Q75 GVE LYH HENBY ..................................................................</td>
<td></td>
</tr>
<tr>
<td>GREER(GSP)</td>
<td>BIGGY Q75 GVE FUBL JUNNR (RNAV)–STAR ...........................................</td>
<td></td>
</tr>
<tr>
<td>HOUSTON(HOU)</td>
<td>(TURBOJETS)LANNA J48 CSN FANPO Q40 AEX WAPPL (RNAV)–STAR ................</td>
<td></td>
</tr>
<tr>
<td>HOUSTON(IAH)</td>
<td>(TURBOJETS)(IAH EAST FLOW)LANNA J48 CSN FANPO Q40 AEX SKNRD (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>INDIANAPOLIS(IND)</td>
<td>(MAX ALTITUDE FL280; TURBOJETS)NEWEL J60 DANNR RAV J64 CASIO RINTE SNKPT (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>ITHACA(ITH)</td>
<td>(JEETS)NEION J223 CORDS CFB .......................................................</td>
<td></td>
</tr>
<tr>
<td>KEENE(EEN)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM ..............................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>KNOXVILLE(TYS)</td>
<td>LANNA J48 CSN FANPO Q40 ALEAN VXY .............................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LACONIA(LCI)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM ..............................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LAKE PLACID(LLP)</td>
<td>(FL190 AND ABOVE; JETS ONLY)GREKI JUDDS CAM ................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LEBANON(LEB)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM ..............................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MANCHESTER(MHT)</td>
<td>(FL190 AND ABOVE; JETS ONLY)GREKI JUDDS MARTN QUINZ ROZZE (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>MARCO ISLAND(MKY)</td>
<td>BIGGY Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR ................................</td>
<td></td>
</tr>
<tr>
<td>MEMPHIS(MEM)</td>
<td>PARKE J6 HVQ Q68 BWG BLUZZ (RNAV)–STAR .........................................</td>
<td></td>
</tr>
<tr>
<td>MIAMI(MIA)</td>
<td>ELVAE COL WHITE J209 SBY J79 KATZN ISO J121 CHS Caket Q97 DEBRLL CSTAL (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>MINNEAPOLIS(MSP)</td>
<td>(TURBOJETS)GAYEL Q818 WOZEE NOSIK Q812 ZOHAN IDIOM MUSCL (RNAV)–STAR</td>
<td>1000–0300</td>
</tr>
<tr>
<td>MOBILE(MOB)</td>
<td>BIGGY Q75 GVE LYH COLZI Q52 CHOFZ MGM SJ1 ....................................</td>
<td></td>
</tr>
<tr>
<td>MONTGOMERY(MGM)</td>
<td>BIGGY Q75 GVE LYH COLZI Q52 CHOFZ THRSP ....................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MONTREAL(YUL)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)GREKI JUDDS CAM PBGER CARTER (CANADIAN) (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>MYRTLE BEACH(MYR)</td>
<td>ELVAE COL WHITE J209 SBY ILM WYLMS .............................................</td>
<td></td>
</tr>
<tr>
<td>NANTUCKET(ACK)</td>
<td>(FL180–FL230; JETS ONLY)BAYYS SEALL V188 GON DEEPO (RNAV)–STAR .........</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NAPLES(APF)</td>
<td>BIGGY Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR ................................</td>
<td></td>
</tr>
<tr>
<td>NASHUA(ASH)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS MARTN KEYNN ...................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NASSAU(MYNN)</td>
<td>(DEEP OCEAN)ELVAE COL DIXIE Y481 OHRYN Y488 STERN Y493 WEAKK CARPY Y307 HANKX</td>
<td></td>
</tr>
<tr>
<td>NEW ORLEANS(MSY)</td>
<td>LANNA J48 CSN FANPO Q40 NIOLA MEI RYTHM–STAR ................................</td>
<td></td>
</tr>
<tr>
<td>Terminals</td>
<td>Route</td>
<td>Effective Times (UTC)</td>
</tr>
<tr>
<td>---------------------</td>
<td>----------------------------------------------------------------------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>OMAHA(OMA)</td>
<td>NEWEL J60 IOW DSM</td>
<td></td>
</tr>
<tr>
<td>ORLANDO(MCO)</td>
<td>(MC0 LANDING SOUTH)ELVAE COL WHITE J209 SBY J79 KATZN CVI WEAVR J121 CHS IGARY Q85 LPERD GTOUT (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (DEEP OCEAN)ELVAE COL DIXIE Y481 OHRYN Y488 Stern Y493 BAHAA HIBAC ALYNA (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (MC0 LANDING NORTH)ELVAE COL WHITE J209 SBY J79 KATZN CVI WEAVR J121 CHS IGARY Q85 LPERD SNFLD (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>ORLANDO(ORL)</td>
<td>(WATER)ELVAE COL WHITE J209 SBY KEMPR ILM AR15 HIBAC ALYNA (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>PORTLAND(PWM)</td>
<td>(FL180 AND ABOVE)GREKI JUDDS CAM DCOOG (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>RALEIGH/ DURHAM(RDU)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM CON</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ROCKLAND(RKD)</td>
<td>(FL250 AND ABOVE)MERIT HFD PUT BOS</td>
<td>1100–0300</td>
</tr>
<tr>
<td>RUTLAND(RUT)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM CON</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SAN FRANCISCO(SFO)</td>
<td>(TURBOJET)GAYEL Q818 WOzee Q935 Hocke GRB GEP ABR J32 LLC LEGS BDEGA (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>SARANAC LAKE(SLK)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SARASOTA/BRADENTON(SRQ)</td>
<td>(JETS/TURBOPROPS ONLY)BIGGY Q75 SLOJO Q103 PUPYY KYUU LUBBR (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>ST LOUIS(STL)</td>
<td>(MAX ALTITUDE FL280; NON–RNAV EQUIPPED ONLY)NEWEL J60 DANNR Rav J64 Casio FYLLS J80 VHP VANDALIA–STAR</td>
<td></td>
</tr>
<tr>
<td>ST PETERSBURG–CLEARWATER(PIE)</td>
<td>BIGGY Q75 TEUF BAAMF DADES (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>SYRACUSE(SYR)</td>
<td>(TURBOPROPS)COATE Q436 LAAKY CFB V29</td>
<td></td>
</tr>
<tr>
<td>TAMPA(TPA)</td>
<td>BIGGY Q75 TEUF BAAMF DADES (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (DEEP OCEAN)ELVAE COL DIXIE Y481 OHRYN Y488 Stern Y493 BAHAA HIBAC DADES (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>WEST PALM BEACH(PBI)</td>
<td>ELVAE COL WHITE J209 SBY J79 KATZN ISO J121 CHS Caket Q97 KENLL CPTAN (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (DEEP OCEAN)ELVAE COL DIXIE Y481 OHRYN Y488 Stern Y493 BAHAA DULEE CLMTN (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>WINSTON SALEM(INT)</td>
<td>BIGGY Q75 GVE LYY HENBY–STAR</td>
<td></td>
</tr>
<tr>
<td>NEWPORT NEWS(PHF)</td>
<td>(ATL EAST FLOW)COUPN JIMAR EYOBi CEELY Q172 YUTURE SWKWR SITTH (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>ATLANTA( ATL)</td>
<td>(ATL WEST FLOW)COUPN JIMAR EYOBi CEELY Q172 YUTURE SWKWR JEDI (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>CHARLOTTE(CLT)</td>
<td>(AOB FL220)COUPN HSL SY (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>PHILADELPHIA(PHL)</td>
<td>JAMIE SWL JIIMS (RNAV)–STAR</td>
<td></td>
</tr>
</tbody>
</table>
PREFERRED IFR ROUTES

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORFOLK(ORF)</td>
<td>(ATL WEST FLOW)COUPN JIMAR EYOBI CEELY Q172 YUTEE SKWKR JEDI (RNAV)–STAR.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (ATL EAST FLOW)COUPN JIMAR EYOBI CEELY Q172 YUTEE SKWKR SITTH (RNAV)–STAR.</td>
<td></td>
</tr>
<tr>
<td>BALTIMORE(BWI)</td>
<td>HPW THHMP RAVNN (RNAV)–STAR.</td>
<td></td>
</tr>
<tr>
<td>BOSTON(BOS)</td>
<td>SCHOL DUNFE SBY J79 JFK ROBUC (RNAV)–STAR.</td>
<td></td>
</tr>
<tr>
<td>CHARLOTTE(CLT)</td>
<td>(AOB FL220)COUPN CHSLY (RNAV)–STAR.</td>
<td></td>
</tr>
<tr>
<td>CHICAGO(MDW)</td>
<td>WAIKS KELLE MO GEFFS J149 FWA PANGG (RNAV)–STAR.</td>
<td></td>
</tr>
<tr>
<td>CHICAGO(ORD)</td>
<td>or WAIKS KELLE MO GEFFS J149 ROD WATSN (RNAV)–STAR.</td>
<td></td>
</tr>
<tr>
<td>DETROIT(DTW)</td>
<td>(DME/DME/IRU OR GPS REQUIRED)DTW NORTH FLOW)WAIKS KELLE MO TARCI JAMOX KLYNK (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (DME/DME/IRU OR GPS REQUIRED)DTW SOUTH FLOW)WAIKS KELLE MO TARCI JAMOX BONZ (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>FORT LAUDERDALE(FLL)</td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)WATER)ORF J174 ILM OSTNN MAJIK CUUDA (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or ORF J174 CHS Caket Q97 PRMUS CUUDA (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>FORT MYERS METRO(APF)</td>
<td>COUPN TYI J79 CHS JROSS Q409 PUPPY Q103 CYNTA SHFTY (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>HOUSTON(HOU)</td>
<td>(HOU EAST FLOW)COUPN RDU SHPRD DEBIE IPTAY CHOPZ THSR JGMRY CATLN SJI BAYYY (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (HOU WEST FLOW)COUPN RDU SHPRD DEBIE IPTAY CHOPZ THSR JGMRY CATLN SJI PUCKS (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or COUPN RDU SHPRD DEBIE IPTAY CHOPZ THSR JAMMR MERDN AEX WAPPL (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>HOUSTON(IAH)</td>
<td>(IAH EAST FLOW)COUPN RDU SHPRD DEBIE IPTAY CHOPZ THSR JGMRY CATLN SJI NNCEE (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (IAH EAST FLOW)COUPN RDU SHPRD DEBIE IPTAY CHOPZ THSR JAMMR MERDN AEX SKNDR (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (IAH WEST FLOW)COUPN RDU SHPRD DEBIE IPTAY CHOPZ THSR JAMMR MERDN AEX DOOBI (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (IAH WEST FLOW)COUPN RDU SHPRD DEBIE IPTAY CHOPZ THSR JAMMR MERDN CATLN SJJ LNNK (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>JACKSONVILLE(JAX)</td>
<td>(TURBOJETS)ORF J174 CHS ESENT LUNNI (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>MIAMI(MIA)</td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)WATER)ORF J174 DIW HOAGG BNFSH (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or ORF J174 CHS Caket Q97 DEBRL CSTAL (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>MINNEAPOLIS(MSP)</td>
<td>WAIKS KELLE MO J24 HVQ FWA GIJ KAMMA KIKLR (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>NAPLES(APF)</td>
<td>(TURBOJETS)HPW V213 PXT KORRY–STAR</td>
<td>1100–0400</td>
</tr>
<tr>
<td>NEW YORK(JFK)</td>
<td>COUPN TYI J79 CHS JROSS Q409 PUPPY Q103 CYNTA SHFTY (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>NEW YORK(LGA)</td>
<td>HPW V213 PXT KORRY–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEWARK(EWR)</td>
<td>(TURBOJETS)HPW V213 PXT PHILBO (RNAV)–STAR</td>
<td>1100–0400</td>
</tr>
</tbody>
</table>
PREFERRED IFR ROUTES

DENVER (DEN) ..............................................
PTW SARAA RAV PSB J60 IOW J10 OBH BRWRY
LAWGR (RNAV–STAR) ..............................................

DETROIT SATS (DET,ARB,PTK,YIP,CYQG)
PTW SARAA RAV PSB WWSHR FOREY (RNAV–STAR)
(DME/DME/IRU OR GPS REQUIRED) (DTW NORTH FLOW) MXE PENSY J110 FLIRT BRNAN PSYKO KOZAR KLYNK (RNAV–STAR) ..............................................
or
(DME/DME/IRU OR GPS REQUIRED) (DTW SOUTH FLOW) MXE PENSY J110 FLIRT BRNAN PSYKO KOZAR BONZZ (RNAV–STAR) ..............................................

FORT LAUDERDALE (FLL) .........................................
(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525) (WATER) OOD TEBEE HAYDO SBY KEMPRI ILM OSTNN MAJIK CUUDA (RNAV–STAR) ..............................................
or
OOD TEBEE HAYDO SBY J79 KATZN ISO J121 CHS CAKE T97 PRMUS CUUDA (RNAV–STAR) ..............................................
or
(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525) (DEEP OCEAN) OOD TEBEE HAYDO SIE B24 LYNUS SILLY Y485 STERN Y493 JENKS MAJIK CUUDA (RNAV–STAR) ..............................................

FORT MYERS (FMY) ..................................................
STOEN Q75 SLOJO Q103 CYNTA SHFTY (RNAV–STAR) ..................................................

FORT MYERS (RSW) ..................................................
STOEN Q75 SLOJO Q103 CYNTA SHFTY (RNAV–STAR) ..................................................

GREENSBORO (GSO) ..................................................
STOEN Q75 GVE LYH HENBY ..................................................

HOT SPRINGS (HSP) ..................................................
(TURBOJETS) STOEN REEFI EMI J48 MOL ..................................................

HOUSTON (IAH) ..................................................
(TURBOJETS) (IAH EAST FLOW) STOEN REEFI EMI J48 CSN FANPO Q40 AEX WAPPL (RNAV–STAR) ..................................................
or
(TURBOJETS) (IAH WEST FLOW) STOEN REEFI EMI J48 CSN FANPO Q40 AEX DOOBI (RNAV–STAR) ..................................................

INDIANAPOLIS (IND) ..................................................
MXE PENSY J110 FLIRT BRNAN Q42 HIDON RINTE SNKPT (RNAV–STAR) ..................................................

KANSAS CITY (MKC) ..................................................
MXE PENSY J110 AIR J80 SPI BRAYMER–STAR ..................................................

LEXINGTON (LEX) ..................................................
STOEN REEFI EMI J48 CSN FANPO Q40 ALEAN VXV ..................................................

LOUISVILLE (SDF) ..................................................
MXE PENSY J110 LEJOY HVQ ..................................................

MANCHESTER (MHT) ..................................................
(NORTH) DITCH Q437 LLUND SMYTH ROZEE 1100–0300
(RNAV–STAR) ..................................................

MARCO ISLAND (MKY) ..................................................
STOEN Q75 SLOJO Q103 CYNTA SHFTY (RNAV–STAR) ..................................................
MXE PENSY J110 FLIRT J6 HVQ Q68 BWG BLUZZ (RNAV–STAR) ..................................................

MIAMI (MIA) ..................................................
(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525) (DEEP OCEAN) OOD TEBEE HAYDO SIE B24 LYNUS SILLY Y485 STERN Y493 JENKS HOAGG BNFSH (RNAV–STAR) ..................................................
or
(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525) (WATER) OOD TEBEE HAYDO SIE B24 LYNUS SILLY Y485 STERN Y493 JENKS HOAGG BNFSH (RNAV–STAR) ..................................................
or
OOD TEBEE HAYDO SBY J79 KATZN ISO J121 CHS CAKE T97 DEBRL CSTAL (RNAV–STAR) ..................................................
or
OOD TEBEE HAYDO SBY J79 KATZN ISO J121 CHS CAKE T97 DEBRL CSTAL (RNAV–STAR) ..................................................
or

MILWAUKEE (MKE) ..................................................
(RNAV EQUIPPED ONLY) PTW SARAA RAV J64 EWC DJB CRL PEGEE GETCH LYSTR SUDDS ..................................................

MINNEAPOLIS (MSP) ..................................................
PTW SARAA RAV PSB J60 DJB J34 VIO KAMMA KIKILR (RNAV–STAR) ..................................................

MYRTLE BEACH (MYR) ..................................................
OOD TEBEE HAYDO SBY ILM WYLMS ..................................................

NASHVILLE (BNA) ..................................................
MXE PENSY J110 FLIRT MRB J6 HVQ Q68 YOCKY GROAT PASLY (RNAV–STAR) ..................................................

NEW ORLEANS (MSY) ..................................................
STOEN PENSY EMI J48 CSN FANPO Q40 NIOLA MEI RYTHM–STAR ..................................................

NEWPORT NEWS (PHF) ..................................................
OOD OOD 198 SBY 018 SBY V1 CCV ..................................................

NE, 8 SEP 2022 to 3 NOV 2022

Terminals Route Effective Times (UTC)

DENVER (DEN) .............................................. PTW SARAA RAV PSB J60 IOW J10 OBH BRWRY LAWGR (RNAV–STAR) ..............................................

DETROIT SATS (DET,ARB,PTK,YIP,CYQG) PTW SARAA RAV PSB WWSHR FOREY (RNAV–STAR) (DME/DME/IRU OR GPS REQUIRED) (DTW NORTH FLOW) MXE PENSY J110 FLIRT BRNAN PSYKO KOZAR KLYNK (RNAV–STAR) ..............................................
or (DME/DME/IRU OR GPS REQUIRED) (DTW SOUTH FLOW) MXE PENSY J110 FLIRT BRNAN PSYKO KOZAR BONZZ (RNAV–STAR) ..............................................

FORT LAUDERDALE (FLL) ......................................... (JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525) (WATER) OOD TEBEE HAYDO SBY KEMPRI ILM OSTNN MAJIK CUUDA (RNAV–STAR) ..............................................
or OOD TEBEE HAYDO SBY J79 KATZN ISO J121 CHS CAKE T97 PRMUS CUUDA (RNAV–STAR) ..............................................
or (JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525) (DEEP OCEAN) OOD TEBEE HAYDO SIE B24 LYNUS SILLY Y485 STERN Y493 JENKS MAJIK CUUDA (RNAV–STAR) ..............................................

FORT MYERS (FMY) ..................................................
STOEN Q75 SLOJO Q103 CYNTA SHFTY (RNAV–STAR) ..................................................

FORT MYERS (RSW) ..................................................
STOEN Q75 SLOJO Q103 CYNTA SHFTY (RNAV–STAR) ..................................................

GREENSBORO (GSO) ..................................................
STOEN Q75 GVE LYH HENBY ..................................................

HOT SPRINGS (HSP) ..................................................
(TURBOJETS) STOEN REEFI EMI J48 MOL ..................................................

HOUSTON (IAH) ..................................................
(TURBOJETS) (IAH EAST FLOW) STOEN REEFI EMI J48 CSN FANPO Q40 AEX WAPPL (RNAV–STAR) ..................................................
or (TURBOJETS) (IAH WEST FLOW) STOEN REEFI EMI J48 CSN FANPO Q40 AEX DOOBI (RNAV–STAR) ..................................................

INDIANAPOLIS (IND) ..................................................
MXE PENSY J110 FLIRT BRNAN Q42 HIDON RINTE SNKPT (RNAV–STAR) ..................................................

KANSAS CITY (MKC) ..................................................
MXE PENSY J110 AIR J80 SPI BRAYMER–STAR ..................................................

LEXINGTON (LEX) ..................................................
STOEN REEFI EMI J48 CSN FANPO Q40 ALEAN VXV ..................................................

LOUISVILLE (SDF) ..................................................
MXE PENSY J110 LEJOY HVQ ..................................................

MANCHESTER (MHT) ..................................................
(NORTH) DITCH Q437 LLUND SMYTH ROZEE 1100–0300
(RNAV–STAR) ..................................................

MARCO ISLAND (MKY) ..................................................
STOEN Q75 SLOJO Q103 CYNTA SHFTY (RNAV–STAR) ..................................................
MXE PENSY J110 FLIRT J6 HVQ Q68 BWG BLUZZ (RNAV–STAR) ..................................................

MIAMI (MIA) ..................................................
(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525) (DEEP OCEAN) OOD TEBEE HAYDO SIE B24 LYNUS SILLY Y485 STERN Y493 JENKS HOAGG BNFSH (RNAV–STAR) ..................................................
or (JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525) (WATER) OOD TEBEE HAYDO SIE B24 LYNUS SILLY Y485 STERN Y493 JENKS HOAGG BNFSH (RNAV–STAR) ..................................................
or OOD TEBEE HAYDO SBY J79 KATZN ISO J121 CHS CAKE T97 DEBRL CSTAL (RNAV–STAR) ..................................................
or OOD TEBEE HAYDO SBY J79 KATZN ISO J121 CHS CAKE T97 DEBRL CSTAL (RNAV–STAR) ..................................................

MILWAUKEE (MKE) ..................................................
(RNAV EQUIPPED ONLY) PTW SARAA RAV J64 EWC DJB CRL PEGEE GETCH LYSTR SUDDS ..................................................

MINNEAPOLIS (MSP) ..................................................
PTW SARAA RAV PSB J60 DJB J34 VIO KAMMA KIKILR (RNAV–STAR) ..................................................

MYRTLE BEACH (MYR) ..................................................
OOD TEBEE HAYDO SBY ILM WYLMS ..................................................

NASHVILLE (BNA) ..................................................
MXE PENSY J110 FLIRT MRB J6 HVQ Q68 YOCKY GROAT PASLY (RNAV–STAR) ..................................................

NEW ORLEANS (MSY) ..................................................
STOEN PENSY EMI J48 CSN FANPO Q40 NIOLA MEI RYTHM–STAR ..................................................

NEWPORT NEWS (PHF) ..................................................
OOD OOD 198 SBY 018 SBY V1 CCV ..................................................
### PREFERRED IFR ROUTES

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Orlando(MCO)</td>
<td>(WATER)OOD TEBEE HAYDO SBY KEMPR ILM AR15 HIBAC ALYNA (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (MCO LANDING NORTH)OOD TEBEE HAYDO SBY J79 KATZN CVI WEAVR J121</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CHS IGARY Q85 LPERD SNFLD (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (DEEP OCEAN)OOD TEBEE HAYDO SIE B24 LYNUS SILLY Y485 STERN Y493</td>
<td></td>
</tr>
<tr>
<td></td>
<td>BAHAA HIBAC ALYNA (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>Orlando(ORL)</td>
<td>OOD TEBEE HAYDO SBY J79 KATZN CVI WEAVR J121 CHS IGARY Q85 LPERD</td>
<td></td>
</tr>
<tr>
<td></td>
<td>TTHOR (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>Portland(PWM)</td>
<td>MXE PENSY J110 VINSE DEMME (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>Providence(PVD)</td>
<td>DITCH V312 JIMIE Wavey SHLEP SHIPP CCC SCOGS (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or DITCH V312 JIMIE Wavey SHLEP HTO V268 MINNK (RNAV EQUIPPED)OOD</td>
<td></td>
</tr>
<tr>
<td></td>
<td>TEBEE HAYDO TRPOD TAQLE (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>Raleigh/Durham(RDU)</td>
<td>OOD TEBEE HAYDO SBY J121 CHS IGARY Q85 LPERD GTOUT (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>Richmond(RIC)</td>
<td>OOD OOD198 SBY018 SBY V1 JAMIE</td>
<td></td>
</tr>
<tr>
<td>Roanoke(ROA)</td>
<td>STOEN REEFI EMI J48 MOL</td>
<td></td>
</tr>
<tr>
<td>Rochester(ROC)</td>
<td>PTW SARAA RAV TYMAN J227 ULV W31 GIBBE ...</td>
<td></td>
</tr>
<tr>
<td>San Francisco(SFO)</td>
<td>PTW SARAA RAV J64 HLC J80 OAL INYO EYAMD (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>Sarasota/Bradenton(SRQ)</td>
<td>(JETS/TURBOPROPS ONLY)STOEN Q75 SOJO Q103 PUPPY KYYU LUPB (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>Savanna(SAV)</td>
<td>(TURBOJETS)OOD TEBEE HAYDO SBY J79 CHS LGCHD SOODP, ...</td>
<td></td>
</tr>
<tr>
<td>South Florida (FLL,OPF,MIA,07FA,HST,TMB,X51,HWO)</td>
<td>(VL/TURBOPROP ONLY: INCL E50, E50G, FS50, C510, C525)OOD TEBEE HAYDO SBY J79 KATZN ISO J121 CHS Caket Q97 KENHL TARPN (RNAV)–STAR ...</td>
<td></td>
</tr>
<tr>
<td>St Louis(STL)</td>
<td>MXE PENSY J110 VHP AARCH (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>Tampa(TPA)</td>
<td>STOEN Q75 TEUFL BAAMF DADES (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>Toronto(YYZ)</td>
<td>PTW SARAA RAV PSB WOZEE LINING (CANADIAN) (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>West Palm Beach(PBI)</td>
<td>(WATER)OOD TEBEE HAYDO SBY KEMPR ILM BAHA DULEE CLMT (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or OOD TEBEE HAYDO SBY J79 KATZN ISO J121 CHS Caket Q97 KENHL CPTAN (RNAV)–STAR ...</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (DEEP OCEAN)OOD TEBEE HAYDO SIE B24 LYNUS SILLY Y485 STERN Y493 BAHAA HIBAC ALYNA (RNAV)–STAR ...</td>
<td></td>
</tr>
<tr>
<td>White Plains(HPN)</td>
<td>DITCH V312 CYN BOUNO–STAR</td>
<td></td>
</tr>
<tr>
<td>Windsor Locks(BDL)</td>
<td>(NORTH)DITCH Q437 HINNAH Q450 DPK DEER PARK–STAR</td>
<td></td>
</tr>
<tr>
<td>Pittsburgh(PIT)</td>
<td>ATLANTA(ATH)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV ONLY)JAKAR BURGS HVQ HLRLRY ONDRE (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (RNAV EQUIPPED)KEMAN ANTHEM (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>BOSTON(BOS)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV ONLY)EWC WOMB PGGZ PONCE JFUND (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>CHARLESTON(CHS)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CKB COBBE PSK OBNEE OSPRI (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>CHARLOTTE(CLT)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV ONLY)AJTYI BURGS HVQ LNDPM PAROR (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CHICAGO(MDW)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV ONLY)BSV MAYE J60 ASHEN BAGEL PANGG (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (RNAV ONLY)BSV WEEVR Q62 WATSN WATSN (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>FORT LAUDERDALE(FL)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(JETS ONLY, EXCLUDES E50, E50G, FS50, C510, C525)(WATER)CGB COBBE DANOQ Q103 SLOJO Q83 JEVEM Q97 PRMUS CUIDA (RNAV)–STAR ...</td>
<td></td>
</tr>
<tr>
<td></td>
<td>INDIANAPOLIS(IND)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>DILNE AEROS RINTA SNKPT (RNAV)–STAR</td>
<td></td>
</tr>
</tbody>
</table>

**NE, 8 SEP 2022 to 3 NOV 2022**
<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MIAMI (MIA)</td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525) CKB COBBES DANCO Q103 SLOJO Q83 JEVED Q97 DEBRL CSTAL (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>MYRTLE BEACH (MYR)</td>
<td>CKB ROA SBV RDU V136 CRE</td>
<td></td>
</tr>
<tr>
<td>NEW YORK (JKF)</td>
<td>EWC WOMBIT BFD HOXIE J70 LVZ LENDY–STAR</td>
<td></td>
</tr>
<tr>
<td>NEWARK (EWR)</td>
<td>EWC WOMBIT PIGGZ SLT WILLIAMS–SPORT–STAR</td>
<td></td>
</tr>
<tr>
<td>ORLANDO (MCO)</td>
<td>(MCO LANDING SOUTH) CKB COBBES DANCO Q103 SLOJO Q83 ROYCO Q85 LPERD QTOUT (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (MCO LANDING NORTH) CKB COBBES DANCO Q103 SLOJO Q83 ROYCO Q85 LPERD SNFLD (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>PHILADELPHIA (PHL)</td>
<td>JST J152 HAR V210 BUNTS</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (RNAV ONLY) JUST BOJID (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>SOUTH FLORIDA (FLL, OPF, MIA, O7FA, HST, TMB, X51, HWO)</td>
<td>(VLI/TURBPROP ONLY: INCL EA50, E50P, SF50, C510, C525) CKB COBBES DANCO Q103 SLOJO Q83 JEVED Q97 KENLL TARPN (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>TAMPA (TPA)</td>
<td>CKB COBBES DANCO Q103 SLOJO Q83 ROYCO Q85 LPERD TTHOR (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>WASHINGTON (DCA)</td>
<td>(RNAV ONLY) MGW BUCKO FRDM (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>WINDSOR LOCKS (BDL)</td>
<td>(RNAV ONLY) EWC WOMBIT PIGGZ RKA STELA–STAR</td>
<td></td>
</tr>
<tr>
<td>PLATTSBURGH (PBG)</td>
<td>PONCT PWL BIZEQ Q75 SLOJO Q83 ROYCO Q85 LPERD TTHOR (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>PONCT PWL BIZEQ Q75 TEUFL BAAMF DADES (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PORTLAND (PWM)</td>
<td>NUBLE (RNAV)–DP NELIE Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BALTIMORE (BWI)</td>
<td>NUBLE (RNAV)–DP NELIE Q75 GVE LYH CHSLY (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHARLOTTE (CLT)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED) HSKEL (RNAV)–DP CAM Q822 FNT WYNDE (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CLEVELAND (CLE)</td>
<td>(RNAV TURBOJET) HSKEL (RNAV)–DP CAM Q822 GONZ HANKK THOME TRYBE (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>COVINGTON (CVG)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED) HSKEL (RNAV)–DP CAM Q822 GONZ JOSSY MAULL KODIE CTW TIGRR (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>DETROIT (DTW)</td>
<td>(DME/DME/IRU OR GPS REQUIRED) DTW NORTH FLOW HSKEL (RNAV)–DP CAM Q822 GONZ DONEO CUGIR (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (DME/DME/IRU OR GPS REQUIRED) DTW SOUTH FLOW HSKEL (RNAV)–DP CAM Q822 GONZ DONEO TPGUN (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>FORT MYERS (RSW)</td>
<td>NUBLE (RNAV)–DP NELIE Q75 SLOJO Q103 CYNTA SFHTY (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MINNEAPOLIS (MSP)</td>
<td>(TURBOJETS) HSKEL (RNAV)–DP HANAA Q816 KELTI Q812 ZOHAN IDIOM MUSCL (RNAV)–STAR</td>
<td>1000–0300</td>
</tr>
<tr>
<td>NEW YORK (JFK)</td>
<td>(TURBOJETS ONLY) NUBLE (RNAV)–DP JJIMY PVD TRAIT PARCH PARCH (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEW YORK (LGA)</td>
<td>(ADVANCED RNAV ONLY) HSKEL (RNAV)–DP CAM ALB HAARP–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEWARK (EWR)</td>
<td>(ADVANCED RNAV ONLY) HSKEL (RNAV)–DP HANAA FLOSI (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PHILADELPHIA (PHL)</td>
<td>NUBLE (RNAV)–DP CCC MANTA Q439 BRIGS JIIMS (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PITTSBURGH (PIT)</td>
<td>HSKEL (RNAV)–DP CAM ALB J49 HNK SLT HAYNZ (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SARASOTA/BRADENTON (SRQ)</td>
<td>(JETS/TURBOPROPS ONLY) NUBLE (RNAV)–DP NELIE Q75 SLOJO Q103 PUPPY KYUU LUBBR (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>TAMPA (TPA)</td>
<td>NUBLE (RNAV)–DP NELIE Q75 TEUFL BAAMF DADES (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON (DCA)</td>
<td>NUBLE (RNAV)–DP NELIE Q75 MXE CLIPR (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>Terminals</td>
<td>Route</td>
<td>Effective Times (UTC)</td>
</tr>
<tr>
<td>--------------</td>
<td>----------------------------------------------------------------------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>WASHINGTON(IAD)</td>
<td>(ADVANCED RNAV ONLY) NUBLE (RNAV)—DP BAF HYPER (RNAV)—STAR...............</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(AOB 220; TURBOPROPS) CAM ALB HNK FQM LEGGO (RNAV)—STAR................</td>
<td></td>
</tr>
<tr>
<td>WHITE PLAINS(HPN)</td>
<td>(ADVANCED RNAV ONLY) HSKEL (RNAV)—DP CAM ALB VALRE—STAR...............</td>
<td></td>
</tr>
<tr>
<td>PORTSMOUTH(PSM)</td>
<td>CON CAM PONCT BIZEZ Q75 MXE V378 BAL ........</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CAMP SPRINGS(ADW)</td>
<td>ATLANTA(ATL) (RNAV ONLY) PUT BAF Q448 PTW J48 MOL FLASK ............</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PROVIDENCE(PVD)</td>
<td>BOSTON(BOS) (TURBOJETS: DME/DME/IRU OR GNSS REQUIRED) PUT CTR CAM Q822 GONZ Q29 JHW DBB J60 ASHEN BAGE</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(ALL OTHERS)PUT CTR HNK J49 PSB MAULL KODIE CTW TIGRR (RNAV)—STAR......</td>
<td></td>
</tr>
<tr>
<td>CHARLOTTE(CLТ)</td>
<td>PUT NELIE Q75 GVE LYH CHSLY (RNAV)—STAR...</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHICAGO(MDW)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)PUT CTR CAM Q822 GONZ Q29 JHW DBB J60 ASHEN BAGE</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHICAGO(ORD)</td>
<td>(TURBOJETS: DME/DME/IRU OR GNSS REQUIRED)PUT CTR CAM Q822 GONZ Q29 JHW DBB J60 ASHEN BAGE</td>
<td>1100–0300</td>
</tr>
<tr>
<td>COVINGTON(CVG)</td>
<td>(RNAV ONLY)CTR HNK J49 PSB MAULL KODIE CTW TIGRR (RNAV)—STAR......</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(TURBOJETS: DME/DME/IRU OR GNSS REQUIRED)PUT CTR CAM Q822 GONZ Q29 JHW DBB J60 ASHEN BAGE</td>
<td>1100–0300</td>
</tr>
<tr>
<td>DENVER(DEN)</td>
<td>PUT CTR CAM ARNII Q816 HOCKE Q935 MONEE IANNA O NL PORDR AALLE (RNAV)—STAR..........</td>
<td>1100–0300</td>
</tr>
<tr>
<td>DETROIT SATS(DET,CYQG ONLY)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)PUT CTR CAM Q822 GONZ Q29 JHW DBB J60 ASHEN BAGE</td>
<td>1100–0300</td>
</tr>
<tr>
<td>DETROIT SATS(YIP,PTK,ARB ONLY)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)PUT CTR CAM Q822 GONZ Q29 JHW DBB J60 ASHEN BAGE</td>
<td>1100–0300</td>
</tr>
<tr>
<td>DETROIT(DTW)</td>
<td>(DME/DME/IRU OR GPS REQUIRED)(DTW SOUTH FLOW)PUT CTR CAM Q822 GONZ Q29 JHW DBB J60 ASHEN BAGE</td>
<td>1100–0300</td>
</tr>
<tr>
<td>FORT LAUDERDALE(FLL)</td>
<td>JUMPR RIFLE J174 ORF J121 CHS CAKET Q97 PRMUS CUUDA (RNAV)—STAR ......</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525)(WATER) JUMPR RIFLE J174 SWL CEBEE WETRO ILM OSTNN MAJIK CUUDA (RNAV)—STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>FORT MYERS(RSW)</td>
<td>PUT NELIE Q75 SLOJO Q103 CYNTA SHFTY (RNAV)—STAR...</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MIAMI(MIA)</td>
<td>JUMPR RIFLE J174 ORF J121 CHS CAKET Q97 DEBRL CSTAL (RNAV)—STAR.......</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MINNEAPOLIS(MSP)</td>
<td>(TURBOJETS)PUT CTR CAM ARNII Q816 KELTI Q812 ZOHAN IDIOM MUSCL (RNAV)—STAR........</td>
<td>1000–0300</td>
</tr>
<tr>
<td>NEW YORK(LGA)</td>
<td>(ABOVE 250 KTS)PUT NELIE VALRE HAARP—STAR.</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(250 KTS OR LESS)PUT BAF PWL V405 CASSH V123 HAARP ..................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEWARK(EWR)</td>
<td>PUT NELIE FLOSI (RNAV)—STAR...............................................</td>
<td></td>
</tr>
</tbody>
</table>
### Terminal Routes

<table>
<thead>
<tr>
<th>Terminal</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ORLANDO (MCO)</td>
<td>(MCO LANDING SOUTH) JUMPR RIFLE J174 ORF J121 CHS IGARY Q85 LPERD GTOUT (RNAV) – STAR or (WATER) JUMPR RIFLE J174 SWL CEBEE WETRO ILM AR15 HIBAC ALYNA (RNAV) – STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ORLANDO (ORL)</td>
<td>JUMPR RIFLE J174 ORF J121 CHS IGARY Q85 LPERD THOR (RNAV) – STAR or (WATER) JUMPR RIFLE J174 SWL CEBEE WETRO ILM AR15 HIBAC ALYNA (RNAV) – STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PHILADELPHIA (PHL)</td>
<td>JUMPR RIFLE Q439 BRIGS JIIMS (RNAV) – STAR or (WATER) JUMPR RIFLE J174 SWL CEBEE WETRO ILM AR15 HIBAC ALYNA (RNAV) – STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PITTSBURGH (PIT)</td>
<td>PUT CTR HNK KONEJ SLT HAYNZ (RNAV) – STAR or JUMPR RIFLE J174 WARNN ZJAAY TAQUE (RNAV) – STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>RALEIGH/DURHAM (RDU)</td>
<td>JUMPR RIFLE J174 CHS CKEA K97 KENLL TARP (RNAV) – STAR or (JETS/TURBOPROPS ONLY) PUT NELIE Q75 SLOJO Q103 PUPYY KYJU LUBBR (RNAV) – STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SARASOTA/BRADENTON (SRQ)</td>
<td>JUMPR RIFLE J174 CHS CKEA K97 KENLL TARP (RNAV) – STAR or (JETS/TURBOPROPS ONLY) PUT NELIE Q75 SLOJO Q103 PUPYY KYJU LUBBR (RNAV) – STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SOUTH FLORIDA (FLL, OPF, MIA, O7FA, HST, TMB, X51, HWO)</td>
<td>JUMPR RIFLE J174 CHS CKEA K97 KENLL TARP (RNAV) – STAR or (JETS/TURBOPROPS ONLY) PUT NELIE Q75 SLOJO Q103 PUPYY KYJU LUBBR (RNAV) – STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ST LOUIS (STL)</td>
<td>(RNAV ONLY) PUT BAF Q480 AIR J110 VHP AARCH (RNAV) – STAR or JUMPR RIFLE J174 CHS CKEA K97 KENLL TARP (RNAV) – STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ST PETERSBURG-CLEARWATER (PIE)</td>
<td>JUMPR RIFLE J174 CHS CKEA K97 KENLL TARP (RNAV) – STAR or (JETS/TURBOPROPS ONLY) PUT NELIE Q75 SLOJO Q103 PUPYY KYJU LUBBR (RNAV) – STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>TAMPA (TPA)</td>
<td>PUT NELIE Q75 TEUF BAAMF DADES (RNAV) – STAR or (JETS/TURBOPROPS ONLY) PUT NELIE Q75 SLOJO Q103 PUPYY KYJU LUBBR (RNAV) – STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON (DCA)</td>
<td>JUMPR RIFLE J174 CHS CKEA K97 KENLL TARP (RNAV) – STAR or (JETS/TURBOPROPS ONLY) PUT NELIE Q75 SLOJO Q103 PUPYY KYJU LUBBR (RNAV) – STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WASHINGTON (IAD)</td>
<td>(AOB 220; TURBOPROPS) PUT BAF SAGES LAAAY MIP SEG LGG0 (RNAV) – STAR or (RNAV ONLY) PUT BAF HYPER (RNAV) – STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WEST PALM BEACH (PBI)</td>
<td>JUMPR RIFLE J174 ORF J121 CHS CKEA K97 KENLL TARP (RNAV) – STAR or (WATER) JUMPR RIFLE J174 SWL CEBEE WETRO ILM AR15 HIBAC ALYNA (RNAV) – STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>RICHMOND (RIC)</td>
<td>KALLI (RNAV) – DP READE LYH FLASK OZZI (RNAV) – STAR or (DTW SOUTH FLOW) KALLI (RNAV) – DP READE MOL J24 TARC JAMOX BONZZ (RNAV) – STAR or (DTW NORTH FLOW) KALLI (RNAV) – DP READE MOL J24 TARC JAMOX KLYNK (RNAV) – STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ATLANTA (ATL)</td>
<td>LUCYL (RNAV) – DP LUCYL HYTRA GRACO BROSS Q419 JFK ROBUC (RNAV) – STAR or (AOB FL300) KALLI (RNAV) – DP READE LYH CHSLY (RNAV) – STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHARLOTTE (CLT)</td>
<td>(AOB FL300) KALLI (RNAV) – DP READE LYH CHSLY (RNAV) – STAR or KALLI (RNAV) – DP READE MOL GEFFS J149 ROD WATSON (RNAV) – STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHICAGO (ORD)</td>
<td>KALLI (RNAV) – DP READE MOL GEFFS J149 ROD WATSON (RNAV) – STAR or (JETS ONLY, EXCLUDES A50, E50P, S50, C510, C525) HPW V213 MAZON CVI WEAVR ILM OSTNN MAJIK CUUDA (RNAV) – STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>DETROIT (DTW)</td>
<td>(DTW SOUTH FLOW) KALLI (RNAV) – DP READE MOL J24 TARC JAMOX BONZZ (RNAV) – STAR or (DTW NORTH FLOW) KALLI (RNAV) – DP READE MOL J24 TARC JAMOX KLYNK (RNAV) – STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>FORT LAUDERDALE (FLL)</td>
<td>(JETS ONLY, EXCLUDES E50, E50P, S50, C510, C525) HPW V213 MAZON CVI WEAVR ILM OSTNN MAJIK CUUDA (RNAV) – STAR or HPW V213 MAZON CVI WEAVR J121 CHS CKEA K97 PRMUS CUUDA (RNAV) – STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>FORT MYERS (RSW)</td>
<td>KALLI (RNAV) – DP DRAIK Q75 SLOJO Q103 CYNTA SHTFY (RNAV) – STAR or (JETS ONLY, EXCLUDES E50, E50P, S50, C510, C525) HPW V213 MAZON CVI WEAVR ILM OSTNN MAJIK CUUDA (RNAV) – STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>HOUSTON (HOU)</td>
<td>KALLI (RNAV) – DP READE LYH PSK ALEAN Q40 AEX WAPPL (RNAV) – STAR or (IAH EAST FLOW) KALLI (RNAV) – DP READE LYH PSK ALEAN Q40 AEX SKNRD (RNAV) – STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>HOUSTON (IAH)</td>
<td>(IAH EAST FLOW) KALLI (RNAV) – DP READE LYH PSK ALEAN Q40 AEX DOOIBI (RNAV) – STAR or (IAH WEST FLOW) KALLI (RNAV) – DP READE LYH PSK ALEAN Q40 AEX DOOIBI (RNAV) – STAR</td>
<td>1100–0300</td>
</tr>
</tbody>
</table>
PREFERRED IFR ROUTES

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MIAMI(MIA)</td>
<td>HPW V213 MAZON CVI WEAVR J121 CHS CAKET Q97 DEBRL CSTAL (RNAV)–STAR</td>
<td>8 SEP 2022 to 3 NOV 2022</td>
</tr>
<tr>
<td></td>
<td>or (JETS ONLY, EXCLUDES EA50, ES0P, SF50, C510, C525) WEAVR HPW V213 MAZON CVI DIW HOAGG BNFSH (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>MINNEAPOLIS(MSP)</td>
<td>KALLI (RNAV)–DP READE MOL J24 HQW FWA GJ KAMMA KKL1R (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>NEW YORK(JFK)</td>
<td>LUCYL (RNAV)–DP LUCYL PXT GARED PANZE V44 CAMRN (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>NEW YORK(LGA)</td>
<td>LUCYL (RNAV)–DP LUCYL PXT KORRY–STAR</td>
<td></td>
</tr>
<tr>
<td>NEWARK(EWR)</td>
<td>LUCYL (RNAV)–DP LUCYL PXT PHLBO (RNAV)–STAR (WATER) HPW V213 MAZON CVI WEAVR ILM AR15 Hibac ALyna (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>ORLANDO(MCO)</td>
<td>or (MCO LANDING NORTH) KALLI (RNAV)–DP DRAIK Q75 SLOJO Q83 ROYOQ Q85 LPERD SNFLD (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (MCO LANDING SOUTH) KALLI (RNAV)–DP DRAIK Q75 SLOJO Q83 ROYOQ Q85 LPERD GTOUT (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(WATER) HPW V213 MAZON CVI WEAVR ILM AR15 Hibac ALyna (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or KALLI (RNAV)–DP DRAIK Q75 SLOJO Q83 ROYOQ Q85 LPERD TTHOR (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>ORLANDO(SFB)</td>
<td>LUCYL (RNAV)–DP LUCYL PXT PAATS (RNAV)–STAR (JETS/TURBOPROPS ONLY) KALLI (RNAV)–DP DRAIK Q75 SLOJO Q103 PUPPY KYYUU LUBBR (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>PHILADELPHIA(PHL)</td>
<td>LUCYL (RNAV)–DP LUCYL PXT PAATS (RNAV)–STAR (JETS/TURBOPROPS ONLY) KALLI (RNAV)–DP DRAIK Q75 SLOJO Q103 PUPPY KYYUU LUBBR (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>SARASOTA/BRADENTON(SRQ)</td>
<td>LUCYL (RNAV)–DP LUCYL PXT PAATS (RNAV)–STAR (JETS/TURBOPROPS ONLY) KALLI (RNAV)–DP DRAIK Q75 SLOJO Q103 PUPPY KYYUU LUBBR (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>SOUTH FLORIDA (FLL,OPF,MIA,07FA, HST,TMB,X51,HWO)</td>
<td>(VLJ/TURBOPROPS ONLY: INCL EA50, ES0P, SF50, C510, C525) WEAVR J121 CHS CAKET Q97 KENLL TARPN (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>ST PETERSBURG–CLEARWATER(PIE)</td>
<td>KALLI (RNAV)–DP DRAIK Q75 TEUFL BAAMF DADES (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>TAMPA(TPA)</td>
<td>KALLI (RNAV)–DP DRAIK Q75 TEUFL BAAMF DADES (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>ROANOKE(ROA)</td>
<td>AOB FL220/LYH CHSLY (RNAV)–STAR ..............................................</td>
<td></td>
</tr>
<tr>
<td>CHARLOTTE(CL T)</td>
<td>GEFFS J149 ROD WATSN (RNAV)–STAR ............................................</td>
<td></td>
</tr>
<tr>
<td>CHICAGO(ORD)</td>
<td>(DME/DME/JRU OR GPS REQUIRED)(DTW NORTH FLOW) BKW JAMOXY KLYNK (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>DETROIT(DTW)</td>
<td>or (DME/DME/JRU OR GPS REQUIRED)(DTW SOUTH FLOW) BKW JAMOXY BONZZ (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>NEW YORK(LGA)</td>
<td>LYH FAK RIC LUCYL PXT KORRY–STAR .............................................</td>
<td></td>
</tr>
<tr>
<td>PHILADELPHIA(PHL)</td>
<td>LYH FAK PAATS (RNAV)–STAR ..........................................................</td>
<td></td>
</tr>
<tr>
<td>ROCHESTER(ROC)</td>
<td>(TURBOJETS) KUBF1A ZZEE TRISH (RNAV)–STAR ..................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BALTIMORE(BWI)</td>
<td>BEEPS PONT CJ FUND (RNAV)–STAR ..................................................</td>
<td></td>
</tr>
<tr>
<td>BOSTON(BOS)</td>
<td>JHW FOXEE Q145 HQW LNDIZ PARQ (RNAV)–STAR ..................................</td>
<td></td>
</tr>
<tr>
<td>CHARLOTTE(CL T)</td>
<td>GEE BURST THOME TREE (RNAV)–STAR .............................................</td>
<td></td>
</tr>
<tr>
<td>CLEVELAND(CLE)</td>
<td>(DTW SOUTH FLOW) GEE DONEO TOPGN (RNAV)–STAR ................................</td>
<td></td>
</tr>
<tr>
<td>DETROIT(DTW)</td>
<td>or (DTW NORTH FLOW) GEE DONEO CUUGR (RNAV)–STAR ..................................</td>
<td></td>
</tr>
<tr>
<td>NEW YORK(LGA)</td>
<td>GEE BURST EMNNM Q103 SLOJO Q83 JVEED Q97 PRMUS CUUDA (RNAV)–STAR ..........</td>
<td></td>
</tr>
<tr>
<td>NEWARK(EWR)</td>
<td>GEE BURST EMNNM Q103 CYNTA SHTFTY (RNAV)–STAR ................................</td>
<td></td>
</tr>
<tr>
<td>ORLANDO(MCO)</td>
<td>or (MCO LANDING NORTH) GEE BURST EMNNM Q103 SLOJO Q83 ROYOQ Q85 LPERD SNFLD (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (MCO LANDING SOUT) GEE BURST EMNNM Q103 SLOJO Q83 ROYOQ Q85 LPERD GTOUT (RNAV)–STAR</td>
<td></td>
</tr>
</tbody>
</table>

NE, 8 SEP 2022 to 3 NOV 2022
<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>TAMPA (TPA)</td>
<td>GEE BURST EMNEM Q103 SLOJO Q75 TEUFL BAAMF DADES (RNAV)–STAR.........</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV ONLY) GEE ETG PSB SKILS (RNAV)–STAR...............................</td>
<td></td>
</tr>
<tr>
<td>WEST PALM BEACH (PBI)</td>
<td>GEE BURST EMNEM Q103 SLOJO Q83 JEVED Q97 KENLL CPTAN (RNAV)–STAR....</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV ONLY) GEE ETG PSB SKILS (RNAV)–STAR...............................</td>
<td></td>
</tr>
<tr>
<td>SALISBURY (SBY)</td>
<td>CCV COUPN CHSLY (RNAV)–STAR ............................................</td>
<td></td>
</tr>
<tr>
<td>STATE COLLEGE (UNIV)</td>
<td>(DME/DME/IRU OR GPS EQUIPPED)(DTW NORTH FLOW) PSB ERI SAYCH WNGNT (RNAV–STAR)</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(DME/DME/IRU OR GPS EQUIPPED)(DTW SOUTH FLOW) PSB ERI SAYCH WNGNT (RNAV–STAR)</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SYRACUSE (SYR)</td>
<td>(TURBOJETS ONLY) SYR V35 ULW PSB Q71 GEFFS HVQ LNDIZ PARQ (RNAV–STAR)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>SYR V483 DINES HOZIR DERLO KITOK TANKO FNT WYNDE (RNAV–STAR).........</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV ONLY) SYR DINES MAUFL KODIE CTW TIGRR (RNAV–STAR)..............</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(NON–RNAV EQUIPPED) SYR V483 DINES GEE BFD MAUFL KODIE CTW APE CINCE–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>DETROIT (DTW)</td>
<td>(DME/DME/IRU OR GPS EQUIPPED)(DTW NORTH FLOW) PSB ERI SAYCH WNGNT (RNAV–STAR)</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(DME/DME/IRU OR GPS EQUIPPED)(DTW SOUTH FLOW) PSB ERI SAYCH WNGNT (RNAV–STAR)</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>Terminals Route Effective Times (UTC)</td>
<td>NE, 8 SEP 2022 to 3 NOV 2022</td>
</tr>
<tr>
<td>Terminals</td>
<td>Route</td>
<td>Effective Times (UTC)</td>
</tr>
<tr>
<td>---------------------------</td>
<td>-----------------------------------------------------------------------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>DETROIT SATS(DET,CYQG ONLY)</td>
<td>(DEME/DME/IRU OR GNSS REQUIRED)GAYEL Q818 WOZEE COLTS GIGGY (RNNAV)–STAR........................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>DETROIT SATS(YIP,PTK,ARB ONLY)</td>
<td>(DEME/DME/IRU OR GNSS REQUIRED)GAYEL Q818 WOZEE COLTS OKLND (RNNAV)–STAR ..........................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>JACKSONVILLE(JAX)</td>
<td>(TURBOJETS ONLY; DEME/DME/IRU OR GPS REQUIRED)ELVAE COL WHITE J209 SBY J79 CHS ESENT LUNNI (RNNAV)–STAR........................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>KEENE(EEN)</td>
<td>(FL190 AND ABOVE)BREZY V39 CMK GREKI JUDDS CAM...........................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LACONIA(LCI)</td>
<td>(FL190 AND ABOVE)IGREKI JUDDS CAM..............................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LAKE PLACID(LKP)</td>
<td>(FL190 AND ABOVE; JETS ONLY)BREZY V39 CMK GREKI JUDDS CAM.........................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LEBANON(LEB)</td>
<td>(FL190 AND ABOVE)BREZY V39 CMK GREKI JUDDS CAM...........................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MANCHESTER(MHT)</td>
<td>(FL190 AND ABOVE, PROPS ONLY)GREKI JUDDS MARTIN KEYNN POPPP..........................</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (FL190 AND ABOVE)BREZY V39 CMK GREKI JUDDS MARTIN QUINZ ROZZE (RNNAV)–STAR........................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MONTREAL(YUL)</td>
<td>(AT OR ABOVE FL190; DEME/DME/IRU OR GNSS REQUIRED)BREZY V39 CMK GREKI JUDDS CAM PBERG CARTER (CANADIAN) (RNNAV)–STAR........................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NANTUCKET(ACK)</td>
<td>(FL180–FL230 ONLY; JETS ONLY)BREZY V39 CMK BAYYS SEAL V188 GON DEPO (RNNAV)–STAR...</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NASHUA(ASH)</td>
<td>(FL190 AND ABOVE)BREZY V39 CMK GREKI JUDDS CAM KEYNN MANCH..........................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ORLANDO(ORL)</td>
<td>ELVAE COL WHITE J209 SBY J79 KATZN CIV WEAVR J121 CHS IGARY Q85 LPERD TTHOR (RNNAV)–STAR........................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PORTLAND(PWM)</td>
<td>(FL180 AND ABOVE)BREZY V39 CMK GREKI JUDDS CAM CDQSG (RNNAV)–STAR........................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PORTSMOUTH(PSM)</td>
<td>(FL190–FL230)GREKI JUDDS CAM CON ............................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ROCKLAND(RKD)</td>
<td>(FL190 AND ABOVE)BREZY V39 CMK GREKI JUDDS CAM CON.....................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (FL250 AND ABOVE)BREZY V39 CMK MERIT HFD PUT BOS......................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(FL190 AND ABOVE)GREKI V419 JUDDS CAM........................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SAVANNAH(SAV)</td>
<td>........................................................................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SOUTH FLORIDA (FLL,OPF,MIA,07FA, HST,TMB,X51,HWO)</td>
<td>........................................................................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>WATERVILLE(WVL)</td>
<td>(FL250 AND ABOVE)BREZY V39 CMK MERIT HFD PUT BOS......................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (FL190 AND ABOVE)BREZY V39 CMK GREKI JUDDS CAM.....................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>TETERBORO(TEB,MMU,CDW)</td>
<td>BIGGY Q75 MXE V378 NUGGY TRISH (RNNAV)–STAR (WATER)ELVAE COL WHITE J209 SBY KEMPR ILM BAHA DULEE CLMNT (RNNAV)–STAR........................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BALTIMORE(BWI)</td>
<td>........................................................................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BOCA RATON(BCT)</td>
<td>........................................................................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHARLOTTE(CLT)</td>
<td>BIGGY Q75 GVE LHY CHSLY (RNNAV)–STAR............................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>FORT LAUDERDALE(FLL)</td>
<td>........................................................................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>FORT MYERS(FMY)</td>
<td>........................................................................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>FORT MYERS(RSW)</td>
<td>........................................................................................................</td>
<td>1100–0300</td>
</tr>
</tbody>
</table>

**Terminals**

- **NE, 8 SEP 2022 to 3 Nov 2022**
<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MARCO ISLAND(MKY)</td>
<td>LANNJA48 MOL FLASK COREX SPA IRQ CYNTA SHFTY (RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (WATER) WHITE J209 SBY KEMPR ILM AR15 HIBAC SHFTY (RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td>MIAMI(MIA)</td>
<td>(JETS ONLY, EXCLUDES E450, E50P, SF50, CS10, CS25)(WATER) ELVAE COL WHITE J209 SBY KEMPR DIW HOAGG BNFSH (RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or ELVAE COL WHITE J209 SBY J79 KATZIN ISO J121 CHS Caket Q97 DEBRL CSTAL (RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td>NAPLES(APF)</td>
<td>(WATER) WHITE J209 SBY KEMPR ILM AR15 HIBAC SHFTY (RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td>ORLANDO(MCO)</td>
<td>(WATER) ELVAE COL WHITE J209 SBY KEMPR ILM AR15 HIBAC ALYNA (RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (MCO LANDING NORTH) TEB ELVAE COL WHITE J209 SBY J79 KATZIN CVI WEAVR J121 CHS IGARY Q85 LPERD SNFLD (RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td>WASHINGTON(DCA)</td>
<td>(DEEP OCEAN) ELVAE COL DIXIE J209 SBY KEMPR ILM AR15 HIBAC ALYNA (RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td>WEST PALM BEACH(PBI)</td>
<td>(DEEP OCEAN) ELVAE COL DIXIE J209 OHRYN Y488 STERN Y493 JENKS HOAGG BNFSH (RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td>TETERBORO(TEB.MMU.CDW)</td>
<td>ORLANDO(MCO) (MCO LANDING SOUTH) ELVAE COL WHITE J209 SBY J79 KATZIN CVI WEAVR J121 CHS IGARY Q85 LPERD GTOUT (RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td>TORONTO(CYYZ)</td>
<td>BETES (CANADIAN) (RNAV)--DP FOXEE Q145 HVQ HLLRY ONDRE (RNAV)--STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ATLANTA(ATL)</td>
<td>KEPTA (CANADIAN) (RNAV)--DP BMPAH AEVON HANKK Q935 PONCT JFUND (RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td>BOSTON(BOS)</td>
<td>MIXUT (CANADIAN) (RNAV)--DP GNTRY APE TIGRR (RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td>COVINGTON(CVG)</td>
<td>KEPTA (CANADIAN) (RNAV)--DP BMPAH AEVON AUDIL RKA HAARP--STAR</td>
<td></td>
</tr>
<tr>
<td>NEW YORK(LGA)</td>
<td>GOPUP (CANADIAN) (RNAV)--DP HOCKE BAE J16 MCW J148 OAL INYOE DYAMD (RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td>SAN FRANCISCO(SFO)</td>
<td>BETES (CANADIAN) (RNAV)--DP AIRRA Q103 SLOJO Q83 JEVED Q97 PRMUS CUUDA (RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td>TORONTO(YYZ)</td>
<td>BETES (CANADIAN) (RNAV)--DP AIRRA Q103 SLOJO Q83 WURFL ESENT LUNNI (RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td>FORT LAUDERDALE(FLL)</td>
<td>BETES (CANADIAN) (RNAV)--DP AIRRA Q103 SLOJO Q83</td>
<td></td>
</tr>
<tr>
<td>FORT MYERS(RSW)</td>
<td>BETES (CANADIAN) (RNAV)--DP AIRRA Q103 CYNTA SHFTY (RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td>JACKSONVILLE(JAX)</td>
<td>BETES (CANADIAN) (RNAV)--DP AIRRA Q103 SLOJO Q83 WURFL ESENT LUNNI (RNAV)--STAR</td>
<td></td>
</tr>
<tr>
<td>MIAMI(MIA)</td>
<td>BETES (CANADIAN) (RNAV)--DP AIRRA Q103 SLOJO Q83 JEVED Q97 DEBRL CSTAL (RNAV)--STAR</td>
<td></td>
</tr>
</tbody>
</table>
### Preferred IFR Routes

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ORLANDO (MCO)</td>
<td>(MCO LANDING NORTH) BETES (CANADIAN) (RNAV)–DP AIRRA Q103 SLOJO Q83 ROYCO Q85 LPERD SNFLD (RNAV)–STAR..................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ORLANDO (MCO)</td>
<td>(MCO LANDING SOUTH) BETES (CANADIAN) (RNAV)–DP AIRRA Q103 SLOJO Q83 ROYCO Q85 LPERD GTOUT (RNAV)–STAR..................</td>
<td></td>
</tr>
<tr>
<td>SARASOTA/BRADENTON (SRQ)</td>
<td>(JETS/TURBOPROPS ONLY) BETES (CANADIAN) (RNAV)–DP AIRRA Q103 PUPYY KYYUU LUBBR (RNAV)–STAR..................</td>
<td></td>
</tr>
<tr>
<td>SAVANNIA (SAV)</td>
<td>BETES (CANADIAN) (RNAV)–DP AIRRA Q103 SLOJO CANTR PZZZ..................</td>
<td></td>
</tr>
<tr>
<td>TAMPA (TPA)</td>
<td>BETES (CANADIAN) (RNAV)–DP AIRRA Q103 SLOJO Q75 TEUFL BAAMF DADES (RNAV)–STAR..................</td>
<td></td>
</tr>
<tr>
<td>WEST PALM BEACH (PBI)</td>
<td>BETES (CANADIAN) (RNAV)–DP AIRRA Q103 SLOJO Q83 JEVED Q97 KENLL CPTAN (RNAV)–STAR..................</td>
<td></td>
</tr>
<tr>
<td>TRENTON (TNTN)</td>
<td>OOD TEBEE HAYDO SBY ISO RAPZZ AMYL SU........................................</td>
<td></td>
</tr>
<tr>
<td>VINEYARD HAVEN (MVY)</td>
<td>(AOB FL220) MYV V146 BAF MOBBS T295 SAGES V489 COATE..................</td>
<td>1100–0400</td>
</tr>
<tr>
<td>NEW YORK (JFK)</td>
<td>(AOB FL220; TURBOJETS ONLY) SEY PARCH (RNAV)–STAR..................</td>
<td></td>
</tr>
<tr>
<td>TETERBoro (TEB)</td>
<td>(AOB FL220) MYV V146 BAF MOBBS T295 SAGES V489 COATE..................</td>
<td></td>
</tr>
<tr>
<td>WHITE PLAINS (HPN)</td>
<td>(AOB FL220; 250 KTS OR GREATER) MVV V146 PUT NELIE VALRE VALRE–STAR..................</td>
<td></td>
</tr>
<tr>
<td>WASHINGTON (DCA)</td>
<td>HORTO (RNAV)–DP JERES J211 JST SOORD ZZIPS (RNAV)–STAR..................</td>
<td></td>
</tr>
<tr>
<td>AKRON (CAK)</td>
<td>SOOKI (RNAV)–DP SWANN BROSS Q419 RBV Q22 FOXWD BOS..................</td>
<td></td>
</tr>
<tr>
<td>ALBANY (ALB)</td>
<td>(TURBOJETS) SOOKI (RNAV)–DP SWANN BROSS Q419 RBV Q22 LLUND TRUDE V487 CANAN..................</td>
<td></td>
</tr>
<tr>
<td>ASHEVILLE (AVL)</td>
<td>(TURBOJETS) CLTCH (RNAV)–DP MAULS Q40 FEEDS SUG..................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ATLANTA (ATL)</td>
<td>(TURBOJETS) CLTCH (RNAV)–DP FLASK OZZZ (RNAV)–STAR..................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BANGOR (BGR)</td>
<td>SOOKI (RNAV)–DP SWANN BROSS Q419 RBV Q22 FOXWD BOS..................</td>
<td></td>
</tr>
<tr>
<td>BEDFORD (BED)</td>
<td>SOOKI (RNAV)–DP SWANN BROSS Q419 DPK MAD HFD DREEM (RNAV)–STAR..................</td>
<td></td>
</tr>
<tr>
<td>BIRMINGHAM (BHM)</td>
<td>(TURBOJETS) CLTCH (RNAV)–DP MAULS Q40 NIOLA DIODE..................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BOSTON (BOS)</td>
<td>(TURBOJETS) SOOKI (RNAV)–DP SWANN BROSS Q419 JFK ROBUC (RNAV)–STAR..................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BRIDGEPORT (BDR)</td>
<td>DOCTR (RNAV)–DP AGARD SIE J121 BRIGS Q439 SARDI V139 RICED KEYED..................</td>
<td></td>
</tr>
<tr>
<td>BUFFALO (BUF)</td>
<td>(TURBOJETS) HORTO (RNAV)–DP JERES J220 SFK SOOKI (RNAV)–DP SWANN BROSS Q419 RBV Q22 LLUND CAM..................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BURLINGTON (BTV)</td>
<td>SOOKI (RNAV)–DP SWANN BROSS Q419 RBV Q22 LLUND CAM..................</td>
<td></td>
</tr>
<tr>
<td>CHARLESTON (CHS)</td>
<td>AMEEEE (RNAV)–DP SCOOB ISO RAPZZ AMYL SU (RNAV)–STAR..................</td>
<td></td>
</tr>
<tr>
<td>CHARLOTTE (CLT)</td>
<td>SCRAM (RNAV)–DP GLANC LYH CHSLLY (RNAV)–STAR..................</td>
<td></td>
</tr>
<tr>
<td>CHATTANOOGA (CHA)</td>
<td>(TURBOJETS) CLTCH (RNAV)–DP MAULS Q40 ALEAN VXX..................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHICAGO (MDW)</td>
<td>(TURBOJETS) WYNGS (RNAV)–DP RAMAY Q72 HACKS J149 FWA PANGG (RNAV)–STAR..................</td>
<td></td>
</tr>
<tr>
<td>CHICAGO (ORD)</td>
<td>(TURBOJETS) WYNGS (RNAV)–DP RAMAY Q72 HACKS J149 ROD WATSN (RNAV)–STAR..................</td>
<td></td>
</tr>
<tr>
<td>CLEVELAND (CLE)</td>
<td>(TURBOJETS) HORTO (RNAV)–DP JERES J211 JST UPPRR TRYBE (RNAV)–STAR..................</td>
<td></td>
</tr>
<tr>
<td>COLUMBUS (CMH)</td>
<td>(TURBOJETS) WYNGS (RNAV)–DP RAMAY Q72 HACKS SCRLL SCRLL (RNAV)–STAR..................</td>
<td></td>
</tr>
<tr>
<td>COVINGTON (CVG)</td>
<td>(TURBOJETS) REBELL (RNAV)–DP OTTTO COLNS GAVNN (RNAV)–STAR..................</td>
<td></td>
</tr>
<tr>
<td>DALLAS (DAL)</td>
<td>REBELL (RNAV)–DP OTTTO Q80 FAREV BWG Q68 LITTR DIRRK HIBIL (RNAV)–STAR..................</td>
<td></td>
</tr>
</tbody>
</table>
PREFERRED IFR ROUTES

**DFW SOUTH FLOW**
- REBLL (RNAV)–DP OTTTO Q80
- FAREV BWG Q68 LITTR FEWWW SEEVR (RNAV)–STAR

**DFW NORTH FLOW**
- REBLL (RNAV)–DP OTTTO Q80
- FAREV BWG Q68 LITTR FEWWW BRDJE (RNAV)–STAR

**DAYTON (DAY)**
- (TURBOJETS) WYNGS (RNAV)–DP RAMAY Q72 HACKS APE

**DENVER (DEN)**
- REBLL (RNAV)–DP OTTTO Q176 STL J24 OATHE CLASH (RNAV)–STAR

**DETROIT SATS (DET,ARB,PTK,YIP,CYQG)**
- (TURBOJETS; DME/DME/IRU OR GPS REQUIRED) HORTO (RNAV)–DP JERES J211 HAGUD WWSHR FERAY (RNAV)–STAR

**DETROIT (DTW)**
- (DTW SOUTH FLOW) HORTO (RNAV)–DP BUFFR J518 KOZAR BONZZ (RNAV)–STAR
- (DTW NORTH FLOW) HORTO (RNAV)–DP BUFFR J518 KOZAR KLYNK (RNAV)–STAR

**FARMINGDALE (FRG)**
- (180–230) DOCTR (RNAV)–DP AGARD SIE J121 BRIGS Q439 SARDI CCC DPK

**FORT LAUDERDALE (FLL)**
- AMEEE (RNAV)–DP SCOOB ISO J121 CHS CAKET Q97 PRMUS CUUDA (RNAV)–STAR
- (JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525) (WATER) AMEEE (RNAV)–DP SCOOB KEMPR ILM OSTNN MAJIK CUUDA (RNAV)–STAR

**FORT MYERS (RSW)**
- JDUBB (RNAV)–DP RRSIN GSO Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR

**GREENSBORO (GSO)**
- SCRAM (RNAV)–DP GLANC LYH HENBY–STAR

**GROTON (NEW LONDON) (GON)**
- DOCR (RNAV)–DP AGARD SIE J121 BRIGS Q439 SARDI V139 HTO MONDI

**HUNTSVILLE (HSV)**
- CLTCH (RNAV)–DP MAULS Q40 ALEAN VXV

**INDIANAPOLIS (IND)**
- (TURBOJETS) WYNGS (RNAV)–DP RAMAY Q72 HACKS PLASH SNKPT (RNAV)–STAR

**JACKSONVILLE (JAX)**
- AMEEE (RNAV)–DP SCOOB ISO J121 CHS ESENT LUNNI (RNAV)–STAR

**KANSAS CITY (MCI)**
- (RNAV TURBOJET/TURBOPROP) REBLL (RNAV)–DP OTTTO Q176 STL EUING RUDDH (RNAV)–STAR

**KNOXVILLE (TYS)**
- (TURBOJETS) CLTCH (RNAV)–DP MAULS Q40 ALEAN VXV

**LOUISVILLE (SDF)**
- AMEEE (RNAV)–DP SCOOB ISO J121 CHS CAKET Q97
- AMEEE (RNAV)–DP SCOOB KEMPR WETRO DIW HOAGG BNFSH (RNAV)–STAR

**MIAMI (MIA)**
- AMEEE (RNAV)–DP SCOOB ISO J121 CHS CAKET Q97 DEBRL CSTAL (RNAV)–STAR

**MILWAUKEE (MKE)**
- (TURBOJETS) HORTO (RNAV)–DP BUFFR J518 DJB J34 CRL PE Gee GETCH LSST SUDDS

**MINNEAPOLIS (MSP)**
- (TURBOJETS) HORTO (RNAV)–DP BUFFR J518 DJB J34 VIO KAMMA RIR ND (RNAV)–STAR

**MONTREAL (YUL)**
- AMEEE (RNAV)–DP SCOOB ISO J121 CHS CAKET Q97 DEBRL CSTAL (RNAV)–STAR

**MYRTLE BEACH (MYR)**
- AMEEE (RNAV)–DP SCOOB ILM WYLMS

**NANTUCKET (ACK)**
- AMEEE (RNAV)–DP SCOOB ILM WYLMS

**NE, 8 SEP 2022 to 3 NOV 2022**
<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>NASHVILLE(BNA)</td>
<td>(TURBOJETS)REBL (RNAV)–DP OTTO Q80 DEWAK GROOT PASLY (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEW ORLEANS(MSY)</td>
<td>(TURBOJETS)SLCTCH (RNAV)–DP MAULS Q40 NIOLA MEI RYTHM–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEW YORK(ISP)</td>
<td>DOCTR (RNAV)–DP AGARD SIE J121 BRIGS Q439 SARDI CCC</td>
<td>1100–0400</td>
</tr>
<tr>
<td>NEW YORK(JFK)</td>
<td>(TURBOJETS)DOCTR (RNAV)–DP AGARD DONIL V229 PANZI V44 CAMRN–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEW YORK(LGA)</td>
<td>(TURBOJETS)DOCTR (RNAV)–DP AGARD KORRY–STAR</td>
<td>1100–0400</td>
</tr>
<tr>
<td>NEWARK(EWR)</td>
<td>(WATER)AMEEE (RNAV)–DP SCOOB KEMPR ILM AR15 HIBAC ALYNA (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (MCO LANDING NORTH)AMEEE (RNAV)–DP SCOOB ISO J121 CHS IGARY Q85</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (MCO LANDING SOUTH)AMEEE (RNAV)–DP SCOOB ISO J121 CHS IGARY Q85</td>
<td></td>
</tr>
<tr>
<td>OTTAWA(YOW)</td>
<td>HORTO (RNAV)–DP JERES J227 ULW SYR ART DEANS (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>PITTSBURGH(PIT)</td>
<td>(TURBOJETS)HORTO (RNAV)–DP BUFFR IHD DEMME (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>PORTLAND(PWM)</td>
<td>SOOKI (RNAV)–DP SWANN BROSS Q419 RBV Q22 LLUND BDR SCOGS (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>PROVIDENCE(PVD)</td>
<td>SOOKI (RNAV)–DP SWANN BROSS Q419 RBV Q430 CREEL HTO JORDN (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>RALEIGH/DURHAM(RDU)</td>
<td>(AOB FL260)JDUBB (RNAV)–DP MELTN ALDAN (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (AOB FL220)AMEEE (RNAV)–DP COLIN TAPPA HOUKY TAQUE (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>ROCHESTER(ROC)</td>
<td>(TURBOJETS)HORTO (RNAV)–DP JERES J220 MICAH J227 ULW V31 GIBBE</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SARASOTA/BRADENTON(SRQ)</td>
<td>(JETS/TURBOPROPS ONLY)JDUBB (RNAV)–DP RRSIN GSO Q75 SLOJO Q103 PUPPY KYU U LUBBR (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>SAVANNAH(SAV)</td>
<td>AMEEE (RNAV)–DP SCOOB COUPN TYI J79 CHS LGRHD SOOOP</td>
<td></td>
</tr>
<tr>
<td>SOUTH FLORIDA (FLL,OPF,MIA,07FA,HST,TMB,X51,HWO)</td>
<td>(VLJ/TURBPROP ONLY: INCL EA50,E50SF,SF50,C510,C525)AMEEE (RNAV)–DP SCOOB ISO J121 CHS CAKET Q97 KENLL TARP (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>ST LOUIS(STL)</td>
<td>REBL (RNAV)–DP OTTO Q176 BICKS PXY BOOSH (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>SYRACUSE(SYR)</td>
<td>(TURBOJETS)HORTO (RNAV)–DP JERES J227 STENT CFB</td>
<td></td>
</tr>
<tr>
<td>TAMPA(TPA)</td>
<td>JDUBB (RNAV)–DP RRSIN GSO Q75 TEULF BAAMF DADES (RNAV)–STAR</td>
<td>1100–0400</td>
</tr>
<tr>
<td>TETERBORO(TEB)</td>
<td>SOOKI (RNAV)–DP SWANN FUBBR SPNCR JAIKE JAIKE (RNAV)–STAR</td>
<td>1100–0400</td>
</tr>
<tr>
<td>TORONTO(YYZ)</td>
<td>HORTO (RNAV)–DP JERES J220 5FK WOZEE LINING (CANADIAN) (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>VINEYARD HAVEN(MVY)</td>
<td>SOOKI (RNAV)–DP SWANN BROSS Q419 RBV Q430 RIFLE LBBE FLAPE</td>
<td></td>
</tr>
<tr>
<td>WEST PALM BEACH(PBI)</td>
<td>AMEEE (RNAV)–DP SCOOB ISO J121 CHS CAKET Q97 KENLL CPTAN (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (WATER)AMEEE (RNAV)–DP SCOOB KEMPR WETRO ILM BAHAA DULLEE CLMT (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>WHITE PLAINS(HPN)</td>
<td>(AT OR ABOVE FL180; TURBOJETS)SOOKI (RNAV)–DP SWANN BROSS Q419 NACYN BESSI CYN BOUNO–STAR</td>
<td>1100–0400</td>
</tr>
<tr>
<td>WINDSOR LOCKS(BDL)</td>
<td>(GPS OR DME/DME/IRU EQUIPPED)SOOKI (RNAV)–DP SWANN BROSS Q419 DPK DEER PARK–STAR</td>
<td></td>
</tr>
<tr>
<td>WASHINGTON(IAD)</td>
<td>JERES (RNAV)–DP JERES J211 JST SOORD ZZIPS (RNAV)–STAR</td>
<td></td>
</tr>
</tbody>
</table>

Terminals: NASHVILLE(BNA), NEW ORLEANS(MSY), NEW YORK(ISP), NEW YORK(JFK), NEW YORK(LGA), NEWARK(EWR), OTTAWA(YOW), PITTSBURGH(PIT), PORTLAND(PWM), PROVIDENCE(PVD), RALEIGH/DURHAM(RDU), ROCHESTER(ROC), SARASOTA/BRADENTON(SRQ), SAVANNAH(SAV), SOUTH FLORIDA (FLL,OPF,MIA,07FA,HST,TMB,X51,HWO), ST LOUIS(STL), SYRACUSE(SYR), TAMPA(TPA), TETERBORO(TEB), TORONTO(YYZ), VINEYARD HAVEN(MVY), WEST PALM BEACH(PBI), WHITE PLAINS(HPN), WINDSOR LOCKS(BDL), WASHINGTON(IAD)

Route: (TURBOJETS)REBL (RNAV)–DP OTTO Q80 DEWAK GROOT PASLY (RNAV)–STAR, (TURBOJETS)SLCTCH (RNAV)–DP MAULS Q40 NIOLA MEI RYTHM–STAR, DOCTR (RNAV)–DP AGARD SIE J121 BRIGS Q439 SARDI CCC, (TURBOJETS)DOCTR (RNAV)–DP AGARD DONIL V229 PANZI V44 CAMRN–STAR, (TURBOJETS)DOCTR (RNAV)–DP AGARD KORRY–STAR, (WATER)AMEEE (RNAV)–DP SCOOB KEMPR ILM AR15 HIBAC ALYNA (RNAV)–STAR, HORTO (RNAV)–DP JERES J227 ULW SYR ART DEANS (RNAV)–STAR, (TURBOJETS)HORTO (RNAV)–DP BUFFR IHD DEMME (RNAV)–STAR, SOOKI (RNAV)–DP SWANN BROSS Q419 RBV Q22 LLUND BDR SCOGS (RNAV)–STAR, SOOKI (RNAV)–DP SWANN BROSS Q419 RBV Q430 CREEL HTO JORDN (RNAV)–STAR, (AOB FL260)JDUBB (RNAV)–DP MELTN ALDAN (RNAV)–STAR, (AOB FL220)AMEEE (RNAV)–DP COLIN TAPPA HOUKY TAQUE (RNAV)–STAR, (TURBOJETS)HORTO (RNAV)–DP JERES J220 MICAH J227 ULW V31 GIBBE, (JETS/TURBOPROPS ONLY)JDUBB (RNAV)–DP RRSIN GSO Q75 SLOJO Q103 PUPPY KYU U LUBBR (RNAV)–STAR, AMEEE (RNAV)–DP SCOOB COUPN TYI J79 CHS LGRHD SOOOP, (VLJ/TURBPROP ONLY: INCL EA50,E50SF,SF50,C510,C525)AMEEE (RNAV)–DP SCOOB ISO J121 CHS CAKET Q97 KENLL TARP (RNAV)–STAR, REBL (RNAV)–DP OTTO Q176 BICKS PXY BOOSH (RNAV)–STAR, (TURBOJETS)HORTO (RNAV)–DP JERES J227 STENT CFB, JDUBB (RNAV)–DP RRSIN GSO Q75 TEULF BAAMF DADES (RNAV)–STAR, SOOKI (RNAV)–DP SWANN FUBBR SPNCR JAIKE JAIKE (RNAV)–STAR, HORTO (RNAV)–DP JERES J220 5FK WOZEE LINING (CANADIAN) (RNAV)–STAR, SOOKI (RNAV)–DP SWANN BROSS Q419 RBV Q430 RIFLE LBBE FLAPE, AMEEE (RNAV)–DP SCOOB ISO J121 CHS CAKET Q97 KENLL CPTAN (RNAV)–STAR, (WATER)AMEEE (RNAV)–DP SCOOB KEMPR WETRO ILM BAHAA DULLEE CLMT (RNAV)–STAR, (AT OR ABOVE FL180; TURBOJETS)SOOKI (RNAV)–DP SWANN BROSS Q419 NACYN BESSI CYN BOUNO–STAR, (GPS OR DME/DME/IRU EQUIPPED)SOOKI (RNAV)–DP SWANN BROSS Q419 DPK DEER PARK–STAR

Effective Times (UTC): 1100–0300, 1100–0400, 1100–0300, 1100–0400
<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALBANY (ALB)</td>
<td>(PART 121 AND 129 ONLY; TURBOJETS) JCOBY (RNAV)–DP SWANN BROSS Q419 RBV Q22 LLUND TRUE V487 CANAN</td>
<td>1100–0400</td>
</tr>
<tr>
<td>ASHEVILLE (AVL)</td>
<td>(TURBOJETS) CLTCH (RNAV)–DP MAULS Q40 FEEDS SUG</td>
<td>1100–0400</td>
</tr>
<tr>
<td>ATLANTA (ATL)</td>
<td>(TURBOJETS) CLTCH (RNAV)–DP FLASK OZZZI (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>BANGOR (BGR)</td>
<td>WOOLY (RNAV)–DP SWANN BROSS Q419 RBV Q22 FOXWD BOS</td>
<td></td>
</tr>
<tr>
<td>BEDFORD (BED)</td>
<td>WOOLY (RNAV)–DP SWANN BROSS Q419 DPK MAD HFD DREEM (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BIRMINGHAM (BHM)</td>
<td>(TURBOJETS) CLTCH (RNAV)–DP MAULS Q40 NIOLA DIODE</td>
<td></td>
</tr>
<tr>
<td>BOSTON (BOS)</td>
<td>(PART 121 AND 129 ONLY; TURBOJETS) JCOBY (RNAV)–DP SWANN BROSS Q419 JFK ROBUC (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BUFFALO (BUF)</td>
<td>JERES (RNAV)–DP JERES J220 SFX</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BURLINGTON (BTV)</td>
<td>JERES (RNAV)–DP JERES J220 BIGEO J49 ALB BTV</td>
<td></td>
</tr>
<tr>
<td>CHARLESTON (CHS)</td>
<td>(PART 121 ONLY) JCOBY (RNAV)–DP SCOOB ISO RAPZZ AMYLU (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>CHARLOTTE (CLT)</td>
<td>(AOB FL320) SCRAM (RNAV)–DP GLANC LYH CHSLY (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>CHATTANOOGA (CHA)</td>
<td>(TURBOJETS) CLTCH (RNAV)–DP MAULS Q40 ALEAN VXX</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHICAGO (MDW)</td>
<td>(TURBOJETS) BUNZZ (RNAV)–DP RAMAY Q72 HACKS J149 FWA PANGG (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>CHICAGO (ORD)</td>
<td>(TURBOJETS) BUNZZ (RNAV)–DP RAMAY Q72 HACKS J149 ROD WATSN (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>CLEVELAND (CLE)</td>
<td>(RNAV TURBOJETS) JERES (RNAV)–DP JERES J211 JST UPPR TRYBE (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>COLUMBUS (CMH)</td>
<td>(TURBOJETS) BUNZZ (RNAV)–DP RAMEY Q72 HACKS SCRLT SCRLT (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>COVINGTON (CVG)</td>
<td>(TURBOJETS) RNLDI (RNAV)–DP OTTTO COLNS GAVNN (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>DALLAS (DAL)</td>
<td>RNLDI (RNAV)–DP OTTTO Q80 FAREV BWG Q68 LITTR DIRRK HIBIL (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>DALLAS–FORT WORTH (DFW)</td>
<td>(DFW SOUTH FLOW) RNLDI (RNAV)–DP OTTTO Q80 FAREV BWG Q68 LITTR FEWWW SEEV (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>or</td>
<td>(DFW NORTH FLOW) RNLDI (RNAV)–DP OTTTO Q80 FAREV BWG Q68 LITTR FEWWW BRDJE (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>DAYTON (DAY)</td>
<td>BUNNZ (RNAV)–DP RAMAY Q72 HACKS APE DANEI–STAR</td>
<td>1100–0400</td>
</tr>
<tr>
<td>DENVER (DEN)</td>
<td>RNLDI (RNAV)–DP OTTTO Q176 STL J24 OATHE CLASH (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>DETROIT SATS (DET, ARB, PTK, YIP, CYQG)</td>
<td>(TURBOJETS; DME/MEMIRU OR GPS REQUIRED) JERES (RNAV)–DP JERES J211 HAGUD WWSHR FOREY (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>DETROIT (DTW)</td>
<td>(DTW NORTH FLOW) MCRAY (RNAV)–DP MCRAY J518 KÖZAR KLYNK (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>or</td>
<td>(DTW SOUTH FLOW) MCRAY (RNAV)–DP MCRAY J518 KÖZAR BONNZ (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>FARMINGDALE (FRG)</td>
<td>(180–230; PART 121 ONLY) WOOLY (RNAV)–DP AGARD SIE J211 BRIGS Q439 SARDI CCC DPK</td>
<td>1000–0300</td>
</tr>
<tr>
<td>FORT LAUDERDALE (FLL)</td>
<td>(PRT121 ONLY JETS ONLY EXC EA50 ESOP SF50 C510 C525 (WATER)) JCOBY (RNAV)–DP SCOOB KEMPR ILM OSTNN MAJK CUUDA (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>or</td>
<td>(PART 121 ONLY) JCOBY SCOUB ISO J121 CHS CAKET Q97 PRMULS CUUDA (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>FORT MYERS (RSW)</td>
<td>JDUBB (RNAV)–DP RRSIN GSO Q75 SLOJO Q103 SYNTA SHFTY (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>FORT LAUDERDALE (FLL)</td>
<td>(PRT121 ONLY JETS ONLY EXC EA50 ESOP SF50 C510 C525 (WATER)) JCOBY (RNAV)–DP SCOOB KEMPR ILM OSTNN MAJK CUUDA (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>or</td>
<td>(PART 121 ONLY) JCOBY SCOUB ISO J121 CHS CAKET Q97 PRMULS CUUDA (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>FORT LAUDERDALE (FLL)</td>
<td>(PRT121 ONLY JETS ONLY EXC EA50 ESOP SF50 C510 C525 (WATER)) JCOBY (RNAV)–DP SCOOB KEMPR ILM OSTNN MAJK CUUDA (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>or</td>
<td>(PART 121 ONLY) JCOBY SCOUB ISO J121 CHS CAKET Q97 PRMULS CUUDA (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>FORT MYERS (RSW)</td>
<td>JDUBB (RNAV)–DP RRSIN GSO Q75 SLOJO Q103 SYNTA SHFTY (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>or</td>
<td>(PART 121 ONLY) JCOBY SCOUB ISO J121 CHS CAKET Q97 PRMULS CUUDA (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>GREENSBORO (GSO)</td>
<td>SCRAM (RNAV)–DP GLANC LYH HENBY–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>GREER (GSP)</td>
<td>SCRAM (RNAV)–DP GLANC FUBL JUNNR (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>HOUSTON (HOU)</td>
<td>(TURBOJETS) CLTCH (RNAV)–DP MAULS Q40 AEX WAPPL (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>Terminals</td>
<td>Route</td>
<td>Effective Times (UTC)</td>
</tr>
<tr>
<td>--------------------</td>
<td>----------------------------------------------------------------------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>HOUSTON (IAH)</td>
<td>(TURBOJETS)/IAH EAST FLOW)CTCH (RNAV)–DP MAULS Q40 AEX SKNRD (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or (TURBOJETS)/IAH WEST FLOW)CTCH (RNAV)–DP MAULS Q40 AEX DOOBI (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>HUNTSVILLE (HSV)</td>
<td>CTCH (RNAV)–DP MAULS Q40 AEX VXV ROZQ...</td>
<td></td>
</tr>
<tr>
<td>INDIANAPOLIS (IND)</td>
<td>(TURBOJETS)/BUNZZ (RNAV)–DP RAMAY Q72 HACKS PLASH SNKPT (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>JACKSONVILLE (JAX)</td>
<td>(PART 121 ONLY)JCOBY (RNAV)–DP SCOOB ISO J121 CHS ESENT LUNNI (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>KANSAS CITY (MCI)</td>
<td>(RNAV TURBOJET/TURBOPROP)RNLDI (RNAV)–DP OTTTO Q176 STL EUING RUDDH (RNAV)–STAR...</td>
<td>1100–0300</td>
</tr>
<tr>
<td>KNOXVILLE (TYS)</td>
<td>(TURBOJETS)/CTCH (RNAV)–DP MAULS Q40 AEX VXV...</td>
<td>1100–0300</td>
</tr>
<tr>
<td>LOUISVILLE (SDF)</td>
<td>RNLDI (RNAV)–DP OTTTO Q68 YOCKY UNCKL MAUDD (RNAV)–STAR...</td>
<td></td>
</tr>
<tr>
<td>MANCHESTER (MHT)</td>
<td>(PART 121 AND 129 ONLY)JCOBY (RNAV)–DP SWANN BROSS Q419 RBV Q22 LLUND SMYTH ROZEE (RNAV)–STAR...</td>
<td></td>
</tr>
<tr>
<td>MEMPHIS (MEM)</td>
<td>(RNAV ONLY)RNLDI (RNAV)–DP OTTTO Q80 FAREV BWG BLUZZ (RNAV)–STAR...</td>
<td></td>
</tr>
<tr>
<td>MIAMI (MIA)</td>
<td>(PRT121 ONLY)JETSONLY EXC EA50 ESOP SF50 C510 C525)WATER)JCOBY (RNAV)–DP SCOOB KEMPR WETRO DIW HOAGG BNFSH (RNAV)–STAR...</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (PART 121 ONLY)JCOBY SCOBO ISO J121 CHS CAKET Q97 DEBRL CSTAL (RNAV)–STAR...</td>
<td></td>
</tr>
<tr>
<td>MILWAUKEE (MKE)</td>
<td>(TURBOJETS)/MCRAY (RNAV)–DP MCRAY J518 DBJ J34 CRL PEGEE GETCH LYSTR SUDDS...</td>
<td></td>
</tr>
<tr>
<td>MINNEAPOLIS (MSP)</td>
<td>(TURBOJETS)/MCRAY (RNAV)–DP MCRAY J518 DBJ J34 VIO KAMMA KKLJR (RNAV)–STAR...</td>
<td></td>
</tr>
<tr>
<td>MONTREAL (YUL)</td>
<td>Jeresa (RNAV)–DP Jeresa J227 ULW SYR ART IMPAC (CANADIAN)–STAR...</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or JCOBY (RNAV)–DP SWANN BROSS Q419 RBV Q22 LLUND CAM PBERG CARTR (CANADIAN) (RNAV)–STAR...</td>
<td></td>
</tr>
<tr>
<td>MYRTLE BEACH (MYR)</td>
<td>JDUBB (RNAV)–DP MELTN SBV RDU V136 CRE...</td>
<td></td>
</tr>
<tr>
<td>NANTUCKET (ACK)</td>
<td>WOOLY (RNAV)–DP SWANN BROSS Q419 RBV Q430 RIFLE DEEPO (RNAV)–STAR...</td>
<td></td>
</tr>
<tr>
<td>NASHVILLE (BNA)</td>
<td>(TURBOJETS)/RNLDI (RNAV)–DP OTTTO Q80 DEWAK GROOT PASL (RNAV)–STAR...</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEW ORLEANS (MSY)</td>
<td>(TURBOJETS)/CTCH (RNAV)–DP MAULS Q40 NIOLA MEI RYTHM–STAR...</td>
<td>1100–0300</td>
</tr>
<tr>
<td>NEW YORK (ISP)</td>
<td>(TURBOJETS)/JCOBY (RNAV)–DP AGARD SIE J121 BRIGS Q439 SARDI CCC...</td>
<td>1000–0400</td>
</tr>
<tr>
<td>NEWARK (EWR)</td>
<td>(PART 121 AND 129 ONLY; TURBOJETS)JCOBY (RNAV)–DP SWANN V445 DQO PHLBO (RNAV)–STAR...</td>
<td>1100–0400</td>
</tr>
<tr>
<td>ORLANDO (MCO)</td>
<td>(PART 121 ONLY)WATER)JCOBY (RNAV)–DP SCOOB KEMPR ILR AR15 HIBAC ALYNA (RNAV)–STAR...</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (MCO LANDING SOUTH)JDUBB (RNAV)–DP RRSIN GSO Q75 SLOJO Q83 ROYCO Q85 LPERD GTOUT (RNAV)–STAR...</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (PART 121 ONLY)MCO LANDING NORTH)JCOBY (RNAV)–DP SCOOB ISO J121 CHS IGARY Q85 LPERD SNFLD (RNAV)–STAR...</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (MCO LANDING NORTH)JDUBB (RNAV)–DP RRSIN GSO Q75 SLOJO Q83 ROYCO Q85 LPERD SNFLD (RNAV)–STAR...</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (PART 121 ONLY)MCO LANDING SOUTH)JCOBY (RNAV)–DP SCOOB ISO J121 CHS IGARY Q85 LPERD GTOUT (RNAV)–STAR...</td>
<td></td>
</tr>
<tr>
<td>OTTAWA (YOW)</td>
<td>Jera (RNAV)–DP Jera J227 ULW SYR ART DEANS (RNAV)–STAR...</td>
<td></td>
</tr>
<tr>
<td>PITTSBURGH (PIT)</td>
<td>(TURBOJETS)/MCRAY (RNAV)–DP MCRAE IHD DEMME (RNAV)–STAR...</td>
<td></td>
</tr>
</tbody>
</table>

NE, 8 SEP 2022 to 3 NOV 2022
<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>PLATTSBURGH(PBG)</td>
<td>JERES (RNAV)–DP JERES J220 BIGEO J49 ALB ...............................</td>
<td></td>
</tr>
<tr>
<td>PORTLAND(PWM)</td>
<td>(PART 121 AND 129 ONLY) JCOBY (RNAV)–DP SWANN BROSS Q419 RBV Q22 LLUND BDR SCOGS (RNAV)–STAR .................................................................</td>
<td></td>
</tr>
<tr>
<td>PROVIDENCE(PVD)</td>
<td>JCOBY (RNAV)–DP SWANN BROSS Q419 RBV Q430 CREEL HTO JORDN (RNAV)–STAR .................................................................</td>
<td></td>
</tr>
<tr>
<td>RALEIGH/DURHAM(RDU)</td>
<td>(AOB FL220) JDUBB (RNAV)–DP MELTN ALDAN (RNAV)–STAR .................................................................</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (AOB FL220; PART 121 ONLY) JCOBY (RNAV)–DP COLIN TAPPa HOUKY TAQLE (RNAV)–STAR .................................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>ROCHESTER(ROC)</td>
<td>(TURBOJOETS) JERES (RNAV)–DP JERES J220 MICAH J227 ULV V31 GIBBE .................................................................</td>
<td></td>
</tr>
<tr>
<td>SARASOTA/BRADENTON(SRQ)</td>
<td>(JETS/TURBOPROPS ONLY) JDUBB (RNAV)–DP RRSIN GSO Q75 SLOJO Q103 PUPPY KYYUU LUBBR (RNAV)–STAR .................................................................</td>
<td></td>
</tr>
<tr>
<td>SAVANNAH(SAV)</td>
<td>(PART 121 ONLY) JCOBY (RNAV)–DP SCO0B Coupn TYI J79 CHS LGHRD S000 .................................................................</td>
<td></td>
</tr>
<tr>
<td>SOUTH FLORIDA (FLL,OPF, MIA, O7FA, HST, TMB, X51, HWO)</td>
<td>EA50, ES0P, SF50, C510, C525 JCOBY (RNAV)–DP SCO0B ISO J121 CHS Caket Q97 KEnLL TARPN (RNAV)–STAR .................................................................</td>
<td></td>
</tr>
<tr>
<td>ST LOUIS(STL)</td>
<td>RNLDI (RNAV)–DP OTTTO Q176 BICKS PXV BOOSH (RNAV)–STAR .................................................................</td>
<td></td>
</tr>
<tr>
<td>SYRACUSE(SYR)</td>
<td>(TURBOJOETS) JERES (RNAV)–DP JERES J227 STENT CFB .................................................................</td>
<td></td>
</tr>
<tr>
<td>TAMPA(TPA)</td>
<td>JDUBB (RNAV)–DP RRSIN GSO Q75 TEUFL BAAMF DADES (RNAV)–STAR .................................................................</td>
<td></td>
</tr>
<tr>
<td>TETERBORO(TEB)</td>
<td>WOOLY (RNAV)–DP SWANN FUBRR SPNCR JAIKE JAIKE (RNAV)–STAR .................................................................</td>
<td></td>
</tr>
<tr>
<td>TORONTO YYZ</td>
<td>JERES (RNAV)–DP JERES J220 SFK WOZEE LINING (CANADIAN) (RNAV)–STAR .................................................................</td>
<td></td>
</tr>
<tr>
<td>VINEYARD HAVEN(MVY)</td>
<td>WOOLY (RNAV)–DP SWANN BROSS Q419 RBV Q430 RIFLE LIBBE FLAPE .................................................................</td>
<td></td>
</tr>
<tr>
<td>WEST PALM BEACH(PBI)</td>
<td>(PART 121 ONLY) JCOBY SCO0B ISO J121 CHS Caket Q97 KEnLL CPTAN (RNAV)–STAR .................................................................</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (PART 121 ONLY) (WATER) JCOBY (RNAV)–DP SCO0B KEMPR WETRO ILM BAAHA DULEE CLMNT (RNAV)–STAR .................................................................</td>
<td></td>
</tr>
<tr>
<td>WHITE PLAINS(HPN)</td>
<td>(AT OR ABOVE FL180) JCOBY (RNAV)–DP SWANN BROSS Q419 NACY BESSI CYN BOUNO–STAR .................................................................</td>
<td>1100–0400</td>
</tr>
<tr>
<td></td>
<td>or WOOLY (RNAV)–DP SWANN BROSS Q419 NACY BESSI CYN BOUNO–STAR .................................................................</td>
<td></td>
</tr>
<tr>
<td>WINDSOR LOCKS(BDL)</td>
<td>(PART 121 AND 129 ONLY; TURBOJOETS) JCOBY (RNAV)–DP SWANN BROSS Q419 DPK DEER PARK–STAR .................................................................</td>
<td>1100–0400</td>
</tr>
<tr>
<td>WHITE PLAINS(HPN)</td>
<td>(RNAV ONLY) JCOBY J48 MOL FLASK OZZZI (RNAV)–STAR .................................................................</td>
<td></td>
</tr>
<tr>
<td>ATLANTA(ATL)</td>
<td>(RNAV ONLY) JCOBY (RNAV)–DP SWANN BROSS Q419 DPK DEER PARK–STAR .................................................................</td>
<td></td>
</tr>
<tr>
<td>AUGUSTA(AUG)</td>
<td>(FL190 AND ABOVE) GREKI JUDDS CAM CON ..................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>AUGUSTA(AUG)</td>
<td>(FL250 AND ABOVE) MERIT HFD PUT BOS ..................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BALTIMORE(BWI)</td>
<td>(FL190 AND ABOVE) GREKI JUDDS CAM ..................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BANGOR(BGR)</td>
<td>(FL250 AND ABOVE) MERIT HFD PUT BOS ..................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BAR HARBOR(BHB)</td>
<td>(FL190 AND ABOVE) GREKI JUDDS CAM ..................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BINGHAMTON(BGM)</td>
<td>(FL250 AND ABOVE) MERIT HFD PUT BOS ..................................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BOCA RATON(BCT)</td>
<td>(JETS) NEION J223 CORDS CFB ..................................................</td>
<td></td>
</tr>
<tr>
<td>BOSTON(BOS)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED) MERIT ROBUC (RNAV)–STAR .................................................................</td>
<td>1100–0300</td>
</tr>
</tbody>
</table>

**Terminals Route**

**Effective Times (UTC)**

- **NE, 8 SEP 2022 to 3 NOV 2022**
<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRISTOL/JOHNSON/KINGSPORT(TRI)...</td>
<td>Lanna J48 CSN Fanpo Q40 Alean .............................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(Turboprops)Gayel J95 CFB V270 ULW Benée. or (Turbojets)Neion J223 Cords ULW Benée ......</td>
<td></td>
</tr>
<tr>
<td>BUFFALO(BUF)</td>
<td>Parke J6 HVQ ........................................................................</td>
<td></td>
</tr>
<tr>
<td>BURLINGTON(BTV)</td>
<td>Newel J60 PSB Upffrr Trybe (RNAV)–Star ..................................</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHARLESTON(CHS)</td>
<td>White J209 Sby Isor Rapzz Amylui (RNAV)–Star .............................</td>
<td></td>
</tr>
<tr>
<td>CHARLESTON(CRW)</td>
<td>Newel J60 Ashen Bapel Pangu (RNAV)–Star ...................................</td>
<td></td>
</tr>
<tr>
<td>CHARLOTTE(CLT)</td>
<td>Gayel J95 CFB Traad Jacci Ferral (RNAV)–Star ..............................</td>
<td></td>
</tr>
<tr>
<td>CHICAGO(MDW)</td>
<td>Gayel J95 CFB Traad Jacci Wngnt (RNAV)–Star ..............................</td>
<td></td>
</tr>
<tr>
<td>CHICAGO(ORD)</td>
<td>Newel J60 Psb Upffrr Trybe (RNAV)–Star ..................................</td>
<td></td>
</tr>
<tr>
<td>CLEVELAND(CLE)</td>
<td>Zimmz Q42 Mikgy Q480 Air Clprr (RNAV)–Star ................................</td>
<td></td>
</tr>
<tr>
<td>COLUMBUS(CMH)</td>
<td>(FL190 and above)Greki Judds Cam ..........................................</td>
<td></td>
</tr>
<tr>
<td>CONCORD(CON)</td>
<td>Gayel J95 CFB Traad Jacci Ferral (RNAV)–Star ..............................</td>
<td></td>
</tr>
<tr>
<td>COWINGTON(CVG)</td>
<td>Gayel J95 CFB Traad Jacci Ferral (RNAV)–Star ..............................</td>
<td></td>
</tr>
<tr>
<td>DALLAS–FORT WORTH(DFW)</td>
<td>(DFW North Flow)Parke J6 HVQ Q68 Ltrr Fewwv Brdje (RNAV)–Star ......</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (DFW South Flow)Parke J6 HVQ Q68 Ltrr Fewwv Seevr (RNAV)–Star ....</td>
<td></td>
</tr>
<tr>
<td>DAYTON(DAY)</td>
<td>Newel J60 Psb Upffrr Trybe (RNAV)–Star ..................................</td>
<td></td>
</tr>
<tr>
<td>DENVER(DEN)</td>
<td>Zimmz Q42 Mikgy Q480 Air Ape Danei–Star ..................................</td>
<td></td>
</tr>
<tr>
<td>DETROIT Sats(DET,CYQG ONLY) ......</td>
<td>Newel J60 Iow J10 Obh Brwry Lawgr (RNAV)–Star .............................</td>
<td></td>
</tr>
<tr>
<td>DETROIT Sats(YIP, PTK, ARB ONLY)</td>
<td>(Dme/Dme/Iru Or Gnss Required) Gayel Q818 Wozee Colts Gigg (RNAV)–Star</td>
<td></td>
</tr>
<tr>
<td>DETROIT(DTW)</td>
<td>(Dme/Dme/Iru Or Gnss Required) Gayel Q818 Wozee Colts Okln (RNAV)–Star</td>
<td></td>
</tr>
<tr>
<td>FORT LAUDERDALE(FLL)</td>
<td>Gayel J95 CFB Traad Jacci Wngnt (RNAV)–Star ..............................</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or Gayel J95 CFB Traad Jacci Ferrl (RNAV)–Star .............................</td>
<td></td>
</tr>
<tr>
<td>FORT MYERS(FMY)</td>
<td>Gayel J95 CFB Traad Jacci Wngnt (RNAV)–Star ..............................</td>
<td></td>
</tr>
<tr>
<td>FORT MYERS(RSW)</td>
<td>Gayel J95 CFB Traad Jacci Wngnt (RNAV)–Star ..............................</td>
<td></td>
</tr>
<tr>
<td>FORT WAYNE(FWA)</td>
<td>Gayel J95 CFB Traad Jacci Wngnt (RNAV)–Star ..............................</td>
<td></td>
</tr>
<tr>
<td>GREENSBoro(GSO)</td>
<td>Gayel J95 CFB Traad Jacci Wngnt (RNAV)–Star ..............................</td>
<td></td>
</tr>
<tr>
<td>GREEER(GSP)</td>
<td>Gayel J95 CFB Traad Jacci Wngnt (RNAV)–Star ..............................</td>
<td></td>
</tr>
<tr>
<td>HOT SPRINGS(HSP)</td>
<td>Gayel J95 CFB Traad Jacci Wngnt (RNAV)–Star ..............................</td>
<td></td>
</tr>
<tr>
<td>HOUSTON(HOU)</td>
<td>Gayel J95 CFB Traad Jacci Wngnt (RNAV)–Star ..............................</td>
<td></td>
</tr>
<tr>
<td>HOUSTON(IAH)</td>
<td>Gayel J95 CFB Traad Jacci Wngnt (RNAV)–Star ..............................</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or Gayel J95 CFB Traad Jacci Wngnt (RNAV)–Star ..............................</td>
<td></td>
</tr>
<tr>
<td>INDIANAPOLIS(IND)</td>
<td>Gayel J95 CFB Traad Jacci Wngnt (RNAV)–Star ..............................</td>
<td></td>
</tr>
<tr>
<td>ITHACA(ITH)</td>
<td>Gayel J95 CFB Traad Jacci Wngnt (RNAV)–Star ..............................</td>
<td></td>
</tr>
<tr>
<td>JACKSONVILLE(JAX)</td>
<td>Gayel J95 CFB Traad Jacci Wngnt (RNAV)–Star ..............................</td>
<td></td>
</tr>
<tr>
<td>KANSAS CITY(MKC)</td>
<td>Gayel J95 CFB Traad Jacci Wngnt (RNAV)–Star ..............................</td>
<td></td>
</tr>
<tr>
<td>KEENE(EN)</td>
<td>Gayel J95 CFB Traad Jacci Wngnt (RNAV)–Star ..............................</td>
<td></td>
</tr>
<tr>
<td>LACONIA(LCI)</td>
<td>Gayel J95 CFB Traad Jacci Wngnt (RNAV)–Star ..............................</td>
<td></td>
</tr>
<tr>
<td>LEBANON(LEB)</td>
<td>Gayel J95 CFB Traad Jacci Wngnt (RNAV)–Star ..............................</td>
<td></td>
</tr>
<tr>
<td>LEWISBURG(LWB)</td>
<td>Gayel J95 CFB Traad Jacci Wngnt (RNAV)–Star ..............................</td>
<td></td>
</tr>
<tr>
<td>LEXINGTON(LEX)</td>
<td>Gayel J95 CFB Traad Jacci Wngnt (RNAV)–Star ..............................</td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
- **NE, 8 SEP 2022 to 3 NOV 2022**
- Times (UTC)
- Effective
<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOUISVILLE(SDF)</td>
<td>PARKE J6 HVQ G68 YOCKY UNCKL MAUDD (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(FL190 AND ABOVE; JETS ONLY)GREKI JUDDS MARTN QUINZ ROZZE (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>(AT OR ABOVE FL190; DME/DME/IRU OR GNSS REQUIRED)GREKI JUDDS MARTN QUINZ ROZZE (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>MARCO ISLAND(MKY)</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>BIGGY Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or</td>
<td>1100–0300</td>
</tr>
<tr>
<td>MELBOURNE(MLB)</td>
<td>WHITE J209 SBY J79 KATZN CVI WEAVR J121 CHS IGARY Q85 LPERD OMN BITOH–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>POPPY JUDDS MARTN QUINZ ROZZE (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>MIAMI(MIA)</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>ORLANDO(MCO)</td>
<td>1100–0300</td>
</tr>
</tbody>
</table>

**Ne, 8 Sep 2022 to 3 Nov 2022**
## PREFERRED IFR ROUTES

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROCKLAND (RKD)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM CON</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(FL250 AND ABOVE)MERIT HDF PUT BOS</td>
<td>1100–0300</td>
</tr>
<tr>
<td>RUTLAND (RUT)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SALT LAKE CITY (SLC)</td>
<td>GAYEL Q818 WOZEE Q935 HOCKE BAE DBQ J94 OCS NORDK (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>SARANAC LAKE (SLK)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td>SAVANNAH (SAV)</td>
<td>(TURBOJETS) WHITE J209 SBY J79 CHS LGHRD 5000</td>
<td></td>
</tr>
<tr>
<td>ST LOUIS (STL)</td>
<td>GAYEL Q818 WOZEE LINING (CANADIAN) (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(MAX ALTITUDE FL280; NON–RNAV EQUIPPED ONLY)NEWEL J60 DANRR RAY J64 CASIO FYLLS J80 VHP VANDALIA–STAR</td>
<td></td>
</tr>
<tr>
<td>ST PETERSBURG–CLEARWATER (PFE)</td>
<td>BIGGY Q75 TEUFL BAAMF DADES (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>SYRACUSE (Syr)</td>
<td>(JETS)NEION J223 CORDS CF8 V29</td>
<td></td>
</tr>
<tr>
<td>TAMPA (TPA)</td>
<td>BIGGY Q75 TEUFL BAAMF DADES (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>TOLEDO (TOL)</td>
<td>NEWEL J60 DJB</td>
<td></td>
</tr>
<tr>
<td>TORONTO (YYZ)</td>
<td>GAYEL Q818 WOZEE LINING (CANADIAN) (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>WASHINGTON (DCA)</td>
<td>BIGGY Q75 MXE V378 BAL</td>
<td></td>
</tr>
<tr>
<td>WASHINGTON (IAD)</td>
<td>(RNAV EQUIPPED ONLY)PARKE HYPER (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>WATERVILLE (WVL)</td>
<td>(FL190 AND ABOVE)GREKI JUDDS CAM</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td>WEST PALM BEACH (PBI)</td>
<td>WATER WHITE J209 SBY J79 KATZN ISO J121 CHS Caket Q97 KENLL CPTAN (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(WATER)WHITE J209 SBY KEMPRI ILM BAHAA DULEE CLMNT (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>WINSTON SALEM (INT)</td>
<td>BIGGY Q75 GVE LYH HENBY–STAR</td>
<td></td>
</tr>
<tr>
<td>WINDSOR LOCKS (BDL)</td>
<td>BIGGY Q75 MME V378 BAL</td>
<td></td>
</tr>
<tr>
<td>ATLANTA (ATL)</td>
<td>(RNAV ONLY)VEERS PWL BASYE Q448 PTW J48 MOL FLASK OZZ2I (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>BALTIMORE (BWI)</td>
<td>VEERS PWL BIZEQ Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>BOCA RATON (BCT)</td>
<td>WATER)COASTAL–DP CCC GEDIC J174 SWL CEBEE WETRO ILM BAHAA DULEE CLMNT (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHARLOTTE (CLT)</td>
<td>VEERS PWL BIZEQ Q75 GVE LHY CHSLY (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHICAGO (MDW)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)CTR CAM Q822 GONZQ Z94 JHJ DJ60 ASHEN BAGEL PANGG RANV–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CHICAGO (ORD)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)CTR CAM Q822 FNT WYNDE (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>CLEVELAND (CLE)</td>
<td>CTR CAM Q822 GONZQ HANK THOME TRYBE (RNAV)–STAR</td>
<td>1100–0400</td>
</tr>
<tr>
<td>COVINGTON (CVG)</td>
<td>CTR HKN J49 PSB MALU KODIE CTW TIGRR (RNAV)–STAR</td>
<td></td>
</tr>
<tr>
<td>DALLAS–FORT WORTH (DFW)</td>
<td>(DFW NORTH FLOW)VEERS PWL BASYE DBAE BWJ J6 HVQ Q68 LITTR FEWRR BREDIE (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(DFW SOUTH FLOW)VEERS PWL BASYE DBAE BWJ J6 HVQ Q68 LITTR FEWRR SEEVR (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>DENVER (DEN)</td>
<td>CTR CAM ARNII Q816 HOCKE Q935 MONEE IANNA ONL PORDR AALLE (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>DETROIT SATS (DET, CYQG ONLY)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)CTR CAM Q822 GONZQ COLS GIGGY (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td>DETROIT SATS (YP, PTK, ARB ONLY)</td>
<td>(DME/DME/IRU OR GNSS REQUIRED)CTR CAM Q822 GONZQ COLS OKLND (RNAV)–STAR</td>
<td>1100–0300</td>
</tr>
</tbody>
</table>

**Terminals Route Effective Times (UTC)**

- NE, 8 SEP 2022 to 3 NOV 2022
PREFERRED IFR ROUTES

DETOUR(DTW)........................................ (DM/DME/RG OR GPS REQUIRED)(DTW NORTH FLOW) CTR CAM Q822 GONZ GNOE0 CUGR (RNAV)–STAR.................. 1100–0300 or (DM/DME/RG OR GNSS REQUIRED)(DTW SOUTH FLOW) CTR CAM Q822 GONZ GNOE0 TPGUN (RNAV)–STAR.................. 1100–0300 FORT LAUDERDALE(FLL).......................... (JETS ONLY, EXCLUDES E500, E550, C550, C625) WATER) COASTAL–DP CCC GEDIC J174 SWL CEBEE WETRO ILM OSTNN MAJIK CUDU (RNAV)–STAR.................. 1100–0300 or COASTAL–DP CCC GEDIC J174 ORF J121 CHS Caket Q97 PRMUS CUDU (RNAV)–STAR.................. 1100–0300 FORT MYERS(RSW)................................. VEERS PWL BIZEX Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR.................. 1100–0300 or (JETS ONLY, EXCLUDES E500, E550, C550, C625) WATER) COASTAL–DP CCC GEDIC J174 SWL CEBEE WETRO ILM ORF J121 CHS Caket (RNAV)–STAR.................. 1100–0300 or COASTAL–DP CCC GEDIC J174 ORF J121 CHS Caket Q97 PRMUS CUDU (RNAV)–STAR.................. 1100–0300 HOUSTON(IAH)...................................... (IAH EAST FLOW) VEERS PWL BAYE Q448 PTW J18 CSN FANPO Q40 AEX SNDRD (RNAV)–STAR.................. 1100–0400 or (IAH WEST FLOW) VEERS PWL BAYE Q406 BWZ J6 HVQ Q68 BWG BLUZZ (RNAV)–STAR.................. 1100–0400 MEMPHIS(MEM)................................. VEERS PWL BAYE Q406 BWZ J6 HVQ Q68 BWG BLUZZ (RNAV)–STAR.................. 1100–0400 or COASTAL–DP CCC GEDIC J174 ORF J121 CHS Caket Q97 DEBRL CSTAL (RNAV)–STAR.................. 1100–0300 or MINNEAPOLIS(MSP)............................... (TURBOJETS) CTR CAM ARNII Q816 KELT Q812 ZOHAN IDIOM MUSCL (RNAV)–STAR.................. 1100–0300 or MYRTLE BEACH(MYR)............................... VEERS PWL BIZEX Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR.................. 1100–0300 or COASTAL–DP CCC GEDIC J174 ORF J121 CHS Caket Q97 PRMUS CUDU (RNAV)–STAR.................. 1100–0300 ORLANDO(MCO).................................. (WATER) COASTAL–DP CCC GEDIC J174 SWL CEBEE WETRO ILM AR15 HIBAC ALYNA (RNAV)–STAR.................. 1100–0300 or COASTAL–DP CCC GEDIC J174 ORF J121 CHS Caket Q97 PRMUS CUDU (RNAV)–STAR.................. 1100–0300 or ORLANDO(ORL).................................. (WATER) COASTAL–DP CCC GEDIC J174 SWL CEBEE WETRO ILM AR15 HIBAC ALYNA (RNAV)–STAR.................. 1100–0300 or COASTAL–DP CCC GEDIC J174 ORF J121 CHS Caket Q97 PRMUS CUDU (RNAV)–STAR.................. 1100–0300 or PHILADELPHIA(PHL)............................... COASTAL–DP CCC MANTA Q439 DRIGS JIMNS (RNAV)–STAR.................. 1100–0300 or PITTSBURGH(PIT)................................. CTR HNK KONJE SLT HAYNZ (RNAV)–STAR.................. 1100–0300 or VEERS PWL BIZEX Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR.................. 1100–0300 or SOUTH FLORIDA (FLL,OPF,MIA,07FA, HST,TMB,X51,HWO)................................. (VLITURBOJETS ONLY: INCL E500, E550, F550, C510, C525) COASTAL–DP CCC GEDIC J174 SWL CEBEE WETRO ILM OSTNN MAJIK CUDU (RNAV)–STAR.................. 1100–0300 or ST LOUIS(STL)........................................ (RNAV ONLY) VEERS PWL IGN Q480 AIR J80 VHP AARCH (RNAV)–STAR.................. 1100–0300 or TAMPA(TPA)........................................ VEERS PWL BIZEX Q75 TEUF BAAMF DADES (RNAV)–STAR.................. 1100–0300 or WASHINGTON(DCA)............................... VEERS PWL BIZEX Q75 SLOJO Q103 CYNTA SHFTY (RNAV)–STAR.................. 1100–0300 or COASTAL–DP CCC GEDIC J174 ZIZZI ATR LAFLN DEALE (RNAV)–STAR.................. 1100–0300 or COASTAL–DP CCC GEDIC J174 ZIZZI ATR V308 BILIT (RNAV)–STAR.................. 1100–0300

NE, 8 SEP 2022 to 3 NOV 2022
PREFERRED IFR ROUTES

SPECIAL HIGH ALTITUDE DIRECTIONAL ROUTES

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>WASHINGTON(IAD)</td>
<td>(AOB 220, TURBOPROPS ONLY) MOBBS SAGES LAAYK MIP SEG LEGGO (RNAV)-STAR</td>
<td>1100–0300</td>
</tr>
<tr>
<td></td>
<td>or VEERS PWL GANDE HYPER (RNAV)-STAR</td>
<td></td>
</tr>
<tr>
<td>WEST PALM BEACH(PBI)</td>
<td>(WATER) COASTAL–DP CCC GEDIC J174 SWL CEBEE WETRO ILM BAHA DU LEE CLMNT (RNAV)-STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or COASTAL–DP CCC GEDIC J174 ORF J121 CHS Caket Q97 KENLL CPTAN (RNAV)-STAR</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Terminals</th>
<th>Route</th>
<th>Effective Times (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>WORCESTER(ORH)</td>
<td>HTO J174 SWL J121 CHS Caket Q97 PRMUS CUUDA (RNAV)-STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (JETS ONLY, EXCLUDES EA50, E50P, SF50, C510, C525) (WATER) HTO J174 SWL CEBEE WETRO ILM OSTNN MAJIK CUUDA (RNAV)-STAR</td>
<td></td>
</tr>
<tr>
<td>ORLANDO(MCO)</td>
<td>(MCO LANDING SOUTH) HTO J174 ORF J121 CHS IGARY Q85 LPERD GTOUT (RNAV)-STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (MCO LANDING NORTH) HTO J174 ORF J121 CHS IGARY Q85 LPERD SNFLD (RNAV)-STAR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or (WATER) HTO J174 SWL CEBEE WETRO ILM AR15 HIBAC ALYOA (RNAV)-STAR</td>
<td></td>
</tr>
<tr>
<td>SOUTH FLORIDA (FLL,OPF,MIA,07FA,HST,TMB,XS1,HWO)</td>
<td>(VLJ/TURBPROP ONLY: INCL EA50,E50P,SF50,C510,C525) HTO J174 SWL J121 CHS Caket Q97 KENLL TARPN (RNAV)-STAR</td>
<td></td>
</tr>
</tbody>
</table>
TOWER ENROUTE CONTROL

516

TOWER ENROUTE CONTROL

NE, 8 SEP 2022 to 3 NOV 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 overflies the airport or radar vectors will be applied.

6. Where more than one route is listed to the same destination, the pilot may select which route is desired. Unless otherwise stated, all routes may be flown in either direction.

7. Routes are effective only during each respective terminal facility's normal operating hours. Pilots are cautioned to check NOTAMS to ensure appropriate terminal facilities will be operating for the planned flight time.

8. All identifiers used for NAVAIDS, airports, and intersections are official identifiers.

9. Altitudes are listed in thousands of feet. ATC may require altitude changes to maintain flight within approach control airspace. ATC will provide radar monitoring and, if necessary, course guidance if the highest altitude assigned by ATC is below the Minimum Enroute Altitude (MEA).

10. Although all airports are not listed under the destination column, IFR flight may be planned to satellite airports in proximity to major airports via the same routing.

11. Flight plans should be filed with a Flight Service Station (FSS).

**TOWER ENROUTE CONTROL CITY PAIRS**

(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/BVY/FT/6B6/2B2**
**SO SATS = BOS/DWL/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 = QZN/MQS/LOM/DYL/PNE/CKZ/PTW/UK7/TTN
**SO SATS = ILG/EVY**
Portland = PWM/WI/NH2/RKD
Portland/Augusta = AUG/LEW/WVL/ZQ/81B
Providence = PVD/EWB/TAN/SFZ/UUU/L2D
Providence/Groton = GON/WST/BID/0B8
### Approach Control Area

**Including Satellites**

<table>
<thead>
<tr>
<th>Route</th>
<th>Highest Altitude</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALB GDM V431 LOBBY</td>
<td>10000</td>
<td>BEDFORD (BED)</td>
</tr>
<tr>
<td>ALB GDM V431 REVER</td>
<td>10000</td>
<td>BOSTON (BOS)</td>
</tr>
<tr>
<td>ALB V44 DENNA</td>
<td>10000</td>
<td>BRIDGEPORT (BDR)</td>
</tr>
<tr>
<td>ALB T608 WOZEE</td>
<td>10000</td>
<td>BUFFALO (BUF)</td>
</tr>
<tr>
<td>(3) ALB V123 HAARP</td>
<td>10000</td>
<td>DANBURY (DXR)</td>
</tr>
<tr>
<td>(4) ALB V157 HAARP</td>
<td>10000</td>
<td>DANBURY (DXR)</td>
</tr>
<tr>
<td>ALB T300 STELA</td>
<td>10000</td>
<td>GROTON (NEW LONDON) (GON)</td>
</tr>
<tr>
<td>------</td>
<td>------</td>
<td>------</td>
</tr>
<tr>
<td>ALB GDM V431 LOBBY</td>
<td>10000</td>
<td>ALB GDM V431 LOBBY (Including Satellites)</td>
</tr>
<tr>
<td>ALB V44 DENNA</td>
<td>10000</td>
<td>ALB V44 DENNA (Including Satellites)</td>
</tr>
<tr>
<td>ALB T608 WOZEE</td>
<td>10000</td>
<td>ALB T608 WOZEE (Including Satellites)</td>
</tr>
<tr>
<td>(3) ALB V123 HAARP</td>
<td>10000</td>
<td>(3) ALB V123 HAARP (Including Satellites)</td>
</tr>
<tr>
<td>(4) ALB V157 HAARP</td>
<td>10000</td>
<td>(4) ALB V157 HAARP (Including Satellites)</td>
</tr>
<tr>
<td>ALB T300 STELA</td>
<td>10000</td>
<td>ALB T300 STELA (Including Satellites)</td>
</tr>
</tbody>
</table>

### ALLENTOWN (ABE)

<table>
<thead>
<tr>
<th>Route</th>
<th>Highest Altitude</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALB T300 STELA</td>
<td>10000</td>
<td>WORCESTER (ORH)</td>
</tr>
<tr>
<td>FJC LAAYK</td>
<td>7000</td>
<td>ALBANY (ALB)</td>
</tr>
<tr>
<td>FJC ARD CYN</td>
<td>5000</td>
<td>ATLANTIC CITY (ACY)</td>
</tr>
<tr>
<td>ETX V39 LRP V499 BAL</td>
<td>8000</td>
<td>BALTIMORE (BWI)</td>
</tr>
<tr>
<td>(2) ETX V30 SBI</td>
<td>5000</td>
<td>FARMINGDALE (FRG)</td>
</tr>
<tr>
<td>ETX V162 HAR</td>
<td>8000</td>
<td>HARRISBURG (HAR)</td>
</tr>
<tr>
<td>FJC V162 HUO IGN PWL PWL111 BRISS</td>
<td>5000</td>
<td>HARTFORD (HFD)</td>
</tr>
<tr>
<td>ETX V39 LRP</td>
<td>4000</td>
<td>LANCASTER (LNS)</td>
</tr>
<tr>
<td>FJC BWZ</td>
<td>6000</td>
<td>NEWARK (EWR)</td>
</tr>
<tr>
<td>BUSKY PTW (RNAV EQUIPPED TURBOJETS ONLY)</td>
<td>7000</td>
<td>PHILADELPHIA (PHL)</td>
</tr>
<tr>
<td>BUSKY PTW (RNAV EQUIPPED TURBOPROPS ONLY)</td>
<td>5000</td>
<td>PHILADELPHIA (PHL)</td>
</tr>
<tr>
<td>ETX V29 PTW (PISTON ONLY)</td>
<td>4000</td>
<td>PHILADELPHIA (PHL)</td>
</tr>
<tr>
<td>FJC ARD</td>
<td>5000</td>
<td>PHILADELPHIA (PNE)</td>
</tr>
<tr>
<td>FJC V6 SEG</td>
<td>8000</td>
<td>PITTSBURGH (PIT)</td>
</tr>
<tr>
<td>ETX</td>
<td>4000</td>
<td>READING (RDG)</td>
</tr>
<tr>
<td>FJC STW</td>
<td>5000</td>
<td>TETERBORO (TEB)</td>
</tr>
<tr>
<td>ETX V39 LRP V499 BAL</td>
<td>8000</td>
<td>WASHINGTON (DCA)</td>
</tr>
<tr>
<td>ETX LRP V143 MULR AML</td>
<td>8000</td>
<td>WASHINGTON (IAD)</td>
</tr>
<tr>
<td>(2) FJC V162 HUO IGN V157 HAARP</td>
<td>5000</td>
<td>WHITE PLAINS (HPN)</td>
</tr>
<tr>
<td>(4) JW V39 BREZY</td>
<td>5000</td>
<td>WHITE PLAINS (HPN)</td>
</tr>
<tr>
<td>FJC LVZ</td>
<td>7000</td>
<td>WILKES-BARRE / SCRANTON (AVP)</td>
</tr>
<tr>
<td>ETX V29 PTW</td>
<td>4000</td>
<td>WILMINGTON (ILG)</td>
</tr>
<tr>
<td>FJC V162 HUO IGN PWL PWL111 BRISS</td>
<td>5000</td>
<td>WINDSOR (BDL)</td>
</tr>
<tr>
<td>------</td>
<td>------</td>
<td>------</td>
</tr>
<tr>
<td>FJC LAAYK</td>
<td>7000</td>
<td>ATLANTIC CITY (ACY)</td>
</tr>
<tr>
<td>FJC ARD CYN</td>
<td>5000</td>
<td>ATLANTIC CITY (ACY)</td>
</tr>
<tr>
<td>ETX V39 LRP V499 BAL</td>
<td>8000</td>
<td>BALTIMORE (BWI)</td>
</tr>
<tr>
<td>(2) ETX V30 SBI</td>
<td>5000</td>
<td>FARMINGDALE (FRG)</td>
</tr>
<tr>
<td>ETX V162 HAR</td>
<td>8000</td>
<td>HARRISBURG (HAR)</td>
</tr>
<tr>
<td>FJC V162 HUO IGN PWL PWL111 BRISS</td>
<td>5000</td>
<td>HARTFORD (HFD)</td>
</tr>
<tr>
<td>ETX V39 LRP</td>
<td>4000</td>
<td>LANCASTER (LNS)</td>
</tr>
<tr>
<td>FJC BWZ</td>
<td>6000</td>
<td>NEWARK (EWR)</td>
</tr>
<tr>
<td>BUSKY PTW (RNAV EQUIPPED TURBOJETS ONLY)</td>
<td>7000</td>
<td>PHILADELPHIA (PHL)</td>
</tr>
</tbody>
</table>

### ne, 8 Sep 2022 to 3 Nov 2022
<table>
<thead>
<tr>
<th>Approach Control Area (Including Satellites)</th>
<th>Route</th>
<th>Highest Altitude</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>V268 ENO V29 LVZ V147</td>
<td></td>
<td>4000</td>
<td>ELMIRA/CORNING(EL M)</td>
</tr>
<tr>
<td>(1)CRESI V1 JFK BDR MAD MONDI</td>
<td></td>
<td>5000</td>
<td>GROTON (NEW LONDON)(GON)</td>
</tr>
<tr>
<td>V184 O0D D00 V469 HAR</td>
<td></td>
<td>4000</td>
<td>HARRISBURG(CY)</td>
</tr>
<tr>
<td>V184 O0D D00 V469</td>
<td></td>
<td>4000</td>
<td>HARRISBURG(MDT)</td>
</tr>
<tr>
<td>(1)CRESI V1 JFK V229 HFD</td>
<td></td>
<td>5000</td>
<td>HARTFORD(HFD)</td>
</tr>
<tr>
<td>(1)CRESI V1 JFK V229 HFD V167 T393 GAILS</td>
<td></td>
<td>5000</td>
<td>HYANNIS(HYA)</td>
</tr>
<tr>
<td>V184 O0D D00 DQ0319 LRP144 LRP</td>
<td></td>
<td>4000</td>
<td>LANCASTER(LNS)</td>
</tr>
<tr>
<td>CRESI V1 JFK V229 HFD CLOWW(SINGLE ENGINE AND /E, /F, /G ONLY)</td>
<td></td>
<td>5000</td>
<td>MANCHESTER(MHT)</td>
</tr>
<tr>
<td>(1)CRESI V1 JFK V229 BDR MAD</td>
<td></td>
<td>5000</td>
<td>MERIDEN(MMK)</td>
</tr>
<tr>
<td>(1)CRESI V1 JFK V229 BDR MAD MAD V475 CARLD</td>
<td></td>
<td>5000</td>
<td>NANTUCKET(ACK)</td>
</tr>
<tr>
<td>V188 GON V58 NEWBE DEEPO</td>
<td></td>
<td>5000</td>
<td>NEW BEDFORD(EWB)</td>
</tr>
<tr>
<td>(1)CRESI V1 JFK CCC</td>
<td></td>
<td>5000</td>
<td>NEW YORK(ISP)</td>
</tr>
<tr>
<td>V184 ZIGGI JFK210 JFK CCC(NO SINGLE ENGINE; N/A BTN 1400-2100 LCL)</td>
<td></td>
<td>5000</td>
<td>NEW YORK(ISP)</td>
</tr>
<tr>
<td>(1)CRESI V1 JFK</td>
<td></td>
<td>5000</td>
<td>NEW YORK(JFK)</td>
</tr>
<tr>
<td>V184 ZIGGI JFK210 JFK(JETS AND MULTIENGINE PROPS ONLY; NO OTFC)</td>
<td></td>
<td>5000</td>
<td>NEW YORK(JFK)</td>
</tr>
<tr>
<td>(1)CRESI V1 DIXIE V276 RBV V123 NANCI</td>
<td></td>
<td>5000</td>
<td>NEW YORK(LGA)</td>
</tr>
<tr>
<td>V229 DIXIE V276 RBV V123 NANCI(JETS ONLY)</td>
<td></td>
<td>7000</td>
<td>NEW YORK(LGA)</td>
</tr>
<tr>
<td>V229 DIXIE V276 RBV V123 NANCI(NO SINGLE ENGINE)</td>
<td></td>
<td>5000</td>
<td>NEW YORK(LGA)</td>
</tr>
<tr>
<td>V229 DIXIE V276 RBV V249 METRO</td>
<td></td>
<td>5000</td>
<td>NEWARK(EWR)</td>
</tr>
<tr>
<td>(1)CRESI V1 JFK V229 BDR MAD V475 CARLD</td>
<td></td>
<td>5000</td>
<td>NORTH KINGSTOWN(OQU)</td>
</tr>
<tr>
<td>V188 GON</td>
<td></td>
<td>5000</td>
<td>NEW YORK(JFK)</td>
</tr>
<tr>
<td>ACY V184 O0D</td>
<td></td>
<td>4000</td>
<td>PHILADELPHIA(PHL)</td>
</tr>
<tr>
<td>V229 DIXIE V276 ARD</td>
<td></td>
<td>5000</td>
<td>PHILADELPHIA(PNE)</td>
</tr>
<tr>
<td>CRESI V1 JFK V229 HFD CLOWW(SINGLE ENGINE AND /E, /F, /G ONLY)</td>
<td></td>
<td>5000</td>
<td>PORTLAND(PWM)</td>
</tr>
<tr>
<td>(1)CRESI V1 JFK V229 BDR MAD V475 CARLD</td>
<td></td>
<td>5000</td>
<td>PROVIDENCE(PVD)</td>
</tr>
<tr>
<td>V188 GON</td>
<td></td>
<td>5000</td>
<td>PROVIDENCE(PVD)</td>
</tr>
<tr>
<td>(1)CRESI V1 JFK V229 HFD V167 T393 GAILS</td>
<td></td>
<td>5000</td>
<td>PROVINCETOWN(PVC)</td>
</tr>
<tr>
<td>V184 O0D D00 MXE MXE334 HUMEL</td>
<td></td>
<td>4000</td>
<td>READING(RDG)</td>
</tr>
<tr>
<td>LEEAH V1 SBY</td>
<td></td>
<td>6000</td>
<td>SALISBURY(SBY)</td>
</tr>
<tr>
<td>LEEAH V1 ATR</td>
<td></td>
<td>6000</td>
<td>SNOW HILL(SWL)</td>
</tr>
<tr>
<td>SIE V139</td>
<td></td>
<td>4000</td>
<td>SNOW HILL(SWL)</td>
</tr>
<tr>
<td>(1)CRESI V1 JFK V229 BDR MAD V475 CARLD</td>
<td></td>
<td>5000</td>
<td>TAUNTON(TAN)</td>
</tr>
<tr>
<td>V188 GON V374 MINNK</td>
<td></td>
<td>5000</td>
<td>TAUNTON(TAN)</td>
</tr>
<tr>
<td>V229 PANZE V184 ZIGGI V276 RBV V249 METRO(TURBOJETS ONLY)</td>
<td></td>
<td>4000</td>
<td>TETERBORO(TEB)</td>
</tr>
<tr>
<td>(1)CRESI V1 JFK V229 BDR MAD V475 CARLD</td>
<td></td>
<td>5000</td>
<td>VINEYARD(HAVEN(MVV)</td>
</tr>
<tr>
<td>V188 GON V374 MVY</td>
<td></td>
<td>5000</td>
<td>HAVEN(MVV)</td>
</tr>
<tr>
<td>LEEAH V1 ATR V308 BILIT CAPKO(PROPS ONLY)</td>
<td></td>
<td>4000</td>
<td>WASHINGTON(DCA)</td>
</tr>
<tr>
<td>LEEAH V229 PXT V16 V286 CSN(JETS ONLY)</td>
<td></td>
<td>4000</td>
<td>WASHINGTON(AD)</td>
</tr>
<tr>
<td>LEEAH V268 BAL V214 MRB(NON-JETS ONLY)</td>
<td></td>
<td>4000</td>
<td>WASHINGTON(AD)</td>
</tr>
<tr>
<td>CRESI V1 DIXIE V276 RBV V249 SAX V39(BREZY(MULTIENGINE PROPS ONLY)</td>
<td></td>
<td>5000</td>
<td>WHITE PLAINS(HPN)</td>
</tr>
<tr>
<td>V229 DIXIE V276 RBV V249 SAX V39(BREZY(MULTIENGINE PROPS ONLY)</td>
<td></td>
<td>5000</td>
<td>WHITE PLAINS(HPN)</td>
</tr>
<tr>
<td>(1)CRESI V1 JFK V229 BDR</td>
<td></td>
<td>5000</td>
<td>WINDSOR LOCKS(BDL)</td>
</tr>
<tr>
<td>V188 GON V374 MMY</td>
<td></td>
<td>5000</td>
<td>WINDSOR LOCKS(BDL)</td>
</tr>
<tr>
<td>LEEAH V1 ATR V308 BILIT CAPKO(PROPS ONLY)</td>
<td></td>
<td>4000</td>
<td>WORCESTER(ORH)</td>
</tr>
<tr>
<td>LEEAH V229 PXT V16 V286 CSN(JETS ONLY)</td>
<td></td>
<td>4000</td>
<td>WORCESTER(ORH)</td>
</tr>
<tr>
<td>LEEAH V268 BAL V214 MRB(NON-JETS ONLY)</td>
<td></td>
<td>4000</td>
<td>WORCESTER(ORH)</td>
</tr>
<tr>
<td>CRESI V1 DIXIE V276 RBV V249 SAX V39(BREZY(MULTIENGINE PROPS ONLY)</td>
<td></td>
<td>5000</td>
<td>WORCESTER(ORH)</td>
</tr>
<tr>
<td>V229 DIXIE V276 RBV V249 SAX V39(BREZY(MULTIENGINE PROPS ONLY)</td>
<td></td>
<td>5000</td>
<td>WORCESTER(ORH)</td>
</tr>
<tr>
<td>VCN V16 CYN</td>
<td></td>
<td>7000</td>
<td>WRIGHTSTOWN(WRI)</td>
</tr>
<tr>
<td>CON CAM</td>
<td></td>
<td>10000</td>
<td>ALBANY(ALB)</td>
</tr>
<tr>
<td>DIRECT</td>
<td></td>
<td>10000</td>
<td>BANGOR(BGR)</td>
</tr>
<tr>
<td>DIRECT</td>
<td></td>
<td>10000</td>
<td>BAR HARBOR(BHB)</td>
</tr>
<tr>
<td>ENE LWRNC</td>
<td></td>
<td>10000</td>
<td>BEDFORD &amp; NORTH SATS</td>
</tr>
<tr>
<td>AUGUSTA(AUG)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(3)ENE PEASE STEVOL LWRNC</td>
<td></td>
<td>10000</td>
<td>BOSTON(BOS)</td>
</tr>
<tr>
<td>(5)ENE V167 SCUPP</td>
<td></td>
<td>10000</td>
<td>BOSTON(BOS)</td>
</tr>
</tbody>
</table>

**NE, 8 SEP 2022 to 3 NOV 2022**
<table>
<thead>
<tr>
<th>Route</th>
<th>Highest Altitude</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>CLOWW WITNY HFD(RNAV ONLY)</td>
<td>10000</td>
<td>BRIDGEPORT(BDR)</td>
</tr>
<tr>
<td>ENE T295 CON</td>
<td>10000</td>
<td>CONCORD(CON)</td>
</tr>
<tr>
<td>CLOWW WITNY HFD V1 MAD V475 BDR BDR288 RYMES(RNAV ONLY)</td>
<td>10000</td>
<td>DANBURY(DXR)</td>
</tr>
<tr>
<td>CLOWW WITNY HFD V1 DPK</td>
<td>10000</td>
<td>FARMINGDALE(FRG)</td>
</tr>
<tr>
<td>ENE T314 GDM T608 YANTC</td>
<td>10000</td>
<td>GROTON (NEW LONDON)(GON)</td>
</tr>
<tr>
<td>CLOWW WITNY HFD(RNAV ONLY)</td>
<td>10000</td>
<td>HARTFORD(HFD)</td>
</tr>
<tr>
<td>ENE V139 TONNI</td>
<td>10000</td>
<td>HYANNIS(HYA)</td>
</tr>
<tr>
<td>ENE MANCH</td>
<td>10000</td>
<td>MANCHESTER(MHT)</td>
</tr>
<tr>
<td>ENE V139 TONNI</td>
<td>10000</td>
<td>NANTUCKET(ACK)</td>
</tr>
<tr>
<td>CLOWW WITNY HFD(RNAV ONLY)</td>
<td>10000</td>
<td>NEW HAVEN(HVN)</td>
</tr>
<tr>
<td>CLOWW WITNY HFD V1 DPK</td>
<td>10000</td>
<td>NEW YORK(JFK)</td>
</tr>
<tr>
<td>ENE T314 BAF VEERS T212 TRESA(GNSS EQUIPPED ONLY)</td>
<td>10000</td>
<td>NEW YORK(SWF)</td>
</tr>
<tr>
<td>CLOWW WITNY HFD V229 V188 CMK V623 SAX(RNAV ONLY)</td>
<td>10000</td>
<td>NEWARK &amp; SATS</td>
</tr>
<tr>
<td>CLOWW WITNY HFD V3 CMK V623 SAX(RNAV ONLY)</td>
<td>10000</td>
<td>NORWOOD(OWD)</td>
</tr>
<tr>
<td>ENE LWRNC</td>
<td>10000</td>
<td>OXFORD(OXC)</td>
</tr>
<tr>
<td>CLOWW WITNY HFD(RNAV ONLY)</td>
<td>10000</td>
<td>PHILADELPHIA(PHL)</td>
</tr>
<tr>
<td>(1)CLOWW WITNY HFD MAD JAFFY VCN OOD</td>
<td>10000</td>
<td>PHILADELPHIA(PHL)</td>
</tr>
<tr>
<td>CLOWW WITNY HFD MAD BEADS V308 BRIGS V184 OOD</td>
<td>10000</td>
<td>PHILADELPHIA(PNE)</td>
</tr>
<tr>
<td>CLOWW WITNY HFD MAD BEADS V308 MANTA V276 ARD</td>
<td>10000</td>
<td>WHITE PLAINS(HPN)</td>
</tr>
<tr>
<td>ENE T314 GDM T608 MOGUL ORW DIXIE V276 ARD</td>
<td>10000</td>
<td>WINDSOR LOCKS(BDL)</td>
</tr>
<tr>
<td>ENE</td>
<td>10000</td>
<td>WORCESTER(ORH)</td>
</tr>
<tr>
<td>ENE V139 BURDY</td>
<td>10000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td>ENE V139 TONNI</td>
<td>10000</td>
<td>BANGOR(BGR)</td>
</tr>
<tr>
<td>ENE V139 TONNI</td>
<td>10000</td>
<td>BAR HARBOR(BHB)</td>
</tr>
<tr>
<td>ENE</td>
<td>10000</td>
<td>BINGHAMTON(BGM)</td>
</tr>
<tr>
<td>(1)V268 ENO V16 JKF V229 HFD FOS BY V276 ARD</td>
<td>10000</td>
<td>BOSTON (NORTH)</td>
</tr>
<tr>
<td>V268 ENO V16 JKF V229 HFD CLOWW(V276 ARD)</td>
<td>7000</td>
<td>BOSTON(BOS)</td>
</tr>
<tr>
<td>V93 LRP V39 ETX</td>
<td>7000</td>
<td>HAGERSTOWN(HGR)</td>
</tr>
<tr>
<td>V268 LEEAH V229</td>
<td>7000</td>
<td>HARRISBURG(CXY)</td>
</tr>
<tr>
<td>V268 ENO V16 JKF V229 HFD CLOWW(V276 ARD)</td>
<td>7000</td>
<td>HARRISBURG(MDT)</td>
</tr>
<tr>
<td>V268 ENO V16 JKF V229 HFD FOS BY V276 ARD</td>
<td>7000</td>
<td>LANCASTER(LNS)</td>
</tr>
<tr>
<td>V268 ENO V16 JKF V229 HFD CLOWW(V276 ARD)</td>
<td>7000</td>
<td>MANCHESTER(MHT)</td>
</tr>
<tr>
<td>V93 LRP V499</td>
<td>7000</td>
<td>MARTINSBURG(MRB)</td>
</tr>
<tr>
<td>(1)V268 ENO V16 JKF V229 BDR</td>
<td>7000</td>
<td>NANTUCKET(ACK)</td>
</tr>
<tr>
<td>V268 ENO V16 JKF V229 MAD MAD126 MONDI</td>
<td>7000</td>
<td>NEW YORK(ISP)</td>
</tr>
<tr>
<td>EMI EM1321 HGR HGR HGR</td>
<td>6000</td>
<td>NEW YORK(JFK)</td>
</tr>
<tr>
<td>EM1 V265 HAR</td>
<td>7000</td>
<td>NEW YORK(LGA)</td>
</tr>
<tr>
<td>V499 LRP</td>
<td>5000</td>
<td>NEWARK(EWR)</td>
</tr>
<tr>
<td>V268 ENO V16 JKF</td>
<td>5000</td>
<td>NEWARK(EWR)</td>
</tr>
</tbody>
</table>

**Baltimore(BWI)**

<table>
<thead>
<tr>
<th>Route</th>
<th>Highest Altitude</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>CLOWW SPONO</td>
<td>10000</td>
<td>WORCESTER(ORH)</td>
</tr>
<tr>
<td>V93 LRP V39 ETX</td>
<td>7000</td>
<td>ALLENTOWN(ABE)</td>
</tr>
<tr>
<td>V268 LEEAH V229</td>
<td>7000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td>V268 ENO V16 JKF V229 HFD CLOWW(V276 ARD)</td>
<td>7000</td>
<td>BANGOR(BGR)</td>
</tr>
<tr>
<td>V268 ENO V16 JKF V229 HFD CLOWW(V276 ARD)</td>
<td>7000</td>
<td>BAR HARBOR(BHB)</td>
</tr>
<tr>
<td>V93 LRP V499</td>
<td>7000</td>
<td>BINGHAMTON(BGM)</td>
</tr>
<tr>
<td>(1)V268 ENO V16 JKF V229 HFD FOS BY V276 ARD</td>
<td>7000</td>
<td>BOSTON (NORTH)</td>
</tr>
<tr>
<td>(1)V268 ENO V16 JKF V229 HFD V3 WOONS</td>
<td>7000</td>
<td>BOSTON(BOS)</td>
</tr>
<tr>
<td>V268 ENO V16 JKF V229 HFD FOS BY WOONS</td>
<td>7000</td>
<td>BOSTON(BOS)</td>
</tr>
<tr>
<td>V93 LRP V499</td>
<td>7000</td>
<td>BOSTON(BOS)</td>
</tr>
<tr>
<td>(1)V268 ENO V16 JKF V229 BDR</td>
<td>7000</td>
<td>BOSTON(BOS)</td>
</tr>
<tr>
<td>(1)V268 ENO V16 JKF V229 BDR</td>
<td>7000</td>
<td>BOSTON(BOS)</td>
</tr>
<tr>
<td>EMI EM1321 HGR HGR HGR</td>
<td>6000</td>
<td>HAGERSTOWN(HGR)</td>
</tr>
<tr>
<td>EM1 V265 HAR</td>
<td>7000</td>
<td>HARRISBURG(CXY)</td>
</tr>
<tr>
<td>V499 LRP</td>
<td>5000</td>
<td>LANCASTER(LNS)</td>
</tr>
<tr>
<td>V268 ENO V16 JKF V229 HFD CLOWW(V276 ARD)</td>
<td>7000</td>
<td>MANCHESTER(MHT)</td>
</tr>
<tr>
<td>V214 MRB</td>
<td>8000</td>
<td>MARTINSBURG(MRB)</td>
</tr>
<tr>
<td>(1)BAL V268 ENO V16 JKF V229 BDR V475 CARLD V188 GON V58 NEWBE DEEPO</td>
<td>7000</td>
<td>NANTUCKET(ACK)</td>
</tr>
<tr>
<td>V268 ENO V16 JKF</td>
<td>7000</td>
<td>NEW YORK(ISP)</td>
</tr>
<tr>
<td>(1)V268 ENO V16 JKF</td>
<td>7000</td>
<td>NEW YORK(JFK)</td>
</tr>
<tr>
<td>V214 DQO V479 RUUTH V123 NACI</td>
<td>7000</td>
<td>NEW YORK(LGA)</td>
</tr>
<tr>
<td>BAL V378 MXE ARD V214 METRO(LESS THAN 180 KTS ONLY)</td>
<td>5000</td>
<td>NEWARK(EWR)</td>
</tr>
<tr>
<td>Approach Control Area (Including Satellites)</td>
<td>Route</td>
<td>Highest Altitude</td>
</tr>
<tr>
<td>---------------------------------------------</td>
<td>-------</td>
<td>------------------</td>
</tr>
<tr>
<td>V93 PXT V16 V33 V286 STEIN</td>
<td>6000</td>
<td>NORFOLK(ORF)</td>
</tr>
<tr>
<td>V93 PXT</td>
<td>6000</td>
<td>PATUXENT RIVER(NHK)</td>
</tr>
<tr>
<td>V214 DQQ(TURBOJETS ONLY)</td>
<td>11000</td>
<td>PHILADELPHIA(NORT H SATS)</td>
</tr>
<tr>
<td>V214 DQQ(TURBOJETS ONLY)</td>
<td>9000</td>
<td>PHILADELPHIA(PHL)</td>
</tr>
<tr>
<td>V214 ODESA OOD(NON-TURBOJETS ONLY)</td>
<td>7000</td>
<td>PHILADELPHIA(PHL)</td>
</tr>
<tr>
<td>V378 MXE(NON-TURBOJETS ONLY)</td>
<td>5000</td>
<td>PHILADELPHIA(PNE)</td>
</tr>
<tr>
<td>V419 MXE(NON-TURBOJETS ONLY)</td>
<td>5000</td>
<td>PHILADELPHIA(PNE)</td>
</tr>
<tr>
<td>V214 DQQ</td>
<td>7000</td>
<td>PHILADELPHIA(SOUT H SATS)</td>
</tr>
<tr>
<td>V268 ENO V16 JKF V229 HDF CLOWW(SINGLE ENGINE AND /E, /F, /G ONLY)</td>
<td>7000</td>
<td>PORTLAND(PWM)</td>
</tr>
<tr>
<td>V93 PXT V16</td>
<td>6000</td>
<td>RICHMOND(RIC)</td>
</tr>
<tr>
<td>BAL BAL133 SBY332 SBY</td>
<td>7000</td>
<td>SALISBURY(SBY)</td>
</tr>
<tr>
<td>BAL V378 MXE V3 SBJ(PROPS)</td>
<td>7000</td>
<td>TETERBORO METRO(TEB, CDW, LDJ, MMU, SMQ, 47N)</td>
</tr>
<tr>
<td>(1) BAL V268 ENO V16 JKF V229 BDR MAD V475 CARLD V188 GON V374 MVY</td>
<td>7000</td>
<td>VINEYARD HAVEN(MVY)</td>
</tr>
<tr>
<td>DIRECT</td>
<td>4000</td>
<td>WASHINGTON(DCA)</td>
</tr>
<tr>
<td>V44 MRB</td>
<td>6000</td>
<td>WASHINGTON(IAD)</td>
</tr>
<tr>
<td>(1) V268 ENO V16 JKF CCC</td>
<td>7000</td>
<td>WESTHAMPTON BEACH(FOK)</td>
</tr>
<tr>
<td>V93 LRP ETX FJC BWZ SAX V39 BREZY</td>
<td>7000</td>
<td>WHITE PLAINS(HPN)</td>
</tr>
<tr>
<td>V93 LRP V39 V162 FJC STW SAX V39 BREZY</td>
<td>7000</td>
<td>WHITE PLAINS(HPN)</td>
</tr>
<tr>
<td>V93 LVZ</td>
<td>7000</td>
<td>WILKES-BARRE/SCRAM PTN(AMW)</td>
</tr>
<tr>
<td>V268 ENO V16 JKF V229 BDR</td>
<td>7000</td>
<td>WINDSOR LOCKS(BDL)</td>
</tr>
<tr>
<td>BANGOR(BGR)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENE LWRC</td>
<td>10000</td>
<td>BEDFORD(BED)</td>
</tr>
<tr>
<td>(4) ENE V167 SCUPP</td>
<td>10000</td>
<td>BOSTON(BOS)</td>
</tr>
<tr>
<td>ENE PEASE STEVO LWRNC(PROPS LESS THAN 250 KT IAS)</td>
<td>10000</td>
<td>BOSTON(BOS)</td>
</tr>
<tr>
<td>CLOWW WITNY HDF(RNAV ONLY)</td>
<td>10000</td>
<td>BRIDGEPORT(BDR)</td>
</tr>
<tr>
<td>BGR T295 CON</td>
<td>10000</td>
<td>CONCORD(CON)</td>
</tr>
<tr>
<td>CLOWW WITNY HDF V1 MAD V475 BDR BDR288 RYMES(RNAV ONLY)</td>
<td>10000</td>
<td>DANBURY(DXR)</td>
</tr>
<tr>
<td>BGR T295 ENE T314 GDM T608 YANTC</td>
<td>10000</td>
<td>GROTON (NEW LONDON)(GON)</td>
</tr>
<tr>
<td>CLOWW WITNY HDF(RNAV ONLY)</td>
<td>10000</td>
<td>HARTFORD(HFD)</td>
</tr>
<tr>
<td>ENE V139 TONNI</td>
<td>10000</td>
<td>HYANNIS(HYA)</td>
</tr>
<tr>
<td>BGR T295 ENE T314 MANCH</td>
<td>10000</td>
<td>MANCHESTER(MHT)</td>
</tr>
<tr>
<td>ENE V139 TONNI</td>
<td>10000</td>
<td>NANTUCKET(AK)</td>
</tr>
<tr>
<td>CLOWW WITNY HDF V1 BELTT</td>
<td>10000</td>
<td>NEW YORK(ISP)</td>
</tr>
<tr>
<td>CLOWW WITNY HDF V1 DPK</td>
<td>10000</td>
<td>NEW YORK(FK)</td>
</tr>
<tr>
<td>BGR T295 ENE T314 HDF SASHA STUBY TRESA</td>
<td>10000</td>
<td>NEW YORK(SWF)</td>
</tr>
<tr>
<td>CLOWW WITNY HDF V229 V188 CMK V623 SAX(RNAV ONLY)</td>
<td>10000</td>
<td>NEWARK &amp; SATS</td>
</tr>
<tr>
<td>CLOWW WITNY HDF V3 CMK V623 SAX(RNAV ONLY)</td>
<td>10000</td>
<td>NEWARK &amp; SATS</td>
</tr>
<tr>
<td>ENE LWRC</td>
<td>10000</td>
<td>NORWOOD(OWD)</td>
</tr>
<tr>
<td>ENE V139 BURDY</td>
<td>10000</td>
<td>PROVIDENCE(PVD)</td>
</tr>
<tr>
<td>ENE V139 TONNI</td>
<td>10000</td>
<td>PROVINCETOWN(PVC)</td>
</tr>
<tr>
<td>ENE V139 TONNI</td>
<td>10000</td>
<td>VINEYARD HAVEN(MVY)</td>
</tr>
<tr>
<td>CLOWW WITNY HDF V1 MAD V475 BDR BDR288 RYMES(RNAV ONLY)</td>
<td>10000</td>
<td>WHITE PLAINS(HPN)</td>
</tr>
<tr>
<td>CLOWW WITNY(RNAV ONLY)</td>
<td>10000</td>
<td>WINDSOR LOCKS(BDL)</td>
</tr>
<tr>
<td>BINGHAMTON(BGM)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CLOWW SPENO</td>
<td>10000</td>
<td>WORCESTER(ORH)</td>
</tr>
<tr>
<td>V29 LJV V613</td>
<td>8000</td>
<td>ALLENTOWN(ABE)</td>
</tr>
<tr>
<td>CFB V252 GEE</td>
<td>8000</td>
<td>BUFFALO(BUF)</td>
</tr>
<tr>
<td>V270</td>
<td>8000</td>
<td>ELMIRA/CORNING(EL M)</td>
</tr>
<tr>
<td>ITH</td>
<td>8000</td>
<td>ITHACA(ITH)</td>
</tr>
<tr>
<td>V29 PTW</td>
<td>8000</td>
<td>PHILADELPHIA(PHL)</td>
</tr>
<tr>
<td>V29 LJV V613 FJC ARD</td>
<td>8000</td>
<td>PHILADELPHIA(PHL)</td>
</tr>
<tr>
<td>Approach Control Area</td>
<td>Route</td>
<td>Highest Altitude</td>
</tr>
<tr>
<td>---------------------------</td>
<td>-------</td>
<td>------------------</td>
</tr>
<tr>
<td>NE, 8 SEP 2022 to 3 NOV 2022</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOWER ENROUTE CONTROL</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Approach Control Area</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Including Satellites)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>ITH</td>
<td>8000</td>
</tr>
<tr>
<td></td>
<td>V29</td>
<td>8000</td>
</tr>
<tr>
<td></td>
<td>V29 LVZ V226 MUGZY</td>
<td>8000</td>
</tr>
<tr>
<td></td>
<td>V29</td>
<td>8000</td>
</tr>
<tr>
<td><strong>BOSTON</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ARTCC/KEENE(EEN)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>GDM V431 LOBBY</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>GDM T315 HFD</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>(3)GDM T315 HFD V1 MAD V475 BDR RYMES</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>GDM T608 YANTC</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>GDM T315 HFD</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>KEYN T393 GAILS</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>KEYN T393 PVD NEWBE DEEPO</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>WARC T295 SASHA STUBY TRESA(GNSS EQUIPPED ONLY)</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>GDM V431 LOBBY</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>KEYN T393 PVD</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>KEYN T393 GAILS</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>KEYN T393 PVD V405 MVY</td>
<td>10000</td>
</tr>
<tr>
<td><strong>BOSTON</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ARTCC/LEBANON(LEB)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>LBNON BASUU</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>LBNON CON LWRNC</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>GDM T315 HFD</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>GDM T315 HFD V1 MAD V475 BDR RYMES</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>GDM T608 YANTC</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>GDM T315 HFD</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>LBNON CON BOS GAILS</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>LBNON CON BOS LFV</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>LBNON BASUU</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>LBNON T393 PVD</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>LBNON CON BOS</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>KEYN</td>
<td>10000</td>
</tr>
<tr>
<td><strong>BOSTON</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(BOS)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>GDM T315 SPENO</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>GLYDE V270 CTR</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>BOSOX V1 MAD BEADS V308 BRIGS</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>PEASE ENE</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>BOSOX V1 MAD BEADS V268</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>PEASE ENE T295 BGR</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>PEASE ENE</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>GLYDE V270 CTR V146 ALB T608 WOZEE</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>MANCH CON LBNON</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>MANCH</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>(3)BOSOX V1 MAD V475 BDR BDR288 RYMES</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>(5)GLYDE BAF IGN V157 HAARP</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>BOSOX V1 MAD BEADS V268 ENO</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>GLYDE V270 ULW</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>GLYDE V270 ULW JHW</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>PVD</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>DUNKK V141 GAILS</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>MANCH KEYN</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>MANCH LBNON</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>MANCH</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>DUNKK V141</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>BOSOX V1 BELTT</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>BOSOX V1 DPK</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>(3)BOSOX V1 MAD V475</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>BOSOX NELIE T212 TRESA(GNSS EQUIPPED ONLY)</td>
<td>10000</td>
</tr>
<tr>
<td>Route</td>
<td>Highest Altitude</td>
<td>Destination</td>
</tr>
<tr>
<td>-------</td>
<td>------------------</td>
<td>-------------</td>
</tr>
<tr>
<td>(1)V268 HTO CCC V16 V229</td>
<td>10000</td>
<td>NEWARK &amp; SATS</td>
</tr>
<tr>
<td>(3)BOSOX V1 HFD V3 CMK V623 SAX</td>
<td>10000</td>
<td>PHILADELPHIA(PHL)</td>
</tr>
<tr>
<td>BOSOX V1 MAD BEADS V308 BRIGS ACY V184 OOD</td>
<td>10000</td>
<td>PHILADELPHIA(PNE)</td>
</tr>
<tr>
<td>BOSOX V1 MAD BEADS V308 MANTA V276 ARD PEASE ENE</td>
<td>10000</td>
<td>PROVIDENCE(PVD)</td>
</tr>
<tr>
<td>DIRECT</td>
<td>10000</td>
<td>PROVIDENCE(PVD)</td>
</tr>
<tr>
<td>PVD</td>
<td>10000</td>
<td>PROVINCETOWN(PVC)</td>
</tr>
<tr>
<td>BOSOX V1 MAD BEADS V268 ENO V16</td>
<td>10000</td>
<td>RICHMOND(RIC)</td>
</tr>
<tr>
<td>GLYDE V270 CTR V146 ALB T608 ROC MANCH T316 LAMMIS</td>
<td>10000</td>
<td>SYRACUSE(SYR)</td>
</tr>
<tr>
<td>BOSOX V1 MAD BEADS V308 MANTA V276 ARD OOD MVY359035 MVY</td>
<td>10000</td>
<td>VINEYARD HAVEN(MVY)</td>
</tr>
<tr>
<td>(3)BOSOX V1 MAD V475 BDR BDR288 RYMES</td>
<td>10000</td>
<td>WHITE PLAINS(HPN)</td>
</tr>
<tr>
<td>BOSOX V1 GRAYM DIRECT</td>
<td>10000</td>
<td>WINDSOR LOCKS(BDL)</td>
</tr>
<tr>
<td>BOSOX V1 MAD BEADS V308 DRIFT V312 CYN</td>
<td>10000</td>
<td>WRIGHTSTOWN(WRI)</td>
</tr>
<tr>
<td>BOSOX V1 GRAYM T608 MOGUL ORW V16 JKF V229 ACY</td>
<td>10000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td>BOSOX V1 GRAYM T608 MOGUL ORW V16 ENO V268 BAL</td>
<td>10000</td>
<td>BALTIMORE(BWI)</td>
</tr>
<tr>
<td>BOSOX V1 HFD</td>
<td>10000</td>
<td>BRIDGEPORT(BDR)</td>
</tr>
<tr>
<td>BOSOX V1 GRAYM T608 MOGUL ORW V16 ENO</td>
<td>10000</td>
<td>DOVER(DOV)</td>
</tr>
<tr>
<td>BOSOX V1 HFD</td>
<td>10000</td>
<td>HARTFORD(HFD)</td>
</tr>
<tr>
<td>BOSOX V1 GRAYM T608 MOGUL ORW V16 ENO</td>
<td>10000</td>
<td>NEW HAVEN(HVN)</td>
</tr>
<tr>
<td>BOSOX V1 GRAYM T608 MOGUL ORW V16 VCN OOD</td>
<td>10000</td>
<td>PHILADELPHIA(PHL)</td>
</tr>
<tr>
<td>BOSOX V1 GRAYM T608 MOGUL ORW V16 DIXIE V276 ARD</td>
<td>10000</td>
<td>PHILADELPHIA(PNE)</td>
</tr>
<tr>
<td>BOSOX V1 GRAYM T608 MOGUL ORW V16 DIXIE V276 RBV</td>
<td>10000</td>
<td>RICHMOND(RIC)</td>
</tr>
<tr>
<td>BOSOX V1 GRAYM T608 MOGUL ORW V16 DIXIE V276 RBV</td>
<td>10000</td>
<td>TRENTON(TTN)</td>
</tr>
<tr>
<td>BOSOX V1 BELTT</td>
<td>10000</td>
<td>WESTHAMPTON BEACH(FOK)</td>
</tr>
<tr>
<td>BOSOX V1 GRAYM T608 MOGUL ORW V16 ENO</td>
<td>10000</td>
<td>WRIGHTSTOWN(WRI)</td>
</tr>
<tr>
<td>BOSOX V1 GRAYM T608 MOGUL ORW V16 CYN V268 BRIGS</td>
<td>10000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td>(1)V268 HTO CCC V16 V229</td>
<td>10000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td>(1)V268 HTO CCC V16 V44 V268</td>
<td>10000</td>
<td>BALTIMORE(BWI)</td>
</tr>
<tr>
<td>V268</td>
<td>10000</td>
<td>BALTIMORE(BWI)</td>
</tr>
<tr>
<td>BOS V268 SEY V34 CREAM V374 DENNA</td>
<td>10000</td>
<td>BRIDGEPORT(BDR)</td>
</tr>
<tr>
<td>(1)V268 HTO CCC V16 ENO</td>
<td>10000</td>
<td>DOVER(DOV)</td>
</tr>
<tr>
<td>V268 ENO</td>
<td>10000</td>
<td>DOVER(DOV)</td>
</tr>
<tr>
<td>V268 SEY V34 CREAM</td>
<td>10000</td>
<td>NEW HAVEN(HVN)</td>
</tr>
<tr>
<td>V268 HTO V46 CCC</td>
<td>10000</td>
<td>NEW YORK(ISP)</td>
</tr>
<tr>
<td>V268 HTO V46 DPK</td>
<td>10000</td>
<td>NEW YORK(JFK)</td>
</tr>
<tr>
<td>(1)V268 HTO CCC V16 VCN OOD</td>
<td>10000</td>
<td>PHILADELPHIA(PHL)</td>
</tr>
<tr>
<td>V268 BRIGS ACY V184 OOD</td>
<td>10000</td>
<td>PHILADELPHIA(PHL)</td>
</tr>
<tr>
<td>(1)V268 HTO CCC V16 DIXIE V276 ARD</td>
<td>10000</td>
<td>PHILADELPHIA(PNE)</td>
</tr>
<tr>
<td>V268 MANTA V276 ARD</td>
<td>10000</td>
<td>PHILADELPHIA(PNE)</td>
</tr>
<tr>
<td>(1)V268 HTO CCC V16</td>
<td>10000</td>
<td>RICHMOND(RIC)</td>
</tr>
<tr>
<td>V268 ENO</td>
<td>10000</td>
<td>RICHMOND(RIC)</td>
</tr>
<tr>
<td>(1)V268 HTO CCC V16 DIXIE V276 RBV</td>
<td>10000</td>
<td>TRENTON(TTN)</td>
</tr>
<tr>
<td>V268 MANTA V276 RBV</td>
<td>10000</td>
<td>TRENTON(TTN)</td>
</tr>
<tr>
<td>V268 HTO</td>
<td>10000</td>
<td>WESTHAMPTON BEACH(FOK)</td>
</tr>
<tr>
<td>(1)V268 HTO CCC V16 CYN V268 DRIFT V312 CYN</td>
<td>10000</td>
<td>WRIGHTSTOWN(WRI)</td>
</tr>
<tr>
<td>(1)V268 HTO CCC V16 CYN V268 DRIFT V312 CYN</td>
<td>10000</td>
<td>WRIGHTSTOWN(WRI)</td>
</tr>
<tr>
<td>BRIDGEPORT(BDR)</td>
<td>10000</td>
<td>WRIGHTSTOWN(WRI)</td>
</tr>
<tr>
<td>SOARS V487 CANAN</td>
<td>10000</td>
<td>ALBANY(ALB)</td>
</tr>
<tr>
<td>HUO V162 FJC</td>
<td>10000</td>
<td>ALLENTOWN(ABE)</td>
</tr>
<tr>
<td>(1)CCC V16 DIXIE V229 ACY</td>
<td>6000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td>MAD HFD CLOWW/E, /F, /G ONLY</td>
<td>10000</td>
<td>AUGUSTA(AUG)</td>
</tr>
<tr>
<td>MAD V1 HFD T315 GDM T314 ENE</td>
<td>10000</td>
<td>AUGUSTA(AUG)</td>
</tr>
<tr>
<td>(1)CCC V16 ENO V268 SWAN</td>
<td>6000</td>
<td>BALTIMORE(BWI)</td>
</tr>
<tr>
<td>Route</td>
<td>Highest Altitude</td>
<td>Destination</td>
</tr>
<tr>
<td>-------</td>
<td>------------------</td>
<td>-------------</td>
</tr>
<tr>
<td>MAD HFD CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
<td>BANGOR(BGR)</td>
</tr>
<tr>
<td>MAD V1 HFD T315 GDM T314 ENE BGR</td>
<td>10000</td>
<td>BANGOR(BGR)</td>
</tr>
<tr>
<td>MAD HFD CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
<td>BAR HARBOR(BHB)</td>
</tr>
<tr>
<td>MAD V1 HFD T315 GDM T314 ENE BGR</td>
<td>10000</td>
<td>BAR HARBOR(BHB)</td>
</tr>
<tr>
<td>MAD V1 HFD HDF053 DREAM</td>
<td>10000</td>
<td>BEDFORD(BED)</td>
</tr>
<tr>
<td>DPK JFK COL</td>
<td>6000</td>
<td>BELMAR/FARMINGDALE(BLM)</td>
</tr>
<tr>
<td>MAD V475 CARLD V188 GON</td>
<td>9000</td>
<td>BLOCK ISLAND(BID)</td>
</tr>
<tr>
<td>MAD V1 HFD HDF053 DREAM</td>
<td>9000</td>
<td>BOSTON(NORTH)</td>
</tr>
<tr>
<td>(3) MAD V475 ORW V16 WOONS</td>
<td>10000</td>
<td>BOSTON(BOS)</td>
</tr>
<tr>
<td>BDR</td>
<td>2000</td>
<td>BRIDGEPORT SATS</td>
</tr>
<tr>
<td>BDR JUDDS(E, /F, /G ONLY)</td>
<td>10000</td>
<td>BURLINGTON(BTV)</td>
</tr>
<tr>
<td>SOARS V487 CAM</td>
<td>10000</td>
<td>BURLINGTON(BTV)</td>
</tr>
<tr>
<td>MAD HFD CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
<td>CONCORD(CON)</td>
</tr>
<tr>
<td>MAD V1 HFD T315 GDM</td>
<td>10000</td>
<td>CONCORD(CON)</td>
</tr>
<tr>
<td>HTO</td>
<td>3000</td>
<td>EAST HAMPTON(JPX)</td>
</tr>
<tr>
<td>MAD MAD126 MONDI</td>
<td>7000</td>
<td>GROTON(NEW)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LONDON(GON)</td>
</tr>
<tr>
<td>MUJ V162 HAR</td>
<td>5000</td>
<td>HARRISBURG(OKX)</td>
</tr>
<tr>
<td>V1 HDF</td>
<td>5000</td>
<td>HARTFORD(HFD)</td>
</tr>
<tr>
<td>MAD V475 PVD T393 GAILS</td>
<td>10000</td>
<td>HYANNIS(HYA)</td>
</tr>
<tr>
<td>BDR JUDDS WHAT(E, /F, /G ONLY)</td>
<td>10000</td>
<td>KEENE(EN)</td>
</tr>
<tr>
<td>MAD V1 HFD T315 GDM</td>
<td>10000</td>
<td>KEENE(EN)</td>
</tr>
<tr>
<td>MUJ V162 ETX V93 LRP</td>
<td>5000</td>
<td>LANCASTER(LNS)</td>
</tr>
<tr>
<td>BDR JUDDS WHAT(E, /F, /G ONLY)</td>
<td>10000</td>
<td>LEBANON(LEB)</td>
</tr>
<tr>
<td>MAD V1 HFD KEYNN</td>
<td>10000</td>
<td>LEBANON(LEB)</td>
</tr>
<tr>
<td>MAD HFD CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
<td>MANCHESTER(MHT)</td>
</tr>
<tr>
<td>MAD V1 HFD T315 GDM T314 MANCH</td>
<td>10000</td>
<td>MANCHESTER(MHT)</td>
</tr>
<tr>
<td>MAD</td>
<td>3000</td>
<td>MERIDEN(MMK)</td>
</tr>
<tr>
<td>(1) CCC V16 VCN</td>
<td>6000</td>
<td>MILLVILLE(MIV)</td>
</tr>
<tr>
<td>MAD V475 CARLD V188 GON V58 NEWBE DEEPO</td>
<td>10000</td>
<td>NANTUCKET(ACK)</td>
</tr>
<tr>
<td>MAD V475 CARLD V188 GON V374 MINNIK</td>
<td>9000</td>
<td>NEW BEDFORD(EBW)</td>
</tr>
<tr>
<td>DIRECT</td>
<td>2000</td>
<td>NEW HAVEN(HVN)</td>
</tr>
<tr>
<td>CCC</td>
<td>4000</td>
<td>NEW YORK(ISP)</td>
</tr>
<tr>
<td>DPK</td>
<td>4000</td>
<td>NEW YORK(JFK)</td>
</tr>
<tr>
<td>LGA075(RADAR VECTOR)</td>
<td>4000</td>
<td>NEW YORK(KLA)</td>
</tr>
<tr>
<td>CMK V188 SAX</td>
<td>4000</td>
<td>NEWARK(WR)</td>
</tr>
<tr>
<td>(1) CCC V16 DIXIE V1</td>
<td>6000</td>
<td>NORFOLK(ORF)</td>
</tr>
<tr>
<td>MAD V475 CARLD V188 GON</td>
<td>9000</td>
<td>NORTH/KINGSTOWN(OQU)</td>
</tr>
<tr>
<td>(3) MAD V475 ORW V16 WOONS</td>
<td>10000</td>
<td>NORWOOD(WOD)</td>
</tr>
<tr>
<td>(1) DIXIE V16 CYN V312 OOD</td>
<td>6000</td>
<td>PHILADELPHIA(PHL)</td>
</tr>
<tr>
<td>(1) CCC V16 DIXIE V276 ARD</td>
<td>6000</td>
<td>PHILADELPHIA(PNE)</td>
</tr>
<tr>
<td>MAD HFD CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
<td>PORTLAND(PWM)</td>
</tr>
<tr>
<td>MAD V1 HFD T315 GDM T314 ENE</td>
<td>10000</td>
<td>PORTLAND(PWM)</td>
</tr>
<tr>
<td>(3) MAD V1 HFD T315 GDM T314 RAYMY</td>
<td>10000</td>
<td>PORTSMOUTH(PSM)</td>
</tr>
<tr>
<td>MAD HFD CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
<td>PORTSMOUTH(PSM)</td>
</tr>
<tr>
<td>MAD V475 CARLD V188 GON</td>
<td>9000</td>
<td>PROVIDENCE(PVD)</td>
</tr>
<tr>
<td>MAD V475 PVD T393 GAILS</td>
<td>10000</td>
<td>PROVIDENCETOWN(PVC)</td>
</tr>
<tr>
<td>SAX V249 SBJ V30 ETX V39 FLOAT(PROPS ONLY)</td>
<td>10000</td>
<td>READING(RDG)</td>
</tr>
<tr>
<td>(1) CCC V16</td>
<td>6000</td>
<td>RICHMOND(RIC)</td>
</tr>
<tr>
<td>(1) CCC V16 DIXIE V1</td>
<td>6000</td>
<td>SALISBURY(SBY)</td>
</tr>
<tr>
<td>HAAYS MUJ V273 HMK T391 SYR</td>
<td>10000</td>
<td>SYRACUSE(SYR)</td>
</tr>
<tr>
<td>MAD V475 CARLD V188 GON V374 MVY</td>
<td>9000</td>
<td>VINEYARD/HAVEN(MVY)</td>
</tr>
<tr>
<td>(1) CCC V16 DIXIE V1 V308 BILIT CAPKO</td>
<td>6000</td>
<td>WASHINGTON(DCA)</td>
</tr>
<tr>
<td>(1) CCC V16 DIXIE V1 V308 BILIT CAPKO</td>
<td>6000</td>
<td>WASHINGTON(DCA)</td>
</tr>
<tr>
<td>BDR BDR288 RYMIES</td>
<td>4000</td>
<td>WHITE PLAINS(HPN)</td>
</tr>
<tr>
<td>(1) CCC V16 DIXIE V229 PANZE V44 SIE</td>
<td>6000</td>
<td>WILDWOOD(WWD)</td>
</tr>
<tr>
<td>BDR</td>
<td>10000</td>
<td>WINDSOR LOCKS(BDL)</td>
</tr>
<tr>
<td>MAD V1 GRAY</td>
<td>9000</td>
<td>WORCESTER(ORH)</td>
</tr>
<tr>
<td>(1) CCC V16 DIXIE V16 CYN</td>
<td>6000</td>
<td>WRIGHTSTOWN(WRI)</td>
</tr>
<tr>
<td>ERI</td>
<td>6000</td>
<td>ERI(ERI)</td>
</tr>
<tr>
<td>CAM</td>
<td>10000</td>
<td>ALBANY(ALB)</td>
</tr>
<tr>
<td>LBNON BASUU</td>
<td>10000</td>
<td>BEDFORD(BED)</td>
</tr>
<tr>
<td>LBNON CON LVWRC</td>
<td>10000</td>
<td>BEVERLY(BVY)</td>
</tr>
<tr>
<td>Route</td>
<td>Highest Altitude</td>
<td>Destination</td>
</tr>
<tr>
<td>-------</td>
<td>-----------------</td>
<td>-------------</td>
</tr>
<tr>
<td>(3)LBNON CON TOMIE LWRNC</td>
<td>10000</td>
<td>BOSTON(BOS)</td>
</tr>
<tr>
<td>ALB V44 DENNA</td>
<td>10000</td>
<td>BRIDGEPORT(BDR)</td>
</tr>
<tr>
<td>(4)ALB V157 HAARP</td>
<td>10000</td>
<td>DANBURY(DXR)</td>
</tr>
<tr>
<td>ALB V123 HAARP(PROP JETS LESS THAN 250 KT IAS)</td>
<td>10000</td>
<td>DANBURY(DXR)</td>
</tr>
<tr>
<td>BTV T315 GDM T608 YANTC</td>
<td>10000</td>
<td>GROTON (NEW LONDON)(GON)</td>
</tr>
<tr>
<td>BTV T315 HFD</td>
<td>10000</td>
<td>HARTFORD(HFD)</td>
</tr>
<tr>
<td>LBNON CON BOS GAILS</td>
<td>10000</td>
<td>HYANNIS(HYA)</td>
</tr>
<tr>
<td>LBNON CON BOS LFV</td>
<td>10000</td>
<td>NANTUCKET(ACK)</td>
</tr>
<tr>
<td>ALB V123 TRESA</td>
<td>10000</td>
<td>NEW YORK(SWF)</td>
</tr>
<tr>
<td>BTV T315 SPENO</td>
<td>10000</td>
<td>NORWICH(ORW)</td>
</tr>
<tr>
<td>LBNON BASU</td>
<td>10000</td>
<td>NORWOOD(OWD)</td>
</tr>
<tr>
<td>BTV T315 GDM T393 PVD</td>
<td>10000</td>
<td>PROVIDENCE(PVD)</td>
</tr>
<tr>
<td>LBNON CON BOS</td>
<td>10000</td>
<td>PROVINCETOWN(PVC)</td>
</tr>
<tr>
<td>LBNON CON BOS</td>
<td>10000</td>
<td>VINEYARD HAVEN(MVY)</td>
</tr>
<tr>
<td>KEYNN</td>
<td>10000</td>
<td>WINDSOR LOCKS(BDL)</td>
</tr>
<tr>
<td>DOVER(DOV)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENO V268 LEEAH</td>
<td>7000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td>ENO V268 SWANN</td>
<td>6000</td>
<td>BALTIMORE(BWI)</td>
</tr>
<tr>
<td>(1)V16 JFK V229 BDR</td>
<td>7000</td>
<td>BRIDGEPORT(BDR)</td>
</tr>
<tr>
<td>ENO V16 HEDGE</td>
<td>3000</td>
<td>EASTON(ESN)</td>
</tr>
<tr>
<td>(1)V16 JFK V229</td>
<td>7000</td>
<td>HARTFORD(HFD)</td>
</tr>
<tr>
<td>ENO V29 SBY V1</td>
<td>6000</td>
<td>NORFOLK(KRF)</td>
</tr>
<tr>
<td>ENO V16</td>
<td>6000</td>
<td>PATUXENT RIVER(NHK)</td>
</tr>
<tr>
<td>ENO V29 PXT063 PXT</td>
<td>4000</td>
<td>PATUXENT RIVER(NHK)</td>
</tr>
<tr>
<td>ENO V29 DQO</td>
<td>5000</td>
<td>PHILADELPHIA(PHL)</td>
</tr>
<tr>
<td>ENO V29</td>
<td>6000</td>
<td>SALISBURY(SBY)</td>
</tr>
<tr>
<td>ENO V16 CHOPS V308 BILIT CAPKO OTT</td>
<td>6000</td>
<td>WASHINGTON(DCA)</td>
</tr>
<tr>
<td>DOV ENO V29 DQO</td>
<td>5000</td>
<td>WILMINGTON(OWL)</td>
</tr>
<tr>
<td>ENO V16 YANTC</td>
<td>7000</td>
<td>WRIGHTSTOWN(WRI)</td>
</tr>
<tr>
<td>ELMIRA/CORNING(ELM)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>V147</td>
<td>8000</td>
<td>ROCHESTER(ROC)</td>
</tr>
<tr>
<td>V31</td>
<td>8000</td>
<td>ROCHESTER(ROC)</td>
</tr>
<tr>
<td>V35</td>
<td>8000</td>
<td>SYRACUSE(SYR)</td>
</tr>
<tr>
<td>V147</td>
<td>8000</td>
<td>WILKES-BARRE/SCRA NTON(AVP)</td>
</tr>
<tr>
<td>V36 V29</td>
<td>8000</td>
<td>WILKES-BARRE/SCRA NTON(AVP)</td>
</tr>
<tr>
<td>GROTON (NEW LONDON)(GON)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>GON BAF V146</td>
<td>10000</td>
<td>ALBANY(ALB)</td>
</tr>
<tr>
<td>HFD PWL HUO V162</td>
<td>5000</td>
<td>ALLENTOWN(ABE)</td>
</tr>
<tr>
<td>(1)GON V374 CREAM V16 JFK V229</td>
<td>10000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td>ORW V16 BOS PEASE ENE</td>
<td>10000</td>
<td>AUGUSTA(AUG)</td>
</tr>
<tr>
<td>(1)GON V374 CREAM V16 ENO V268 SWANN</td>
<td>10000</td>
<td>BALTIMORE(BWI)</td>
</tr>
<tr>
<td>ORW V16 BOS PEASE ENE T295 BGR</td>
<td>10000</td>
<td>BANGOR(BGR)</td>
</tr>
<tr>
<td>ORW V16 BOS PEASE ENE</td>
<td>10000</td>
<td>BAR HARBOR(BHB)</td>
</tr>
<tr>
<td>ORW V16 WOONS</td>
<td>10000</td>
<td>BEDFORD &amp; NORTH SATS</td>
</tr>
<tr>
<td>(3)ORW V16 WOONS</td>
<td>10000</td>
<td>BOSTON(BOS)</td>
</tr>
<tr>
<td>(5)PVD T393 INNDY</td>
<td>10000</td>
<td>BOSTON(BOS)</td>
</tr>
<tr>
<td>GON V374 DENNA</td>
<td>10000</td>
<td>BRIDGEPORT(BDR)</td>
</tr>
<tr>
<td>BAF V146 ALB T608 WOZEE</td>
<td>10000</td>
<td>BUFFALO(BUF)</td>
</tr>
<tr>
<td>YANTC T608 GDM T315 BTV</td>
<td>10000</td>
<td>BURLINGTON(BTV)</td>
</tr>
<tr>
<td>ORW V16 WOONS MANCH</td>
<td>10000</td>
<td>CONCORD(CON)</td>
</tr>
<tr>
<td>(3)GON V374 CREAM BDR BDR288 RYMES</td>
<td>10000</td>
<td>DANBURY(DXR)</td>
</tr>
<tr>
<td>(5)ORW BAF IGN V157 HAARP</td>
<td>10000</td>
<td>DANBURY(DXR)</td>
</tr>
<tr>
<td>(1)GON V374 CREAM V16 ENO</td>
<td>10000</td>
<td>DOVER(DOV)</td>
</tr>
<tr>
<td>CTR V270 ULW</td>
<td>10000</td>
<td>ELMIRA/CORNING(ELM)</td>
</tr>
<tr>
<td>GON CTR V270 ULW JHW</td>
<td>10000</td>
<td>ERIE(ERI)</td>
</tr>
<tr>
<td>GON V374 KURTY V16 CCC V46 DPK</td>
<td>10000</td>
<td>FARMINGDALE(FRG)</td>
</tr>
<tr>
<td>HFD</td>
<td>10000</td>
<td>HARTFORD(HFD)</td>
</tr>
<tr>
<td>PVD T393 GAILS</td>
<td>10000</td>
<td>HYANNIS(HYA)</td>
</tr>
<tr>
<td>YANTC T608 GDM</td>
<td>10000</td>
<td>KEENE(EEN)</td>
</tr>
</tbody>
</table>
Approach Control Area (Including Satellites)

<table>
<thead>
<tr>
<th>Route</th>
<th>Highest Altitude</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>YANTC T608 GDM</td>
<td>10000</td>
<td>LEBANON(LEB)</td>
</tr>
<tr>
<td>ORW V16 WOONS</td>
<td>10000</td>
<td>MANCHESTER(MHT)</td>
</tr>
<tr>
<td>GON V58 NEWBE DEEPO</td>
<td>10000</td>
<td>NANTUCKET(ACK)</td>
</tr>
<tr>
<td>GON V374 CREAM</td>
<td>10000</td>
<td>NEW HAVEN(HVN)</td>
</tr>
<tr>
<td>GON V374 V16 CCC</td>
<td>10000</td>
<td>NEW YORK(ISP)</td>
</tr>
<tr>
<td>GON V374 KURTY V16 CCC V46 DPK</td>
<td>10000</td>
<td>NEW YORK(JFK)</td>
</tr>
<tr>
<td>GON V374 CREAM BDR V475</td>
<td>10000</td>
<td>NEW YORK(LGA)</td>
</tr>
<tr>
<td>GON NELE T121 TRESA(GNSS EQUIPPED ONLY)</td>
<td>10000</td>
<td>NEW YORK(SWF)</td>
</tr>
<tr>
<td>(1)GON HFD V229 SEALL V188 CMK V623 SAX</td>
<td>10000</td>
<td>NEWARK &amp; SATS</td>
</tr>
<tr>
<td>(3)GON HFD V3 CMK V623 SAX</td>
<td>10000</td>
<td>NEWARK &amp; SATS</td>
</tr>
<tr>
<td>ORW V16 WOONS</td>
<td>10000</td>
<td>NORWOOD &amp; SOUTH SATS</td>
</tr>
<tr>
<td>GON V374 DENNA</td>
<td>10000</td>
<td>OXFORD(OXC)</td>
</tr>
<tr>
<td>(1)GON V374 CREAM V16 VCN OOD</td>
<td>10000</td>
<td>PHILADELPHIA(PHL)</td>
</tr>
<tr>
<td>(1)GON V374 CREAM V16 DIXIE V276 ARD</td>
<td>10000</td>
<td>PHILADELPHIA(PNE)</td>
</tr>
<tr>
<td>ORW V16 WOONS BOS PEASE ENE</td>
<td>10000</td>
<td>PORTLAND(PWM)</td>
</tr>
<tr>
<td>ORW V16 WOONS BOS</td>
<td>10000</td>
<td>PORTSMOUTH(PSM)</td>
</tr>
<tr>
<td>PVD T393 GAILS</td>
<td>10000</td>
<td>PROVINCETOWN(PVC)</td>
</tr>
<tr>
<td>(1)GON V374 CREAM V16</td>
<td>10000</td>
<td>RICHMOND(RIC)</td>
</tr>
<tr>
<td>GON BAF V146 ALB</td>
<td>10000</td>
<td>ROCHESTER(ROC)</td>
</tr>
<tr>
<td>GON BAF V146 ALB</td>
<td>10000</td>
<td>SYRACUSE(Syr)</td>
</tr>
<tr>
<td>(1)GON V374 CREAM V16 DIXIE V276 ARD</td>
<td>10000</td>
<td>TRENTON(TTN)</td>
</tr>
<tr>
<td>GON V374 MVY</td>
<td>10000</td>
<td>VINEYARD HAVEN(MVY)</td>
</tr>
<tr>
<td>GON V374 V16 CCC</td>
<td>10000</td>
<td>WESTHAMPTON BEACH(FOK)</td>
</tr>
<tr>
<td>GON V374 CREAM BDR BDR288 RYMES</td>
<td>10000</td>
<td>WHITE PLAINS(HPN)</td>
</tr>
<tr>
<td>HFD PWL V34 WEETS LVZ</td>
<td>6000</td>
<td>WILKES-BARRE/Scranton(AVP)</td>
</tr>
<tr>
<td>HFD</td>
<td>10000</td>
<td>WINDSOR LOCKS(BDL)</td>
</tr>
<tr>
<td>YANTC T608 GRAYM</td>
<td>10000</td>
<td>WORCESTER(ORH)</td>
</tr>
<tr>
<td>(1)GON V374 CREAM V16 CYN</td>
<td>10000</td>
<td>WRIGHTSVILLE(WRI)</td>
</tr>
<tr>
<td>HAR V162 ETX</td>
<td>7000</td>
<td>ALLENTOWN(ABE)</td>
</tr>
<tr>
<td>LRP V39 ETX</td>
<td>7000</td>
<td>ALLENTOWN(ABE)</td>
</tr>
<tr>
<td>HAR V469 OOD V184</td>
<td>5000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td>LRP LRP144 PADRE DQO OOD V184</td>
<td>5000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td>HAR V31</td>
<td>8000</td>
<td>BALTIMORE(BWI)</td>
</tr>
<tr>
<td>LRP V499</td>
<td>6000</td>
<td>BALTIMORE(BWI)</td>
</tr>
<tr>
<td>LRP V499</td>
<td>7000</td>
<td>BINGHAMTON(BGM)</td>
</tr>
<tr>
<td>HAR V162 FJC V6 V232 COL(PROPS ONLY)</td>
<td>7000</td>
<td>NEW YORK(JFK)</td>
</tr>
<tr>
<td>LRP V39 V162 FJC V6 V232 COL(PROPS ONLY)</td>
<td>7000</td>
<td>NEW YORK(JFK)</td>
</tr>
<tr>
<td>HAR V162 FJC V6 V232 TYKES V123 NANCY(PROPS ONLY)</td>
<td>7000</td>
<td>NEW YORK(GA)</td>
</tr>
<tr>
<td>LRP V39 V162 FJC V6 V232 TYKES V123 NANCY(PROPS ONLY)</td>
<td>7000</td>
<td>NEW YORK(GA)</td>
</tr>
<tr>
<td>HAR V162 FJC BWZ(PROPS ONLY)</td>
<td>7000</td>
<td>NEWARK(EWR)</td>
</tr>
<tr>
<td>LRP V39 V162 FJC BWZ(JETS ONLY)</td>
<td>7000</td>
<td>NEWARK(EWR)</td>
</tr>
<tr>
<td>HAR V210 BUNTS</td>
<td>5000</td>
<td>PHILADELPHIA(PHL)</td>
</tr>
<tr>
<td>LRP V210 BUNTS</td>
<td>5000</td>
<td>PHILADELPHIA(PNE)</td>
</tr>
<tr>
<td>HAR V12 BOYER</td>
<td>6000</td>
<td>READING(RDG)</td>
</tr>
<tr>
<td>LRP LRP082 HUMEL</td>
<td>4000</td>
<td>READING(RDG)</td>
</tr>
<tr>
<td>HAR V162 FJC STW</td>
<td>7000</td>
<td>TETERBORO(TEB)</td>
</tr>
<tr>
<td>LRP V39 V162 FJC STW</td>
<td>7000</td>
<td>TETERBORO(TEB)</td>
</tr>
<tr>
<td>HAR V265 KRANT</td>
<td>8000</td>
<td>WASHINGTON(DCA)</td>
</tr>
<tr>
<td>LRP V93 BAL</td>
<td>8000</td>
<td>WASHINGTON(DCA)</td>
</tr>
<tr>
<td>HAR V162 V39 ROBRT AML</td>
<td>8000</td>
<td>WASHINGTON(IAD)</td>
</tr>
<tr>
<td>LRP V39 ROBRT AML</td>
<td>8000</td>
<td>WASHINGTON(IAD)</td>
</tr>
<tr>
<td>HAR V162 FJC STW SAX V39 BREZY</td>
<td>7000</td>
<td>WHITE PLAINS(HPN)</td>
</tr>
<tr>
<td>LRP V39 V162 FJC STW SAX V39 BREZY</td>
<td>7000</td>
<td>WHITE PLAINS(HPN)</td>
</tr>
<tr>
<td>LRP V93</td>
<td>7000</td>
<td>WILKES-BARRE/Scranton(AVP)</td>
</tr>
<tr>
<td>LRP LRP144 PADRE DQO</td>
<td>5000</td>
<td>WILMINGTON(ILG)</td>
</tr>
<tr>
<td>V469</td>
<td>7000</td>
<td>WILMINGTON(ILG)</td>
</tr>
<tr>
<td>HARTFORD(HFD)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PWL HUO V162</td>
<td>10000</td>
<td>ALBANY(ALB)</td>
</tr>
<tr>
<td>GON CCC V16 JFK V229 ACY</td>
<td>10000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td>Route</td>
<td>Highest Altitude</td>
<td>Destination</td>
</tr>
<tr>
<td>-------</td>
<td>------------------</td>
<td>-------------</td>
</tr>
<tr>
<td>MAD BEADS V308 BRIGS</td>
<td>10000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td>HFD CLOWW/E, /F, /G ONLY</td>
<td>10000</td>
<td>AUGUSTA(AUG)</td>
</tr>
<tr>
<td>GON CCC V16 ENO V268 BAL</td>
<td>10000</td>
<td>BALTIMORE(BWI)</td>
</tr>
<tr>
<td>MAD BEADS V268</td>
<td>10000</td>
<td>BALTIMORE(BWI)</td>
</tr>
<tr>
<td>HFD CLOWW/E, /F, /G ONLY</td>
<td>10000</td>
<td>BANGOR(BGR)</td>
</tr>
<tr>
<td>HFD CLOWW/E, /F, /G ONLY</td>
<td>10000</td>
<td>BAR HARBOR(HHB)</td>
</tr>
<tr>
<td>HFD HFD053 DREEM</td>
<td>10000</td>
<td>BEDFORD &amp; NORTH SATS</td>
</tr>
<tr>
<td>HFD V3 WOONS</td>
<td>10000</td>
<td>BOSTON &amp; SOUTH SATS</td>
</tr>
<tr>
<td>DIRECT</td>
<td>10000</td>
<td>BRIDGEPORT(BDR)</td>
</tr>
<tr>
<td>ALB T608 WOZEE</td>
<td>10000</td>
<td>BUFFALO(BUF)</td>
</tr>
<tr>
<td>HFD CLOWW/E, /F, /G ONLY</td>
<td>10000</td>
<td>CONCORD(CON)</td>
</tr>
<tr>
<td>(3)HFD V1 MAD V475 BDR BDR288 RYMES</td>
<td>10000</td>
<td>DANBURY(DXR)</td>
</tr>
<tr>
<td>(5)NELIE VEERS IGN V157 HAARP</td>
<td>10000</td>
<td>DANBURY(DXR)</td>
</tr>
<tr>
<td>GON CCC V16 ENO</td>
<td>10000</td>
<td>DOVER(DOV)</td>
</tr>
<tr>
<td>MAD BEADS V268 ENO</td>
<td>10000</td>
<td>ELMIRA/CORNING(EL M)</td>
</tr>
<tr>
<td>CTR V270 ULW</td>
<td>10000</td>
<td>ERIE(ERI)</td>
</tr>
<tr>
<td>HFD GON</td>
<td>10000</td>
<td>GROTON (NEW LONDON)(GON)</td>
</tr>
<tr>
<td>HFD V167 PVD T393 GAILS</td>
<td>10000</td>
<td>HYANNIS(HYA)</td>
</tr>
<tr>
<td>HFD T315 GDM</td>
<td>10000</td>
<td>KEENE(EEN)</td>
</tr>
<tr>
<td>HFD KEYNN</td>
<td>10000</td>
<td>LEBANON(LEB)</td>
</tr>
<tr>
<td>GON V58 NEWBE DEEPO</td>
<td>10000</td>
<td>NANTUCKET(ACK)</td>
</tr>
<tr>
<td>MAD V1 BELTT</td>
<td>10000</td>
<td>NEW YORK(ISP)</td>
</tr>
<tr>
<td>MAD V1 DPK</td>
<td>10000</td>
<td>NEW YORK(JFK)</td>
</tr>
<tr>
<td>(3)HFD V1 MAD V475</td>
<td>10000</td>
<td>NEW YORK(LGA)</td>
</tr>
<tr>
<td>VEERS T212 TRESA(GNSS EQUIPPED ONLY)</td>
<td>10000</td>
<td>NEW YORK(SWF)</td>
</tr>
<tr>
<td>(1)HFD V229 SEALL V188 CMK V623 SAX</td>
<td>10000</td>
<td>NEW YORK &amp; SATS</td>
</tr>
<tr>
<td>(3)HFD V3 CMK V623 SAX</td>
<td>10000</td>
<td>NEW YORK &amp; SATS</td>
</tr>
<tr>
<td>PUT PUT105 WOONS</td>
<td>10000</td>
<td>NORWOOD(OWD)</td>
</tr>
<tr>
<td>GON CCC V16 VCN OOD</td>
<td>10000</td>
<td>PHILADELPHIA(PHL)</td>
</tr>
<tr>
<td>MAD BEADS V308 BRIGS ACY V184 OOD</td>
<td>10000</td>
<td>PHILADELPHIA(PHL)</td>
</tr>
<tr>
<td>GON CCC V16 DIXIE V276 ARD</td>
<td>10000</td>
<td>PHILADELPHIA(PNE)</td>
</tr>
<tr>
<td>MAD BEADS V308 MANTA V276 ARD</td>
<td>10000</td>
<td>PHILADELPHIA(PNE)</td>
</tr>
<tr>
<td>HFD CLOWW/E, /F, /G ONLY</td>
<td>10000</td>
<td>PORTLAND(PWM)</td>
</tr>
<tr>
<td>HFD CLOWW/E, /F, /G ONLY</td>
<td>10000</td>
<td>PORTSMOUTH(PSM)</td>
</tr>
<tr>
<td>HFD V167 PVD</td>
<td>10000</td>
<td>PROVIDENCE(PVD)</td>
</tr>
<tr>
<td>PVD T393 GAILS</td>
<td>10000</td>
<td>PROVINCETOWN(PVC)</td>
</tr>
<tr>
<td>GON CCC V16 RIC</td>
<td>10000</td>
<td>RICHMOND(RIC)</td>
</tr>
<tr>
<td>MAD BEADS V268 ENO V16</td>
<td>10000</td>
<td>RICHMOND(RIC)</td>
</tr>
<tr>
<td>ALB</td>
<td>10000</td>
<td>ROCHESTER(ROC)</td>
</tr>
<tr>
<td>ALB</td>
<td>10000</td>
<td>SYRACUSE(SYR)</td>
</tr>
<tr>
<td>GON CCC V16 DIXIE V276 RBV</td>
<td>10000</td>
<td>TRENTON(TTN)</td>
</tr>
<tr>
<td>MAD BEADS V308 MANTA V276 ARD</td>
<td>10000</td>
<td>TRENTON(TTN)</td>
</tr>
<tr>
<td>GON V374 MVY</td>
<td>10000</td>
<td>VINEYARD HAVEN(MVY)</td>
</tr>
<tr>
<td>V1 BELTT</td>
<td>10000</td>
<td>WESTHAMPTON BEACH(FOK)</td>
</tr>
<tr>
<td>(3)HFD V1 MAD V475 BDR BDR288 RYMES</td>
<td>10000</td>
<td>WHITE PLAINS(HPN)</td>
</tr>
<tr>
<td>PWL V34 WEETS LVZ</td>
<td>6000</td>
<td>WILKES-BARRE/SCRA NTON(AVP)</td>
</tr>
<tr>
<td>GON CCC V16 CYN</td>
<td>10000</td>
<td>WRIGHTSTOWN(WRI)</td>
</tr>
<tr>
<td>MAD BEADS V308 DRIFT V312 CYN</td>
<td>10000</td>
<td>WRIGHTSTOWN(WRI)</td>
</tr>
<tr>
<td>PVD V146</td>
<td>10000</td>
<td>ALBANY(ALB)</td>
</tr>
<tr>
<td>(1)MINNK V374 GON CCC V16 JFK V229</td>
<td>10000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td>MVY MVY230 V34 SEY HTO V308 BRIGS</td>
<td>10000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td>FREDO BOS PEASE ENE</td>
<td>10000</td>
<td>AUGUSTA(AUG)</td>
</tr>
<tr>
<td>(1)MINNK V374 GON CCC V16 ENO V268</td>
<td>10000</td>
<td>BALTIMORE(BWI)</td>
</tr>
<tr>
<td>MVY MVY230 V34 SEY HTO V268</td>
<td>10000</td>
<td>BALTIMORE(BWI)</td>
</tr>
<tr>
<td>FREDO BOS PEASE ENE T295 BGR</td>
<td>10000</td>
<td>BANGOR(BGR)</td>
</tr>
<tr>
<td>FREDO BOS PEASE ENE</td>
<td>10000</td>
<td>BAR HARBOR(HHB)</td>
</tr>
<tr>
<td>FREDO</td>
<td>10000</td>
<td>BEDFORD(BED)</td>
</tr>
<tr>
<td>FREDO</td>
<td>10000</td>
<td>BOSTON &amp; SATS</td>
</tr>
</tbody>
</table>

**HYANNIS(HYA)**
## Approach Control Area (Including Satellites)

<table>
<thead>
<tr>
<th>Route</th>
<th>Highest Altitude</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>MINNK V374 DENNA</td>
<td>10000</td>
<td>BRIDGEPORT(BDR)</td>
</tr>
<tr>
<td>MVY MVY230 V34 SEY HTO V302 KEYED(WATER)</td>
<td>10000</td>
<td>BRIDGEPORT(BDR)</td>
</tr>
<tr>
<td>PVD T393 KEYNN</td>
<td>10000</td>
<td>KEENE(ENE)</td>
</tr>
<tr>
<td>PVD T393 GDM T393 LBNON</td>
<td>10000</td>
<td>LEBANON(LEB)</td>
</tr>
<tr>
<td>FREDO BOS</td>
<td>10000</td>
<td>MANCHESTER(MHT)</td>
</tr>
<tr>
<td>(1)MINNK V374 GON CCC</td>
<td>10000</td>
<td>NEW YORK(ISP)</td>
</tr>
<tr>
<td>(5)MVY MVY230 V34 SEY V268 HTO V46 DPK</td>
<td>10000</td>
<td>NEW YORK(SWF)</td>
</tr>
<tr>
<td>PV D167 HFD V1 MAD V475 BDR BDR288 RYMES</td>
<td>10000</td>
<td>WINDSOR LOCKS(BDL)</td>
</tr>
<tr>
<td>(5)MVY MVY230 V34 SEY V268 HTO V46 DPK</td>
<td>10000</td>
<td>WESTHAMPTON BEACH(FOK)</td>
</tr>
<tr>
<td>PVD T393 DIXIE V276 ARD</td>
<td>10000</td>
<td>WESTHAMPTON BEACH(FOK)</td>
</tr>
<tr>
<td>PVD T393 DRIFT V312 CYN</td>
<td>10000</td>
<td>WRIGHTSTOWN(WRI)</td>
</tr>
<tr>
<td>PVD T393 GDM T314 BAF SASHA T295 LAAYK(GNSS EQUIPPED ONLY)</td>
<td>10000</td>
<td>WRIGHTSTOWN(WRI)</td>
</tr>
<tr>
<td>GDM HFD MAD BEADS V308 BRIGS</td>
<td>10000</td>
<td>BALTIMORE(BWI)</td>
</tr>
<tr>
<td>GDM HFD MAD BEADS V308 CHOPS</td>
<td>10000</td>
<td>BALTIMORE(BWI)</td>
</tr>
<tr>
<td>GDM T314 BAF SASHA T295 LRP V93 BAL(GNSS EQUIPPED ONLY)</td>
<td>10000</td>
<td>BALTIMORE(BWI)</td>
</tr>
<tr>
<td>GDM T314 BAF SASHA T295 LAAYK(GNSS EQUIPPED ONLY)</td>
<td>10000</td>
<td>ALLENTOWN(ABE)</td>
</tr>
<tr>
<td>GDM T314 BAF SASHA T295 LAAYK(GNSS EQUIPPED ONLY)</td>
<td>10000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td>GDM HFD MAD BEADS V308 BRIGS</td>
<td>10000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td>GDM HFD MAD BEADS V308 CHOPS</td>
<td>10000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td>GDM T314 BAF SASHA T295 LAAYK(GNSS EQUIPPED ONLY)</td>
<td>10000</td>
<td>BALTIMORE(BWI)</td>
</tr>
<tr>
<td>GDM T314 BAF SASHA T295 LAAYK(GNSS EQUIPPED ONLY)</td>
<td>10000</td>
<td>BALTIMORE(BWI)</td>
</tr>
<tr>
<td>Route</td>
<td>Highest Altitude</td>
<td>Destination</td>
</tr>
<tr>
<td>-------</td>
<td>-----------------</td>
<td>-------------</td>
</tr>
<tr>
<td>GDM HDF MAD BEADS V308 MANTA V276 DIXIE</td>
<td>10000</td>
<td>BELMAR/FARMINGDALE(BLM)</td>
</tr>
<tr>
<td>GDM ORW V16 JFK COL</td>
<td>10000</td>
<td>BELMAR/FARMINGDALE(BLM)</td>
</tr>
<tr>
<td>TOMIE LWRNC</td>
<td>10000</td>
<td>BOSTON(BOS)</td>
</tr>
<tr>
<td>CLOWW WITNY HFD(RNAV ONLY)</td>
<td>10000</td>
<td>BRIDGEPORT(BDR)</td>
</tr>
<tr>
<td>CLOWW WITNY HFD V1 MAD V475 BDR BDR288 RYMES(RNAV ONLY)</td>
<td>10000</td>
<td>DANBURY(DXR)</td>
</tr>
<tr>
<td>GDM HDF MAD BEADS V268 ENO</td>
<td>10000</td>
<td>DOVER(DOV)</td>
</tr>
<tr>
<td>GDM ORW V16 ENO</td>
<td>10000</td>
<td>DOVER(DOV)</td>
</tr>
<tr>
<td>KEYNN T295 WHATE CTR V270 ULW</td>
<td>10000</td>
<td>ELMIRA/CORNING(ELM)</td>
</tr>
<tr>
<td>GDM HDF V1 DPK</td>
<td>10000</td>
<td>FARMINGDALE(FRG)</td>
</tr>
<tr>
<td>GDM T608 YANTC</td>
<td>10000</td>
<td>GROTON (NEW LONDON)(GON)</td>
</tr>
<tr>
<td>GDM T314 BAF SASHA T295 DUMMR V162 HAR(GNSS EQUIPPED ONLY)</td>
<td>10000</td>
<td>HARRISBURG(MDT)</td>
</tr>
<tr>
<td>BOS GAILS</td>
<td>10000</td>
<td>HYANNIS(HYA)</td>
</tr>
<tr>
<td>GDM T314 BAF SASHA T295 LRP(GNSS EQUIPPED ONLY)</td>
<td>10000</td>
<td>LANCASTER(LNS)</td>
</tr>
<tr>
<td>BOS LFV</td>
<td>10000</td>
<td>NANTUCKET(ACK)</td>
</tr>
<tr>
<td>CLOWW WITNY HFD(RNAV ONLY)</td>
<td>10000</td>
<td>NEW HAVEN(HVN)</td>
</tr>
<tr>
<td>GDM HDF V1 BELTT</td>
<td>10000</td>
<td>NEW YORK(ISP)</td>
</tr>
<tr>
<td>GDM HDF V1 DPK</td>
<td>10000</td>
<td>NEW YORK(JFK)</td>
</tr>
<tr>
<td>(3)CLOWW WITNY HFD V1 MAD V475 LGA</td>
<td>10000</td>
<td>NEW YORK(LGA)</td>
</tr>
<tr>
<td>GDM T314 BAF VEERS T212 TRESA(GNSS EQUIPPED ONLY)</td>
<td>10000</td>
<td>NEW YORK(SWF)</td>
</tr>
<tr>
<td>CLOWW WITNY HFD V229 V188 CMK V623 SAX(RNAV ONLY)</td>
<td>10000</td>
<td>NEWARK &amp; SATS</td>
</tr>
<tr>
<td>CLOWW WITNY HFD V3 CMK V623 SAX(RNAV ONLY)</td>
<td>10000</td>
<td>NEWARK &amp; SATS</td>
</tr>
<tr>
<td>GDM HDF MAD BEADS V139</td>
<td>10000</td>
<td>NORFOLK(ORF)</td>
</tr>
<tr>
<td>GDM ORW V16 JFK V1 ORF</td>
<td>10000</td>
<td>NORFOLK(ORF)</td>
</tr>
<tr>
<td>CLOWW WITNY HFD(RNAV ONLY)</td>
<td>10000</td>
<td>OXFORD(OXC)</td>
</tr>
<tr>
<td>GDM HDF MAD BEADS V308 BRIGS ACY V184 OOD</td>
<td>10000</td>
<td>PHILADELPHIA(PHL)</td>
</tr>
<tr>
<td>GDM ORW V16 VCN OOD</td>
<td>10000</td>
<td>PHILADELPHIA(PHL)</td>
</tr>
<tr>
<td>GDM HDF MAD BEADS V308 MANTA V276 ARD</td>
<td>10000</td>
<td>PHILADELPHIA(PNE)</td>
</tr>
<tr>
<td>GDM ORW V16 DIXIE V276 ARD</td>
<td>10000</td>
<td>PHILADELPHIA(PNE)</td>
</tr>
<tr>
<td>GDM T314 BAF SASHA T295 LAAYK T216 PSB GRACE(GNSS EQUIPPED ONLY)</td>
<td>10000</td>
<td>PITTSBURGH(PIT)</td>
</tr>
<tr>
<td>KEYNN CTR</td>
<td>10000</td>
<td>PROVIDENCE(PVD)</td>
</tr>
<tr>
<td>GDM T395 PVD</td>
<td>10000</td>
<td>PROVIDENCE(PVD)</td>
</tr>
<tr>
<td>BOS</td>
<td>10000</td>
<td>PROVIDENCE(PVD)</td>
</tr>
<tr>
<td>BOS</td>
<td>10000</td>
<td>PROVIDENCE(PVD)</td>
</tr>
<tr>
<td>GDM HDF MAD BEADS V268 ENO V16</td>
<td>10000</td>
<td>RICHMOND(RIC)</td>
</tr>
<tr>
<td>GDM ORW V16 RIC</td>
<td>10000</td>
<td>RICHMOND(RIC)</td>
</tr>
<tr>
<td>CAM T316 LAMMS</td>
<td>10000</td>
<td>SYRACUSE(SYR)</td>
</tr>
<tr>
<td>GDM HDF MAD BEADS V308 MANTA V276 ARD</td>
<td>10000</td>
<td>TRENTON(TTN)</td>
</tr>
<tr>
<td>GDM ORW V16 DIXIE V276 RBV</td>
<td>10000</td>
<td>TRENTON(TTN)</td>
</tr>
<tr>
<td>BOS</td>
<td>10000</td>
<td>VINEYARD HAVEN(MVY)</td>
</tr>
<tr>
<td>GDM ORW V308 HTO</td>
<td>10000</td>
<td>WESTHAMPTON BEACH(FOK)</td>
</tr>
<tr>
<td>(5)GDM T314 BAF SASHA STUBY PWL IGN V157 HAARP</td>
<td>10000</td>
<td>WHITE PLAINS(HPN)</td>
</tr>
<tr>
<td>CLOWW WITNY HFD V1 MAD V475 BDR BDR288 RYMES(RNAV ONLY)</td>
<td>10000</td>
<td>WHITE PLAINS(HPN)</td>
</tr>
<tr>
<td>GDM ORW V16 JFK V229 ACY PANZE V44 SIE</td>
<td>10000</td>
<td>WILDWOOD(WWD)</td>
</tr>
<tr>
<td>GDM ORW V308 SIE</td>
<td>10000</td>
<td>WILDWOOD(WWD)</td>
</tr>
<tr>
<td>GDM T314 BAF SASHA T295 LAAYK(GNSS EQUIPPED ONLY)</td>
<td>10000</td>
<td>WILKES-BARRE/SCRANTON(AVP)</td>
</tr>
<tr>
<td>CLOWW WITNY(RNAV ONLY)</td>
<td>10000</td>
<td>WINDSOR LOCKS(BDL)</td>
</tr>
<tr>
<td>NANTUCKET(ACK)</td>
<td>10000</td>
<td>WORCESTER(ORH)</td>
</tr>
<tr>
<td>ACK V146</td>
<td>10000</td>
<td>ALBANY(ALB)</td>
</tr>
<tr>
<td>(1)ACK V146 MVY V374 GON CCC JFK V229</td>
<td>10000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td>ACK V34 SEY HTO V308 BRIGS</td>
<td>10000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
</tbody>
</table>
## Approach Control Area
( Including Satellites )

<table>
<thead>
<tr>
<th>Route</th>
<th>Highest Altitude</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>FREDO BOS PEASE ENE</td>
<td>10000</td>
<td>AUGUSTA(AUG)</td>
</tr>
<tr>
<td>(1)ACK V146 MVY V374 GON CCC V16 ENO V268</td>
<td>10000</td>
<td>BALTIMORE(BWI)</td>
</tr>
<tr>
<td>ACK V34 SEY HTO V268</td>
<td>10000</td>
<td>BANGOR(BGR)</td>
</tr>
<tr>
<td>FREDO BOS PEASE ENE T295 BGR</td>
<td>10000</td>
<td>BAR HARBOR(BHB)</td>
</tr>
<tr>
<td>ACK FRED</td>
<td>10000</td>
<td>BOSTON &amp; SATS</td>
</tr>
<tr>
<td>ACK V146 MVY V374 DENNA</td>
<td>10000</td>
<td>BRIDGEPORT(BDR)</td>
</tr>
<tr>
<td>ACK V34 SEY HTO HT0302 KEYED(WATER)</td>
<td>10000</td>
<td>BRIDGEPORT(BDR)</td>
</tr>
<tr>
<td>ACK V146 ALB T608 WOZE</td>
<td>10000</td>
<td>BUFFALO(BUF)</td>
</tr>
<tr>
<td>ACK V146 PVD T393 GDM T315 BTV</td>
<td>10000</td>
<td>BURLINGTON(BTV)</td>
</tr>
<tr>
<td>FREDO BOS MANCH</td>
<td>10000</td>
<td>CONCORD(CON)</td>
</tr>
<tr>
<td>(3)ACK V146 PVD HDF V1 MAD V475 BDR BDR288 RYMES</td>
<td>10000</td>
<td>DANBURY(DKR)</td>
</tr>
<tr>
<td>(5)ACK V34 SEY V268 HT0 V46 DPK</td>
<td>10000</td>
<td>FARMINGDALE(FRG)</td>
</tr>
<tr>
<td>ACK V146 MVY V374 GON CCC V46 DPK</td>
<td>10000</td>
<td>FARMINGDALE(FRG)</td>
</tr>
<tr>
<td>ACK</td>
<td>10000</td>
<td>GROTON (NEW LONDON)(GON)</td>
</tr>
<tr>
<td>ACK V58 HDF</td>
<td>10000</td>
<td>HARTFORD(HFD)</td>
</tr>
<tr>
<td>ACK V146 PVD T393 KEYNN</td>
<td>10000</td>
<td>KEENE(EEN)</td>
</tr>
<tr>
<td>ACK V146 PVD T393 LBNON</td>
<td>10000</td>
<td>LEBANON(LOB)</td>
</tr>
<tr>
<td>FREDO BOS MANCH</td>
<td>10000</td>
<td>MANCHESTER(MHT)</td>
</tr>
<tr>
<td>(1)ACK V146 MVY V374 GON CCC</td>
<td>10000</td>
<td>NEW YORK(ISP)</td>
</tr>
<tr>
<td>(5)ACK V34 SEY V268 HT0 V46 DPK</td>
<td>10000</td>
<td>NEW YORK(ISP)</td>
</tr>
<tr>
<td>ACK V146 MVY V374 GON CCC V46 DPK</td>
<td>10000</td>
<td>NEW YORK(JFK)</td>
</tr>
<tr>
<td>ACK V146 PVD V167 HDF V1 MAD V475</td>
<td>10000</td>
<td>NEW YORK(LGA)</td>
</tr>
<tr>
<td>ACK V146 PVD T255 NELIE T212 TRESA(GNSS EQUIPPED ONLY)</td>
<td>10000</td>
<td>NEW YORK(SWF)</td>
</tr>
<tr>
<td>(1)ACK V146 PVD V167 HDF V229 V188 CMK V623 SAX</td>
<td>10000</td>
<td>NEWARK &amp; SATS</td>
</tr>
<tr>
<td>(3)ACK V146 PVD V167 HDF V3 CMK V623 SAX</td>
<td>10000</td>
<td>NEWARK &amp; SATS</td>
</tr>
<tr>
<td>ACK FRED</td>
<td>10000</td>
<td>NORWOOD(OWD)</td>
</tr>
<tr>
<td>(1)ACK V146 MVY V374 GON CCC V16 VCN OOD</td>
<td>10000</td>
<td>PHILADELPHIA(PHL)</td>
</tr>
<tr>
<td>ACK V34 SEY HTO V308 BRIGS ACY V184 OOD</td>
<td>10000</td>
<td>PHILADELPHIA(PHL)</td>
</tr>
<tr>
<td>(1)V146 MVY V374 GON CCC V16 DIXIE V276 ARD</td>
<td>10000</td>
<td>PHILADELPHIA(PNE)</td>
</tr>
<tr>
<td>ACK V34 SEY HTO V308 MANTA V276 ARD</td>
<td>10000</td>
<td>PHILADELPHIA(PNE)</td>
</tr>
<tr>
<td>FREDO BOS PEASE ENE</td>
<td>10000</td>
<td>PORTLAND(PWM)</td>
</tr>
<tr>
<td>FREDO BOS PEASE</td>
<td>10000</td>
<td>PORTSMOUTH(PSM)</td>
</tr>
<tr>
<td>ACK V146 PVD</td>
<td>10000</td>
<td>PROVIDENCE(PVD)</td>
</tr>
<tr>
<td>(1)ACK V146 MVY V374 GON CCC</td>
<td>10000</td>
<td>RICHMOND(RIC)</td>
</tr>
<tr>
<td>ACK V34 SEY HTO V308 CHOPS</td>
<td>10000</td>
<td>RICHMOND(RIC)</td>
</tr>
<tr>
<td>ACK V146 ALB</td>
<td>10000</td>
<td>SYRACUSE(SYM)</td>
</tr>
<tr>
<td>(1)ACK V146 MVY V374 GON CCC V16 DIXIE V276 ARD</td>
<td>10000</td>
<td>TRENTON(TTN)</td>
</tr>
<tr>
<td>ACK V34 SEY HTO V308 MANTA V276 RBV</td>
<td>10000</td>
<td>TRENTON(TTN)</td>
</tr>
<tr>
<td>(1)ACK V146 MVY V374 GON CCC</td>
<td>10000</td>
<td>WESTHAMPTON BEACH(FOK)</td>
</tr>
<tr>
<td>(5)ACK V34 SEY V268 HT0</td>
<td>10000</td>
<td>WESTHAMPTON BEACH(FOK)</td>
</tr>
<tr>
<td>ACK MVY SEY V34 CREAM BDR BDR288 RYMES(WATER)</td>
<td>10000</td>
<td>WHITE PLAINS(HPN)</td>
</tr>
<tr>
<td>ACK V146 PVD V167 HDF V1 MAD V475 BDR BDR288 RYMES(LAND)</td>
<td>10000</td>
<td>WHITE PLAINS(HPN)</td>
</tr>
<tr>
<td>ACK V146 PVD</td>
<td>10000</td>
<td>WINDSOR LOCKS(BDL)</td>
</tr>
<tr>
<td>ACK V146 PUT</td>
<td>10000</td>
<td>WORCESTER(ORH)</td>
</tr>
<tr>
<td>(1)ACK V146 MVY V374 GON CCC V16 CYN</td>
<td>10000</td>
<td>WRIGHTSTOWN(WRI)</td>
</tr>
<tr>
<td>ACK V34 SEY HTO V308 DRIFT V312 CYN</td>
<td>10000</td>
<td>WRIGHTSTOWN(WRI)</td>
</tr>
<tr>
<td>Approach Control Area (Including Satellites)</td>
<td>Route</td>
<td>Highest Altitude</td>
</tr>
<tr>
<td>---------------------------------------------</td>
<td>-------</td>
<td>-----------------</td>
</tr>
<tr>
<td>NEW YORK(ISP)</td>
<td>SAX V249 SBJ V30</td>
<td>8000</td>
</tr>
<tr>
<td></td>
<td>ETX(NON-JETS/NON-TURBOPROPS ONLY)</td>
<td>6000</td>
</tr>
<tr>
<td></td>
<td>(1)CCC V16 DIXIE V229 ACY</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>MAD HDF CLOWW(E, /F, /G ONLY)</td>
<td>6000</td>
</tr>
<tr>
<td></td>
<td>(1)CCC V16 ENO V268 SWANN</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>MAD HDF CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>MAD HDF CLOWW(E, /F, /G ONLY)</td>
<td>6000</td>
</tr>
<tr>
<td></td>
<td>HTO V268 SEY</td>
<td>7000</td>
</tr>
<tr>
<td></td>
<td>MAD V1 HDF HFD053 DREAM</td>
<td>9000</td>
</tr>
<tr>
<td></td>
<td>HTO V308 ORW V16 WOONS</td>
<td>9000</td>
</tr>
<tr>
<td></td>
<td>MAD HDF CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>MAD HDF CLOWW(E, /F, /G ONLY)</td>
<td>6000</td>
</tr>
<tr>
<td></td>
<td>MAD HDF CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>HTO</td>
<td>3000</td>
</tr>
<tr>
<td></td>
<td>HTO HT034 MONDI</td>
<td>7000</td>
</tr>
<tr>
<td></td>
<td>SAX V249 SBJ V30 ETX V162</td>
<td>8000</td>
</tr>
<tr>
<td></td>
<td>HAR(NON-JETS/NON-TURBOPROPS ONLY)</td>
<td>5000</td>
</tr>
<tr>
<td></td>
<td>MAD V1 HDF</td>
<td>6000</td>
</tr>
<tr>
<td></td>
<td>HTO WACKY PVD T393 GAILS</td>
<td>9000</td>
</tr>
<tr>
<td></td>
<td>CCC</td>
<td>2000</td>
</tr>
<tr>
<td></td>
<td>BDR JUDDS WHAT(E, /F, /G ONLY)</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>SAX V249 SBJ LANNA V30 ETX V39 LRPR(NON-JETS/NON-TURBOPROPS ONLY)</td>
<td>8000</td>
</tr>
<tr>
<td></td>
<td>MAD HDF CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>MAD</td>
<td>5000</td>
</tr>
<tr>
<td></td>
<td>(1)CCC V16 VCN</td>
<td>6000</td>
</tr>
<tr>
<td></td>
<td>(1)HTO SEY V58 NEWBE DEEP</td>
<td>9000</td>
</tr>
<tr>
<td></td>
<td>HTO V46 CLAMY(TWIN ENGINE)</td>
<td>9000</td>
</tr>
<tr>
<td></td>
<td>HTO WACKY(RNAV/GNSS REQUIRED)</td>
<td>9000</td>
</tr>
<tr>
<td></td>
<td>BDR</td>
<td>4000</td>
</tr>
<tr>
<td></td>
<td>DPK</td>
<td>3000</td>
</tr>
<tr>
<td></td>
<td>HTO HT032 NESSI LGA075</td>
<td>6000</td>
</tr>
<tr>
<td></td>
<td>LGA075(RADAR VECTOR)</td>
<td>5000</td>
</tr>
<tr>
<td></td>
<td>CMK V188 SAX</td>
<td>4000</td>
</tr>
<tr>
<td></td>
<td>(1)CCC V16 VCN</td>
<td>6000</td>
</tr>
<tr>
<td></td>
<td>HTO WACKY(RNAV/GNSS REQUIRED)</td>
<td>9000</td>
</tr>
<tr>
<td></td>
<td>(1)CCC V16 CYN V312 OOD</td>
<td>6000</td>
</tr>
<tr>
<td></td>
<td>(1)CCC V16 DIXIE V276 ARD</td>
<td>6000</td>
</tr>
<tr>
<td></td>
<td>MAD HDF CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>MAD HDF CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>HTO WACKY(RNAV/GNSS REQUIRED)</td>
<td>7000</td>
</tr>
<tr>
<td></td>
<td>SAX V249 SBJ V30 ETX V39 FLOAT(NON-JETS/NON-TURBOPROPS ONLY)</td>
<td>8000</td>
</tr>
<tr>
<td></td>
<td>(1)CCC V16</td>
<td>6000</td>
</tr>
<tr>
<td></td>
<td>(1)CCC V16 DIXIE V1</td>
<td>6000</td>
</tr>
<tr>
<td></td>
<td>HTO V46 CLAMY(TWIN ENGINE)</td>
<td>9000</td>
</tr>
<tr>
<td></td>
<td>HTO WACKY V374 MVY(RNAV/GNSS REQUIRED)</td>
<td>9000</td>
</tr>
<tr>
<td></td>
<td>(1)CCC V16 DIXIE V1 ATR V308 BILIT CAPKO</td>
<td>6000</td>
</tr>
<tr>
<td></td>
<td>(1)CCC V16 DIXIE V1 LEAH V268 BAL V214 MRB</td>
<td>6000</td>
</tr>
<tr>
<td></td>
<td>HTO V308 GON</td>
<td>9000</td>
</tr>
<tr>
<td></td>
<td>BDR BDR288 RYMES</td>
<td>5000</td>
</tr>
<tr>
<td></td>
<td>HTO BDR BDR288 RYMES</td>
<td>6000</td>
</tr>
<tr>
<td></td>
<td>(1)CCC V16 DIXIE V229 PANZE V44 SIE</td>
<td>6000</td>
</tr>
<tr>
<td></td>
<td>BDR</td>
<td>10000</td>
</tr>
<tr>
<td></td>
<td>MAD V1 GRAYM</td>
<td>9000</td>
</tr>
<tr>
<td></td>
<td>(1)CCC V16 CYN</td>
<td>6000</td>
</tr>
<tr>
<td>NEW YORK(JFK)</td>
<td>SAX V249 SBJ V30</td>
<td>8000</td>
</tr>
</tbody>
</table>

**Approach Control Area (Including Satellites)**

**Route**

**Highest Altitude**

**Destination**

**NE, 8 SEP 2022 to 3 NOV 2022**
Approach Control Area
(Including Satellites)

<table>
<thead>
<tr>
<th>Route</th>
<th>Highest Altitude</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>DIXIE V1 HOWIE(JETS ONLY)</td>
<td>8000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td>DIXIE V229 ACY(PROPS ONLY)</td>
<td>6000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td>BDR HFD CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
<td>AUGUSTA(AUG)</td>
</tr>
<tr>
<td>DIXIE V16 ENO V268 SWANN(PROPS ONLY)</td>
<td>6000</td>
<td>BALTIMORE(BWI)</td>
</tr>
<tr>
<td>BDR HFD CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
<td>BANGOR(BGR)</td>
</tr>
<tr>
<td>DIXIE V229 ACY(PROPS ONLY)</td>
<td>8000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td>BDR HFD CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
<td>BAR HARBOR(BHB)</td>
</tr>
<tr>
<td>BDR V475 CARLD V188 GON</td>
<td>9000</td>
<td>BLOCK ISLAND(BID)</td>
</tr>
<tr>
<td>BDR HFD FOSTY WOONS(E, /F, /G, PROPS ONLY)</td>
<td>9000</td>
<td>BOSTON(BOS)</td>
</tr>
<tr>
<td>BDR MAD V475 ORW WOONS(JETS ONLY)</td>
<td>9000</td>
<td>BOSTON(BOS)</td>
</tr>
<tr>
<td>BDR V229 HFD V3 WOONS(PROPS ONLY)</td>
<td>9000</td>
<td>BOSTON(BOS)</td>
</tr>
<tr>
<td>BDR V475 CARLD V188 GON</td>
<td>9000</td>
<td>GROTON (NEW LONDON)(GON)</td>
</tr>
<tr>
<td>BDR V229 HFD</td>
<td>9000</td>
<td>HARTFORD(HFD)</td>
</tr>
<tr>
<td>BDR V229 HFD V167 PVD T393 GAILS</td>
<td>9000</td>
<td>HYANNIS(HYA)</td>
</tr>
<tr>
<td>BDR JUDDS WHATE(E, /F, /G ONLY)</td>
<td>10000</td>
<td>KEENE(EEN)</td>
</tr>
<tr>
<td>SAX V301 SBJ V30 ETX V162 V93 LRP(PROPS ONLY)</td>
<td>8000</td>
<td>LANCASTER(LNS)</td>
</tr>
<tr>
<td>BDR JUDDS WHATE(E, /F, /G ONLY)</td>
<td>10000</td>
<td>LEBANON(LEB)</td>
</tr>
<tr>
<td>BDR HFD CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
<td>MANCHESTER(MHT)</td>
</tr>
<tr>
<td>BDR MAD</td>
<td>3000</td>
<td>MERRIDEN(MMK)</td>
</tr>
<tr>
<td>DIXIE V16 VCN(PROPS ONLY)</td>
<td>6000</td>
<td>MILLVILLE(MIV)</td>
</tr>
<tr>
<td>BDR V475 CARLD V188 GON V58 NEWBE DEEPO</td>
<td>10000</td>
<td>NANTUCKET(ACK)</td>
</tr>
<tr>
<td>BDR V475 CARLD V188 GON V374 MINNK</td>
<td>9000</td>
<td>NEW BEDFORD(EWB)</td>
</tr>
<tr>
<td>CCC232 CCC(RADAR VECTOR, ILS 6 LOC)</td>
<td>3000</td>
<td>NEW YORK(SP)</td>
</tr>
<tr>
<td>RADAR VECTOR, ILS 6 LOC</td>
<td>3000</td>
<td>NEW YORK(SP)</td>
</tr>
<tr>
<td>DIRECT</td>
<td>2000</td>
<td>NEW YORK(LGA)</td>
</tr>
<tr>
<td>COL V332 SBJ</td>
<td>3000</td>
<td>NEWARK(EWR)</td>
</tr>
<tr>
<td>DIXIE V1(PROPS ONLY)</td>
<td>6000</td>
<td>NORFOLK(ORF)</td>
</tr>
<tr>
<td>BDR V475 CARLD V188 GON</td>
<td>9000</td>
<td>NORTH KINGSTOWN(OQU)</td>
</tr>
<tr>
<td>DIXIE V16 VCN V312 OOD(JETS ONLY)</td>
<td>8000</td>
<td>PHILADELPHIA(PHL)</td>
</tr>
<tr>
<td>DIXIE V16 VCN V312 OOD(PROPS ONLY)</td>
<td>6000</td>
<td>PHILADELPHIA(PHL)</td>
</tr>
<tr>
<td>DIXIE V276 ARD</td>
<td>4000</td>
<td>PHILADELPHIA(PNE)</td>
</tr>
<tr>
<td>BDR HFD CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
<td>PORTLAND(PWM)</td>
</tr>
<tr>
<td>BDR HFD CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
<td>PORTSMOUTH(PSM)</td>
</tr>
<tr>
<td>BDR V475 CARLD V188 GON(GREATER THAN 210 KTS IAS)</td>
<td>9000</td>
<td>PROVIDENCE(PVD)</td>
</tr>
<tr>
<td>SAX V249 SBJ V30 ETX V39 FLOAT(NON-JETS/NON-TURBOPROPS ONLY)</td>
<td>8000</td>
<td>PROVIDENCE(PVD)</td>
</tr>
<tr>
<td>DIXIE V16(PROPS ONLY)</td>
<td>6000</td>
<td>RICHMOND(RIC)</td>
</tr>
<tr>
<td>DIXIE V1(PROPS ONLY)</td>
<td>6000</td>
<td>SALISBURY(SBY)</td>
</tr>
<tr>
<td>BDR V475 CARLD V188 GON V374 MVY</td>
<td>9000</td>
<td>VINEYARD HAVEN(MY)</td>
</tr>
<tr>
<td>DIXIE V1 ATR V308 BILIT CAPKO(PROPS ONLY)</td>
<td>6000</td>
<td>WASHINGTON(DCA)</td>
</tr>
<tr>
<td>DIXIE V1 LEEAH V268 BAL V214 MRB(NON-PRESSURIZED AIRCRAFT ONLY)</td>
<td>6000</td>
<td>WASHINGTON(IAD)</td>
</tr>
<tr>
<td>BDR V475 CARLD V188 GON</td>
<td>9000</td>
<td>WESTERLY(WST)</td>
</tr>
<tr>
<td>DPK V483 CMK</td>
<td>2000</td>
<td>WHITE PLAINS(HPN)</td>
</tr>
<tr>
<td>DIXIE V1 HOWIE(JETS ONLY)</td>
<td>8000</td>
<td>WILDWOOD(WWD)</td>
</tr>
<tr>
<td>DIXIE V229 PANZE V44 SIE(PROPS ONLY)</td>
<td>6000</td>
<td>WILDWOOD(WWD)</td>
</tr>
<tr>
<td>BDR</td>
<td>10000</td>
<td>WINDSOR LOCKS(BDL)</td>
</tr>
<tr>
<td>BDR MAD V1 GRAYM</td>
<td>9000</td>
<td>WORCESTER(ORH)</td>
</tr>
<tr>
<td>DIXIE V16 CYN</td>
<td>6000</td>
<td>WRIGHTSTOWN(WRI)</td>
</tr>
<tr>
<td>SAX V249 SBJ V30 ETX</td>
<td>8000</td>
<td>ALLENTOWN(ABE)</td>
</tr>
<tr>
<td>DIXIE V1 HOWIE(JETS ONLY)</td>
<td>8000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td>DIXIE V229 ACY(PROPS ONLY)</td>
<td>8000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td>BDR HFD CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
<td>AUGUSTA(AUG)</td>
</tr>
</tbody>
</table>
### Approach Control Area (Including Satellites)

<table>
<thead>
<tr>
<th>Route</th>
<th>Highest Altitude</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>BAL(PROPS ONLY)</td>
<td>8000</td>
<td>BALTIMORE(BWI)</td>
</tr>
<tr>
<td>BDR HFD CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
<td>BANGOR(BGR)</td>
</tr>
<tr>
<td>BDR HFD CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
<td>BAR HARBOR(BHB)</td>
</tr>
<tr>
<td>JFK COL</td>
<td>6000</td>
<td>BELMAR/FARMINGDALE(BLM)</td>
</tr>
<tr>
<td>BDR V475 CARLD V188 GON</td>
<td>9000</td>
<td>BLOCK ISLAND(BID)</td>
</tr>
<tr>
<td>BDR HFD FOSTY WOONS(E, /F, /G, PROPS ONLY)</td>
<td>9000</td>
<td>BOSTON(BOS)</td>
</tr>
<tr>
<td>BDR V229 HFD V3 WOONS</td>
<td>9000</td>
<td>BOSTON(BOS)</td>
</tr>
<tr>
<td>BDR248 BDR(HELICOPTER ROUTE; RADAR VECTOR/POINTS NE)</td>
<td>5000</td>
<td>BRIDGEPORT(BDR)</td>
</tr>
<tr>
<td>BDR248 CCC285 PUGGS V229 BDR</td>
<td>5000</td>
<td>BRIDGEPORT(BDR)</td>
</tr>
<tr>
<td>BDR JUDDS(E, /F, /G ONLY)</td>
<td>10000</td>
<td>BURLINGTON(BTV)</td>
</tr>
<tr>
<td>SBX V249 SBJ LANNA V30 ETX V39 LRP V93 BAL(PROPS ONLY)</td>
<td>8000</td>
<td>CAMP SPRINGS(ADW)</td>
</tr>
<tr>
<td>BDR HFD CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
<td>CONCORD(CON)</td>
</tr>
<tr>
<td>BDR MAD MAD126 MONDI</td>
<td>9000</td>
<td>GROTON (NEW LONDON)(GON)</td>
</tr>
<tr>
<td>BDR HFD CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
<td>HARRISBURG(CXY)</td>
</tr>
<tr>
<td>BDR MAD</td>
<td>5000</td>
<td>HARTFORD(HFD)</td>
</tr>
<tr>
<td>DIXIE V16 VCN(PROPS ONLY)</td>
<td>6000</td>
<td>HYANNIS(HYA)</td>
</tr>
<tr>
<td>BDR V475 CARLD V188 GON V58 NEWBE DEEP</td>
<td>10000</td>
<td>KEENE(EEN)</td>
</tr>
<tr>
<td>BDR V475 CARLD V188 GON V374 MINNK</td>
<td>9000</td>
<td>KINGSBURY(ON)</td>
</tr>
<tr>
<td>BDR248 CCC285 CCC</td>
<td>5000</td>
<td>KINGSTOWN(OQU)</td>
</tr>
<tr>
<td>DPK</td>
<td>5000</td>
<td>LEBANON(LEB)</td>
</tr>
<tr>
<td>SBJ</td>
<td>3000</td>
<td>MANCHESTER(MHT)</td>
</tr>
<tr>
<td>DIXIE V1(PROPS ONLY)</td>
<td>6000</td>
<td>MERIDEN(MMK)</td>
</tr>
<tr>
<td>BDR V475 CARLD V188 GON</td>
<td>9000</td>
<td>MILLVILLE(MIV)</td>
</tr>
<tr>
<td>BDR HFD CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
<td>NEW BEDFORD(EWB)</td>
</tr>
<tr>
<td>BDR V475 CARLD V188 GON</td>
<td>9000</td>
<td>NEW YORK(ISP)</td>
</tr>
<tr>
<td>SBX V249 V30 ETX V39 FLOAT</td>
<td>7000</td>
<td>NEW YORK(JFK)</td>
</tr>
<tr>
<td>DIXIE V16(PROPS ONLY)</td>
<td>6000</td>
<td>NEWARK(EWR)</td>
</tr>
<tr>
<td>BDR V475 CARLD V188 GON</td>
<td>9000</td>
<td>NORFOLK(OOR)</td>
</tr>
<tr>
<td>BDR HFD CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
<td>NORTH KINGSTOWN(OQU)</td>
</tr>
<tr>
<td>BDR MAD</td>
<td>5000</td>
<td>PROVIDENCE(PVD)</td>
</tr>
<tr>
<td>DIXIE V16(PROPS ONLY)</td>
<td>6000</td>
<td>READING(RDG)</td>
</tr>
<tr>
<td>BDR V475 CARLD V188 GON</td>
<td>9000</td>
<td>RICHMOND(RIC)</td>
</tr>
<tr>
<td>BDR MAD</td>
<td>5000</td>
<td>RICHMOND(RIC)</td>
</tr>
<tr>
<td>DIXIE V1(PROPS ONLY)</td>
<td>6000</td>
<td>SALISBURY(SBY)</td>
</tr>
<tr>
<td>BDR V475 CARLD V188 GON V374 MVY</td>
<td>9000</td>
<td>VINEYARD HAVEN(MVY)</td>
</tr>
<tr>
<td>SAX V249 SBJ LANNA V30 ETX V39 LRP V499 BAL(PROPS ONLY)</td>
<td>8000</td>
<td>WASHINGTON(DCA)</td>
</tr>
<tr>
<td>SAX V249 SBJ LANNA V30 ETX V39 ROBRT AMI(PROPS ONLY)</td>
<td>8000</td>
<td>WASHINGTON(IAD)</td>
</tr>
<tr>
<td>CMK</td>
<td>3000</td>
<td>WHITE PLAINS(HPN)</td>
</tr>
<tr>
<td>DIXIE V1 HOWIE(JETS ONLY)</td>
<td>8000</td>
<td>WILDWOOD(WWD)</td>
</tr>
<tr>
<td>DIXIE V229 PANZE V44 SIE(PROPS ONLY)</td>
<td>6000</td>
<td>WILDWOOD(WWD)</td>
</tr>
<tr>
<td>BDR</td>
<td>10000</td>
<td>WINDSOR LOCKS(BDL)</td>
</tr>
<tr>
<td>BDR MAD V1 GRAYM</td>
<td>9000</td>
<td>WORCESTER(ORH)</td>
</tr>
<tr>
<td>DIXIE V16 CYN</td>
<td>6000</td>
<td>WRIGHTSTOWN(WRI)</td>
</tr>
<tr>
<td>NEW YORK(SWF)</td>
<td>STUBY V487 CANAN</td>
<td>10000</td>
</tr>
<tr>
<td>STUBY BAF T314 ENE</td>
<td>10000</td>
<td>AUGUSTA(AUG)</td>
</tr>
<tr>
<td>STUBY BAF T314 ENE T295 BGR</td>
<td>10000</td>
<td>BANGOR(BGR)</td>
</tr>
<tr>
<td>STUBY BAF T314 ENE</td>
<td>10000</td>
<td>BAR HARBOR(BHB)</td>
</tr>
<tr>
<td>PWL HFD V3 WOONS</td>
<td>10000</td>
<td>BOSTON(BOS)</td>
</tr>
<tr>
<td>PWL BAF</td>
<td>10000</td>
<td>BRADLEY (BAC,CEF)</td>
</tr>
<tr>
<td>STUBY V487 CAM</td>
<td>10000</td>
<td>BURLINGTON(BTV)</td>
</tr>
<tr>
<td>STUBY BAF T314 GDM</td>
<td>10000</td>
<td>CONCORD(CON)</td>
</tr>
<tr>
<td>PWL HFD GON</td>
<td>10000</td>
<td>GROTON (NEW LONDON)(GON)</td>
</tr>
<tr>
<td>PWL PWL111 BRISS</td>
<td>10000</td>
<td>HARTFORD(HFD)</td>
</tr>
<tr>
<td>PWL HFD V167 PVD T393 GAILS</td>
<td>10000</td>
<td>HYANNIS(HYA)</td>
</tr>
<tr>
<td>STUBY</td>
<td>10000</td>
<td>KEENE(EEN)</td>
</tr>
</tbody>
</table>

**NE, 8 SEP 2022 to 3 NOV 2022**
<table>
<thead>
<tr>
<th>Route</th>
<th>Highest Altitude</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>STUBY</td>
<td>10000</td>
<td>LEBANON(LEB)</td>
</tr>
<tr>
<td>STUBY BAF T314 GDM MANCH</td>
<td>10000</td>
<td>MANCHESTER(MHT)</td>
</tr>
<tr>
<td>PWL HFD V58 NEWBE DEEPO</td>
<td>10000</td>
<td>NANTUCKET(ACK)</td>
</tr>
<tr>
<td>PWL HFD V3 WOONS</td>
<td>10000</td>
<td>NORWOOD(OWD)</td>
</tr>
<tr>
<td>STUBY BAF T314 ENE</td>
<td>10000</td>
<td>PORTLAND(PWM)</td>
</tr>
<tr>
<td>STUBY BAF T314 RAYMY</td>
<td>10000</td>
<td>PORTSMOUTH(PSM)</td>
</tr>
<tr>
<td>PWL HFD V167 PVD</td>
<td>10000</td>
<td>PROVIDENCE(PVD)</td>
</tr>
<tr>
<td>PWL HFD V167 PVD T393 GAILS</td>
<td>10000</td>
<td>PROVINCETOWN(PVC)</td>
</tr>
<tr>
<td>WEARD DNY</td>
<td>10000</td>
<td>SYRACUSE(SYR)</td>
</tr>
<tr>
<td>PWL HFD V374 MVY</td>
<td>10000</td>
<td>VINCEYARD HAVEN(MVY)</td>
</tr>
<tr>
<td>PWL PWL111 BRISS</td>
<td>10000</td>
<td>WINDSOR LOCKS(BDL)</td>
</tr>
<tr>
<td>PWL BAF</td>
<td>10000</td>
<td>WORCESTER(ORH)</td>
</tr>
<tr>
<td>LANNA V30 ETX(JETS ONLY)</td>
<td>8000</td>
<td>ALLENTOWN(ABE)</td>
</tr>
<tr>
<td>LANNA V30 ETX(PROPS ONLY)</td>
<td>6000</td>
<td>ALLENTOWN(ABE)</td>
</tr>
<tr>
<td>DIXIE V1 Howie(JETS ONLY)</td>
<td>8000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td>DIXIE V229 ACY(PROPS ONLY)</td>
<td>6000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td>BREZY V39 CMK V3 HFD CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
<td>AUGUSTA(AUG)</td>
</tr>
<tr>
<td>LANNA V30 ETX V39 LRP V499 BAL(PROPS ONLY; PROPS 210 KTS OR GREATER-8000)</td>
<td>6000</td>
<td>BALTIMORE(BWI)</td>
</tr>
<tr>
<td>BREZY V39 CMK V3 HFD CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
<td>BANGOR(BGR)</td>
</tr>
<tr>
<td>BREZY V39 CMK V3 HFD CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
<td>BAR HARBOR(BHB)</td>
</tr>
<tr>
<td>COL</td>
<td>2000</td>
<td>BELMAR/FARMINGDALE(BLM)</td>
</tr>
<tr>
<td>(2)BREZY V39 CMK V3 HFD GON</td>
<td>9000</td>
<td>BLOCK ISLAND(BID)</td>
</tr>
<tr>
<td>BDR V475 CARLD V188 GON(GREATER THAN 210 KTS IAS)</td>
<td>9000</td>
<td>BLOCK ISLAND(BID)</td>
</tr>
<tr>
<td>(2)BREZY V39 CMK V3 WOONS</td>
<td>9000</td>
<td>BOSTON(BOS)</td>
</tr>
<tr>
<td>BDR V229 HFD V3 WOONS(PROPS 210 KTS OR GREATER)</td>
<td>9000</td>
<td>BOSTON(BOS)</td>
</tr>
<tr>
<td>BREZY V39 CMK V3 HFD CLOWW(E, /F, /G ONLY)</td>
<td>9000</td>
<td>BOSTON(BOS)</td>
</tr>
<tr>
<td>BDR248 CCC285 V229(JETS ONLY; RADAR VECTOR)</td>
<td>5000</td>
<td>BRIDGEPORT(BDR)</td>
</tr>
<tr>
<td>BREZY V39 CMK V374 DENNA(PROPS ONLY)</td>
<td>6000</td>
<td>BRIDGEPORT(BDR)</td>
</tr>
<tr>
<td>BREZY V39 CMK SOARS JUDDS(E, /F, /G ONLY)</td>
<td>10000</td>
<td>BURLINGTON(BTV)</td>
</tr>
<tr>
<td>BREZY V39 CMK V3 HFD CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
<td>CONCORD(CON)</td>
</tr>
<tr>
<td>BREZY V39 CMK</td>
<td>3000</td>
<td>DANBURY(DKR)</td>
</tr>
<tr>
<td>(2)BREZY V39 CMK V3 HFD GON</td>
<td>9000</td>
<td>GROTON (NEW LONDON)(GON)</td>
</tr>
<tr>
<td>BDR MAD MAD126 MONDI(210 KTS +)</td>
<td>9000</td>
<td>GROTON (NEW LONDON)(GON)</td>
</tr>
<tr>
<td>SBJ LANNA V30 ETX V162 HAR(PROPS 210 KTS OR GREATER)</td>
<td>8000</td>
<td>HARRISBURG(CXY)</td>
</tr>
<tr>
<td>SBJ LANNA V30 ETX V162 HAR(PROPS ONLY)</td>
<td>6000</td>
<td>HARRISBURG(CXY)</td>
</tr>
<tr>
<td>LANNA V30 ETX V162 HAR(PROPS ONLY; PROPS 210 KTS OR GREATER-8000)</td>
<td>6000</td>
<td>HARRISBURG(MDT)</td>
</tr>
<tr>
<td>BDR V229 HFD(GREATER THAN 210 KTS IAS)</td>
<td>9000</td>
<td>HARTFORD(HFD)</td>
</tr>
<tr>
<td>BREZY V39 CMK V3 HFD CLOWW(E, /F, /G ONLY)</td>
<td>9000</td>
<td>HARTFORD(HFD)</td>
</tr>
<tr>
<td>LANNA V30 ETX(PROPS ONLY; PROPS 210 KTS OR GREATER-8000)</td>
<td>9000</td>
<td>HAZLETON(HZL)</td>
</tr>
<tr>
<td>BAR V229 HFD V167 PVD T393 GAILS(GREATER THAN 210 KTS IAS)</td>
<td>9000</td>
<td>HAUANNS(HYA)</td>
</tr>
<tr>
<td>BREZY V39 CMK V3 HFD V167 PVD T393 GAILS(LESS THAN 210 KTS IAS)</td>
<td>9000</td>
<td>HAUANNS(HYA)</td>
</tr>
<tr>
<td>BREZY V39 CMK SOARS JUDDS WHATE(E, /F, /G ONLY)</td>
<td>10000</td>
<td>KEENE(EEN)</td>
</tr>
<tr>
<td>LANNA V30 ETX V39 LRP(PROPS ONLY; PROPS 210 KTS OR GREATER-8000)</td>
<td>6000</td>
<td>LANCASTER(LNS)</td>
</tr>
<tr>
<td>BREZY V39 CMK SOARS JUDDS WHATE(E, /F, /G ONLY)</td>
<td>10000</td>
<td>LEBANON(LEB)</td>
</tr>
<tr>
<td>DIXIE V16(PROPS ONLY)</td>
<td>6000</td>
<td>LYNCHBURG(LYH)</td>
</tr>
<tr>
<td>BREZY V39 CMK V3 HFD CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
<td>MANCHESTER(MHT)</td>
</tr>
<tr>
<td>(2)BREZY V39 CMK V3 YALER</td>
<td>5000</td>
<td>MERIDEN(MMK)</td>
</tr>
<tr>
<td>BDR MAD</td>
<td>5000</td>
<td>MERIDEN(MMK)</td>
</tr>
<tr>
<td>DIXIE V16 VCN(PROPS ONLY)</td>
<td>6000</td>
<td>MILLVILLE(MIV)</td>
</tr>
<tr>
<td>BREZY V39 CMK V374 BETHA HTO</td>
<td>6000</td>
<td>MONTAUK(MTP)</td>
</tr>
<tr>
<td>Route</td>
<td>Highest Altitude</td>
<td>Destination</td>
</tr>
<tr>
<td>----------------------------------------------------------------------</td>
<td>------------------</td>
<td>------------------------------</td>
</tr>
<tr>
<td>SAX V213 HELON</td>
<td>4000</td>
<td>MONTICELLO(MSV)</td>
</tr>
<tr>
<td>BREZY V39 CMK V3 HFD V58 NEWBE DEEPO</td>
<td>10000</td>
<td>NANTUCKET(ACK)</td>
</tr>
<tr>
<td>BDR MAD V475 CARLD V188 GON V374 (GREATER THAN 210 KTS IAS)</td>
<td>9000</td>
<td>NEW BEDFORD(EWB)</td>
</tr>
<tr>
<td>BREZY V39 CMK V3 HFD V167 PVD(LESS THAN 210 KTS IAS)</td>
<td>9000</td>
<td>NEW BEDFORD(EWB)</td>
</tr>
<tr>
<td>(2)BREZY V39 CMK V374 DENNA BDR CCC</td>
<td>6000</td>
<td>NEW YORK(ISP)</td>
</tr>
<tr>
<td>BDR248 CCC285 CCC(JETS ONLY; RADAR VECTOR)</td>
<td>5000</td>
<td>NEW YORK(ISP)</td>
</tr>
<tr>
<td>COL JFK(EWR DEP 22 &amp; EWRS)</td>
<td>4000</td>
<td>NEW YORK(JFK)</td>
</tr>
<tr>
<td>DPK282(EWR DEP 4 &amp; EWRN)</td>
<td>5000</td>
<td>NEW YORK(JFK)</td>
</tr>
<tr>
<td>SAX SAX022 MANEE</td>
<td>4000</td>
<td>NEW YORK(SWF)</td>
</tr>
<tr>
<td>DIXIE V1(PROPS ONLY)</td>
<td>6000</td>
<td>NORFOLK(ORF)</td>
</tr>
<tr>
<td>BDR V475 CARLD V188 GON(GREATER THAN 210 KTS IAS)</td>
<td>9000</td>
<td>NORTH KINGSTOWN(OQU)</td>
</tr>
<tr>
<td>BREZY V39 CMK V3 HFD V167 PVD(LESS THAN 210 KTS IAS)</td>
<td>9000</td>
<td>NORTH KINGSTOWN(OQU)</td>
</tr>
<tr>
<td>DIXIE V1(PROPS ONLY)</td>
<td>6000</td>
<td>NORTH MYRTLE BEACH(CRE)</td>
</tr>
<tr>
<td>BREZY V39 CMK V374 DENNA</td>
<td>6000</td>
<td>OXFORD(OXC)</td>
</tr>
<tr>
<td>(4)BIGGY V3 MAZIE(ALL OTHER PROPS-4000)</td>
<td>8000</td>
<td>PHILADELPHIA(PHL)</td>
</tr>
<tr>
<td>BIGGY V3 MAZIE</td>
<td>4000</td>
<td>PHILADELPHIA(PNE)</td>
</tr>
<tr>
<td>BREZY V39 CMK V3 HFD CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
<td>PORTLAND(PWM)</td>
</tr>
<tr>
<td>BREZY V39 CMK V3 HFD CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
<td>PORTSMOUTH(PSM)</td>
</tr>
<tr>
<td>SBJ BIGGY V3 MAZIE</td>
<td>4000</td>
<td>POTTSTOWN(PTW)</td>
</tr>
<tr>
<td>SAXB V213 HELON</td>
<td>4000</td>
<td>POUGHKEEPSEI(POU)</td>
</tr>
<tr>
<td>BDR MAD V475 CARLD V188 GON(GREATER THAN 210 KTS IAS)</td>
<td>9000</td>
<td>PROVIDENCE(PVD)</td>
</tr>
<tr>
<td>BREZY V39 CMK V3 HFD V167 PVD(LESS THAN 210 KTS IAS)</td>
<td>9000</td>
<td>PROVIDENCE(PVD)</td>
</tr>
<tr>
<td>DIXIE V16 RIC V157 LVL V155(PROPS ONLY)</td>
<td>6000</td>
<td>RALEIGH/DURHAM(RD U)</td>
</tr>
<tr>
<td>(4)LANNA V30 ETX(ALL OTHER PROPS-6000)</td>
<td>8000</td>
<td>READING(RDG)</td>
</tr>
<tr>
<td>DIXIE V16(PROPS ONLY)</td>
<td>6000</td>
<td>RICHMOND(RIC)</td>
</tr>
<tr>
<td>DIXIE V1(PROPS ONLY)</td>
<td>6000</td>
<td>SALISBURY(SBY)</td>
</tr>
<tr>
<td>BIGGY V3 MAZIE</td>
<td>4000</td>
<td>TRENTON(TTN)</td>
</tr>
<tr>
<td>BDR V475 CARLD V188 GON V374 MVY(210 KTS)</td>
<td>9000</td>
<td>VINEYARD HAVEN(MY)</td>
</tr>
<tr>
<td>BREZY V39 CMK V3 HFD GON V374 MVY(LESS THAN 210 KTS IAS)</td>
<td>9000</td>
<td>VINEYARD HAVEN(MY)</td>
</tr>
<tr>
<td>LANNA V30 ETX V39 LRP V93 BAL(PROPS ONLY; PROPS 210 KTS OR GREATER-8000)</td>
<td>6000</td>
<td>WASHINGTON(DCA)</td>
</tr>
<tr>
<td>LANNA V30 ETX V39 ROBRTAML(PROPS ONLY; PROPS 210 KTS OR GREATER-8000)</td>
<td>6000</td>
<td>WASHINGTON(IAD)</td>
</tr>
<tr>
<td>BREZY V39 CMK V374 BETHA HTO</td>
<td>6000</td>
<td>WESTHAMPTON BEACH(FOK)</td>
</tr>
<tr>
<td>BREZY</td>
<td>3000</td>
<td>WHITE PLAINS(HPN)</td>
</tr>
<tr>
<td>DIXIE V1 HOWIE(JETS ONLY)</td>
<td>8000</td>
<td>WILDWOOD(WWD)</td>
</tr>
<tr>
<td>DIXIE V229 PANZE V44 SIE(PROPS ONLY)</td>
<td>6000</td>
<td>WILDWOOD(WWD)</td>
</tr>
<tr>
<td>(4)BIGGY V3 MAZIE(ALL OTHER PROPS-4000)</td>
<td>8000</td>
<td>WILMINGTON(ILG)</td>
</tr>
<tr>
<td>BDR(JETS ONLY)</td>
<td>10000</td>
<td>WINDSOR LOCKS(BDL)</td>
</tr>
<tr>
<td>BREZY V39 CMK V419 JUDDS(PROPS ONLY)</td>
<td>9000</td>
<td>WINDSOR LOCKS(BDL)</td>
</tr>
<tr>
<td>BDR MAD V1 GRAYM(GREATER THAN 210 KTS IAS)</td>
<td>9000</td>
<td>WORCESTER(ORH)</td>
</tr>
<tr>
<td>BREZY V39 CMK V3 HFD V1 GRAYM(LESS THAN 210 KTS IAS)</td>
<td>9000</td>
<td>WORCESTER(ORH)</td>
</tr>
<tr>
<td>DIXIE V16 CYN</td>
<td>6000</td>
<td>WRIGHTSTOWN(WRI)</td>
</tr>
<tr>
<td>NORFOLK(ORF)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HCM V33 COLIN V16 PXT</td>
<td>12000</td>
<td>PATUXENT RIVER(NHK)</td>
</tr>
<tr>
<td>HPW V260 RIC(WEST BND ONLY)</td>
<td>9000</td>
<td>RICHMOND(RIC)</td>
</tr>
<tr>
<td>CCV V1 SBY</td>
<td>5000</td>
<td>SALISBURY(SBY)</td>
</tr>
<tr>
<td>CCV V139 SWL(NW BND ONLY)</td>
<td>5000</td>
<td>SNOW HILL(SWL)</td>
</tr>
<tr>
<td>HCM HCM330 SVILL</td>
<td>7000</td>
<td>WASHINGTON(DCA)</td>
</tr>
<tr>
<td>PATUXENT RIVER(NHK)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PXT V16 V44</td>
<td>5000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td>SBY V1 V44</td>
<td>5000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td>SWL V139</td>
<td>5000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
</tbody>
</table>

NE, 8 SEP 2022 to 3 NOV 2022
<table>
<thead>
<tr>
<th>Approach Control Area (Including Satellites)</th>
<th>Route</th>
<th>Highest Altitude</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>PXT V93</td>
<td>5000</td>
<td>BALTIMORE(BWI)</td>
<td></td>
</tr>
<tr>
<td>SBY SBY332 BAL133 BAL</td>
<td>6000</td>
<td>BALTIMORE(BWI)</td>
<td></td>
</tr>
<tr>
<td>PXT V16</td>
<td>5000</td>
<td>DOVER(DOV)</td>
<td></td>
</tr>
<tr>
<td>PXT V16 ENO</td>
<td>5000</td>
<td>DOVER(DOV)</td>
<td></td>
</tr>
<tr>
<td>SBY V1 ATR</td>
<td>5000</td>
<td>DOVER(DOV)</td>
<td></td>
</tr>
<tr>
<td>SBY V29 ENO</td>
<td>5000</td>
<td>DOVER(DOV)</td>
<td></td>
</tr>
<tr>
<td>SWL V139 CV</td>
<td>6000</td>
<td>NORFOLK(ORF)</td>
<td></td>
</tr>
<tr>
<td>PXT V213 ENO V29 DQO</td>
<td>5000</td>
<td>PHILADELPHIA(PHL)</td>
<td></td>
</tr>
<tr>
<td>SBY V29 DQO</td>
<td>5000</td>
<td>PHILADELPHIA(PHL)</td>
<td></td>
</tr>
<tr>
<td>PXT V16</td>
<td>6000</td>
<td>RICHMOND(RIC)</td>
<td></td>
</tr>
<tr>
<td>PXT V31 ARUYE CAPKO</td>
<td>4000</td>
<td>WASHINGTON(DCA)</td>
<td></td>
</tr>
<tr>
<td>SBY CHURK CAPKO</td>
<td>4000</td>
<td>WASHINGTON(DCA)</td>
<td></td>
</tr>
<tr>
<td>FJC185 FJC</td>
<td>4000</td>
<td>ALLENTOWN(ABE)</td>
<td></td>
</tr>
<tr>
<td>OOD VCN V184 ACY</td>
<td>3000</td>
<td>ATLANTIC CITY(ACY)</td>
<td>10000</td>
</tr>
<tr>
<td>DQO BAINS TRISH(RNAV)-STAR(TURBOJETS ONLY)</td>
<td>6000/80</td>
<td>BALTIMORE(BWI)</td>
<td>00</td>
</tr>
<tr>
<td>DQO V166 BELAY V378 BAL(Props Only)</td>
<td>6000</td>
<td>BALTIMORE(BWI)</td>
<td></td>
</tr>
<tr>
<td>OOD V157 ENO</td>
<td>4000</td>
<td>DOVER(DOV)</td>
<td></td>
</tr>
<tr>
<td>MXE V184 MXE283027 V469 HAR</td>
<td>6000</td>
<td>HARRISBURG(CXY)</td>
<td></td>
</tr>
<tr>
<td>MXE MXE295 HABER LRP137 LRP</td>
<td>4000</td>
<td>LANCASTER(LNS)</td>
<td></td>
</tr>
<tr>
<td>ARD126 RBV V276 DIXIE V16 JFK(Single Engine Props/Turbo Props Only)</td>
<td>5000</td>
<td>NEW YORK(JFK)</td>
<td></td>
</tr>
<tr>
<td>ARD126 RBV V276 ZIGGI(Multi-Engine Props/Turbo Props Only)</td>
<td>5000</td>
<td>NEW YORK(JFK)</td>
<td></td>
</tr>
<tr>
<td>OOD V312 CYN V16 DIXIE V276 ZIGGI(Multi-Engine Props/Turbo Props Only)</td>
<td>5000</td>
<td>NEW YORK(JFK)</td>
<td></td>
</tr>
<tr>
<td>OOD V312 CYN V16 JFK(Single Engine Props/Turbo Props Only)</td>
<td>5000</td>
<td>NEW YORK(JFK)</td>
<td></td>
</tr>
<tr>
<td>RBV V123 PROUD(Jets Only)</td>
<td>8000</td>
<td>NEW YORK(LGA)</td>
<td></td>
</tr>
<tr>
<td>ARD V214 METRO(Non-Turbo Props Only)</td>
<td>5000</td>
<td>NEWARK(EWR)</td>
<td></td>
</tr>
<tr>
<td>ARD V214 METRO(Turbo Props Only)</td>
<td>7000</td>
<td>NEWARK(EWR)</td>
<td></td>
</tr>
<tr>
<td>MXE MXE334 HUMEL</td>
<td>4000</td>
<td>READING(RDG)</td>
<td></td>
</tr>
<tr>
<td>MXE V3 SBJ</td>
<td>4000</td>
<td>TETERBORO(TEB)</td>
<td></td>
</tr>
<tr>
<td>DQO V166 BELAY V378 CLIPR CLIPR (RNAV)-STAR(Turbo Props Only)</td>
<td>8000</td>
<td>WASHINGTON(DCA)</td>
<td></td>
</tr>
<tr>
<td>MXE V408 VINNY V93 BAL</td>
<td>8000</td>
<td>WASHINGTON(DCA)</td>
<td></td>
</tr>
<tr>
<td>MXE V408 ROBRT AML</td>
<td>8000</td>
<td>WASHINGTON(IAD)</td>
<td></td>
</tr>
<tr>
<td>FJC185 FJC STW SAX V39 BREZY</td>
<td>5000</td>
<td>WHITE PLAINS(HPN)</td>
<td></td>
</tr>
<tr>
<td>FJC LVZ</td>
<td>5000</td>
<td>WILKES-BARRE/SCRA NTON(AVP)</td>
<td></td>
</tr>
<tr>
<td>CON CAM</td>
<td>10000</td>
<td>ALBANY(ALB)</td>
<td></td>
</tr>
<tr>
<td>ENE LWRNC</td>
<td>10000</td>
<td>BEDFORD &amp; NORTH SATS</td>
<td></td>
</tr>
<tr>
<td>(3)ENE PEASE STEVE LWRNC</td>
<td>10000</td>
<td>BOSTON(BOS)</td>
<td></td>
</tr>
<tr>
<td>(5)ENE V167 SCUPP</td>
<td>10000</td>
<td>BOSTON(BOS)</td>
<td></td>
</tr>
<tr>
<td>CLOWW WITNY HDF(RNAV Only)</td>
<td>10000</td>
<td>BRIDGEPORT(BDR)</td>
<td></td>
</tr>
<tr>
<td>CLOWW WITNY HDF V1 MAD V475 BDR288 RYMES(RNAV Only)</td>
<td>10000</td>
<td>DANBURY(DXR)</td>
<td></td>
</tr>
<tr>
<td>CLOWW WITNY HDF V1 DPK</td>
<td>10000</td>
<td>FARMINGDALE(FRG)</td>
<td></td>
</tr>
<tr>
<td>ENE T314 GDM T608 YANTC</td>
<td>10000</td>
<td>GROTON (NEW LONDON) (GON)</td>
<td></td>
</tr>
<tr>
<td>CLOWW WITNY HDF(RNAV Only)</td>
<td>10000</td>
<td>HARTFORD(HFD)</td>
<td></td>
</tr>
<tr>
<td>ENE V139 TONNI</td>
<td>10000</td>
<td>HYANNIS(HYA)</td>
<td></td>
</tr>
<tr>
<td>ENE V139 TONNI</td>
<td>10000</td>
<td>NANTUCKET(ACK)</td>
<td></td>
</tr>
<tr>
<td>CLOWW WITNY HDF(RNAV Only)</td>
<td>10000</td>
<td>NEW HAVEN(HVN)</td>
<td></td>
</tr>
<tr>
<td>CLOWW WITNY HDF V1 BELTT</td>
<td>10000</td>
<td>NEW YORK(ISP)</td>
<td></td>
</tr>
<tr>
<td>CLOWW WITNY HDF V1 DPK</td>
<td>10000</td>
<td>NEW YORK(JFK)</td>
<td></td>
</tr>
<tr>
<td>ENE T314 BAF VEERS T212 TRESA(GNSS Equipped Only)</td>
<td>10000</td>
<td>NEW YORK(SWF)</td>
<td></td>
</tr>
<tr>
<td>CLOWW WITNY HDF V229 V188 CMK V623 SAX(RNAV Only)</td>
<td>10000</td>
<td>NEWARK &amp; SATS</td>
<td></td>
</tr>
<tr>
<td>CLOWW WITNY HDF V3 CMK V623 SAX(RNAV Only)</td>
<td>10000</td>
<td>NEWARK &amp; SATS</td>
<td></td>
</tr>
</tbody>
</table>

**Approach Control Area**

- **NE, 8 SEP 2022 to 3 NOV 2022**

**TOWER ENROUTE CONTROL**
<table>
<thead>
<tr>
<th>Approach Control Area (Including Satellites)</th>
<th>Route</th>
<th>Highest Altitude</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOWER ENROUTE CONTROL</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOWER ENROUTE CONTROL</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Route</td>
<td>Highest Altitude</td>
<td>Destination</td>
<td></td>
</tr>
<tr>
<td>-------</td>
<td>------------------</td>
<td>-------------</td>
<td></td>
</tr>
<tr>
<td>KEYNN CTR</td>
<td>10000</td>
<td>PITTSFIELD (PSF)</td>
<td></td>
</tr>
<tr>
<td>MANCH T314 GDM T393 PVD</td>
<td>10000</td>
<td>PROVIDENCE (PVD)</td>
<td></td>
</tr>
<tr>
<td>EXALT V139 TONNI</td>
<td>10000</td>
<td>PROVINCE TOWN (PVC)</td>
<td></td>
</tr>
<tr>
<td>CLOWW WITNY HFD MAD BEADS V268 ENO V16 RIC</td>
<td>10000</td>
<td>RICHMOND (RIC)</td>
<td></td>
</tr>
<tr>
<td>GDM ORW V16 RIC</td>
<td>10000</td>
<td>RICHMOND (RIC)</td>
<td></td>
</tr>
<tr>
<td>CAM T316 LAMMS</td>
<td>10000</td>
<td>SYRACUSE (Syr)</td>
<td></td>
</tr>
<tr>
<td>CLOWW WITNY HFD MAD BEADS V308 MANTA V276 ARD</td>
<td>10000</td>
<td>TRENTON (TNT)</td>
<td></td>
</tr>
<tr>
<td>GDM ORW V16 DIXIE V276 RBV</td>
<td>10000</td>
<td>TRENTON (TNT)</td>
<td></td>
</tr>
<tr>
<td>EXALT V139 TONNI</td>
<td>10000</td>
<td>VINEYARD</td>
<td></td>
</tr>
<tr>
<td>MANCH T314 GDM T608 MOGUL ORW V308 HTO</td>
<td>10000</td>
<td>WESTHAMPTON BEACH (FORD)</td>
<td></td>
</tr>
<tr>
<td>CLOWW WITNY (NAV ONLY)</td>
<td>10000</td>
<td>WHITE PLAINS (HPN)</td>
<td></td>
</tr>
<tr>
<td>CLOWW SPENO</td>
<td>10000</td>
<td>WORCESTER (ORH)</td>
<td></td>
</tr>
<tr>
<td>PUT ALB (Y) (NAV ONLY)</td>
<td>10000</td>
<td>ALBANY (ALB)</td>
<td></td>
</tr>
<tr>
<td>HFD PWL HUO V162</td>
<td>5000</td>
<td>ALLENTOWN (ABE)</td>
<td></td>
</tr>
<tr>
<td>(1) ORW V16 JFK V229</td>
<td>10000</td>
<td>ATLANTIC CITY (ACY)</td>
<td></td>
</tr>
<tr>
<td>WOONS BOS PEASE ENE</td>
<td>10000</td>
<td>AUGUSTA (AUG)</td>
<td></td>
</tr>
<tr>
<td>(1) ORW V16 ENO V268 SWANN</td>
<td>10000</td>
<td>BALTIMORE (BWI)</td>
<td></td>
</tr>
<tr>
<td>WOONS BOS PEASE ENE</td>
<td>10000</td>
<td>BANGOR (BGR)</td>
<td></td>
</tr>
<tr>
<td>WOONS BOS PEASE ENE</td>
<td>10000</td>
<td>BAR HARBOR (BHB)</td>
<td></td>
</tr>
<tr>
<td>WOONS</td>
<td>10000</td>
<td>BEDFORD &amp; NORTH SATS</td>
<td></td>
</tr>
<tr>
<td>(3) WOONS</td>
<td>10000</td>
<td>BOSTON (BOS)</td>
<td></td>
</tr>
<tr>
<td>(5) PUTNM T393 INNDY</td>
<td>10000</td>
<td>BOSTON (BOS)</td>
<td></td>
</tr>
<tr>
<td>HFD</td>
<td>10000</td>
<td>BRIDGEPORT (BDR)</td>
<td></td>
</tr>
<tr>
<td>PUTNM ALB T608 WOZE</td>
<td>10000</td>
<td>BUFFALO (BUF)</td>
<td></td>
</tr>
<tr>
<td>PUTNM T393 GDM T315 BTV</td>
<td>10000</td>
<td>BURLINGTON (BTV)</td>
<td></td>
</tr>
<tr>
<td>WOONS MANCH</td>
<td>10000</td>
<td>CONCORD (CON)</td>
<td></td>
</tr>
<tr>
<td>(3) HFD V1 MAD V475 BDR BDR288 RYMES</td>
<td>10000</td>
<td>DANBURY (DXR)</td>
<td></td>
</tr>
<tr>
<td>(5) PUT BAF IGN V157 HAARP</td>
<td>10000</td>
<td>DANBURY (DXR)</td>
<td></td>
</tr>
<tr>
<td>(1) ORW V16 ENO</td>
<td>10000</td>
<td>DOVER (DOV)</td>
<td></td>
</tr>
<tr>
<td>PUT CTR V270 ULW</td>
<td>10000</td>
<td>ELMIRA / CORNING (EL M)</td>
<td></td>
</tr>
<tr>
<td>PUT CTR V270 ULW JHW</td>
<td>10000</td>
<td>ERIE (ERI)</td>
<td></td>
</tr>
<tr>
<td>V475 ORW V16 CCC V46 DPK</td>
<td>10000</td>
<td>FARMINGDALE (FG)</td>
<td></td>
</tr>
<tr>
<td>HFD PWL HUO V162 FJC</td>
<td>5000</td>
<td>HARRISBURG (HAR)</td>
<td></td>
</tr>
<tr>
<td>HFD</td>
<td>10000</td>
<td>HARTFORD (HFD)</td>
<td></td>
</tr>
<tr>
<td>PUTNM T393 GAELS</td>
<td>10000</td>
<td>HYANNIS (HYA)</td>
<td></td>
</tr>
<tr>
<td>PUTNM T393 KEYNN</td>
<td>10000</td>
<td>KEENE (EEN)</td>
<td></td>
</tr>
<tr>
<td>PUTNM T393 LBNON</td>
<td>10000</td>
<td>LEBANON (LEB)</td>
<td></td>
</tr>
<tr>
<td>WOONS</td>
<td>10000</td>
<td>MANCHESTER (MHT)</td>
<td></td>
</tr>
<tr>
<td>PVD PVD143 CLAMY</td>
<td>10000</td>
<td>NANTUCKET (ACK)</td>
<td></td>
</tr>
<tr>
<td>HFD</td>
<td>10000</td>
<td>NEW HAVEN (HVN)</td>
<td></td>
</tr>
<tr>
<td>SEY HTO V46 CCC</td>
<td>10000</td>
<td>NEW YORK (SP)</td>
<td></td>
</tr>
<tr>
<td>V475 ORW V16 CCC V46 DPK</td>
<td>10000</td>
<td>NEW YORK (FK)</td>
<td></td>
</tr>
<tr>
<td>PVD V167 HFD V1 MAD V475</td>
<td>10000</td>
<td>NEW YORK (LGA)</td>
<td></td>
</tr>
<tr>
<td>PVD T255 NELIE T212 TRESA (GNSS EQUIPPED ONLY)</td>
<td>10000</td>
<td>NEW YORK (SWF)</td>
<td></td>
</tr>
<tr>
<td>(1) PVD V167 HFD V229 SEALL V188 CMK V623 SAK</td>
<td>10000</td>
<td>NEWARK &amp; SATS</td>
<td></td>
</tr>
<tr>
<td>(3) PVD V167 HFD V3 CMK V623 SAK</td>
<td>10000</td>
<td>NEWARK &amp; SATS</td>
<td></td>
</tr>
<tr>
<td>WOONS</td>
<td>10000</td>
<td>NORWOOD &amp; SOUTH SATS</td>
<td></td>
</tr>
<tr>
<td>HFD</td>
<td>10000</td>
<td>OXFORD (OX)</td>
<td></td>
</tr>
<tr>
<td>(1) ORW V16 VCN ODD</td>
<td>10000</td>
<td>PHILADELPHIA (PHL)</td>
<td></td>
</tr>
<tr>
<td>(1) ORW V16 DIXIE V276 ARD</td>
<td>10000</td>
<td>PHILADELPHIA (PNE)</td>
<td></td>
</tr>
<tr>
<td>Route</td>
<td>Highest Altitude</td>
<td>Destination</td>
<td></td>
</tr>
<tr>
<td>-------</td>
<td>------------------</td>
<td>-------------</td>
<td></td>
</tr>
<tr>
<td>WOONS BOS PEASE ENE</td>
<td>10000</td>
<td>PORTLAND(PWM)</td>
<td></td>
</tr>
<tr>
<td>WOONS BOS</td>
<td>10000</td>
<td>PORTSMOUTH(PSM)</td>
<td></td>
</tr>
<tr>
<td>PUTNM T393 GAILS</td>
<td>10000</td>
<td>PROVINCE(TOWN(PVC))</td>
<td></td>
</tr>
<tr>
<td>(1) ORW V16</td>
<td>10000</td>
<td>RICHMOND(RIC)</td>
<td></td>
</tr>
<tr>
<td>PUT ALB</td>
<td>10000</td>
<td>ROCHESTER(ROC)</td>
<td></td>
</tr>
<tr>
<td>PUT ALB</td>
<td>10000</td>
<td>SYRACUSE(SYR)</td>
<td></td>
</tr>
<tr>
<td>(1) ORW V16 DIXIE V276 ARD</td>
<td>10000</td>
<td>TRENTON(TTN)</td>
<td></td>
</tr>
<tr>
<td>PVD V167 TUTOR</td>
<td>10000</td>
<td>VINEYARD HAVEN(MVY)</td>
<td></td>
</tr>
<tr>
<td>SEY HTO V46 CCC</td>
<td>10000</td>
<td>WESTHAMPTON BEACH(FOK)</td>
<td></td>
</tr>
<tr>
<td>PVD V167 HFD V1 MAD V475 BDR BDR288 RYMES</td>
<td>10000</td>
<td>WHITE PLAINS(HPN)</td>
<td></td>
</tr>
<tr>
<td>HFD PWL V34 WEETS LVZ</td>
<td>6000</td>
<td>WILKES-BARRE/SCRANTON(AVP)</td>
<td></td>
</tr>
<tr>
<td>PVD</td>
<td>10000</td>
<td>WINDSOR LOCKS(BDL)</td>
<td></td>
</tr>
<tr>
<td>PUT</td>
<td>10000</td>
<td>WORCESTER(ORH)</td>
<td></td>
</tr>
<tr>
<td>(1) ORW V16 CYN</td>
<td>10000</td>
<td>WRIGHTSTOWN(WRI)</td>
<td></td>
</tr>
<tr>
<td>READING(RDG)</td>
<td>ETX</td>
<td>3000</td>
<td>ALLENTOWN(ABE)</td>
</tr>
<tr>
<td></td>
<td>BOYER V12 ALB</td>
<td>4000</td>
<td>HARRISBURG(CXY)</td>
</tr>
<tr>
<td></td>
<td>BOYER V39 LRP</td>
<td>4000</td>
<td>LANCASTER(LNS)</td>
</tr>
<tr>
<td></td>
<td>FJC BWZ</td>
<td>5000</td>
<td>NEWARK(EWR)</td>
</tr>
<tr>
<td></td>
<td>MXE355 BUNTS</td>
<td>5000</td>
<td>PHILADELPHIA(PHL)</td>
</tr>
<tr>
<td></td>
<td>PTW</td>
<td>5000</td>
<td>PHILADELPHIA(PNE)</td>
</tr>
<tr>
<td></td>
<td>V93</td>
<td>5000</td>
<td>WILKES-BARRE/SCRANTON(AVP)</td>
</tr>
<tr>
<td></td>
<td>MXE V29 DQO</td>
<td>4000</td>
<td>WILMINGTON(ILG)</td>
</tr>
<tr>
<td>RICHMOND(RIC)</td>
<td>ZUNAR OJAY IRONS IRONS-STAR</td>
<td>8000</td>
<td>WASHINGTON(DCA)</td>
</tr>
<tr>
<td>ROME(RME)</td>
<td>LAMMS T316 GALWA</td>
<td>10000</td>
<td>ALBANY(ALB)</td>
</tr>
<tr>
<td></td>
<td>LAMMS T608 ALB</td>
<td>10000</td>
<td>ALBANY(ALB)</td>
</tr>
<tr>
<td></td>
<td>SYR V35 ULW</td>
<td>8000</td>
<td>ELMIRA/CORNING(EL M)</td>
</tr>
<tr>
<td></td>
<td>LAMMS T608 SYR</td>
<td>10000</td>
<td>SYRACUSE(SYR)</td>
</tr>
<tr>
<td></td>
<td>SYR T608 GDM V431 LOBBY</td>
<td>10000</td>
<td>BEDFORD(BED)</td>
</tr>
<tr>
<td></td>
<td>SYR V29 CFB</td>
<td>6000</td>
<td>BINGHAMTON(BGM)</td>
</tr>
<tr>
<td></td>
<td>SYR T608 GDM V431 REVER</td>
<td>10000</td>
<td>BOSTON(BOS)</td>
</tr>
<tr>
<td></td>
<td>RKA V433 PETER V270 ATHOS V44 DENNA</td>
<td>10000</td>
<td>BRIDGEPORT(BDR)</td>
</tr>
<tr>
<td></td>
<td>(3) RKA V433 TRESPA V123 HAARP</td>
<td>10000</td>
<td>DANBURY(DXR)</td>
</tr>
<tr>
<td></td>
<td>SYR V35 ULW</td>
<td>6000</td>
<td>ELMIRA/CORNING(EL M)</td>
</tr>
<tr>
<td></td>
<td>V29</td>
<td>6000</td>
<td>ELMIRA/CORNING(EL M)</td>
</tr>
<tr>
<td></td>
<td>ALB T300 STELA</td>
<td>10000</td>
<td>GROTON (NEW LONDON)(GON)</td>
</tr>
<tr>
<td></td>
<td>ALB</td>
<td>10000</td>
<td>HARTFORD(HFD)</td>
</tr>
<tr>
<td></td>
<td>ALB CTR PVD T393 GAILS</td>
<td>10000</td>
<td>HYANNIS(HYA)</td>
</tr>
<tr>
<td></td>
<td>ALB CTR PVD V405 MVY</td>
<td>10000</td>
<td>NANTUCKET(ACK)</td>
</tr>
<tr>
<td></td>
<td>SYR T608 GDM V431 LOBBY</td>
<td>10000</td>
<td>NORWOOD(OWD)</td>
</tr>
<tr>
<td></td>
<td>CAM CON</td>
<td>10000</td>
<td>PORTLAND(PWM)</td>
</tr>
<tr>
<td></td>
<td>ALB CTR PVD</td>
<td>10000</td>
<td>PROVIDENCE(PVD)</td>
</tr>
<tr>
<td></td>
<td>ALB CTR PVD T393 GAILS</td>
<td>10000</td>
<td>PROVINCE(TOWN(PVC))</td>
</tr>
<tr>
<td></td>
<td>SYR ROC</td>
<td>10000</td>
<td>ROCHESTER(ROC)</td>
</tr>
<tr>
<td></td>
<td>ALB CTR PVD V405 MVY</td>
<td>10000</td>
<td>VINEYARD HAVEN(MVY)</td>
</tr>
<tr>
<td></td>
<td>ALB</td>
<td>10000</td>
<td>WINDSOR LOCKS(BDL)</td>
</tr>
<tr>
<td>VINEYARD HAVEN(MVY)</td>
<td>PVD V146</td>
<td>10000</td>
<td>WORCESTER(ORH)</td>
</tr>
<tr>
<td></td>
<td>(1) MVY MV230 V34 SEY HTO V308 BRIGS</td>
<td>10000</td>
<td>ALBANY(ALB)</td>
</tr>
<tr>
<td></td>
<td>(1) V374 GON CCC V16 JFK V229</td>
<td>10000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td></td>
<td>(1) V374 GON CCC V16 ENO V268</td>
<td>10000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td></td>
<td>MVY MV230 V34 SEY HTO V268</td>
<td>10000</td>
<td>BALTIMORE(BWI)</td>
</tr>
<tr>
<td></td>
<td>FREDO BOS PEASE ENE</td>
<td>10000</td>
<td>BAR HARBOR(BHB)</td>
</tr>
<tr>
<td></td>
<td>FREDO</td>
<td>10000</td>
<td>BOSTON &amp; SATS</td>
</tr>
<tr>
<td></td>
<td>MVY MV230 V34 SEY HTO HTO302 KEYED(WATER)</td>
<td>10000</td>
<td>BRIDGEPORT(BDR)</td>
</tr>
<tr>
<td></td>
<td>MVY V374 DENNA</td>
<td>10000</td>
<td>BRIDGEPORT(BDR)</td>
</tr>
</tbody>
</table>
**Approach Control Area**

(INCLUDING SATELLITES)

<table>
<thead>
<tr>
<th>Route</th>
<th>Highest Altitude</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>PVD V146 ALB T608 WOZEE</td>
<td>10000</td>
<td>BUFFALO(BUF)</td>
</tr>
<tr>
<td>PVD T393 GDM T315 BTV</td>
<td>10000</td>
<td>BURLINGTON(BTV)</td>
</tr>
<tr>
<td>FREDO MANCH</td>
<td>10000</td>
<td>CONCORD(CON)</td>
</tr>
<tr>
<td>(2)PVD HFD V1 MAD V475 BDR BDR288 RYMES</td>
<td>10000</td>
<td>DANBURY(DXR)</td>
</tr>
<tr>
<td>(5)MVY V146 BAF IGN V157 HAARP</td>
<td>10000</td>
<td>DANBURY(DXR)</td>
</tr>
<tr>
<td>SEY V34 CREAM BDR BDR288 RYMES</td>
<td>10000</td>
<td>DANBURY(DXR)</td>
</tr>
<tr>
<td>(1)MVY MVY230 V34 SEY HTO V268 ENO</td>
<td>10000</td>
<td>DOVER(DOV)</td>
</tr>
<tr>
<td>(1)V374 GON CCC V16 ENO</td>
<td>10000</td>
<td>DOVER(DOV)</td>
</tr>
<tr>
<td>PVD V146 CTR V270 ULW</td>
<td>10000</td>
<td>ELMIRA/CORNING(ELM)</td>
</tr>
<tr>
<td>PVD V146 CTR V270 ULW JHW</td>
<td>10000</td>
<td>ERIE(ERI)</td>
</tr>
<tr>
<td>MVY MVY230 V34 SEY HTO V46 DPK</td>
<td>10000</td>
<td>FARMINGDALE(FRG)</td>
</tr>
<tr>
<td>V374 GON CCC V46 DPK</td>
<td>10000</td>
<td>FARMINGDALE(FRG)</td>
</tr>
<tr>
<td>MVY MVY230 V58 HFD</td>
<td>10000</td>
<td>HARTFORD(HFD)</td>
</tr>
<tr>
<td>PV T393 KEYNN</td>
<td>10000</td>
<td>KEENE(EEN)</td>
</tr>
<tr>
<td>PVD T393 GDM</td>
<td>10000</td>
<td>LEBANON(LEB)</td>
</tr>
<tr>
<td>FREDO MANCH</td>
<td>10000</td>
<td>MANCHESTER(MHT)</td>
</tr>
<tr>
<td>(1)V374 GON CCC</td>
<td>10000</td>
<td>NEW YORK(ISP)</td>
</tr>
<tr>
<td>(5)MVY MVY230 V34 SEY V268 HTO V46 DPK</td>
<td>10000</td>
<td>NEW YORK(ISP)</td>
</tr>
<tr>
<td>MVY MVY230 V34 SEY HTO V46 DPK</td>
<td>10000</td>
<td>NEW YORK(JFK)</td>
</tr>
<tr>
<td>V374 GON CCC V46 DPK</td>
<td>10000</td>
<td>NEW YORK(JFK)</td>
</tr>
<tr>
<td>PVD V167 HFD V1 MAD V475</td>
<td>10000</td>
<td>NEW YORK(LGA)</td>
</tr>
<tr>
<td>PVD T255 NELIE T212 TRESA(GNSS EQUIPPED ONLY)</td>
<td>10000</td>
<td>NEW YORK(SWF)</td>
</tr>
<tr>
<td>(1)PVV V167 HFD V229 V188 CMK V623 SAX</td>
<td>10000</td>
<td>NEWARK &amp; SATS</td>
</tr>
<tr>
<td>(3)PVD V167 HFD V3 CMK V623 SAX</td>
<td>10000</td>
<td>NEWARK &amp; SATS</td>
</tr>
<tr>
<td>FREDO</td>
<td>10000</td>
<td>NORWOOD(WOD)</td>
</tr>
<tr>
<td>(1)V374 GON CCC V16 VCN OOD</td>
<td>10000</td>
<td>PHILADELPHIA(PHL)</td>
</tr>
<tr>
<td>MVY MVY230 V34 SEY HTO V308 BRIGS ACY</td>
<td>10000</td>
<td>PHILADELPHIA(PHL)</td>
</tr>
<tr>
<td>MVY MVY230 V34 SEY HTO V308 MANTA V276 ARD</td>
<td>10000</td>
<td>PHILADELPHIA(PNE)</td>
</tr>
<tr>
<td>MVY MVY230 V34 SEY HTO V308 MANTA V276 ARD</td>
<td>10000</td>
<td>PHILADELPHIA(PNE)</td>
</tr>
<tr>
<td>FREDO BOS PEASE ENE</td>
<td>10000</td>
<td>PORTLAND(PWM)</td>
</tr>
<tr>
<td>FREDO BOS PEASE</td>
<td>10000</td>
<td>PORTSMOUTH(PSM)</td>
</tr>
<tr>
<td>(1)V374 GON CCC V16</td>
<td>10000</td>
<td>RICHMOND(RIC)</td>
</tr>
<tr>
<td>MVY MVY230 V34 SEY HTO V308 CHOPS V16</td>
<td>10000</td>
<td>RICHMOND(RIC)</td>
</tr>
<tr>
<td>PV V146 ALB</td>
<td>10000</td>
<td>ROCHESTER(ROC)</td>
</tr>
<tr>
<td>PV V146 ALB</td>
<td>10000</td>
<td>SYRACUSE(SYR)</td>
</tr>
<tr>
<td>(1)V374 GON CCC V16 DIXIE V276 ARD</td>
<td>10000</td>
<td>TRENTON(TTN)</td>
</tr>
<tr>
<td>MVY MVY230 V34 SEY HTO V308 MANTA V276 ARD</td>
<td>10000</td>
<td>TRENTON(TTN)</td>
</tr>
<tr>
<td>(1)V374 GON CCC</td>
<td>10000</td>
<td>WESTHAMPTON BEACH(FOK)</td>
</tr>
<tr>
<td>(5)MVY MVY230 V34 SEY V268 HTO V46 DPK</td>
<td>10000</td>
<td>WESTHAMPTON BEACH(FOK)</td>
</tr>
<tr>
<td>PVD V167 HFD V1 MAD V475 BDR BDR288 RYMES(LAND)</td>
<td>10000</td>
<td>WHITE PLAINS(HPN)</td>
</tr>
<tr>
<td>SEY V34 CREAM BDR BDR288 RYMES(WATER)</td>
<td>10000</td>
<td>WHITE PLAINS(HPN)</td>
</tr>
<tr>
<td>PVD</td>
<td>10000</td>
<td>WINDSOR LOCKS(BDL)</td>
</tr>
<tr>
<td>PVD PUT</td>
<td>10000</td>
<td>WORCESTER(ORH)</td>
</tr>
<tr>
<td>(1)V374 GON CCC V16 CYN</td>
<td>10000</td>
<td>WRIGHTSTOWN(WRI)</td>
</tr>
<tr>
<td>MVY MVY230 V34 SEY HTO V308 DRIFT V312 CYN</td>
<td>10000</td>
<td>WRIGHTSTOWN(WRI)</td>
</tr>
<tr>
<td>PALEO V44 DONIL V229 PANZE V44 CAMRN(1100-0300)</td>
<td>7000</td>
<td>FARMINGDALE(FRG)</td>
</tr>
<tr>
<td>POLLA V312 GOLDA V268 ENO V16 JFK V229 BDR MAD MAD126 MONT(1100-0300)</td>
<td>7000</td>
<td>GROTON (NEW LONDON)(GON)</td>
</tr>
<tr>
<td>V265</td>
<td>5000</td>
<td>HARRISBURG(CXY)</td>
</tr>
<tr>
<td>POLLA V312 GOLDA V268 ENO V16 JFK V229 BDR MAD V1(1100-0300)</td>
<td>7000</td>
<td>HARTFORD(HFD)</td>
</tr>
<tr>
<td>V265 V457 LRP</td>
<td>5000</td>
<td>LANCASTER(LNS)</td>
</tr>
<tr>
<td>POLLA V312 GOLDA V268 ENO V16 JFK V229 BDR(1100-0300)</td>
<td>7000</td>
<td>NEW HAVEN(HVN)</td>
</tr>
<tr>
<td>POLLA V312 GOLDA V268 ENO V16 JFK(1100-0300)</td>
<td>7000</td>
<td>NEW YORK(ISP)</td>
</tr>
<tr>
<td>PALEO V312 V268 GOLDA ENO V16</td>
<td>7000</td>
<td>NEW YORK(JFK)</td>
</tr>
</tbody>
</table>

**WASHINGTON (DCA)**

PALEO V44 DONIL V229 PANZE V44 CAMRN(1100-0300) | 7000 | FARMINGDALE(FRG) |

<table>
<thead>
<tr>
<th>Route</th>
<th>Highest Altitude</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>POLLA V312 GOLDA V268 ENO V16 JFK V229 BDR MAD MAD126 MONDI(1100-0300)</td>
<td>7000</td>
<td>GROTON (NEW LONDON)(GON)</td>
</tr>
<tr>
<td>V265</td>
<td>5000</td>
<td>HARRISBURG(CXY)</td>
</tr>
<tr>
<td>POLLA V312 GOLDA V268 ENO V16 JFK V229 BDR MAD V1(1100-0300)</td>
<td>7000</td>
<td>HARTFORD(HFD)</td>
</tr>
<tr>
<td>V265 V457 LRP</td>
<td>5000</td>
<td>LANCASTER(LNS)</td>
</tr>
<tr>
<td>POLLA V312 GOLDA V268 ENO V16 JFK V229 BDR(1100-0300)</td>
<td>7000</td>
<td>NEW HAVEN(HVN)</td>
</tr>
<tr>
<td>POLLA V312 GOLDA V268 ENO V16 JFK(1100-0300)</td>
<td>7000</td>
<td>NEW YORK(ISP)</td>
</tr>
<tr>
<td>PALEO V312 V268 GOLDA ENO V16</td>
<td>7000</td>
<td>NEW YORK(JFK)</td>
</tr>
</tbody>
</table>

**NE, 8 SEP 2022 to 3 NOV 2022**
<table>
<thead>
<tr>
<th>Approach Control Area (Including Satellites)</th>
<th>Route</th>
<th>Highest Altitude</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOWER ENROUTE CONTROL</td>
<td>-------</td>
<td>------------------</td>
<td>-------------</td>
</tr>
<tr>
<td></td>
<td>V265 EMI V419 MXE ARD V214 METRO(LESS THAN 180 KTS ONLY)</td>
<td>7000</td>
<td>NEWARK(EWR)</td>
</tr>
<tr>
<td></td>
<td>V123 V433 DQO</td>
<td>7000</td>
<td>PHILADELPHIA(PHL)</td>
</tr>
<tr>
<td></td>
<td>OJAY ZUNAR(DME/DME/IRU OR GPS)</td>
<td>7000</td>
<td>RICHMOND(RIC)</td>
</tr>
<tr>
<td></td>
<td>BAL V378 MXE V3 SBJ(PROPS)</td>
<td>7000</td>
<td>TETERBORO METRO (TEB,CDW,LDJ,MMU,SMQ,47N)</td>
</tr>
<tr>
<td></td>
<td>PALEO V312 GODLA V268 ENO V16 JFK CCC</td>
<td>7000</td>
<td>WESTHAMPTON BEACH(FDK)</td>
</tr>
<tr>
<td></td>
<td>POLLA V170 ODESA MXE ARD V214 METRO V249 SAX V39 BREZY(LESS THAN 180 KTS ONLY; 1100-0300)</td>
<td>7000</td>
<td>WHITE PLAINS(HPN)</td>
</tr>
<tr>
<td>WASHINGTON(IAD)</td>
<td>DIRECT</td>
<td>4000</td>
<td>BALTIMORE(BWI)</td>
</tr>
<tr>
<td></td>
<td>MRB V214 WOOLY EMI V419 MXE ARD V214 METRO(LESS THAN 180 KTS ONLY)</td>
<td>7000</td>
<td>NEWARK(EWR)</td>
</tr>
<tr>
<td></td>
<td>MRB V214 WOOLY EMI V419 MXE V3 SBJ(PROPS)</td>
<td>7000</td>
<td>TETERBORO METRO (TEB,CDW,LDJ,MMU,SMQ,47N)</td>
</tr>
<tr>
<td>WHITE PLAINS(HPN)</td>
<td>DIRECT</td>
<td>4000</td>
<td>BALTIMORE(BWI)</td>
</tr>
<tr>
<td></td>
<td>HUO V162 FJC</td>
<td>5000</td>
<td>ALLENTOWN(ABE)</td>
</tr>
<tr>
<td></td>
<td>DIXIE V1 HOWIE(JETS ONLY)</td>
<td>8000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td></td>
<td>DIXIE V229 ACY(PROPS ONLY)</td>
<td>6000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td></td>
<td>CMK V3 HF CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
<td>AUGUSTA(AUG)</td>
</tr>
<tr>
<td></td>
<td>CMK V3 HF T315 GDM T314 ENE</td>
<td>10000</td>
<td>AUGUSTA(AUG)</td>
</tr>
<tr>
<td></td>
<td>SAX V249 SBJ LUNNA V30 ETX V39 LRVP V499 BAL(PROPS ONLY)</td>
<td>8000</td>
<td>BALTIMORE(BWI)</td>
</tr>
<tr>
<td></td>
<td>CMK V3 HF CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
<td>BANGOR(BGR)</td>
</tr>
<tr>
<td></td>
<td>CMK V3 HF T315 GDM T314 ENE T295 BGR</td>
<td>10000</td>
<td>BANGOR(BGR)</td>
</tr>
<tr>
<td></td>
<td>CMK V3 HF CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
<td>BAR HARBOR(HBH)</td>
</tr>
<tr>
<td></td>
<td>CMK V3 HF T315 GDM T314 ENE</td>
<td>10000</td>
<td>BAR HARBOR(HBH)</td>
</tr>
<tr>
<td></td>
<td>JFK COL</td>
<td>6000</td>
<td>BELMAR/FARMINGTON LEO(BLM)</td>
</tr>
<tr>
<td></td>
<td>(3)CMK V3 WOONS</td>
<td>9000</td>
<td>BOSTON(BOS)</td>
</tr>
<tr>
<td></td>
<td>CMK V3 HF FOSTY WOONS(E, /F, /G, PROPS ONLY)</td>
<td>9000</td>
<td>BOSTON(BOS)</td>
</tr>
<tr>
<td></td>
<td>CMK V374 DENNA</td>
<td>5000</td>
<td>BRIDGEPORT(BDR)</td>
</tr>
<tr>
<td></td>
<td>CMK SOARS JUDDS(E, /F, /G ONLY)</td>
<td>10000</td>
<td>BURLINGTON(BTV)</td>
</tr>
<tr>
<td></td>
<td>CMK V39 SOARS V487 BTW</td>
<td>10000</td>
<td>BURLINGTON(BTV)</td>
</tr>
<tr>
<td></td>
<td>CMK V3 HF CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
<td>CONCORD(CON)</td>
</tr>
<tr>
<td></td>
<td>CMK V3 HF T315 GDM</td>
<td>10000</td>
<td>CONCORD(CON)</td>
</tr>
<tr>
<td></td>
<td>CMK V374 BETHA HTO</td>
<td>5000</td>
<td>EAST HAMPTON(JPX)</td>
</tr>
<tr>
<td></td>
<td>CMK V3 HF GON</td>
<td>10000</td>
<td>GROTON (NEW LONDON(GON)</td>
</tr>
<tr>
<td></td>
<td>HUO V162 HAR</td>
<td>5000</td>
<td>HARRISBURG(CXY)</td>
</tr>
<tr>
<td></td>
<td>CMK V3 HF</td>
<td>10000</td>
<td>HARTFORD(HFD)</td>
</tr>
<tr>
<td></td>
<td>CMK V3 HF V167 PVD T393 GAILS</td>
<td>10000</td>
<td>HYANNIS(HYA)</td>
</tr>
<tr>
<td></td>
<td>CMK SOARS JUDDS WHATE(E, /F, /G ONLY)</td>
<td>10000</td>
<td>KEENE(EEN)</td>
</tr>
<tr>
<td></td>
<td>CMK V3 HF T315 GDM</td>
<td>10000</td>
<td>KEENE(EEN)</td>
</tr>
<tr>
<td></td>
<td>HUO V162 ETX V39 LRP</td>
<td>5000</td>
<td>LANCASTER(LNS)</td>
</tr>
<tr>
<td></td>
<td>CMK V3 SOARS JUDDS WHATE(E, /F, /G ONLY)</td>
<td>10000</td>
<td>LEBANON(LEB)</td>
</tr>
<tr>
<td></td>
<td>CMK V3 HF KEYNN</td>
<td>10000</td>
<td>LEBANON(LEB)</td>
</tr>
<tr>
<td></td>
<td>CMK V3 HF CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
<td>MANCHESTER(MHT)</td>
</tr>
<tr>
<td></td>
<td>CMK V3 HF T315 GDM T314 MANCH</td>
<td>10000</td>
<td>MANCHESTER(MHT)</td>
</tr>
<tr>
<td></td>
<td>DIXIE V16VCN(PROPS ONLY)</td>
<td>6000</td>
<td>MILLYCREE(MIV)</td>
</tr>
<tr>
<td></td>
<td>CMK V3 HF V58 NEWBE DEEPO</td>
<td>10000</td>
<td>NANTUCKET(ACK)</td>
</tr>
<tr>
<td></td>
<td>CMK V374 DENNA</td>
<td>5000</td>
<td>NEW HAVEN(HVN)</td>
</tr>
<tr>
<td></td>
<td>CMK V374 DENNA BDR CCC</td>
<td>5000</td>
<td>NEW YORK(ISP)</td>
</tr>
<tr>
<td></td>
<td>CMK V483 DPK</td>
<td>3000</td>
<td>NEW YORK(LFK)</td>
</tr>
<tr>
<td></td>
<td>DIRECT</td>
<td>3000</td>
<td>NEW YORK(LGA)</td>
</tr>
<tr>
<td></td>
<td>NYACK V188 SAX(JETS ONLY)</td>
<td>5000</td>
<td>NEWARK(EWR)</td>
</tr>
<tr>
<td></td>
<td>NYACK V188 SAX(PROPS ONLY)</td>
<td>4000</td>
<td>NEWARK(EWR)</td>
</tr>
<tr>
<td></td>
<td>DIXIE V1(PROPS ONLY)</td>
<td>6000</td>
<td>NORFOLK(KORF)</td>
</tr>
<tr>
<td></td>
<td>CMK V3 WOONS</td>
<td>10000</td>
<td>NORWOOD &amp; NORTH SATS</td>
</tr>
<tr>
<td></td>
<td>CMK V3 HF CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
<td>PORTLAND(PWM)</td>
</tr>
<tr>
<td></td>
<td>CMK V3 HF T315 GDM T314 ENE</td>
<td>10000</td>
<td>PORTLAND(PWM)</td>
</tr>
<tr>
<td></td>
<td>CMK V3 HF CLOWW(E, /F, /G ONLY)</td>
<td>10000</td>
<td>PORTSMOUTH(PSM)</td>
</tr>
<tr>
<td></td>
<td>CMK V3 HF T315 GDM T314 RAYMY</td>
<td>10000</td>
<td>PORTSMOUTH(PSM)</td>
</tr>
</tbody>
</table>

**NE, 8 SEP 2022 to 3 NOV 2022**
<table>
<thead>
<tr>
<th>Route</th>
<th>Highest Altitude</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>CMK V3 HFD V167 PVD</td>
<td>10000</td>
<td>PROVIDENCE(PVD)</td>
</tr>
<tr>
<td>CMK V3 HFD V167 PVD T393 GAILS</td>
<td>10000</td>
<td>PROVIDENCE(TOWN)(PVC)</td>
</tr>
<tr>
<td>SAX V249 SBJ V30 ETX V39 FLOAT(PROPS ONLY)</td>
<td>7000</td>
<td>READING(RDG)</td>
</tr>
<tr>
<td>DIXIE V16(PROPS ONLY)</td>
<td>6000</td>
<td>RICHMOND(RIC)</td>
</tr>
<tr>
<td>DIXIE V1(PROPS ONLY)</td>
<td>6000</td>
<td>SALISBURY(SBY)</td>
</tr>
<tr>
<td>HAAYS HUO V273 HKN T391 SYR</td>
<td>10000</td>
<td>SYRACUSE(SYR)</td>
</tr>
<tr>
<td>CMK V3 HFD GON V374 MVY</td>
<td>10000</td>
<td>VINEYARD HAVEN(MVY)</td>
</tr>
<tr>
<td>SAX V249 SBJ LANNA V30 ETX V39 LRP V93 BALL(PROPS ONLY)</td>
<td>8000</td>
<td>WASHINGTON(DCA)</td>
</tr>
<tr>
<td>SAX V249 SBJ LANNA V30 ETX V39 ROBRT AML(PROPS ONLY)</td>
<td>8000</td>
<td>WASHINGTON(IAD)</td>
</tr>
<tr>
<td>DIXIE V1 HOWIE(JETS ONLY)</td>
<td>6000</td>
<td>WILDWOOD(WWD)</td>
</tr>
<tr>
<td>DIXIE V229 PANZE V44 SI(E(PROPS ONLY)</td>
<td>6000</td>
<td>WILDWOOD(WWD)</td>
</tr>
<tr>
<td>CMK V419 JUDDS</td>
<td>10000</td>
<td>WINDSOR LOCKS(BDL)</td>
</tr>
<tr>
<td>CMK V3 HFD V1 GRAYM</td>
<td>10000</td>
<td>WORCESTER(ORH)</td>
</tr>
<tr>
<td>V499</td>
<td>7000</td>
<td>BINGHAMTON(BGM)</td>
</tr>
<tr>
<td>V147</td>
<td>6000</td>
<td>ELMIRA/CORNING(EL M</td>
</tr>
<tr>
<td>V36</td>
<td>8000</td>
<td>ELMIRA/CORNING(EL M</td>
</tr>
<tr>
<td>LVZ V106 SEG V31 HAR</td>
<td>8000</td>
<td>HARRISBURG(CXY)</td>
</tr>
<tr>
<td>LVZ V93 LRP</td>
<td>6000</td>
<td>LANCASTER(LNS)</td>
</tr>
<tr>
<td>V613 FJC BW2(JETS ONLY)</td>
<td>6000</td>
<td>NEWARK(EWR)</td>
</tr>
<tr>
<td>V613 FJC BW2(NON-JETS ONLY)</td>
<td>5000</td>
<td>NEWARK(EWR)</td>
</tr>
<tr>
<td>V93</td>
<td>6000</td>
<td>READING(RDG)</td>
</tr>
<tr>
<td>PWL HUO V162</td>
<td>5000</td>
<td>ALLENTOWN(ABE)</td>
</tr>
<tr>
<td>GON CCC JFK V229 ACY</td>
<td>10000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td>MAD BEADS V308 BRIGS</td>
<td>10000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td>BAF T314 ENE</td>
<td>10000</td>
<td>AUGUSTA(AUG)</td>
</tr>
<tr>
<td>GON CCC ENO V268</td>
<td>10000</td>
<td>BALTIMORE(BWI)</td>
</tr>
<tr>
<td>MAD BEADS V268</td>
<td>10000</td>
<td>BALTIMORE(BWI)</td>
</tr>
<tr>
<td>BAF T314 ENE T295 BGR</td>
<td>10000</td>
<td>BANGOR(BGR)</td>
</tr>
<tr>
<td>BAF T314 ENE T295 RAZZR</td>
<td>10000</td>
<td>BAR HARBOR(BHB)</td>
</tr>
<tr>
<td>GRAYM HFD053 DREAM</td>
<td>10000</td>
<td>BEDFORD &amp; NORTH SATS</td>
</tr>
<tr>
<td>PUT PUT105 WOONS</td>
<td>10000</td>
<td>BOSTON &amp; SOUTH SATS</td>
</tr>
<tr>
<td>HFD</td>
<td>10000</td>
<td>BIDGEPORT(BDR)</td>
</tr>
<tr>
<td>ALB T608 WOZEE</td>
<td>10000</td>
<td>BUFFALO(BUF)</td>
</tr>
<tr>
<td>BAF T314 GDM</td>
<td>10000</td>
<td>CONCORD(CON)</td>
</tr>
<tr>
<td>(3)HFD V1 MAD V475 BDR BDR288 RYMES</td>
<td>10000</td>
<td>DANBURY(IDR)</td>
</tr>
<tr>
<td>(5)VEERS IGN V157 HAARP</td>
<td>10000</td>
<td>DANBURY(IDR)</td>
</tr>
<tr>
<td>GON CCC V16 ENO</td>
<td>10000</td>
<td>DOVER(DOV)</td>
</tr>
<tr>
<td>MAD BEADS V268 ENO</td>
<td>10000</td>
<td>DOVER(DOV)</td>
</tr>
<tr>
<td>CTR V270 ULW</td>
<td>10000</td>
<td>ELMIRA/CORNING(EL M</td>
</tr>
<tr>
<td>CTR V270 ULW JHW</td>
<td>070-090</td>
<td>FARMINGDALE(FRG)</td>
</tr>
<tr>
<td>HFD V58 SALEM CCC(TURBOJETS ONLY)</td>
<td>070-090</td>
<td>GROTON (NEW LONDON)(GON)</td>
</tr>
<tr>
<td>HFD GON</td>
<td>10000</td>
<td>GROTON (NEW LONDON)(GON)</td>
</tr>
<tr>
<td>PVD T393 GAILS</td>
<td>10000</td>
<td>HYANNIS(HYA)</td>
</tr>
<tr>
<td>DIRECT</td>
<td>10000</td>
<td>KEENE(EEN)</td>
</tr>
<tr>
<td>KEYNN T393 LBNON</td>
<td>10000</td>
<td>LEBANON(LEB)</td>
</tr>
<tr>
<td>BAF T314 MANCH</td>
<td>10000</td>
<td>MANCHESTER(MHT)</td>
</tr>
<tr>
<td>PVD PVD167 NEWBE DEEPO</td>
<td>10000</td>
<td>NANTUCKET(ACK)</td>
</tr>
<tr>
<td>HFD V58 SALEM CCC(TURBOJETS ONLY)</td>
<td>070-090</td>
<td>NEW YORK(ISP)</td>
</tr>
<tr>
<td>MAD V1 DPK</td>
<td>10000</td>
<td>NEW YORK(JFK)</td>
</tr>
<tr>
<td>(3)HFD V1 MAD V475</td>
<td>10000</td>
<td>NEW YORK(LGA)</td>
</tr>
<tr>
<td>VEERS T212 TRESA(GNSS EQUIPPED ONLY)</td>
<td>10000</td>
<td>NEW YORK(SWF)</td>
</tr>
<tr>
<td>(1)HFD V229 SEALL V188 CMK V623 SAX</td>
<td>10000</td>
<td>NEWARK &amp; SATS</td>
</tr>
<tr>
<td>(3)HFD V3 CMK V188 V623 SAX</td>
<td>10000</td>
<td>NEWARK &amp; SATS</td>
</tr>
<tr>
<td>Route</td>
<td>Highest Altitude</td>
<td>Destination</td>
</tr>
<tr>
<td>-------</td>
<td>------------------</td>
<td>-------------</td>
</tr>
<tr>
<td>PUT PUT105 WOONS</td>
<td>10000</td>
<td>NORWOOD(WOD)</td>
</tr>
<tr>
<td>GON CCC V16 VCN OOD</td>
<td>10000</td>
<td>PHILADELPHIA(PHL)</td>
</tr>
<tr>
<td>MAD BEADS V308 BRIGS ACY V184 OOD</td>
<td>10000</td>
<td>PHILADELPHIA(PHL)</td>
</tr>
<tr>
<td>GON CCC V16 DIXIE V276 ARD</td>
<td>10000</td>
<td>PHILADELPHIA(PNE)</td>
</tr>
<tr>
<td>MAD BEADS V308 MANTA V276 ARD</td>
<td>10000</td>
<td>PHILADELPHIA(PNE)</td>
</tr>
<tr>
<td>BAF T314 ENE</td>
<td>10000</td>
<td>PORTLAND(PWM)</td>
</tr>
<tr>
<td>(3)BAF T314 RAYMY</td>
<td>10000</td>
<td>PORTSMOUTH(PSM)</td>
</tr>
<tr>
<td>(5)BAF T314 RAYMY</td>
<td>10000</td>
<td>PROVIDENCE(PVD)</td>
</tr>
<tr>
<td>DIRECT</td>
<td>10000</td>
<td>PROVINCETOWN(PVC)</td>
</tr>
<tr>
<td>PVD T393 GAILS</td>
<td>10000</td>
<td>PHILADELPHIA(PHL)</td>
</tr>
<tr>
<td>GON CCC V16 RIC</td>
<td>10000</td>
<td>RICHMOND(RIC)</td>
</tr>
<tr>
<td>MAD BEADS V268 ENO V16</td>
<td>10000</td>
<td>ROCHESTER(ROC)</td>
</tr>
<tr>
<td>ALB</td>
<td>10000</td>
<td>SYRACUSE(SYR)</td>
</tr>
<tr>
<td>GON CCC V16 DIXIE V276 RBV</td>
<td>10000</td>
<td>TREVONTTNTN</td>
</tr>
<tr>
<td>MAD BEADS V308 MANTA V276 ARD</td>
<td>10000</td>
<td>TREVONTTNTN</td>
</tr>
<tr>
<td>PVD V405 MVY</td>
<td>10000</td>
<td>VINEYARD</td>
</tr>
<tr>
<td>(3)HFD V58 SALEM CCC(TURBOJETS ONLY)</td>
<td>070-090</td>
<td>WESTHAMPTON</td>
</tr>
<tr>
<td>(3)HFD V1 MAD V475 BDR BDR288 RYMES</td>
<td>10000</td>
<td>WHITE PLAINS(HPN)</td>
</tr>
<tr>
<td>PWL V34 WEETS LVZ</td>
<td>6000</td>
<td>WILKES-BARRE(SCRAM)</td>
</tr>
<tr>
<td>GON CCC V16 CYN</td>
<td>10000</td>
<td>WRIGHTSTOWN(WRI)</td>
</tr>
<tr>
<td>MAD BEADS V308 DRIFT V312 CYN</td>
<td>10000</td>
<td>WRIGHTSTOWN(WRI)</td>
</tr>
<tr>
<td>CTR</td>
<td>10000</td>
<td>ALBANY(ALB)</td>
</tr>
<tr>
<td>PWL HUO V162</td>
<td>5000</td>
<td>ALLENTOWN(ABE)</td>
</tr>
<tr>
<td>MAD BEADS V308 BRIGS</td>
<td>10000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td>ORW V16 JFK V229 ACY</td>
<td>10000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td>GDM T314 ENE</td>
<td>10000</td>
<td>AUGUSTA(AUG)</td>
</tr>
<tr>
<td>MAD BEADS V268</td>
<td>10000</td>
<td>BALTIMORE(BWI)</td>
</tr>
<tr>
<td>ORW V16 ENO V268 BAL</td>
<td>10000</td>
<td>BALTIMORE(BWI)</td>
</tr>
<tr>
<td>GDM T314 ENE T295 BGR</td>
<td>10000</td>
<td>BANGOR(BGR)</td>
</tr>
<tr>
<td>GDM T314 ENE</td>
<td>10000</td>
<td>BEDFORD &amp; NORTH SATS</td>
</tr>
<tr>
<td>DREEM</td>
<td>10000</td>
<td>BOSTON &amp; SOUTH SATS</td>
</tr>
<tr>
<td>PUT PUT105 WOONS</td>
<td>10000</td>
<td>BOSTON &amp; SOUTH SATS</td>
</tr>
<tr>
<td>HFD</td>
<td>10000</td>
<td>BRIDGEPORT(BDR)</td>
</tr>
<tr>
<td>CTR ALB T608 WQZEE</td>
<td>10000</td>
<td>BUFFALO(BUF)</td>
</tr>
<tr>
<td>GDM</td>
<td>10000</td>
<td>CONCORD(CON)</td>
</tr>
<tr>
<td>(3)HFD V1 MAD V475 BDR BDR288 RYMES</td>
<td>10000</td>
<td>DANBURY(DXR)</td>
</tr>
<tr>
<td>(4)BAF IGN V157 HAARP</td>
<td>10000</td>
<td>DANBURY(DXR)</td>
</tr>
<tr>
<td>MAD BEADS V268 ENO</td>
<td>10000</td>
<td>DOVER(DOV)</td>
</tr>
<tr>
<td>ORW V16 ENO</td>
<td>10000</td>
<td>DOVER(DOV)</td>
</tr>
<tr>
<td>CTR V270 ULW</td>
<td>10000</td>
<td>ELMIRA/CORNING(ELM)</td>
</tr>
<tr>
<td>CTR V270 ULW JHW</td>
<td>10000</td>
<td>ERIE(ERI)</td>
</tr>
<tr>
<td>ORW GON</td>
<td>10000</td>
<td>GROTON (NEW LONDON) (GON)</td>
</tr>
<tr>
<td>PUTNM T393 GAILS</td>
<td>10000</td>
<td>HYANNIS(HYA)</td>
</tr>
<tr>
<td>GDM</td>
<td>10000</td>
<td>KEENE(EEN)</td>
</tr>
<tr>
<td>GDM</td>
<td>10000</td>
<td>LEBANON(LEB)</td>
</tr>
<tr>
<td>GDM T314 MANCH</td>
<td>10000</td>
<td>MANCHESTER(MHT)</td>
</tr>
<tr>
<td>PUTNM T393 PVD NEWBE DEEPO</td>
<td>10000</td>
<td>NANTUCKET(ACK)</td>
</tr>
<tr>
<td>MAD V1 BELTT</td>
<td>10000</td>
<td>NEW YORK(ISP)</td>
</tr>
<tr>
<td>MAD V1 DPK</td>
<td>10000</td>
<td>NEW YORK(LPK)</td>
</tr>
<tr>
<td>(3)HFD V1 MAD V475 VEERS7212 TRESA(GNSS EQUIPPED ONLY)</td>
<td>10000</td>
<td>NEW YORK(LGA)</td>
</tr>
<tr>
<td>(1)HFD V229 SEALL V188 CMK V623 SAX</td>
<td>10000</td>
<td>NEW YORK(SWF)</td>
</tr>
<tr>
<td>HFD V3 CMK V623 SAX</td>
<td>10000</td>
<td>NEWARK &amp; SATS</td>
</tr>
<tr>
<td>PUT PUT105 WOONS</td>
<td>10000</td>
<td>NORWICH(ORW)</td>
</tr>
<tr>
<td>MAD BEADS V308 BRIGS ACY V184 OOD</td>
<td>10000</td>
<td>PHILADELPHIA(PHL)</td>
</tr>
<tr>
<td>ORW V16 VCN OOD</td>
<td>10000</td>
<td>PHILADELPHIA(PHL)</td>
</tr>
<tr>
<td>MAD BEADS V308 MANTA V276 ARD</td>
<td>10000</td>
<td>PHILADELPHIA(PNE)</td>
</tr>
<tr>
<td>ORW V16 DIXIE V276 ARD</td>
<td>10000</td>
<td>PHILADELPHIA(PNE)</td>
</tr>
<tr>
<td>GDM T314 ENE</td>
<td>10000</td>
<td>PORTLAND(PWM)</td>
</tr>
</tbody>
</table>

**NE, 8 SEP 2022 to 3 NOV 2022**
### Approach Control Area
(INCLUDING SATELLITES)

<table>
<thead>
<tr>
<th>Route</th>
<th>Highest Altitude</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>GDM T314 RAYMY</td>
<td>10000</td>
<td>PORTSMOUTH(PSM)</td>
</tr>
<tr>
<td>PUT PVD</td>
<td>10000</td>
<td>PROVIDENCE(PVD)</td>
</tr>
<tr>
<td>PUTNM T393 GAILS</td>
<td>10000</td>
<td>PROVINCETOWN(PVC)</td>
</tr>
<tr>
<td>MAD BEADS V268 ENO V16</td>
<td>10000</td>
<td>RICHMOND(RIC)</td>
</tr>
<tr>
<td>ORW V16 RIC</td>
<td>10000</td>
<td>RICHMOND(RIC)</td>
</tr>
<tr>
<td>CTR ALB</td>
<td>10000</td>
<td>ROCHESTER(SYR)</td>
</tr>
<tr>
<td>ORW HTO</td>
<td>10000</td>
<td>WESTHAMPTON BEACH(FOK)</td>
</tr>
<tr>
<td>(3)HFD V1 MAD V475 BDR BDR288 RYMES</td>
<td>10000</td>
<td>WHITE PLAINS(HPN)</td>
</tr>
<tr>
<td>PWL V34 WEETS LVZ</td>
<td>6000</td>
<td>WILKES-BARRE/SCRA NTON(AVP)</td>
</tr>
<tr>
<td>GON CCC V16 CYN</td>
<td>10000</td>
<td>WRIGHTSTOWN(WRI)</td>
</tr>
<tr>
<td>COL COL192 DIXIE V229</td>
<td>4000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td>CYN V1 HOWIE(OVERFLIGHTS ONLY)</td>
<td>6000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td>DIXIE V16 VCN(OVERFLIGHTS ONLY)</td>
<td>6000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td>V16 DIXIE V229</td>
<td>4000</td>
<td>ATLANTIC CITY(ACY)</td>
</tr>
<tr>
<td>DIXIE V16 ENO</td>
<td>6000</td>
<td>DOVER(DOV)</td>
</tr>
<tr>
<td>(1)DIXIE V229</td>
<td>7000</td>
<td>HARTFORD(HFD)</td>
</tr>
<tr>
<td>(1)DIXIE V229 HFD V167 PVD T393 GAILS</td>
<td>7000</td>
<td>HYANNIS(HYA)</td>
</tr>
<tr>
<td>(1)DIXIE V229 BDR V475 CARLD V188 GON V58 NEWBE DEEPO</td>
<td>7000</td>
<td>NANTUCKET(ACK)</td>
</tr>
<tr>
<td>V184 ZIGGI JFK210 JFK CCC(NO SINGLE ENGINE; N/A BTN 1400-2100 LCL)</td>
<td>5000</td>
<td>NEW YORK(ISP)</td>
</tr>
<tr>
<td>(1)RBV V276 DIXIE JFK</td>
<td>5000</td>
<td>NEW YORK(ISP)</td>
</tr>
<tr>
<td>GXU GXU055 RBV122 ZIGGI JFK210 JFK(NO SINGLE ENGINE)</td>
<td>5000</td>
<td>NEW YORK(JFK)</td>
</tr>
<tr>
<td>RBV V276 ZIGGI JFK210 JFK(TWINS ONLY)</td>
<td>5000</td>
<td>NEW YORK(JFK)</td>
</tr>
<tr>
<td>V184 ZIGGI JFK210 JFK(TWINS ONLY)</td>
<td>5000</td>
<td>NEW YORK(JFK)</td>
</tr>
<tr>
<td>V229 JFK</td>
<td>5000</td>
<td>NEW YORK(JFK)</td>
</tr>
<tr>
<td>RBV V123 NANI(JETS ONLY)</td>
<td>8000</td>
<td>NEW YORK(LGA)</td>
</tr>
<tr>
<td>RBV V123 NANI(PROPS ONLY)</td>
<td>4000</td>
<td>NEW YORK(LGA)</td>
</tr>
<tr>
<td>V229 DIXIE V276 RBV V249 METRO(TURBOJETS ONLY)</td>
<td>4000</td>
<td>NEWARK &amp; SATS</td>
</tr>
<tr>
<td>(1)DIXIE V276 RBV RBV005 OWBIE</td>
<td>5000</td>
<td>NEWARK(EWR)</td>
</tr>
<tr>
<td>V184 ZIGGI V276 RBV RBV005 OWBIE(JETS ONLY)</td>
<td>6000</td>
<td>NEWARK(EWR)</td>
</tr>
<tr>
<td>V1 CYN V312 OOD(JETS ONLY)</td>
<td>5000</td>
<td>PHILADELPHIA(PHL)</td>
</tr>
<tr>
<td>V1 CYN V312 OOD(PROPS ONLY)</td>
<td>4000</td>
<td>PHILADELPHIA(PHL)</td>
</tr>
<tr>
<td>RBV V276 ARD</td>
<td>4000</td>
<td>PHILADELPHIA(PNE)</td>
</tr>
<tr>
<td>V1 DIXIE V276 ARD</td>
<td>4000</td>
<td>PHILADELPHIA(PNE)</td>
</tr>
<tr>
<td>V184 ZIGGI V276 ARD</td>
<td>4000</td>
<td>PHILADELPHIA(PNE)</td>
</tr>
<tr>
<td>(1)DIXIE V229 JFK V229 BDR V475 CARLD V188 GON</td>
<td>7000</td>
<td>PROVIDENCE(PVD)</td>
</tr>
<tr>
<td>DIXIE V16 VCN ATR V1</td>
<td>6000</td>
<td>SALISBURY(SBY)</td>
</tr>
<tr>
<td>(1)DIXIE V229 BDR V475 CARLD V188 GON V374 MVY</td>
<td>7000</td>
<td>VINEYARD (HAVEN(MVY))</td>
</tr>
<tr>
<td>V184 ZIGGI V276 RBV V249 SAX V39 BREZY</td>
<td>5000</td>
<td>WHITE PLAINS(HPN)</td>
</tr>
<tr>
<td>(1)DIXIE V229 BDR BDR014 JUDDS</td>
<td>7000</td>
<td>WINDSOR LOCKS(BDL)</td>
</tr>
</tbody>
</table>
INTENTIONALLY LEFT BLANK
“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 conterminous U.S. and Canada.
(b) The NRP will be implemented through various phases with the end goal of allowing all international and domestic flight operations to participate in the NRP throughout the conterminous U.S., Alaska, and Canada.
(c) Flights may participate in the NRP under specific guidelines and filing requirements:
1. provided the flight originates and terminates within conterminous U.S. and Canada; or,
2. for North Atlantic international flights operating within the North American Route (NAR) System.

FAA/NAV CANADA Common Procedures
The following common FAA and NAV CANADA procedures apply:
(a) Flights to operate at or above FL 290. 
(b) For that portion of flight within 200 NM of the departure or destination airport, flights shall be filed and operated via Standard Instrument Departures (SID), Departure Procedures (DP), Standard Terminal Arrival Routes (STAR) or published Preferred IFR Routes. If none of the above are available, airways may be used.
(c) NRP flights are not normally subject to routing restrictions such as published Preferred IFR Routes or airways, beyond a 200 NM radius of both the departure and destination airports.

(d) Flight planning requirements are:
1. routes shall contain at least one significant point in each delegated area of airspace jurisdiction for each FAA Air Route Traffic Control Center (ARTCC) or Canadian FIR/CTA;
2. significant points may be a navigational aid or waypoint defined in fix–radial distance (FRD) format from a navigational aid. Within Canadian airspace a significant point may also be a coordinate described in degrees and minutes of latitude/longitude;
3. for routes that cross the U.S./Canadian border, a significant point within 30 NM of either side of the border shall be filed;
4. significant points should be filed for all turnpoints;
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 requirement described in Common Procedures, paragraph “d” above. For listing of the airports refer to the current FAA Advisory Circular–NRP.
(c) Flights not meeting the above guidelines are to be requested through the FAA nonpreferred route programs. Those requests will be approved/disapproved on a workload permitting basis.

NORTH AMERICAN ROUTE (NAR) SYSTEM

GENERAL

a. The objectives of the NAR System are as follows:
1. To expedite flight planning.
2. To reduce the complexity of route clearances and thereby minimize the confusion and error potential inherent in lengthy transmissions and readbacks; and
3. To minimize the time spent in the route clearance delivery function.

b. The NAR System is designed to accommodate major airports in North America where the volume of North Atlantic (NAT) traffic and route complexity dictate a need to meet the above objectives. It is for the use of traffic entering/exiting the NAT and consists of a series of pre–planned routes from/to coastal fixes and identified system airports. Most of the routes are divided into two portions:

1. Common Portion: That portion of the route between a specified coastal fix or an oceanic entry/exit point and a specified inland navigation fix (INF). Some routes have a common portion only (N598A-N700A); and
2. Non–common Portion: That portion of the route between a specified INF and a system airport. The routes are within the high level airspace structure with a transition to/from system airports.

c. The routes are prefixed by the abbreviation “N” with the numbering for the common portions oriented geographically from south to north. The ODD numbers have eastbound applications while the EVEN numbers apply to westbound. Following a one–to three–digit number, an alpha character indicates the validation codes and forms part of the route identifier. Validation codes are associated to amendments to the common routes only and not to non–common route portions.

d. Since a primary function of the NAR system is to compliment the NAT traffic flow, a limited number of NAR routes, appropriate for the coastal fixes or oceanic entry/exit points serving the organized Organized Track System (OTS) and the domestic traffic organization, are included in the daily NAT/OTS message published by the Gander and Shanwick Oceanic Area Centers.

e. Aircraft can only join the NAR system:
1. At an identified coastal fix or oceanic entry/exit point; or
2. On departure from one of the identified system airports; or
3. At an identified INF.
**North American Routes**

**Flight Planning—General**

**Westbound**

a. Westbound routes begin at the oceanic exit points, thence along common route portions to an INF and then fan-out along non-common routes to selected system airports;

b. For aircraft proceeding to an identified system airport and the route of flight to destination is described by a single NAR designator, use the designator;

c. For aircraft proceeding to a non-system airport but the route of flight is described by the common route portion to an identified INF, use the designator to the INF followed by a detailed routing to the destination.

**Eastbound**

a. Eastbound routes only have a common portion from the INF to a coastal fix or oceanic entry point;

b. When the route of flight is described by a single NAR designator, use the designator;

c. For aircraft departing from a non-system airport, file via an appropriate detailed routing to the applicable INF and thence via the common portion to the coastal fix or oceanic entry point using the NAR designator;

d. NARs may be assigned by air traffic control for the tactical management of air traffic in Canadian domestic airspace.

**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 file flight plan and operate using one of the NARs published on the daily OTS Message. Westbound aircraft exiting the ocean via oceanic/coastal fixes JEBBY, CARAC, BOBTU, JAROM or VODOR must file via one of the published NAR common portions as specified in the CFS unless re-entering NY oceanic via M201/M202/M203:

   i. JEBBY CARAC - N14B, N16B, 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 NAR is incompatible or unacceptable, the pilot is to advise ATC accordingly.

**Documentation**

a. It is expected that the following NAR documentation will be carried on the flight deck of each aircraft operating within the NAR system:

1. The current publications of NAV CANADA Canadian Flight Supplement; or Federal Aviation Administration Airport/Facility Directory Northeast U.S. (AFDNE); or another product which provides the current NAR; and

2. the information in the current NAT/OTS Message.

b. Changes to the NAR routes are advertised in the monthly publication Notices to Airmen Publication (NTAP).

**Common Procedures for Radio Communications Failure**

a. The following procedures are intended to provide general guidance for North Atlantic (NAT) aircraft experiencing a communications failure. These procedures are intended to complement and not supersede state procedures/regulations. It is not possible to provide guidance for all situations associated with a communications failure.

1. If so equipped, the pilot of an aircraft experiencing a two-way radio communications failure shall:

   i. operate the secondary radar transponder on identity Mode A) Code 7600 and Mode C; and
   
   ii. attempt to contact any ATC facility or another aircraft and inform them of the difficulty and request they relay information to the ATC facility with whom communications are intended.

b. Communications failure prior to entering NAT oceanic airspace

1. If operating with a received and acknowledged oceanic clearance, the pilot shall enter oceanic airspace at the cleared oceanic entry point, level and speed and proceed in accordance with the received and acknowledged oceanic clearance. Any level or speed changes required to comply with the oceanic clearance shall be completed within the vicinity of the oceanic entry point.

2. If operating without a received and acknowledged oceanic clearance, the pilot shall enter oceanic airspace at the first oceanic entry point, level and speed, as contained in the filed flight plan and proceed via the filed flight plan route to landfall. That first oceanic level and speed shall be maintained to landfall.

c. Communications failure prior to exiting NAT oceanic airspace

1. Cleared on flight plan route:

   The pilot shall proceed in accordance with the last received and acknowledged oceanic clearance to the last specified oceanic route point, normally landfall, then continue on the flight plan route. Maintain the last assigned oceanic level and speed to landfall. After passing the last specified oceanic route point, conform with the relevant State procedures/regulations.

2. Cleared on other than flight plan route:

   The pilot shall proceed in accordance with the last received and acknowledged oceanic clearance to the last specified oceanic route point, normally landfall. After passing this point, rejoin the filed flight plan route by proceeding directly to the next significant point ahead of the track of the aircraft as contained in the filed flight plan. Where possible use published ATS route structures, then continue on the flight plan route. Maintain the last assigned oceanic level and speed to the last specified oceanic route point. After this point conform with the relevant State procedures/regulations.
The Boston ARTCC North Atlantic Advisory is published daily and establishes required routing for aircraft that transition into the North American Route structure and the North Atlantic Track system. The North Atlantic Advisory provides specific routing for international traffic transitioning Boston ARTCC airspace and proceeding across the North Atlantic with the following exceptions:

Departures from ATL, CLT, DFW, IAD, IAH, MCO, MIA, RDU via eastbound routes that will traverse Boston ARTCC airspace may file the following:

1. Via RBV LLUND
   a. LLUND BAYYS PUT QUBIS/TAFFY/ MIILS/TOPPS/EBONY
   b. LLUND BAYYS PUT WITCH ALLEX
   c. LLUND BAYYS PUT TUSKY/BRADD/KANNI

2. Via RBV J62 RIFLE SHHAR TUSKY/BRADD/KANNI/WHALE/VITOL

3. Via J174 RIFLE SHHAR TUSKY/BRADD/KANNI/WHALE/VITOL

4. When the tracks are ALLEX and North, users may file to the most southern INF published on the daily track message
   a. Via RBV J62 RIFLE ACK (then direct to the most southern published INF)
   b. Via J174 RIFLE ACK (then direct to the southernmost published INF)

The Boston ARTCC North Atlantic Advisory is effective between the hours of 2000–0500 UTC.
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)

<table>
<thead>
<tr>
<th>NAR Designator</th>
<th>Inland Navigation Facility/Fix</th>
<th>Route Description</th>
<th>Coastal Fix</th>
</tr>
</thead>
<tbody>
<tr>
<td>N3A</td>
<td>SIE</td>
<td>B24 LYNUS</td>
<td>SLATN</td>
</tr>
<tr>
<td>N7A</td>
<td>MANTA</td>
<td>OWENZ LINND R56</td>
<td>SLATN</td>
</tr>
<tr>
<td>N11A</td>
<td>SIE</td>
<td>B24 LYNUS</td>
<td>JOBOC</td>
</tr>
<tr>
<td>N15B</td>
<td>MANTA</td>
<td>OWENZ LINND R56 KENDA</td>
<td>JOBOC</td>
</tr>
<tr>
<td>N21A</td>
<td>VITOL</td>
<td>Direct</td>
<td>CARAC</td>
</tr>
<tr>
<td>N23A</td>
<td>WHALE</td>
<td></td>
<td>CARAC</td>
</tr>
<tr>
<td>N25A</td>
<td>ALLEX</td>
<td>Direct</td>
<td>CARAC</td>
</tr>
<tr>
<td>N27A</td>
<td>KANNI</td>
<td></td>
<td>CARAC</td>
</tr>
<tr>
<td>N29A</td>
<td>KANNI</td>
<td>GAYBL</td>
<td>CARAC</td>
</tr>
<tr>
<td>N31F</td>
<td>VITOL</td>
<td>LOMPI</td>
<td>JAROM</td>
</tr>
<tr>
<td>N33D</td>
<td>WHALE</td>
<td>LOMPI</td>
<td>JAROM</td>
</tr>
<tr>
<td>N35B</td>
<td>WHALE</td>
<td>GAYBL LOMPI</td>
<td>JAROM</td>
</tr>
<tr>
<td>N37C</td>
<td>EBONY</td>
<td>LOMPI</td>
<td>JAROM</td>
</tr>
<tr>
<td>N39A</td>
<td>KANNI</td>
<td>LOMPI</td>
<td>JAROM</td>
</tr>
<tr>
<td>N41A</td>
<td>KANNI</td>
<td>GAYBL LOMPI</td>
<td>JAROM</td>
</tr>
<tr>
<td>N43B</td>
<td>BRADD</td>
<td>LOMPI</td>
<td>JAROM</td>
</tr>
<tr>
<td>N45D</td>
<td>VITOL</td>
<td>NANSO</td>
<td>RAFIN</td>
</tr>
<tr>
<td>N47C</td>
<td>VITOL</td>
<td>CARAC NANSO</td>
<td>RAFIN</td>
</tr>
<tr>
<td>N49C</td>
<td>WHALE</td>
<td>NANSO</td>
<td>RAFIN</td>
</tr>
<tr>
<td>N51D</td>
<td>WHALE</td>
<td>GAYBL NANSO</td>
<td>RAFIN</td>
</tr>
<tr>
<td>N53D</td>
<td>KANNI</td>
<td>NANSO</td>
<td>RAFIN</td>
</tr>
<tr>
<td>N55A</td>
<td>BRADD</td>
<td>SCOTS</td>
<td>RAFIN</td>
</tr>
<tr>
<td>N57A</td>
<td>MIILS</td>
<td>PEPRA</td>
<td>RAFIN</td>
</tr>
<tr>
<td>N59C</td>
<td>MIILS</td>
<td>Direct</td>
<td>RAFIN</td>
</tr>
<tr>
<td>N61A</td>
<td>KANNI</td>
<td>GAYBL NANSO</td>
<td>RAFIN</td>
</tr>
<tr>
<td>N63A</td>
<td>BRADD</td>
<td>Direct</td>
<td>RAFIN</td>
</tr>
<tr>
<td>N65A</td>
<td>TUSKY</td>
<td>Direct</td>
<td>RAFIN</td>
</tr>
<tr>
<td>N67A</td>
<td>TUSKY</td>
<td>SCOTS</td>
<td>RAFIN</td>
</tr>
<tr>
<td>N69A</td>
<td>ALLEX</td>
<td>Direct</td>
<td>RAFIN</td>
</tr>
<tr>
<td>N71A</td>
<td>EBONY</td>
<td>Direct</td>
<td>RAFIN</td>
</tr>
<tr>
<td>N73A</td>
<td>VITOL</td>
<td>Direct</td>
<td>SUPRY</td>
</tr>
<tr>
<td>N75A</td>
<td>WHALE</td>
<td>Direct</td>
<td>SUPRY</td>
</tr>
<tr>
<td>N77A</td>
<td>WHALE</td>
<td>GAYBL</td>
<td>SUPRY</td>
</tr>
<tr>
<td>N79A</td>
<td>KANNI</td>
<td>Direct</td>
<td>SUPRY</td>
</tr>
<tr>
<td>N81A</td>
<td>BRADD</td>
<td>Direct</td>
<td>SUPRY</td>
</tr>
<tr>
<td>N83A</td>
<td>BRADD</td>
<td>SCOTS</td>
<td>SUPRY</td>
</tr>
<tr>
<td>N85A</td>
<td>TUSKY</td>
<td>SCOTS</td>
<td>SUPRY</td>
</tr>
<tr>
<td>N87A</td>
<td>TUSKY</td>
<td>Direct</td>
<td>SUPRY</td>
</tr>
<tr>
<td>N89A</td>
<td>MIILS</td>
<td>PEPRA</td>
<td>SUPRY</td>
</tr>
<tr>
<td>N91A</td>
<td>MIILS</td>
<td>RUBDA</td>
<td>SUPRY</td>
</tr>
<tr>
<td>N93A</td>
<td>MIILS</td>
<td>Direct</td>
<td>SUPRY</td>
</tr>
<tr>
<td>N95A</td>
<td>ALLEX</td>
<td>Direct</td>
<td>SUPRY</td>
</tr>
<tr>
<td>N97A</td>
<td>EBONY</td>
<td>Direct</td>
<td>SUPRY</td>
</tr>
<tr>
<td>N99A</td>
<td>VITOL</td>
<td>GAYBL</td>
<td>SUPRY</td>
</tr>
<tr>
<td>N101A</td>
<td>VITOL</td>
<td>Direct</td>
<td>RELIC</td>
</tr>
<tr>
<td>N103A</td>
<td>VITOL</td>
<td>GAYBL</td>
<td>RELIC</td>
</tr>
<tr>
<td>N105D</td>
<td>WHALE</td>
<td>Direct</td>
<td>RELIC</td>
</tr>
<tr>
<td>N107D</td>
<td>WHALE</td>
<td>GAYBL</td>
<td>RELIC</td>
</tr>
<tr>
<td>N109D</td>
<td>KANNI</td>
<td>Direct</td>
<td>RELIC</td>
</tr>
<tr>
<td>N111D</td>
<td>BRADD</td>
<td>Direct</td>
<td>RELIC</td>
</tr>
<tr>
<td>N113D</td>
<td>BRADD</td>
<td>SCOTS</td>
<td>RELIC</td>
</tr>
<tr>
<td>N115D</td>
<td>TUSKY</td>
<td>Direct</td>
<td>RELIC</td>
</tr>
<tr>
<td>NAR Designator</td>
<td>Inland Navigation Facility/Fix</td>
<td>Route Description</td>
<td>Coastal Fix</td>
</tr>
<tr>
<td>----------------</td>
<td>-------------------------------</td>
<td>-------------------</td>
<td>-------------</td>
</tr>
<tr>
<td>N117B</td>
<td>TUSKY</td>
<td>SCOTS</td>
<td>RELIC</td>
</tr>
<tr>
<td>N119A</td>
<td>ALLEX</td>
<td>Direct</td>
<td>RELIC</td>
</tr>
<tr>
<td>N121A</td>
<td>MIILS</td>
<td>RUBDA</td>
<td>RELIC</td>
</tr>
<tr>
<td>N123A</td>
<td>MIILS</td>
<td>Direct</td>
<td>RELIC</td>
</tr>
<tr>
<td>N125A</td>
<td>EBONY</td>
<td>Direct</td>
<td>RELIC</td>
</tr>
<tr>
<td>N127A</td>
<td>TOPPS</td>
<td>Direct</td>
<td>RELIC</td>
</tr>
<tr>
<td>N129A</td>
<td>DANOL</td>
<td>Direct</td>
<td>RELIC</td>
</tr>
<tr>
<td>N131A</td>
<td>VITOL</td>
<td>GAYBL</td>
<td>PORTI</td>
</tr>
<tr>
<td>N133A</td>
<td>VITOL</td>
<td>Direct</td>
<td>PORTI</td>
</tr>
<tr>
<td>N135A</td>
<td>WHALE</td>
<td>Direct</td>
<td>PORTI</td>
</tr>
<tr>
<td>N137A</td>
<td>WHALE</td>
<td>GAYBL</td>
<td>PORTI</td>
</tr>
<tr>
<td>N139A</td>
<td>KANNI</td>
<td>Direct</td>
<td>PORTI</td>
</tr>
<tr>
<td>N141D</td>
<td>BRADD</td>
<td>Direct</td>
<td>PORTI</td>
</tr>
<tr>
<td>N143B</td>
<td>BRADD</td>
<td>SCOTS</td>
<td>PORTI</td>
</tr>
<tr>
<td>N145B</td>
<td>TUSKY</td>
<td>Direct</td>
<td>PORTI</td>
</tr>
<tr>
<td>N147B</td>
<td>TUSKY</td>
<td>ACADN</td>
<td>PORTI</td>
</tr>
<tr>
<td>N149D</td>
<td>ALLEX</td>
<td>Direct</td>
<td>PORTI</td>
</tr>
<tr>
<td>N151G</td>
<td>MIILS</td>
<td>RUBDA</td>
<td>PORTI</td>
</tr>
<tr>
<td>N153E</td>
<td>MIILS</td>
<td>SUTKO</td>
<td>PORTI</td>
</tr>
<tr>
<td>N155A</td>
<td>MIILS</td>
<td>Direct</td>
<td>PORTI</td>
</tr>
<tr>
<td>N157A</td>
<td>KANNI</td>
<td>GAYBL</td>
<td>PORTI</td>
</tr>
<tr>
<td>N159A</td>
<td>TUSKY</td>
<td>SCOTS</td>
<td>PORTI</td>
</tr>
<tr>
<td>N161A</td>
<td>VITOL</td>
<td>Direct</td>
<td>OMSAT</td>
</tr>
<tr>
<td>N163A</td>
<td>VITOL</td>
<td>GAYBL</td>
<td>OMSAT</td>
</tr>
<tr>
<td>N165A</td>
<td>WHALE</td>
<td>Direct</td>
<td>OMSAT</td>
</tr>
<tr>
<td>N167A</td>
<td>WHALE</td>
<td>GAYBL</td>
<td>OMSAT</td>
</tr>
<tr>
<td>N169A</td>
<td>KANNI</td>
<td>Direct</td>
<td>OMSAT</td>
</tr>
<tr>
<td>N171D</td>
<td>BRADD</td>
<td>Direct</td>
<td>OMSAT</td>
</tr>
<tr>
<td>N173D</td>
<td>BRADD</td>
<td>SCOTS</td>
<td>OMSAT</td>
</tr>
<tr>
<td>N175E</td>
<td>TUSKY</td>
<td>Direct</td>
<td>OMSAT</td>
</tr>
<tr>
<td>N177E</td>
<td>TUSKY</td>
<td>ACADN</td>
<td>OMSAT</td>
</tr>
<tr>
<td>N179E</td>
<td>ALLEX</td>
<td>Direct</td>
<td>OMSAT</td>
</tr>
<tr>
<td>N181G</td>
<td>MIILS</td>
<td>SUTKO</td>
<td>OMSAT</td>
</tr>
<tr>
<td>N183A</td>
<td>MIILS</td>
<td>Direct</td>
<td>OMSAT</td>
</tr>
<tr>
<td>N185A</td>
<td>CEFOU</td>
<td>Direct</td>
<td>OMSAT</td>
</tr>
<tr>
<td>N187A</td>
<td>KANNI</td>
<td>GAYBL</td>
<td>OMSAT</td>
</tr>
<tr>
<td>N189A</td>
<td>VITOL</td>
<td>Direct</td>
<td>NICO</td>
</tr>
<tr>
<td>N191A</td>
<td>VITOL</td>
<td>GAYBL</td>
<td>NICO</td>
</tr>
<tr>
<td>N193A</td>
<td>WHALE</td>
<td>Direct</td>
<td>NICO</td>
</tr>
<tr>
<td>N195A</td>
<td>KANNI</td>
<td>Direct</td>
<td>NICO</td>
</tr>
<tr>
<td>N197A</td>
<td>BRADD</td>
<td>Direct</td>
<td>NICO</td>
</tr>
<tr>
<td>N199A</td>
<td>BRADD</td>
<td>SCOTS</td>
<td>NICO</td>
</tr>
<tr>
<td>N201B</td>
<td>TUSKY</td>
<td>Direct</td>
<td>NICO</td>
</tr>
<tr>
<td>N203B</td>
<td>TUSKY</td>
<td>ACADN</td>
<td>NICO</td>
</tr>
<tr>
<td>N205B</td>
<td>ALLEX</td>
<td>Direct</td>
<td>NICO</td>
</tr>
<tr>
<td>N207B</td>
<td>MIILS</td>
<td>SUTKO</td>
<td>NICO</td>
</tr>
<tr>
<td>N209D</td>
<td>MIILS</td>
<td>TAGRA</td>
<td>NICO</td>
</tr>
<tr>
<td>N211E</td>
<td>MIILS</td>
<td>Direct</td>
<td>NICO</td>
</tr>
<tr>
<td>N213A</td>
<td>CEFOU</td>
<td>Direct</td>
<td>NICO</td>
</tr>
<tr>
<td>N215A</td>
<td>WHALE</td>
<td>GAYBL</td>
<td>NICO</td>
</tr>
<tr>
<td>N217A</td>
<td>WHALE</td>
<td>SCOTS</td>
<td>NICO</td>
</tr>
<tr>
<td>N219A</td>
<td>VITOL</td>
<td>Direct</td>
<td>MUSAK</td>
</tr>
<tr>
<td>N221A</td>
<td>VITOL</td>
<td>GAYBL</td>
<td>MUSAK</td>
</tr>
<tr>
<td>N223A</td>
<td>WHALE</td>
<td>Direct</td>
<td>MUSAK</td>
</tr>
<tr>
<td>N225A</td>
<td>KANNI</td>
<td>Direct</td>
<td>MUSAK</td>
</tr>
<tr>
<td>N227A</td>
<td>BRADD</td>
<td>Direct</td>
<td>MUSAK</td>
</tr>
<tr>
<td>N229A</td>
<td>BRADD</td>
<td>SCOTS</td>
<td>MUSAK</td>
</tr>
<tr>
<td>N231A</td>
<td>TUSKY</td>
<td>Direct</td>
<td>MUSAK</td>
</tr>
</tbody>
</table>

NE, 8 SEP 2022 to 3 NOV 2022
<table>
<thead>
<tr>
<th>NAR Designator</th>
<th>Inland Navigation Facility/Fix</th>
<th>Route Description</th>
<th>Coastal Fix</th>
</tr>
</thead>
<tbody>
<tr>
<td>N233A</td>
<td>ALLEX</td>
<td>Direct</td>
<td>MUSAK</td>
</tr>
<tr>
<td>N235A</td>
<td>MIILS</td>
<td>Direct</td>
<td>MUSAK</td>
</tr>
<tr>
<td>N237A</td>
<td>MIILS</td>
<td>Direct</td>
<td>MUSAK</td>
</tr>
<tr>
<td>N239A</td>
<td>CEFOU</td>
<td>Direct</td>
<td>MUSAK</td>
</tr>
<tr>
<td>N241A</td>
<td>WHALE</td>
<td>Direct</td>
<td>MUSAK</td>
</tr>
<tr>
<td>N243A</td>
<td>WHALE</td>
<td>Direct</td>
<td>MUSAK</td>
</tr>
<tr>
<td>N245A</td>
<td>KANNI</td>
<td>SCOTS</td>
<td>MUSAK</td>
</tr>
<tr>
<td>N247A</td>
<td>VITOL</td>
<td>Direct</td>
<td>JOOPY</td>
</tr>
<tr>
<td>N249A</td>
<td>VITOL</td>
<td>Direct</td>
<td>JOOPY</td>
</tr>
<tr>
<td>N251A</td>
<td>WHALE</td>
<td>Direct</td>
<td>JOOPY</td>
</tr>
<tr>
<td>N253A</td>
<td>KANNI</td>
<td>Direct</td>
<td>JOOPY</td>
</tr>
<tr>
<td>N255A</td>
<td>BRADD</td>
<td>Direct</td>
<td>JOOPY</td>
</tr>
<tr>
<td>N257A</td>
<td>BRADD</td>
<td>SCOTS</td>
<td>JOOPY</td>
</tr>
<tr>
<td>N259A</td>
<td>KANNI</td>
<td>ACADN</td>
<td>JOOPY</td>
</tr>
<tr>
<td>N261A</td>
<td>TUSKY</td>
<td>Direct</td>
<td>JOOPY</td>
</tr>
<tr>
<td>N263A</td>
<td>ALLEX</td>
<td>Direct</td>
<td>JOOPY</td>
</tr>
<tr>
<td>N265A</td>
<td>MIILS</td>
<td>TAGRA</td>
<td>JOOPY</td>
</tr>
<tr>
<td>N267A</td>
<td>MIILS</td>
<td>VINSI</td>
<td>JOOPY</td>
</tr>
<tr>
<td>N269A</td>
<td>MIILS</td>
<td>Direct</td>
<td>JOOPY</td>
</tr>
<tr>
<td>N271A</td>
<td>CEFOU</td>
<td>Direct</td>
<td>JOOPY</td>
</tr>
<tr>
<td>N273A</td>
<td>WHALE</td>
<td>SCOTS</td>
<td>JOOPY</td>
</tr>
<tr>
<td>N275A</td>
<td>KANNI</td>
<td>SCOTS</td>
<td>JOOPY</td>
</tr>
<tr>
<td>N277A</td>
<td>EBONY</td>
<td>Direct</td>
<td>JOOPY</td>
</tr>
<tr>
<td>N279A</td>
<td>WHALE</td>
<td>Direct</td>
<td>IBERG</td>
</tr>
<tr>
<td>N281A</td>
<td>WHALE</td>
<td>SCOTS</td>
<td>IBERG</td>
</tr>
<tr>
<td>N283A</td>
<td>WHALE</td>
<td>ACADN</td>
<td>IBERG</td>
</tr>
<tr>
<td>N285A</td>
<td>BRADD</td>
<td>Direct</td>
<td>IBERG</td>
</tr>
<tr>
<td>N287A</td>
<td>KANNI</td>
<td>Direct</td>
<td>IBERG</td>
</tr>
<tr>
<td>N289A</td>
<td>KANNI</td>
<td>ACADN</td>
<td>IBERG</td>
</tr>
<tr>
<td>N291A</td>
<td>TUSKY</td>
<td>Direct</td>
<td>IBERG</td>
</tr>
<tr>
<td>N293A</td>
<td>ALLEX</td>
<td>Direct</td>
<td>IBERG</td>
</tr>
<tr>
<td>N295A</td>
<td>EBONY</td>
<td>Direct</td>
<td>IBERG</td>
</tr>
<tr>
<td>N297A</td>
<td>TOPPS</td>
<td>Direct</td>
<td>IBERG</td>
</tr>
<tr>
<td>N299A</td>
<td>MIILS</td>
<td>VINSI</td>
<td>IBERG</td>
</tr>
<tr>
<td>N301B</td>
<td>MIILS</td>
<td>Direct</td>
<td>IBERG</td>
</tr>
<tr>
<td>N303B</td>
<td>CEFOU</td>
<td>Direct</td>
<td>IBERG</td>
</tr>
<tr>
<td>N305A</td>
<td>DANOL</td>
<td>Direct</td>
<td>IBERG</td>
</tr>
<tr>
<td>N309A</td>
<td>WHALE</td>
<td>SCOTS</td>
<td>ELSIR</td>
</tr>
<tr>
<td>N311A</td>
<td>WHALE</td>
<td>ACADN</td>
<td>ELSIR</td>
</tr>
<tr>
<td>N313A</td>
<td>WHALE</td>
<td>Direct</td>
<td>ELSIR</td>
</tr>
<tr>
<td>N315A</td>
<td>KANNI</td>
<td>SCOTS</td>
<td>ELSIR</td>
</tr>
<tr>
<td>N317A</td>
<td>KANNI</td>
<td>Direct</td>
<td>ELSIR</td>
</tr>
<tr>
<td>N319A</td>
<td>BRADD</td>
<td>Direct</td>
<td>ELSIR</td>
</tr>
<tr>
<td>N321A</td>
<td>TUSKY</td>
<td>Direct</td>
<td>ELSIR</td>
</tr>
<tr>
<td>N323A</td>
<td>ALLEX</td>
<td>Direct</td>
<td>ELSIR</td>
</tr>
<tr>
<td>N325A</td>
<td>EBONY</td>
<td>Direct</td>
<td>ELSIR</td>
</tr>
<tr>
<td>N327B</td>
<td>TOPPS</td>
<td>Direct</td>
<td>ELSIR</td>
</tr>
<tr>
<td>N329B</td>
<td>MIILS</td>
<td>Direct</td>
<td>ELSIR</td>
</tr>
<tr>
<td>N331B</td>
<td>CEFOU</td>
<td>LOPRO</td>
<td>ELSIR</td>
</tr>
<tr>
<td>N333B</td>
<td>CEFOU</td>
<td>Direct</td>
<td>ELSIR</td>
</tr>
<tr>
<td>N335A</td>
<td>BAREE</td>
<td>Direct</td>
<td>ELSIR</td>
</tr>
<tr>
<td>N337A</td>
<td>ANGER</td>
<td>Direct</td>
<td>ELSIR</td>
</tr>
<tr>
<td>N339A</td>
<td>WHALE</td>
<td>Direct</td>
<td>BUDAR</td>
</tr>
<tr>
<td>N341A</td>
<td>WHALE</td>
<td>SCOTS</td>
<td>BUDAR</td>
</tr>
<tr>
<td>N343A</td>
<td>WHALE</td>
<td>ACADN</td>
<td>BUDAR</td>
</tr>
<tr>
<td>N345A</td>
<td>KANNI</td>
<td>Direct</td>
<td>BUDAR</td>
</tr>
<tr>
<td>N347A</td>
<td>KANNI</td>
<td>ACADN</td>
<td>BUDAR</td>
</tr>
<tr>
<td>N349A</td>
<td>BRADD</td>
<td>Direct</td>
<td>BUDAR</td>
</tr>
<tr>
<td>NAR Designator</td>
<td>Inland Navigation Facility/Fix</td>
<td>Route Description</td>
<td>Coastal Fix</td>
</tr>
<tr>
<td>----------------</td>
<td>-------------------------------</td>
<td>------------------</td>
<td>-------------</td>
</tr>
<tr>
<td>N351B</td>
<td>TUSKY</td>
<td>Direct</td>
<td>BUDAR</td>
</tr>
<tr>
<td>N353B</td>
<td>ALLEX</td>
<td>Direct</td>
<td>BUDAR</td>
</tr>
<tr>
<td>N355B</td>
<td>EBONY</td>
<td>Direct</td>
<td>BUDAR</td>
</tr>
<tr>
<td>N357B</td>
<td>TOPPS</td>
<td>Direct</td>
<td>BUDAR</td>
</tr>
<tr>
<td>N359B</td>
<td>MIILS</td>
<td>Direct</td>
<td>BUDAR</td>
</tr>
<tr>
<td>N361B</td>
<td>MIILS</td>
<td>LOPRO</td>
<td>BUDAR</td>
</tr>
<tr>
<td>N363A</td>
<td>CEFOU</td>
<td>MIGLI</td>
<td>BUDAR</td>
</tr>
<tr>
<td>N365A</td>
<td>CEFOU</td>
<td>Direct</td>
<td>BUDAR</td>
</tr>
<tr>
<td>N367A</td>
<td>BAREE</td>
<td>Direct</td>
<td>BUDAR</td>
</tr>
<tr>
<td>N369A</td>
<td>ANCKER</td>
<td>Direct</td>
<td>BUDAR</td>
</tr>
<tr>
<td>N371A</td>
<td>DANOL</td>
<td>Direct</td>
<td>BUDAR</td>
</tr>
<tr>
<td>N373A</td>
<td>KANNI</td>
<td>Direct</td>
<td>ALLRY</td>
</tr>
<tr>
<td>N375A</td>
<td>BRADD</td>
<td>Direct</td>
<td>ALLRY</td>
</tr>
<tr>
<td>N377A</td>
<td>TUSKY</td>
<td>Direct</td>
<td>ALLRY</td>
</tr>
<tr>
<td>N379A</td>
<td>ALLEX</td>
<td>Direct</td>
<td>ALLRY</td>
</tr>
<tr>
<td>N381B</td>
<td>EBONY</td>
<td>Direct</td>
<td>ALLRY</td>
</tr>
<tr>
<td>N383B</td>
<td>TOPPS</td>
<td>Direct</td>
<td>ALLRY</td>
</tr>
<tr>
<td>N385B</td>
<td>MIILS</td>
<td>Direct</td>
<td>ALLRY</td>
</tr>
<tr>
<td>N387B</td>
<td>CEFOU</td>
<td>MIGLI</td>
<td>ALLRY</td>
</tr>
<tr>
<td>N389B</td>
<td>CEFOU</td>
<td>Direct</td>
<td>ALLRY</td>
</tr>
<tr>
<td>N391A</td>
<td>BAREE</td>
<td>Direct</td>
<td>ALLRY</td>
</tr>
<tr>
<td>N393A</td>
<td>ANCKER</td>
<td>Direct</td>
<td>ALLRY</td>
</tr>
<tr>
<td>N395A</td>
<td>DANOL</td>
<td>Direct</td>
<td>ALLRY</td>
</tr>
<tr>
<td>N397A</td>
<td>TAFFY</td>
<td>Direct</td>
<td>ALLRY</td>
</tr>
<tr>
<td>N403A</td>
<td>KANNI</td>
<td>Direct</td>
<td>UMESI</td>
</tr>
<tr>
<td>N405A</td>
<td>BRADD</td>
<td>Direct</td>
<td>UMESI</td>
</tr>
<tr>
<td>N407A</td>
<td>TUSKY</td>
<td>Direct</td>
<td>UMESI</td>
</tr>
<tr>
<td>N409A</td>
<td>ALLEX</td>
<td>Direct</td>
<td>UMESI</td>
</tr>
<tr>
<td>N411B</td>
<td>EBONY</td>
<td>Direct</td>
<td>UMESI</td>
</tr>
<tr>
<td>N413B</td>
<td>TOPPS</td>
<td>Direct</td>
<td>UMESI</td>
</tr>
<tr>
<td>N415B</td>
<td>MIILS</td>
<td>Direct</td>
<td>UMESI</td>
</tr>
<tr>
<td>N417B</td>
<td>CEFOU</td>
<td>Direct</td>
<td>UMESI</td>
</tr>
<tr>
<td>N419B</td>
<td>BAREE</td>
<td>Direct</td>
<td>UMESI</td>
</tr>
<tr>
<td>N421A</td>
<td>ANCKER</td>
<td>Direct</td>
<td>UMESI</td>
</tr>
<tr>
<td>N423A</td>
<td>DANOL</td>
<td>Direct</td>
<td>UMESI</td>
</tr>
<tr>
<td>N425A</td>
<td>TAFFY</td>
<td>Direct</td>
<td>UMESI</td>
</tr>
<tr>
<td>N431A</td>
<td>KANNI</td>
<td>Direct</td>
<td>TUDEP</td>
</tr>
<tr>
<td>N433A</td>
<td>BRADD</td>
<td>Direct</td>
<td>TUDEP</td>
</tr>
<tr>
<td>N435A</td>
<td>TUSKY</td>
<td>Direct</td>
<td>TUDEP</td>
</tr>
<tr>
<td>N437A</td>
<td>ALLEX</td>
<td>Direct</td>
<td>TUDEP</td>
</tr>
<tr>
<td>N439A</td>
<td>EBONY</td>
<td>Direct</td>
<td>TUDEP</td>
</tr>
<tr>
<td>N441A</td>
<td>TOPPS</td>
<td>Direct</td>
<td>TUDEP</td>
</tr>
<tr>
<td>N443A</td>
<td>MIILS</td>
<td>Direct</td>
<td>TUDEP</td>
</tr>
<tr>
<td>N445A</td>
<td>BAREE</td>
<td>Direct</td>
<td>TUDEP</td>
</tr>
<tr>
<td>N447A</td>
<td>ANCKER</td>
<td>Direct</td>
<td>TUDEP</td>
</tr>
<tr>
<td>N449A</td>
<td>DANOL</td>
<td>Direct</td>
<td>TUDEP</td>
</tr>
<tr>
<td>N451A</td>
<td>TAFFY</td>
<td>Direct</td>
<td>TUDEP</td>
</tr>
<tr>
<td>N453A</td>
<td>CEFOU</td>
<td>Direct</td>
<td>TUDEP</td>
</tr>
<tr>
<td>N461A</td>
<td>KANNI</td>
<td>Direct</td>
<td>SAXAN</td>
</tr>
<tr>
<td>N463A</td>
<td>BRADD</td>
<td>Direct</td>
<td>SAXAN</td>
</tr>
<tr>
<td>N465A</td>
<td>TUSKY</td>
<td>Direct</td>
<td>SAXAN</td>
</tr>
<tr>
<td>N467A</td>
<td>ALLEX</td>
<td>Direct</td>
<td>SAXAN</td>
</tr>
<tr>
<td>N469A</td>
<td>EBONY</td>
<td>Direct</td>
<td>SAXAN</td>
</tr>
<tr>
<td>N471A</td>
<td>TOPPS</td>
<td>Direct</td>
<td>SAXAN</td>
</tr>
<tr>
<td>N473A</td>
<td>MIILS</td>
<td>Direct</td>
<td>SAXAN</td>
</tr>
<tr>
<td>N475A</td>
<td>TAFFY</td>
<td>Direct</td>
<td>SAXAN</td>
</tr>
<tr>
<td>N477A</td>
<td>BAREE</td>
<td>Direct</td>
<td>SAXAN</td>
</tr>
<tr>
<td>N479A</td>
<td>ANCKER</td>
<td>Direct</td>
<td>SAXAN</td>
</tr>
</tbody>
</table>

**NE, 8 SEP 2022 to 3 NOV 2022**
<table>
<thead>
<tr>
<th>NAR Designator</th>
<th>Inland Navigation Facility/Fix</th>
<th>Route Description</th>
<th>Coastal Fix</th>
</tr>
</thead>
<tbody>
<tr>
<td>N481A</td>
<td>DANOL</td>
<td>Direct</td>
<td>SAXAN</td>
</tr>
<tr>
<td>N483A</td>
<td>CEFOU</td>
<td>Direct</td>
<td>SAXAN</td>
</tr>
<tr>
<td>N491A</td>
<td>BRADD</td>
<td>Direct</td>
<td>RIKAL</td>
</tr>
<tr>
<td>N493A</td>
<td>TUSKY</td>
<td>Direct</td>
<td>RIKAL</td>
</tr>
<tr>
<td>N495C</td>
<td>ALLEX</td>
<td>Direct</td>
<td>RIKAL</td>
</tr>
<tr>
<td>N497C</td>
<td>EBONY</td>
<td>Direct</td>
<td>RIKAL</td>
</tr>
<tr>
<td>N499A</td>
<td>TOPPS</td>
<td>Direct</td>
<td>RIKAL</td>
</tr>
<tr>
<td>N501A</td>
<td>MIILS</td>
<td>Direct</td>
<td>RIKAL</td>
</tr>
<tr>
<td>N503A</td>
<td>TAFFY</td>
<td>Direct</td>
<td>RIKAL</td>
</tr>
<tr>
<td>N505A</td>
<td>BAREE</td>
<td>Direct</td>
<td>RIKAL</td>
</tr>
<tr>
<td>N507A</td>
<td>ANCER</td>
<td>Direct</td>
<td>RIKAL</td>
</tr>
<tr>
<td>N509A</td>
<td>DANOL</td>
<td>Direct</td>
<td>RIKAL</td>
</tr>
<tr>
<td>N511A</td>
<td>CEFOU</td>
<td>Direct</td>
<td>RIKAL</td>
</tr>
<tr>
<td>N521A</td>
<td>BRADD</td>
<td>Direct</td>
<td>PELTU</td>
</tr>
<tr>
<td>N523A</td>
<td>TUSKY</td>
<td>Direct</td>
<td>PELTU</td>
</tr>
<tr>
<td>N525A</td>
<td>ALLEX</td>
<td>Direct</td>
<td>PELTU</td>
</tr>
<tr>
<td>N527A</td>
<td>EBONY</td>
<td>Direct</td>
<td>PELTU</td>
</tr>
<tr>
<td>N529A</td>
<td>TOPPS</td>
<td>Direct</td>
<td>PELTU</td>
</tr>
<tr>
<td>N531A</td>
<td>MIILS</td>
<td>Direct</td>
<td>PELTU</td>
</tr>
<tr>
<td>N533A</td>
<td>TAFFY</td>
<td>Direct</td>
<td>PELTU</td>
</tr>
<tr>
<td>N535A</td>
<td>BAREE</td>
<td>Direct</td>
<td>PELTU</td>
</tr>
<tr>
<td>N537A</td>
<td>ANCER</td>
<td>Direct</td>
<td>PELTU</td>
</tr>
<tr>
<td>N539A</td>
<td>DANOL</td>
<td>Direct</td>
<td>PELTU</td>
</tr>
<tr>
<td>N541A</td>
<td>CEFOU</td>
<td>Direct</td>
<td>PELTU</td>
</tr>
<tr>
<td>N553A</td>
<td>TUSKY</td>
<td>Direct</td>
<td>NEEKO</td>
</tr>
<tr>
<td>N555A</td>
<td>EBONY</td>
<td>Direct</td>
<td>NEEKO</td>
</tr>
<tr>
<td>N557A</td>
<td>TOPPS</td>
<td>Direct</td>
<td>NEEKO</td>
</tr>
<tr>
<td>N559A</td>
<td>TAFFY</td>
<td>Direct</td>
<td>NEEKO</td>
</tr>
<tr>
<td>N561A</td>
<td>BAREE</td>
<td>Direct</td>
<td>NEEKO</td>
</tr>
<tr>
<td>N563A</td>
<td>MIILS</td>
<td>Direct</td>
<td>NEEKO</td>
</tr>
<tr>
<td>N565A</td>
<td>ANCER</td>
<td>Direct</td>
<td>NEEKO</td>
</tr>
<tr>
<td>N567A</td>
<td>ALLEX</td>
<td>Direct</td>
<td>NEEKO</td>
</tr>
<tr>
<td>N569A</td>
<td>DANOL</td>
<td>Direct</td>
<td>NEEKO</td>
</tr>
<tr>
<td>N571A</td>
<td>QUBIS</td>
<td>Direct</td>
<td>NEEKO</td>
</tr>
<tr>
<td>N573A</td>
<td>CEFOU</td>
<td>Direct</td>
<td>NEEKO</td>
</tr>
<tr>
<td>N583A</td>
<td>ALLEX</td>
<td>Direct</td>
<td>MELDI</td>
</tr>
<tr>
<td>N585A</td>
<td>EBONY</td>
<td>Direct</td>
<td>MELDI</td>
</tr>
<tr>
<td>N587A</td>
<td>TOPPS</td>
<td>Direct</td>
<td>MELDI</td>
</tr>
<tr>
<td>N589A</td>
<td>MIILS</td>
<td>Direct</td>
<td>MELDI</td>
</tr>
<tr>
<td>N591A</td>
<td>TAFFY</td>
<td>Direct</td>
<td>MELDI</td>
</tr>
<tr>
<td>N593A</td>
<td>QUBIS</td>
<td>Direct</td>
<td>MELDI</td>
</tr>
<tr>
<td>N595A</td>
<td>ANCER</td>
<td>Direct</td>
<td>MELDI</td>
</tr>
<tr>
<td>N597A</td>
<td>BAREE</td>
<td>Direct</td>
<td>MELDI</td>
</tr>
<tr>
<td>N599A</td>
<td>DANOL</td>
<td>Direct</td>
<td>MELDI</td>
</tr>
<tr>
<td>N601A</td>
<td>CEFOU</td>
<td>Direct</td>
<td>MELDI</td>
</tr>
<tr>
<td>N613A</td>
<td>ALLEX</td>
<td>Direct</td>
<td>LOMSI</td>
</tr>
<tr>
<td>N615A</td>
<td>EBONY</td>
<td>Direct</td>
<td>LOMSI</td>
</tr>
<tr>
<td>N617A</td>
<td>TOPPS</td>
<td>Direct</td>
<td>LOMSI</td>
</tr>
<tr>
<td>N619A</td>
<td>MIILS</td>
<td>Direct</td>
<td>LOMSI</td>
</tr>
<tr>
<td>N621A</td>
<td>TAFFY</td>
<td>Direct</td>
<td>LOMSI</td>
</tr>
<tr>
<td>N623A</td>
<td>QUBIS</td>
<td>Direct</td>
<td>LOMSI</td>
</tr>
<tr>
<td>N625A</td>
<td>ANCER</td>
<td>Direct</td>
<td>LOMSI</td>
</tr>
<tr>
<td>N627A</td>
<td>BAREE</td>
<td>Direct</td>
<td>LOMSI</td>
</tr>
<tr>
<td>N629A</td>
<td>CEFOU</td>
<td>Direct</td>
<td>LOMSI</td>
</tr>
<tr>
<td>N631A</td>
<td>DANOL</td>
<td>Direct</td>
<td>LOMSI</td>
</tr>
<tr>
<td>N643A</td>
<td>ALLEX</td>
<td>Direct</td>
<td>KODIK</td>
</tr>
<tr>
<td>N645A</td>
<td>EBONY</td>
<td>Direct</td>
<td>KODIK</td>
</tr>
<tr>
<td>N647A</td>
<td>TOPPS</td>
<td>Direct</td>
<td>KODIK</td>
</tr>
</tbody>
</table>

**NE, 8 SEP 2022 to 3 NOV 2022**
<table>
<thead>
<tr>
<th>NAR Designator</th>
<th>Inland Navigation Facility/Fix</th>
<th>Route Description</th>
<th>Coastal Fix</th>
</tr>
</thead>
<tbody>
<tr>
<td>N649A</td>
<td>MIILS</td>
<td>Direct</td>
<td>KODIK</td>
</tr>
<tr>
<td>N651A</td>
<td>TAFFY</td>
<td>Direct</td>
<td>KODIK</td>
</tr>
<tr>
<td>N653A</td>
<td>QUBIS</td>
<td>Direct</td>
<td>KODIK</td>
</tr>
<tr>
<td>N655A</td>
<td>ANKER</td>
<td>Direct</td>
<td>KODIK</td>
</tr>
<tr>
<td>N657A</td>
<td>BAREE</td>
<td>Direct</td>
<td>KODIK</td>
</tr>
<tr>
<td>N659A</td>
<td>CEFOU</td>
<td>Direct</td>
<td>KODIK</td>
</tr>
<tr>
<td>N661A</td>
<td>DANOL</td>
<td>Direct</td>
<td>KODIK</td>
</tr>
<tr>
<td>N673A</td>
<td>ALLEX</td>
<td>Direct</td>
<td>JANJO</td>
</tr>
<tr>
<td>N675A</td>
<td>EBONY</td>
<td>Direct</td>
<td>JANJO</td>
</tr>
<tr>
<td>N677A</td>
<td>TOPPS</td>
<td>Direct</td>
<td>JANJO</td>
</tr>
<tr>
<td>N679A</td>
<td>MIILS</td>
<td>Direct</td>
<td>JANJO</td>
</tr>
<tr>
<td>N681A</td>
<td>TAFFY</td>
<td>Direct</td>
<td>JANJO</td>
</tr>
<tr>
<td>N683A</td>
<td>QUBIS</td>
<td>Direct</td>
<td>JANJO</td>
</tr>
<tr>
<td>N685A</td>
<td>ANKER</td>
<td>Direct</td>
<td>JANJO</td>
</tr>
<tr>
<td>N687A</td>
<td>BAREE</td>
<td>Direct</td>
<td>JANJO</td>
</tr>
<tr>
<td>N689A</td>
<td>CEFOU</td>
<td>Direct</td>
<td>JANJO</td>
</tr>
<tr>
<td>N703A</td>
<td>ALLEX</td>
<td>Direct</td>
<td>IRLOK</td>
</tr>
<tr>
<td>N705A</td>
<td>EBONY</td>
<td>Direct</td>
<td>IRLOK</td>
</tr>
<tr>
<td>N707A</td>
<td>TOPPS</td>
<td>Direct</td>
<td>IRLOK</td>
</tr>
<tr>
<td>N709A</td>
<td>MIILS</td>
<td>Direct</td>
<td>IRLOK</td>
</tr>
<tr>
<td>N711A</td>
<td>TAFFY</td>
<td>Direct</td>
<td>IRLOK</td>
</tr>
<tr>
<td>N713A</td>
<td>QUBIS</td>
<td>Direct</td>
<td>IRLOK</td>
</tr>
<tr>
<td>N715A</td>
<td>ANKER</td>
<td>Direct</td>
<td>IRLOK</td>
</tr>
<tr>
<td>N717A</td>
<td>BAREE</td>
<td>Direct</td>
<td>IRLOK</td>
</tr>
<tr>
<td>N719A</td>
<td>CEFOU</td>
<td>Direct</td>
<td>IRLOK</td>
</tr>
<tr>
<td>N733A</td>
<td>EBONY</td>
<td>Direct</td>
<td>HOIST</td>
</tr>
<tr>
<td>N735A</td>
<td>TOPPS</td>
<td>Direct</td>
<td>HOIST</td>
</tr>
<tr>
<td>N737A</td>
<td>MIILS</td>
<td>Direct</td>
<td>HOIST</td>
</tr>
<tr>
<td>N739A</td>
<td>TAFFY</td>
<td>Direct</td>
<td>HOIST</td>
</tr>
<tr>
<td>N741A</td>
<td>QUBIS</td>
<td>Direct</td>
<td>HOIST</td>
</tr>
<tr>
<td>N743A</td>
<td>BAREE</td>
<td>Direct</td>
<td>HOIST</td>
</tr>
<tr>
<td>N745A</td>
<td>ANKER</td>
<td>Direct</td>
<td>HOIST</td>
</tr>
<tr>
<td>N747A</td>
<td>CEFOU</td>
<td>Direct</td>
<td>HOIST</td>
</tr>
<tr>
<td>N763A</td>
<td>EBONY</td>
<td>Direct</td>
<td>ENNSO</td>
</tr>
<tr>
<td>N765A</td>
<td>TOPPS</td>
<td>Direct</td>
<td>ENNSO</td>
</tr>
<tr>
<td>N767A</td>
<td>MIILS</td>
<td>Direct</td>
<td>ENNSO</td>
</tr>
<tr>
<td>N769A</td>
<td>TAFFY</td>
<td>Direct</td>
<td>ENNSO</td>
</tr>
<tr>
<td>N771A</td>
<td>QUBIS</td>
<td>Direct</td>
<td>ENNSO</td>
</tr>
<tr>
<td>N773A</td>
<td>BAREE</td>
<td>Direct</td>
<td>ENNSO</td>
</tr>
<tr>
<td>N775A</td>
<td>ANKER</td>
<td>Direct</td>
<td>ENNSO</td>
</tr>
<tr>
<td>N777A</td>
<td>CEFOU</td>
<td>Direct</td>
<td>ENNSO</td>
</tr>
<tr>
<td>N793A</td>
<td>TOPPS</td>
<td>Direct</td>
<td>DORYY</td>
</tr>
<tr>
<td>N795A</td>
<td>MIILS</td>
<td>Direct</td>
<td>DORYY</td>
</tr>
<tr>
<td>N797A</td>
<td>TAFFY</td>
<td>Direct</td>
<td>DORYY</td>
</tr>
<tr>
<td>N799A</td>
<td>QUBIS</td>
<td>Direct</td>
<td>DORYY</td>
</tr>
<tr>
<td>N801A</td>
<td>BAREE</td>
<td>YBC</td>
<td>DORYY</td>
</tr>
<tr>
<td>N803A</td>
<td>ANKER</td>
<td>YBC</td>
<td>DORYY</td>
</tr>
<tr>
<td>N805A</td>
<td>CEFOU</td>
<td>Direct</td>
<td>DORYY</td>
</tr>
<tr>
<td>N815A</td>
<td>BAREE</td>
<td>Direct</td>
<td>DORYY</td>
</tr>
<tr>
<td>N823A</td>
<td>TOPPS</td>
<td>Direct</td>
<td>BOKTO</td>
</tr>
<tr>
<td>N825A</td>
<td>BAREE</td>
<td>Direct</td>
<td>BOKTO</td>
</tr>
<tr>
<td>N827A</td>
<td>TAFFY</td>
<td>Direct</td>
<td>BOKTO</td>
</tr>
<tr>
<td>N829A</td>
<td>CEFOU</td>
<td>Direct</td>
<td>BOKTO</td>
</tr>
<tr>
<td>N831A</td>
<td>BAREE</td>
<td>Direct</td>
<td>BOKTO</td>
</tr>
<tr>
<td>N833A</td>
<td>TOPPS</td>
<td>Direct</td>
<td>AVUTI</td>
</tr>
<tr>
<td>N835A</td>
<td>TAFFY</td>
<td>Direct</td>
<td>AVUTI</td>
</tr>
<tr>
<td>N837A</td>
<td>QUBIS</td>
<td>Direct</td>
<td>AVUTI</td>
</tr>
<tr>
<td>N839A</td>
<td>BAREE</td>
<td>Direct</td>
<td>AVUTI</td>
</tr>
</tbody>
</table>

**NE, 8 SEP 2022 to 3 NOV 2022**
<table>
<thead>
<tr>
<th>NAR Designator</th>
<th>Inland Navigation Facility/Fix</th>
<th>Route Description</th>
<th>Coastal Fix</th>
</tr>
</thead>
<tbody>
<tr>
<td>N841B</td>
<td>BAREE</td>
<td>KISUV YZV</td>
<td>AVUTI</td>
</tr>
<tr>
<td>N843A</td>
<td>BAREE</td>
<td>Direct</td>
<td>AVUTI</td>
</tr>
<tr>
<td>N845A</td>
<td>ANCER</td>
<td>YBC</td>
<td>AVUTI</td>
</tr>
<tr>
<td>N847A</td>
<td>CEFOU</td>
<td>Direct</td>
<td>AVUTI</td>
</tr>
<tr>
<td>N855A</td>
<td>TAFFY</td>
<td>DVU7BI</td>
<td>VESMI</td>
</tr>
<tr>
<td>N857A</td>
<td>QUBIS</td>
<td>DVU7BI</td>
<td>VESMI</td>
</tr>
<tr>
<td>N859A</td>
<td>BAREE</td>
<td>DVU7BI</td>
<td>VESMI</td>
</tr>
<tr>
<td>N861A</td>
<td>ANCER</td>
<td>YBC</td>
<td>VESMI</td>
</tr>
<tr>
<td>N863A</td>
<td>CEFOU</td>
<td>Direct</td>
<td>VESMI</td>
</tr>
<tr>
<td>N875A</td>
<td>TAFFY</td>
<td>YDP</td>
<td>URTAK</td>
</tr>
<tr>
<td>N877A</td>
<td>QUBIS</td>
<td>YDP</td>
<td>URTAK</td>
</tr>
<tr>
<td>N879A</td>
<td>BAREE</td>
<td>YDP</td>
<td>URTAK</td>
</tr>
<tr>
<td>N881A</td>
<td>ANCER</td>
<td>YBC YDP</td>
<td>URTAK</td>
</tr>
<tr>
<td>N883A</td>
<td>CEFOU</td>
<td>YDP</td>
<td>URTAK</td>
</tr>
<tr>
<td>N885A</td>
<td>EBONY</td>
<td>Direct</td>
<td>PORTI</td>
</tr>
<tr>
<td>N887A</td>
<td>TOPPS</td>
<td>Direct</td>
<td>PORTI</td>
</tr>
<tr>
<td>N889A</td>
<td>DANOL</td>
<td>Direct</td>
<td>PORTI</td>
</tr>
<tr>
<td>N891A</td>
<td>TUSKY</td>
<td>SCOTS</td>
<td>OMSAT</td>
</tr>
<tr>
<td>N893A</td>
<td>EBONY</td>
<td>Direct</td>
<td>OMSAT</td>
</tr>
<tr>
<td>N895A</td>
<td>TOPPS</td>
<td>Direct</td>
<td>OMSAT</td>
</tr>
<tr>
<td>N897A</td>
<td>DANOL</td>
<td>Direct</td>
<td>OMSAT</td>
</tr>
<tr>
<td>N899A</td>
<td>KANNI</td>
<td>SCOTS</td>
<td>NICS0</td>
</tr>
<tr>
<td>N901A</td>
<td>TUSKY</td>
<td>SCOTS</td>
<td>NICS0</td>
</tr>
<tr>
<td>N903A</td>
<td>EBONY</td>
<td>Direct</td>
<td>NICS0</td>
</tr>
<tr>
<td>N905A</td>
<td>TOPPS</td>
<td>Direct</td>
<td>NICS0</td>
</tr>
<tr>
<td>N907A</td>
<td>DANOL</td>
<td>Direct</td>
<td>NICS0</td>
</tr>
<tr>
<td>N909A</td>
<td>TUSKY</td>
<td>SCOTS</td>
<td>MUSAK</td>
</tr>
<tr>
<td>N911A</td>
<td>EBONY</td>
<td>Direct</td>
<td>MUSAK</td>
</tr>
<tr>
<td>N913A</td>
<td>TOPPS</td>
<td>Direct</td>
<td>MUSAK</td>
</tr>
<tr>
<td>N915A</td>
<td>DANOL</td>
<td>Direct</td>
<td>MUSAK</td>
</tr>
<tr>
<td>N917A</td>
<td>TOPPS</td>
<td>Direct</td>
<td>JOOPY</td>
</tr>
<tr>
<td>N919A</td>
<td>DANOL</td>
<td>Direct</td>
<td>JOOPY</td>
</tr>
<tr>
<td>N921A</td>
<td>KANNI</td>
<td>ACADN</td>
<td>ELSIR</td>
</tr>
<tr>
<td>N923A</td>
<td>DANOL</td>
<td>Direct</td>
<td>ELSIR</td>
</tr>
<tr>
<td>N925A</td>
<td>ANCER</td>
<td>YBC</td>
<td>BOKTO</td>
</tr>
<tr>
<td>N927A</td>
<td>KANNI</td>
<td>GAYBL</td>
<td>RELIC</td>
</tr>
<tr>
<td>N929A</td>
<td>TUSKY</td>
<td>ACADN</td>
<td>RELIC</td>
</tr>
<tr>
<td>NAR Designator</td>
<td>Coastal Fix</td>
<td>Route Description</td>
<td>Inland Navigation Facility Fix</td>
</tr>
<tr>
<td>----------------</td>
<td>-------------</td>
<td>-------------------</td>
<td>------------------------------</td>
</tr>
<tr>
<td>N4A</td>
<td>SLATN</td>
<td>Direct</td>
<td>BERGH</td>
</tr>
<tr>
<td>N12D</td>
<td>JOBOC</td>
<td>Direct</td>
<td>BERGH</td>
</tr>
<tr>
<td>N14C</td>
<td>JOBOC</td>
<td>Direct</td>
<td>SAILE</td>
</tr>
<tr>
<td>N20B</td>
<td>DOVEY</td>
<td>Direct</td>
<td>SAILE</td>
</tr>
<tr>
<td>N26B</td>
<td>CARAC</td>
<td>Direct</td>
<td>VITOL</td>
</tr>
<tr>
<td>N28B</td>
<td>CARAC</td>
<td>Direct</td>
<td>WHALE</td>
</tr>
<tr>
<td>N30B</td>
<td>CARAC</td>
<td>Direct</td>
<td>KANNI</td>
</tr>
<tr>
<td>N32B</td>
<td>CARAC</td>
<td>Direct</td>
<td>BRADD</td>
</tr>
<tr>
<td>N34B</td>
<td>CARAC</td>
<td>Direct</td>
<td>TOPPS</td>
</tr>
<tr>
<td>N46G</td>
<td>JAROM</td>
<td>LOMPI CARAC</td>
<td>VITOL</td>
</tr>
<tr>
<td>N48G</td>
<td>JAROM</td>
<td>LOMPI GAYBL</td>
<td>VITOL</td>
</tr>
<tr>
<td>N50G</td>
<td>JAROM</td>
<td>LOMPI</td>
<td>WHALE</td>
</tr>
<tr>
<td>N52G</td>
<td>JAROM</td>
<td>LOMPI GAYBL</td>
<td>WHALE</td>
</tr>
<tr>
<td>N54G</td>
<td>JAROM</td>
<td>LOMPI</td>
<td>KANNI</td>
</tr>
<tr>
<td>N56G</td>
<td>JAROM</td>
<td>LOMPI</td>
<td>BRADD</td>
</tr>
<tr>
<td>N58D</td>
<td>JAROM</td>
<td>LOMPI</td>
<td>TUSKY</td>
</tr>
<tr>
<td>N60D</td>
<td>JAROM</td>
<td>LOMPI SCOTS</td>
<td>TUSKY</td>
</tr>
<tr>
<td>N62C</td>
<td>JAROM</td>
<td>LOMPI</td>
<td>TOPPS</td>
</tr>
<tr>
<td>N76A</td>
<td>RAFIN</td>
<td>NANSO</td>
<td>VITOL</td>
</tr>
<tr>
<td>N78A</td>
<td>RAFIN</td>
<td>NANSOL GAYBL</td>
<td>VITOL</td>
</tr>
<tr>
<td>N80A</td>
<td>RAFIN</td>
<td>NANSO</td>
<td>WHALE</td>
</tr>
<tr>
<td>N82A</td>
<td>RAFIN</td>
<td>NANSO</td>
<td>KANNI</td>
</tr>
<tr>
<td>N84A</td>
<td>RAFIN</td>
<td>Direct</td>
<td>BRADD</td>
</tr>
<tr>
<td>N86A</td>
<td>RAFIN</td>
<td>Direct</td>
<td>TUSKY</td>
</tr>
<tr>
<td>N88A</td>
<td>RAFIN</td>
<td>ACADN</td>
<td>TUSKY</td>
</tr>
<tr>
<td>N90A</td>
<td>RAFIN</td>
<td>Direct</td>
<td>MIILS</td>
</tr>
<tr>
<td>N106B</td>
<td>SUPRY</td>
<td>Direct</td>
<td>VITOL</td>
</tr>
<tr>
<td>N108B</td>
<td>SUPRY</td>
<td>GAYBL</td>
<td>VITOL</td>
</tr>
<tr>
<td>N110B</td>
<td>SUPRY</td>
<td>Direct</td>
<td>WHALE</td>
</tr>
<tr>
<td>N112D</td>
<td>SUPRY</td>
<td>Direct</td>
<td>KANNI</td>
</tr>
<tr>
<td>N114E</td>
<td>SUPRY</td>
<td>Direct</td>
<td>BRADD</td>
</tr>
<tr>
<td>N116A</td>
<td>SUPRY</td>
<td>Direct</td>
<td>TUSKY</td>
</tr>
<tr>
<td>N118A</td>
<td>SUPRY</td>
<td>ACADN</td>
<td>TUSKY</td>
</tr>
<tr>
<td>N120A</td>
<td>SUPRY</td>
<td>Direct</td>
<td>MIILS</td>
</tr>
<tr>
<td>N136A</td>
<td>RELIC</td>
<td>Direct</td>
<td>VITOL</td>
</tr>
<tr>
<td>N138A</td>
<td>RELIC</td>
<td>GAYBL</td>
<td>VITOL</td>
</tr>
<tr>
<td>N140A</td>
<td>RELIC</td>
<td>Direct</td>
<td>WHALE</td>
</tr>
<tr>
<td>N142D</td>
<td>RELIC</td>
<td>SCOTS</td>
<td>WHALE</td>
</tr>
<tr>
<td>N144D</td>
<td>RELIC</td>
<td>Direct</td>
<td>BRADD</td>
</tr>
<tr>
<td>N146D</td>
<td>RELIC</td>
<td>SCOTS</td>
<td>BRADD</td>
</tr>
<tr>
<td>N148D</td>
<td>RELIC</td>
<td>Direct</td>
<td>TUSKY</td>
</tr>
<tr>
<td>N150B</td>
<td>RELIC</td>
<td>SCOTS</td>
<td>TUSKY</td>
</tr>
<tr>
<td>N152A</td>
<td>RELIC</td>
<td>Direct</td>
<td>ALLEX</td>
</tr>
<tr>
<td>N154A</td>
<td>RELIC</td>
<td>Direct</td>
<td>MIILS</td>
</tr>
<tr>
<td>N166A</td>
<td>PORTI</td>
<td>Direct</td>
<td>WHALE</td>
</tr>
<tr>
<td>N168A</td>
<td>PORTI</td>
<td>Direct</td>
<td>KANNI</td>
</tr>
<tr>
<td>N170A</td>
<td>PORTI</td>
<td>Direct</td>
<td>BRADD</td>
</tr>
<tr>
<td>N172B</td>
<td>PORTI</td>
<td>SCOTS</td>
<td>BRADD</td>
</tr>
<tr>
<td>N174B</td>
<td>PORTI</td>
<td>Direct</td>
<td>TUSKY</td>
</tr>
<tr>
<td>N176B</td>
<td>PORTI</td>
<td>ACADN</td>
<td>TUSKY</td>
</tr>
<tr>
<td>N180A</td>
<td>PORTI</td>
<td>Direct</td>
<td>ALLEX</td>
</tr>
<tr>
<td>N182A</td>
<td>PORTI</td>
<td>Direct</td>
<td>MIILS</td>
</tr>
<tr>
<td>N196A</td>
<td>OMSAT</td>
<td>Direct</td>
<td>WHALE</td>
</tr>
<tr>
<td>N198A</td>
<td>OMSAT</td>
<td>GAYBL</td>
<td>WHALE</td>
</tr>
<tr>
<td>N200D</td>
<td>OMSAT</td>
<td>Direct</td>
<td>KANNI</td>
</tr>
<tr>
<td>N202D</td>
<td>OMSAT</td>
<td>Direct</td>
<td>BRADD</td>
</tr>
<tr>
<td>N204D</td>
<td>OMSAT</td>
<td>SCOTS</td>
<td>BRADD</td>
</tr>
</tbody>
</table>

NE, 8 SEP 2022 to 3 NOV 2022
<table>
<thead>
<tr>
<th>NAR Designator</th>
<th>Coastal Fix</th>
<th>Route Description</th>
<th>Inland Navigation Facility Fix</th>
</tr>
</thead>
<tbody>
<tr>
<td>N206E</td>
<td>OMSAT</td>
<td>Direct</td>
<td>TUSKY</td>
</tr>
<tr>
<td>N208A</td>
<td>OMSAT</td>
<td>ACADN</td>
<td>TUSKY</td>
</tr>
<tr>
<td>N210A</td>
<td>OMSAT</td>
<td>Direct</td>
<td>ALLEX</td>
</tr>
<tr>
<td>N212A</td>
<td>OMSAT</td>
<td>Direct</td>
<td>MIILS</td>
</tr>
<tr>
<td>N226A</td>
<td>NICSO</td>
<td>SCOTS</td>
<td>BRADD</td>
</tr>
<tr>
<td>N228A</td>
<td>NICSO</td>
<td>ACADN</td>
<td>TUSKY</td>
</tr>
<tr>
<td>N230A</td>
<td>NICSO</td>
<td>Direct</td>
<td>KANNI</td>
</tr>
<tr>
<td>N232A</td>
<td>NICSO</td>
<td>Direct</td>
<td>BRADD</td>
</tr>
<tr>
<td>N234A</td>
<td>NICSO</td>
<td>Direct</td>
<td>TUSKY</td>
</tr>
<tr>
<td>N236A</td>
<td>NICSO</td>
<td>Direct</td>
<td>ALLEX</td>
</tr>
<tr>
<td>N238A</td>
<td>NICSO</td>
<td>Direct</td>
<td>MIILS</td>
</tr>
<tr>
<td>N256A</td>
<td>MUSAK</td>
<td>Direct</td>
<td>BRADD</td>
</tr>
<tr>
<td>N258A</td>
<td>MUSAK</td>
<td>SCOTS</td>
<td>BRADD</td>
</tr>
<tr>
<td>N260A</td>
<td>MUSAK</td>
<td>Direct</td>
<td>TUSKY</td>
</tr>
<tr>
<td>N262A</td>
<td>MUSAK</td>
<td>Direct</td>
<td>ALLEX</td>
</tr>
<tr>
<td>N264A</td>
<td>MUSAK</td>
<td>Direct</td>
<td>MIILS</td>
</tr>
<tr>
<td>N276C</td>
<td>JOOPY</td>
<td>Direct</td>
<td>TUSKY</td>
</tr>
<tr>
<td>N278B</td>
<td>JOOPY</td>
<td>Direct</td>
<td>ALLEX</td>
</tr>
<tr>
<td>N280A</td>
<td>JOOPY</td>
<td>Direct</td>
<td>MIILS</td>
</tr>
<tr>
<td>N296A</td>
<td>IBERG</td>
<td>Direct</td>
<td>TUSKY</td>
</tr>
<tr>
<td>N298A</td>
<td>IBERG</td>
<td>Direct</td>
<td>ALLEX</td>
</tr>
<tr>
<td>N300B</td>
<td>IBERG</td>
<td>Direct</td>
<td>EBONY</td>
</tr>
<tr>
<td>N302E</td>
<td>IBERG</td>
<td>Direct</td>
<td>TOPPS</td>
</tr>
<tr>
<td>N304B</td>
<td>IBERG</td>
<td>Direct</td>
<td>MIILS</td>
</tr>
<tr>
<td>N316A</td>
<td>ELSIR</td>
<td>Direct</td>
<td>TUSKY</td>
</tr>
<tr>
<td>N318A</td>
<td>ELSIR</td>
<td>Direct</td>
<td>ALLEX</td>
</tr>
<tr>
<td>N320A</td>
<td>ELSIR</td>
<td>Direct</td>
<td>EBONY</td>
</tr>
<tr>
<td>N322A*</td>
<td>ELSIR</td>
<td>Direct</td>
<td>TOPPS</td>
</tr>
<tr>
<td>N324A</td>
<td>ELSIR</td>
<td>Direct</td>
<td>MIILS</td>
</tr>
<tr>
<td>N336A</td>
<td>BUDAR</td>
<td>Direct</td>
<td>TUSKY</td>
</tr>
<tr>
<td>N338A</td>
<td>BUDAR</td>
<td>Direct</td>
<td>ALLEX</td>
</tr>
<tr>
<td>N340A</td>
<td>BUDAR</td>
<td>Direct</td>
<td>EBONY</td>
</tr>
<tr>
<td>N342A</td>
<td>BUDAR</td>
<td>Direct</td>
<td>TOPPS</td>
</tr>
<tr>
<td>N344A</td>
<td>BUDAR</td>
<td>Direct</td>
<td>MIILS</td>
</tr>
<tr>
<td>N356E</td>
<td>ALLRY</td>
<td>Direct</td>
<td>ALLEX</td>
</tr>
<tr>
<td>N358A</td>
<td>ALLRY</td>
<td>Direct</td>
<td>EBONY</td>
</tr>
<tr>
<td>N360A</td>
<td>ALLRY</td>
<td>Direct</td>
<td>TOPPS</td>
</tr>
<tr>
<td>N362A</td>
<td>ALLRY</td>
<td>Direct</td>
<td>MIILS</td>
</tr>
<tr>
<td>N376A</td>
<td>UMESI</td>
<td>Direct</td>
<td>ALLEX</td>
</tr>
<tr>
<td>N378A</td>
<td>UMESI</td>
<td>Direct</td>
<td>EBONY</td>
</tr>
<tr>
<td>N380B</td>
<td>UMESI</td>
<td>Direct</td>
<td>TOPPS</td>
</tr>
<tr>
<td>N382B</td>
<td>UMESI</td>
<td>Direct</td>
<td>MIILS</td>
</tr>
<tr>
<td>N384B</td>
<td>UMESI</td>
<td>Direct</td>
<td>YRI</td>
</tr>
<tr>
<td>N386C</td>
<td>UMESI</td>
<td>Direct</td>
<td>YRI OMALI TOXAL</td>
</tr>
<tr>
<td>N396A</td>
<td>TUDEP</td>
<td>Direct</td>
<td>ALLEX</td>
</tr>
<tr>
<td>N398A</td>
<td>TUDEP</td>
<td>Direct</td>
<td>TOPPS</td>
</tr>
<tr>
<td>N400A</td>
<td>TUDEP</td>
<td>Direct</td>
<td>MIILS</td>
</tr>
<tr>
<td>N402A</td>
<td>TUDEP</td>
<td>Direct</td>
<td>YRI</td>
</tr>
<tr>
<td>N404B</td>
<td>TUDEP</td>
<td>Direct</td>
<td>YRI OMALI TOXAL</td>
</tr>
<tr>
<td>N416B</td>
<td>SAXAN</td>
<td>Direct</td>
<td>ALLEX</td>
</tr>
<tr>
<td>N418B</td>
<td>SAXAN</td>
<td>Direct</td>
<td>TOPPS</td>
</tr>
<tr>
<td>N420A</td>
<td>SAXAN</td>
<td>Direct</td>
<td>MIILS</td>
</tr>
<tr>
<td>N422A</td>
<td>SAXAN</td>
<td>Direct</td>
<td>YRI</td>
</tr>
<tr>
<td>N424H</td>
<td>SAXAN</td>
<td>Direct</td>
<td>YRI OMALI TOXAL</td>
</tr>
<tr>
<td>N436A</td>
<td>RIKAL</td>
<td>Direct</td>
<td>ALLEX</td>
</tr>
<tr>
<td>N438A</td>
<td>RIKAL</td>
<td>Direct</td>
<td>TOPPS</td>
</tr>
<tr>
<td>N440A</td>
<td>RIKAL</td>
<td>Direct</td>
<td>YRI</td>
</tr>
<tr>
<td>N442B</td>
<td>RIKAL</td>
<td>Direct</td>
<td>YRI OMALI TOXAL</td>
</tr>
<tr>
<td>NAR Designator</td>
<td>Coastal Fix</td>
<td>Route Description</td>
<td>Inland Navigation Facility Fix</td>
</tr>
<tr>
<td>----------------</td>
<td>-------------</td>
<td>-------------------</td>
<td>-------------------------------</td>
</tr>
<tr>
<td>N456B</td>
<td>PELTU</td>
<td>Direct</td>
<td>ALLEX</td>
</tr>
<tr>
<td>N458A</td>
<td>PELTU</td>
<td>Direct</td>
<td>TOPPS</td>
</tr>
<tr>
<td>N460A</td>
<td>PELTU</td>
<td>Direct</td>
<td>TAFFY</td>
</tr>
<tr>
<td>N462A</td>
<td>PELTU</td>
<td>Direct</td>
<td>YRI</td>
</tr>
<tr>
<td>N464B</td>
<td>PELTU</td>
<td>YRI OMALI TOXAL</td>
<td>NJOHN</td>
</tr>
<tr>
<td>N476A</td>
<td>NEKO</td>
<td>Direct</td>
<td>ALLEX</td>
</tr>
<tr>
<td>N478A</td>
<td>NEKO</td>
<td>Direct</td>
<td>TOPPS</td>
</tr>
<tr>
<td>N480A</td>
<td>NEKO</td>
<td>Direct</td>
<td>TAFFY</td>
</tr>
<tr>
<td>N482A</td>
<td>NEKO</td>
<td>Direct</td>
<td>YRI</td>
</tr>
<tr>
<td>N484B</td>
<td>NEKO</td>
<td>YRI OMALI TOXAL</td>
<td>NJOHN</td>
</tr>
<tr>
<td>N496F</td>
<td>MELDI</td>
<td>Direct</td>
<td>TOPPS</td>
</tr>
<tr>
<td>N498C</td>
<td>MELDI</td>
<td>Direct</td>
<td>TAFFY</td>
</tr>
<tr>
<td>N500A</td>
<td>MELDI</td>
<td>Direct</td>
<td>YRI</td>
</tr>
<tr>
<td>N502D</td>
<td>MELDI</td>
<td>YRI OMALI TOXAL</td>
<td>NJOHN</td>
</tr>
<tr>
<td>N516A</td>
<td>LOMSI</td>
<td>Direct</td>
<td>TOPPS</td>
</tr>
<tr>
<td>N518A</td>
<td>LOMSI</td>
<td>Direct</td>
<td>TAFFY</td>
</tr>
<tr>
<td>N520A</td>
<td>LOMSI</td>
<td>Direct</td>
<td>YRI</td>
</tr>
<tr>
<td>N522B</td>
<td>LOMSI</td>
<td>YRI OMALI TOXAL</td>
<td>NJOHN</td>
</tr>
<tr>
<td>N536C</td>
<td>KODIK</td>
<td>Direct</td>
<td>TOPPS</td>
</tr>
<tr>
<td>N538C</td>
<td>KODIK</td>
<td>Direct</td>
<td>TAFFY</td>
</tr>
<tr>
<td>N540C</td>
<td>KODIK</td>
<td>Direct</td>
<td>YBC</td>
</tr>
<tr>
<td>N542A</td>
<td>KODIK</td>
<td>Direct</td>
<td>YRI</td>
</tr>
<tr>
<td>N544B</td>
<td>KODIK</td>
<td>YRI OMALI TOXAL</td>
<td>NJOHN</td>
</tr>
<tr>
<td>N556A</td>
<td>JANJO</td>
<td>Direct</td>
<td>TOPPS</td>
</tr>
<tr>
<td>N558A</td>
<td>JANJO</td>
<td>Direct</td>
<td>TAFFY</td>
</tr>
<tr>
<td>N560A</td>
<td>JANJO</td>
<td>Direct</td>
<td>YBC</td>
</tr>
<tr>
<td>N562B</td>
<td>JANJO</td>
<td>YRI OMALI TOXAL</td>
<td>NJOHN</td>
</tr>
<tr>
<td>N576A</td>
<td>IROLK</td>
<td>Direct</td>
<td>TAFFY</td>
</tr>
<tr>
<td>N578A</td>
<td>IROLK</td>
<td>Direct</td>
<td>QUBIS</td>
</tr>
<tr>
<td>N580A</td>
<td>IROLK</td>
<td>Direct</td>
<td>YBC</td>
</tr>
<tr>
<td>N582B</td>
<td>IROLK</td>
<td>YRI OMALI TOXAL</td>
<td>NJOHN</td>
</tr>
<tr>
<td>N584B</td>
<td>IROLK</td>
<td>OMTOL</td>
<td>MT</td>
</tr>
<tr>
<td>N596A</td>
<td>HOIST</td>
<td>Direct</td>
<td>TAFFY</td>
</tr>
<tr>
<td>N598C</td>
<td>HOIST</td>
<td>Direct</td>
<td>QUBIS</td>
</tr>
<tr>
<td>N600A</td>
<td>HOIST</td>
<td>Direct</td>
<td>YBC</td>
</tr>
<tr>
<td>N602B</td>
<td>HOIST</td>
<td>YRI OMALI TOXAL</td>
<td>NJOHN</td>
</tr>
<tr>
<td>N604B</td>
<td>HOIST</td>
<td>OMTOL</td>
<td>MT</td>
</tr>
<tr>
<td>N606A</td>
<td>HOIST</td>
<td>YIR</td>
<td>YRI</td>
</tr>
<tr>
<td>N616A</td>
<td>ENNSO</td>
<td>Direct</td>
<td>TAFFY</td>
</tr>
<tr>
<td>N618A</td>
<td>ENNSO</td>
<td>Direct</td>
<td>QUBIS</td>
</tr>
<tr>
<td>N620B</td>
<td>ENNSO</td>
<td>Direct</td>
<td>YBC</td>
</tr>
<tr>
<td>N622B</td>
<td>ENNSO</td>
<td>YRI OMALI TOXAL</td>
<td>NJOHN</td>
</tr>
<tr>
<td>N624B</td>
<td>ENNSO</td>
<td>OMTOL</td>
<td>MT</td>
</tr>
<tr>
<td>N636A</td>
<td>DORYY</td>
<td>BORUB</td>
<td>YZV</td>
</tr>
<tr>
<td>N638A</td>
<td>DORYY</td>
<td>Direct</td>
<td>TAFFY</td>
</tr>
<tr>
<td>N640B</td>
<td>DORYY</td>
<td>Direct</td>
<td>QUBIS</td>
</tr>
<tr>
<td>N642A</td>
<td>DORYY</td>
<td>Direct</td>
<td>YBC</td>
</tr>
<tr>
<td>N644B</td>
<td>DORYY</td>
<td>YRI OMALI TOXAL</td>
<td>NJOHN</td>
</tr>
<tr>
<td>N656A</td>
<td>CUDDY</td>
<td>Direct</td>
<td>HO</td>
</tr>
<tr>
<td>N658A</td>
<td>CUDDY</td>
<td>Direct</td>
<td>MT</td>
</tr>
<tr>
<td>N660B</td>
<td>CUDDY</td>
<td>NOWAA</td>
<td>SSM</td>
</tr>
<tr>
<td>N662B</td>
<td>CUDDY</td>
<td>Direct</td>
<td>YBC</td>
</tr>
<tr>
<td>N676A</td>
<td>BOKTO</td>
<td>Direct</td>
<td>DUVBI</td>
</tr>
<tr>
<td>N678B</td>
<td>BOKTO</td>
<td>Direct</td>
<td>YBC</td>
</tr>
<tr>
<td>N680B</td>
<td>BOKTO</td>
<td>DUVBI</td>
<td>QUBIS</td>
</tr>
<tr>
<td>N682A</td>
<td>BOKTO</td>
<td>DUVBI</td>
<td>MT</td>
</tr>
<tr>
<td>N684B</td>
<td>BOKTO</td>
<td>PUVOK</td>
<td>ROUND</td>
</tr>
<tr>
<td>N696A</td>
<td>AVUTI</td>
<td>Direct</td>
<td>YDP</td>
</tr>
</tbody>
</table>

NE, 8 SEP 2022 to 3 NOV 2022
<table>
<thead>
<tr>
<th>NAR Designator</th>
<th>Coastal Fix</th>
<th>Route Description</th>
<th>Inland Navigation Facility Fix</th>
</tr>
</thead>
<tbody>
<tr>
<td>N698A</td>
<td>AVUTI</td>
<td>Direct</td>
<td>DUVBI</td>
</tr>
<tr>
<td>N700B</td>
<td>AVUTI</td>
<td>Direct</td>
<td>DUVBI</td>
</tr>
<tr>
<td>N702A</td>
<td>AVUTI</td>
<td>YDP</td>
<td>YBC</td>
</tr>
<tr>
<td>N704A</td>
<td>AVUTI</td>
<td>YDP</td>
<td>YBC</td>
</tr>
<tr>
<td>N706A</td>
<td>AVUTI</td>
<td>YDP</td>
<td>MT</td>
</tr>
<tr>
<td>N708A</td>
<td>AVUTI</td>
<td>YDP MT REEDO ART</td>
<td>SYR</td>
</tr>
<tr>
<td>N710A</td>
<td>AVUTI</td>
<td>YDP</td>
<td>ROUND</td>
</tr>
<tr>
<td>N712A</td>
<td>AVUTI</td>
<td>YDP JOVIE HENDY SELBO</td>
<td>SSM</td>
</tr>
<tr>
<td>N714A</td>
<td>AVUTI</td>
<td>YDP ROUND</td>
<td>SSM</td>
</tr>
<tr>
<td>N716A</td>
<td>AVUTI</td>
<td>ALSOP</td>
<td>TEALS</td>
</tr>
<tr>
<td>N726A</td>
<td>VESMI</td>
<td>Direct</td>
<td>ALSOP</td>
</tr>
<tr>
<td>N728A</td>
<td>VESMI</td>
<td>LOMTA</td>
<td>TEALS</td>
</tr>
<tr>
<td>N730B</td>
<td>VESMI</td>
<td>ALSOP PUVOK</td>
<td>ROUND</td>
</tr>
<tr>
<td>N732A</td>
<td>VESMI</td>
<td>ALSOP JOVIE</td>
<td>MT</td>
</tr>
<tr>
<td>N734B</td>
<td>VESMI</td>
<td>ALSOP</td>
<td>YBC</td>
</tr>
<tr>
<td>N736A</td>
<td>VESMI</td>
<td>ALSOP</td>
<td>QUBIS</td>
</tr>
<tr>
<td>N746A</td>
<td>URTAK</td>
<td>Direct</td>
<td>ALSOP</td>
</tr>
<tr>
<td>N748A</td>
<td>URTAK</td>
<td>Direct</td>
<td>LOMTA</td>
</tr>
<tr>
<td>N750A</td>
<td>URTAK</td>
<td>LOMTA</td>
<td>TAFFY</td>
</tr>
<tr>
<td>N752A</td>
<td>URTAK</td>
<td>LOMTA</td>
<td>QUBIS</td>
</tr>
<tr>
<td>N754A</td>
<td>URTAK</td>
<td>LOMTA</td>
<td>YBC</td>
</tr>
<tr>
<td>N756B</td>
<td>URTAK</td>
<td>LOMTA YBC OMALI TOXAL</td>
<td>KJOHN</td>
</tr>
<tr>
<td>N758A</td>
<td>URTAK</td>
<td>LOMTA</td>
<td>VANSI</td>
</tr>
<tr>
<td>N760A</td>
<td>URTAK</td>
<td>LOMTA VANSI STAFE</td>
<td>SSM</td>
</tr>
<tr>
<td>N762A</td>
<td>URTAK</td>
<td>UDMAR</td>
<td>MCKEE</td>
</tr>
<tr>
<td>N776A</td>
<td>TOXIT</td>
<td>Direct</td>
<td>UDMAR</td>
</tr>
<tr>
<td>N778A</td>
<td>TOXIT</td>
<td>UDMAR</td>
<td>QUBIS</td>
</tr>
<tr>
<td>N780A</td>
<td>TOXIT</td>
<td>LAKES</td>
<td>YBC</td>
</tr>
<tr>
<td>N782A</td>
<td>TOXIT</td>
<td>Direct</td>
<td>LAKES</td>
</tr>
<tr>
<td>N784A</td>
<td>TOXIT</td>
<td>UDMAR</td>
<td>TEALS</td>
</tr>
<tr>
<td>N796A</td>
<td>SAVRY</td>
<td>Direct</td>
<td>IRBIM</td>
</tr>
<tr>
<td>N798A</td>
<td>SAVRY</td>
<td>IRBIM</td>
<td>TAFFY</td>
</tr>
<tr>
<td>N800A</td>
<td>SAVRY</td>
<td>IRBIM</td>
<td>YBC</td>
</tr>
<tr>
<td>N802A</td>
<td>SAVRY</td>
<td>IRBIM</td>
<td>MT</td>
</tr>
<tr>
<td>N804A</td>
<td>SAVRY</td>
<td>IRBIM MT REEDO ART</td>
<td>SYR</td>
</tr>
<tr>
<td>N806A</td>
<td>SAVRY</td>
<td>Direct</td>
<td>LAKES</td>
</tr>
<tr>
<td>N808A</td>
<td>SAVRY</td>
<td>Direct</td>
<td>SINGA</td>
</tr>
<tr>
<td>N810A</td>
<td>SAVRY</td>
<td>Direct</td>
<td>UDMAR</td>
</tr>
<tr>
<td>N816A</td>
<td>RADUN</td>
<td>Direct</td>
<td>SINGA</td>
</tr>
<tr>
<td>N818A</td>
<td>RADUN</td>
<td>SINGA</td>
<td>LAKES</td>
</tr>
<tr>
<td>N820A</td>
<td>RADUN</td>
<td>Direct</td>
<td>KLIPS</td>
</tr>
<tr>
<td>N822A</td>
<td>RADUN</td>
<td>PEPKI</td>
<td>LOPVI</td>
</tr>
<tr>
<td>N836A</td>
<td>PIDSO</td>
<td>Direct</td>
<td>SINGA</td>
</tr>
<tr>
<td>N838A</td>
<td>PIDSO</td>
<td>Direct</td>
<td>PEIKI</td>
</tr>
<tr>
<td>N840A</td>
<td>PIDSO</td>
<td>PEPKI</td>
<td>LOPVI</td>
</tr>
<tr>
<td>N842A</td>
<td>PIDSO</td>
<td>MUSLO</td>
<td>RODBO</td>
</tr>
<tr>
<td>N846A</td>
<td>NIFTY</td>
<td>Direct</td>
<td>MUSLO</td>
</tr>
<tr>
<td>N848A</td>
<td>NIFTY</td>
<td>MUSLO</td>
<td>SEMTO</td>
</tr>
<tr>
<td>N850A</td>
<td>NIFTY</td>
<td>MUSLO</td>
<td>LOPVI</td>
</tr>
<tr>
<td>N856A</td>
<td>MAXAR</td>
<td>Direct</td>
<td>MIBNO</td>
</tr>
<tr>
<td>N858A</td>
<td>MAXAR</td>
<td>Direct</td>
<td>RODBO</td>
</tr>
<tr>
<td>N860A</td>
<td>MAXAR</td>
<td>Direct</td>
<td>MUSLO</td>
</tr>
<tr>
<td>N862A</td>
<td>MAXAR</td>
<td>MUSLO</td>
<td>LOPVI</td>
</tr>
<tr>
<td>N866A</td>
<td>LIBOR</td>
<td>Direct</td>
<td>RODBO</td>
</tr>
<tr>
<td>N868A</td>
<td>LIBOR</td>
<td>GRIBS</td>
<td>JELCO</td>
</tr>
<tr>
<td>N876A</td>
<td>KETLA</td>
<td>Direct</td>
<td>GRIBS</td>
</tr>
<tr>
<td>N878A</td>
<td>KETLA</td>
<td>GRIBS</td>
<td>JELCO</td>
</tr>
<tr>
<td>N880A</td>
<td>KETLA</td>
<td>Direct</td>
<td>FEDDY</td>
</tr>
<tr>
<td>NAR Designator</td>
<td>Coastal Fix</td>
<td>Route Description</td>
<td>Inland Navigation Facility Fix</td>
</tr>
<tr>
<td>----------------</td>
<td>-------------</td>
<td>-------------------</td>
<td>-------------------------------</td>
</tr>
<tr>
<td>N886A</td>
<td>EMBOK</td>
<td>IKMAN</td>
<td>FEDDY</td>
</tr>
<tr>
<td>N888A</td>
<td>EMBOK</td>
<td>BERUS</td>
<td>TEFFO</td>
</tr>
<tr>
<td>N896A</td>
<td>CLAVY</td>
<td>KAGLY</td>
<td>TEFFO</td>
</tr>
<tr>
<td>N898A</td>
<td>CLAVY</td>
<td>Direct</td>
<td>MUSVA</td>
</tr>
<tr>
<td>N906A</td>
<td>AVPUT</td>
<td>NALDI</td>
<td>DUTUM</td>
</tr>
</tbody>
</table>

* 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
<table>
<thead>
<tr>
<th>Inland Navigation Facility/Fix</th>
<th>Non–Common Portion</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALLEX</td>
<td>FOXBO RIFLE J174 2IZZI ATR LAFLN SPISY (RNAV)–STAR</td>
<td>ANDREWS</td>
</tr>
<tr>
<td>ALLEX</td>
<td>ENE BAF Q448 PTW J48 MOL FLASK QZZZI (RNAV)–STAR</td>
<td>ATLANTA</td>
</tr>
<tr>
<td>ALLEX</td>
<td>KAYCC KYLOH NELIE Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>BALTIMORE</td>
</tr>
<tr>
<td>ALLEX</td>
<td>AJJAY OOSHN (RNAV)–STAR</td>
<td>BOSTON</td>
</tr>
<tr>
<td>ALLEX</td>
<td>FOXBO RIFLE J174 ORF RAPZZ AMYLU (RNAV)–STAR</td>
<td>CHARLESTON, SC</td>
</tr>
<tr>
<td>ALLEX</td>
<td>KAYCC KYLOH NELIE Q75 GVE LYH CHSLY (RNAV)–STAR</td>
<td>CHARLOTTE</td>
</tr>
<tr>
<td>ALLEX</td>
<td>ENE BAF Q406 BWZ J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)–STAR</td>
<td>DALLAS/FT. WORTH</td>
</tr>
<tr>
<td>ALLEX</td>
<td>GONZZ DONEO TPGUN (RNAV)–STAR</td>
<td>DETROIT</td>
</tr>
<tr>
<td>ALLEX</td>
<td>LARIE Q220 RIFLE Q439 BRIGS J121 SIE</td>
<td>DOVER</td>
</tr>
<tr>
<td>ALLEX</td>
<td>ENE BAF Hyper Arrival</td>
<td>DULLES</td>
</tr>
<tr>
<td>ALLEX</td>
<td>FOXBO RIFLE J174 SWL CEBEE WETRO ILM OSTNN MAJIK CUUDA (RNAV)–STAR</td>
<td>FT. LAUDERDALE</td>
</tr>
<tr>
<td>ALLEX</td>
<td>ENE BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)–STAR</td>
<td>HOUSTON</td>
</tr>
<tr>
<td>ALLEX</td>
<td>ENE Parch Arrival</td>
<td>KENNEDY</td>
</tr>
<tr>
<td>ALLEX</td>
<td>LARIE Q220 RIFLE Q439 DRIFT V312 CYN</td>
<td>MCGUIRE</td>
</tr>
<tr>
<td>ALLEX</td>
<td>FOXBO RIFLE J174 SWL CEBEE WETRO DIW HOAGG BNFSH (RNAV)–STAR</td>
<td>MIAMI</td>
</tr>
<tr>
<td>ALLEX</td>
<td>HANAA FLOSI (RNAV)–STAR</td>
<td>NEWARK</td>
</tr>
<tr>
<td>ALLEX</td>
<td>FOXBO RIFLE J174 SWL CEBEE WETRO ILM AR15 HIBAC ALYNA (RNAV)–STAR</td>
<td>ORLANDO</td>
</tr>
<tr>
<td>ALLEX</td>
<td>LARIE Q220 RIFLE Q439 BRIGS JIIMS (RNAV)–STAR</td>
<td>PHILADELPHIA</td>
</tr>
<tr>
<td>ALLEX</td>
<td>ENE CTR HNK CFB J190 SLT HAYNZ (RNAV)–STAR</td>
<td>PITTSBURGH</td>
</tr>
<tr>
<td>ALLEX</td>
<td>FOXBO RIFLE J174 WARNN JZAAY TQALE (RNAV)–STAR</td>
<td>RALEIGH–DURHAM</td>
</tr>
<tr>
<td>ALLEX</td>
<td>ALB V123 TRESA</td>
<td>STEWART</td>
</tr>
<tr>
<td>ALLEX</td>
<td>KAYCC KYLOH NELIE Q75 TEUFL BAAMF DADES (RNAV)–STAR</td>
<td>TAMPA</td>
</tr>
<tr>
<td>ALLEX</td>
<td>ALB V489 COATE</td>
<td>TETERBORO</td>
</tr>
<tr>
<td>ALLEX</td>
<td>ALB VALRE–STAR</td>
<td>WESTCHESTER</td>
</tr>
<tr>
<td>Facility/Fix</td>
<td>Inland Navigation Non–Common Portion</td>
<td>Destination</td>
</tr>
<tr>
<td>-------------</td>
<td>-------------------------------------</td>
<td>--------------</td>
</tr>
<tr>
<td>BRADD</td>
<td>LARIE JAWZZ SEY HTO J174 ZIZZI ATR LAFLN SPISY (RNAV)–STAR</td>
<td>ANDREWS</td>
</tr>
<tr>
<td>BRADD</td>
<td>BOS BAF Q448 PTW J48 MOL FLASK OZZZI (RNAV)–STAR</td>
<td>ATLANTA</td>
</tr>
<tr>
<td>BRADD</td>
<td>BOS Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>BALTIMORE</td>
</tr>
<tr>
<td>BRADD</td>
<td>EURRO OOSHN (RNAV)–STAR</td>
<td>BOSTON</td>
</tr>
<tr>
<td>BRADD</td>
<td>FOXBO RIFLE J174 ORF RAPZZ AMYLU (RNAV)–STAR</td>
<td>CHARLESTON, SC</td>
</tr>
<tr>
<td>BRADD</td>
<td>BOS Q75 GVE LYH CHSLY (RNAV)–STAR</td>
<td>CHARLOTTE</td>
</tr>
<tr>
<td>BRADD</td>
<td>BOS BAF Q406 BWJ J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)–STAR</td>
<td>DALLAS/FT. WORTH</td>
</tr>
<tr>
<td>BRADD</td>
<td>GONZZ DONEO TPGUN (RNAV)–STAR</td>
<td>DETROIT</td>
</tr>
<tr>
<td>BRADD</td>
<td>LARIE Q220 RIFLE Q439 BRIGS J121 SIE</td>
<td>DOVER</td>
</tr>
<tr>
<td>BRADD</td>
<td>BOS BAF HYPER Arrival</td>
<td>DULLES</td>
</tr>
<tr>
<td>BRADD</td>
<td>FOXBO RIFLE J174 SWL CEbee WETRO ILM OSTNN MAJIK CUUDA (RNAV)–STAR</td>
<td>FT. LAUDERDALE</td>
</tr>
<tr>
<td>BRADD</td>
<td>BOS BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)–STAR</td>
<td>HOUSTON</td>
</tr>
<tr>
<td>BRADD</td>
<td>PLYMM Parch Arrival</td>
<td>KENNEDY</td>
</tr>
<tr>
<td>BRADD</td>
<td>LARIE Q220 RIFLE Q439 DRIFT V312 CYN</td>
<td>MCGUIRE</td>
</tr>
<tr>
<td>BRADD</td>
<td>FOXBO RIFLE J174 SWL CEbee WETRO DIW HOAGG BNFSH (RNAV)–STAR</td>
<td>MIAMI</td>
</tr>
<tr>
<td>BRADD</td>
<td>COPLY BOS NELIE FLOSI (RNAV)–STAR</td>
<td>NEWARK</td>
</tr>
<tr>
<td>BRADD</td>
<td>FOXBO RIFLE J174 SWL CEbee WETRO ILM AR15 HIBAC ALYNA (RNAV)–STAR</td>
<td>ORLANDO</td>
</tr>
<tr>
<td>BRADD</td>
<td>LARIE Q220 RIFLE Q439 BRIGS JIIMS (RNAV)–STAR</td>
<td>PHILADELPHIA</td>
</tr>
<tr>
<td>BRADD</td>
<td>BOS CTR HNK CFB J190 SLT HAYNZ (RNAV)–STAR</td>
<td>PITTSBURGH</td>
</tr>
<tr>
<td>BRADD</td>
<td>FOXBO RIFLE J174 WARNN ZJAAY TAQLE (RNAV)–STAR</td>
<td>RALEIGH–DURHAM</td>
</tr>
<tr>
<td>BRADD</td>
<td>COPLY BOS NELIE T212 TRESA</td>
<td>STEWART</td>
</tr>
<tr>
<td>BRADD</td>
<td>BOS Q75 TEUFL BAAMF DADES (RNAV)–STAR</td>
<td>TAMPA</td>
</tr>
<tr>
<td>BRADD</td>
<td>COPLY BOS BAF MOBB SAGES V489 COATE</td>
<td>TETERBORO</td>
</tr>
<tr>
<td>BRADD</td>
<td>COPLY BOS NELIE VALRE VALRE–STAR</td>
<td>WESTCHESTER</td>
</tr>
</tbody>
</table>
### VIA DOVEY

<table>
<thead>
<tr>
<th>Inland Navigation Facility/Fix</th>
<th>Non–Common Portion</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>DOVEY</td>
<td>ACK Q430 ATR LAFLN SPISY (RNAV)–STAR</td>
<td>ANDREWS</td>
</tr>
<tr>
<td>DOVEY</td>
<td>ACK Q430 BYRDD J48 MOL FLASK OZZZI (RNAV)–STAR</td>
<td>ATLANTA</td>
</tr>
<tr>
<td>DOVEY</td>
<td>FERNZ OOSH (RNAV)–STAR</td>
<td>BOSTON</td>
</tr>
<tr>
<td>DOVEY</td>
<td>ACK Q430 RIFLE J174 ORF RAPZZ AMYLU (RNAV)–STAR</td>
<td>CHARLESTON, SC</td>
</tr>
<tr>
<td>DOVEY</td>
<td>ACK Q430 COpES Q75 GVE LYH CHSLY (RNAV)–STAR</td>
<td>CHARLOTTE</td>
</tr>
<tr>
<td>DOVEY</td>
<td>ACK Q430 SAAMEM J6 HVQ Q68 LITTR FEWWW SEEV (RNAV)–STAR</td>
<td>DALLAS/FT. WORTH</td>
</tr>
<tr>
<td>DOVEY</td>
<td>ACK Q430 SAAME BRNAN Q42 PSYKO KOZAR BONZZ (RNAV)–STAR</td>
<td>DETROIT</td>
</tr>
<tr>
<td>DOVEY</td>
<td>ACK JAWZZ Q220 RIFLE Q439 BRIGS JI21 SIE</td>
<td>DOVER</td>
</tr>
<tr>
<td>DOVEY</td>
<td>ACK Q430 RBV HYPER (RNAV)–STAR</td>
<td>DULLES</td>
</tr>
<tr>
<td>DOVEY</td>
<td>ACK Q430 RIFLE J174 SWL CEBEE WETRO ILM OSTNN MAJK CUUDA (RNAV)–STAR</td>
<td>FT LAUDERDALE</td>
</tr>
<tr>
<td>DOVEY</td>
<td>ACK Q430 BYRDD J48 CSN FANPO Q40 AEX DOOBI (RNAV)–STAR</td>
<td>HOUSTON</td>
</tr>
<tr>
<td>DOVEY</td>
<td>PLYMM PARCH (RNAV)–STAR</td>
<td>KENNEDY</td>
</tr>
<tr>
<td>DOVEY</td>
<td>ACK JAWZZ Q220 RIFLE Q439 DRIFT V312 CYN</td>
<td>MCGUIRE</td>
</tr>
<tr>
<td>DOVEY</td>
<td>ACK Q430 RIFLE J174 SWL CEBEE WETRO DIW HOAGG BNFSH (RNAV)–STAR</td>
<td>MIAMI</td>
</tr>
<tr>
<td>DOVEY</td>
<td>COpLY BOS NELIE FLOSI (RNAV)–STAR</td>
<td>NEWARK</td>
</tr>
<tr>
<td>DOVEY</td>
<td>ACK Q430 RIFLE J174 SWL CEBEE WETRO ILM AR15 HIBAC ALYNA (RNAV)–STAR</td>
<td>ORLANDO</td>
</tr>
<tr>
<td>DOVEY</td>
<td>ACK JAWZZ Q220 RIFLE Q439 BRIGS JIIMS (RNAV)–STAR</td>
<td>PHILADELPHIA</td>
</tr>
<tr>
<td>DOVEY</td>
<td>ACK Q430 RIFLE J174 WARNN ZJAAY TAQLE (RNAV)–STAR</td>
<td>RALEIGH/DURHAM</td>
</tr>
<tr>
<td>DOVEY</td>
<td>COpLY BOS NELIE T212 TRESA</td>
<td>STEWART</td>
</tr>
<tr>
<td>DOVEY</td>
<td>ACK Q430 COpES Q75 TEUFL BAAMF DADES (RNAV)–STAR</td>
<td>TAMPA</td>
</tr>
<tr>
<td>DOVEY</td>
<td>COpLY BOS BAF MOBBS SAGES V489 COATE</td>
<td>TETERBORO</td>
</tr>
<tr>
<td>DOVEY</td>
<td>COpLY BOS NELIE VALRE–STAR</td>
<td>WESTCHESTER</td>
</tr>
</tbody>
</table>

### VIA EBONY

<table>
<thead>
<tr>
<th>Inland Navigation Facility/Fix</th>
<th>Non–Common Portion</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>EBONY</td>
<td>EMJAY J174 ZIZZI ATR LAFLN SPISY (RNAV)–STAR</td>
<td>ANDREWS</td>
</tr>
<tr>
<td>EBONY</td>
<td>ENE BAF Q448 PTW J48 MOL FLASK OZZZI (RNAV)–STAR</td>
<td>ATLANTA</td>
</tr>
<tr>
<td>EBONY</td>
<td>KAYCC KYLOH NELIE Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>BALTIMORE</td>
</tr>
<tr>
<td>EBONY</td>
<td>AJAY OOSH (RNAV)–STAR</td>
<td>BOSTON</td>
</tr>
<tr>
<td>EBONY</td>
<td>EMJAY J174 ORF RAPZZ AMYLU (RNAV)–STAR</td>
<td>CHARLESTON, SC</td>
</tr>
<tr>
<td>EBONY</td>
<td>KAYCC KYLOH NELIE Q75 GVE LYH CHSLY (RNAV)–STAR</td>
<td>CHARLOTTE</td>
</tr>
<tr>
<td>EBONY</td>
<td>ENE BAF Q406 BWJ J6 HVQ LITTR FEWWW SEEV (RNAV)–STAR</td>
<td>DALLAS/FT. WORTH</td>
</tr>
<tr>
<td>EBONY</td>
<td>GONZZ DONEO TPGUN (RNAV)–STAR</td>
<td>DETROIT</td>
</tr>
<tr>
<td>EBONY</td>
<td>BEEKN Q439 BRIGS J121 SIE</td>
<td>DOVER</td>
</tr>
<tr>
<td>EBONY</td>
<td>ENE BAF HYPER Arrival</td>
<td>DULLES</td>
</tr>
<tr>
<td>EBONY</td>
<td>EMJAY J174 SWL CEBEE WETRO ILM OSTNN MAJK CUUDA (RNAV)–STAR</td>
<td>FT. LAUDERDALE</td>
</tr>
<tr>
<td>EBONY</td>
<td>ENE BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)–STAR</td>
<td>HOUSTON</td>
</tr>
<tr>
<td>EBONY</td>
<td>ENE Parch Arrival</td>
<td>KENNEDY</td>
</tr>
<tr>
<td>EBONY</td>
<td>BEEKN Q439 DRIFT V312 CYN</td>
<td>MCGUIRE</td>
</tr>
<tr>
<td>EBONY</td>
<td>EMJAY J174 SWL CEBEE WETRO DIW HOAGG BNFSH (RNAV)–STAR</td>
<td>MIAMI</td>
</tr>
<tr>
<td>EBONY</td>
<td>HANAA FLOSI (RNAV)–STAR</td>
<td>NEWARK</td>
</tr>
<tr>
<td>EBONY</td>
<td>EMJAY J174 SWL CEBEE WETRO ILM AR15 HIBAC ALYNA (RNAV)–STAR</td>
<td>ORLANDO</td>
</tr>
<tr>
<td>EBONY</td>
<td>BEEKN Q439 BRIGS JIIMS (RNAV)–STAR</td>
<td>PHILADELPHIA</td>
</tr>
<tr>
<td>EBONY</td>
<td>ENE CTR HNK CFB J190 SLT HAYNZ (RNAV)–STAR</td>
<td>PITTSBURGH</td>
</tr>
<tr>
<td>EBONY</td>
<td>EMJAY J174 WARNN ZJAAY TAQLE (RNAV)–STAR</td>
<td>RALEIGH–DURHAM</td>
</tr>
<tr>
<td>EBONY</td>
<td>ALB V123 TRESA</td>
<td>STEWART</td>
</tr>
<tr>
<td>EBONY</td>
<td>KAYCC KYLOH NELIE Q75 TEUFL BAAMF DADES (RNAV)–STAR</td>
<td>TAMPA</td>
</tr>
<tr>
<td>EBONY</td>
<td>ALB V489 COATE</td>
<td>TETERBORO</td>
</tr>
<tr>
<td>EBONY</td>
<td>ALB VALRE–STAR</td>
<td>WESTCHESTER</td>
</tr>
</tbody>
</table>
### VIA KANNI

<table>
<thead>
<tr>
<th>Inland Navigation Facility/Fix</th>
<th>Non–Common Portion</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>KANNI</td>
<td>BOS Q75 MXE V378 BAL</td>
<td>ANDREWS</td>
</tr>
<tr>
<td>KANNI</td>
<td>BOS BAF Q448 PTW J48 MOL FLASK OZZZI (RNAV)–STAR</td>
<td>ATLANTA</td>
</tr>
<tr>
<td>KANNI</td>
<td>BOS Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>BALTIMORE</td>
</tr>
<tr>
<td>KANNI</td>
<td>EURRO OOSHN (RNAV)–STAR</td>
<td>BOSTON</td>
</tr>
<tr>
<td>KANNI</td>
<td>FOXBO RIFLE J174 ORF RAPZZ AMYLU (RNAV)–STAR</td>
<td>CHARLESTON, SC</td>
</tr>
<tr>
<td>KANNI</td>
<td>BOS Q75 GVE LYH CHSLY (RNAV)–STAR</td>
<td>CHARLOTTE</td>
</tr>
<tr>
<td>KANNI</td>
<td>BOS BAF Q406 BWJ J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)–STAR</td>
<td>DALLAS/FT. WORTH</td>
</tr>
<tr>
<td>KANNI</td>
<td>CAM Q822 GONZZ DONEO TPGUN (RNAV)–STAR</td>
<td>DETROIT</td>
</tr>
<tr>
<td>KANNI</td>
<td>LARIE Q220 RIFLE Q439 BRIGS J121 SIE</td>
<td>DOVER</td>
</tr>
<tr>
<td>KANNI</td>
<td>BOS BAF HYPER Arrival</td>
<td>DULLES</td>
</tr>
<tr>
<td>KANNI</td>
<td>FOXBO RIFLE J174 SWL CEBEE WETRO ILM OSTNN MAJIK CUUDA (RNAV)–STAR</td>
<td>FT. LAUDERDALE</td>
</tr>
<tr>
<td>KANNI</td>
<td>BOS BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)–STAR</td>
<td>HOUSTON</td>
</tr>
<tr>
<td>KANNI</td>
<td>PLYMM Parch Arrival</td>
<td>KENNEDY</td>
</tr>
<tr>
<td>KANNI</td>
<td>LARIE Q220 RIFLE Q439 DRIFT V312 CYN</td>
<td>MCQUIRE</td>
</tr>
<tr>
<td>KANNI</td>
<td>FOXBO RIFLE J174 SWL CEBEE WETRO DIW HOAGG BNFSH (RNAV)–STAR</td>
<td>MIAMI</td>
</tr>
<tr>
<td>KANNI</td>
<td>COPLY BOS NELIE FLOSI (RNAV)–STAR</td>
<td>NEWARK</td>
</tr>
<tr>
<td>KANNI</td>
<td>FOXBO RIFLE J174 SWL CEBEE WETRO ILM AR15 HIBAC ALYNA (RNAV)–STAR</td>
<td>ORLANDO</td>
</tr>
<tr>
<td>KANNI</td>
<td>LARIE Q220 RIFLE Q439 BRIGS JIIMS (RNAV)–STAR</td>
<td>PHILADELPHIA</td>
</tr>
<tr>
<td>KANNI</td>
<td>BOS CTR HNK CFB J190 SLT HAYNZ (RNAV)–STAR</td>
<td>PITTSBURGH</td>
</tr>
<tr>
<td>KANNI</td>
<td>FOXBO RIFLE J174 WARNN ZJAAY TAQLE (RNAV)–STAR</td>
<td>RALEIGH–DURHAM</td>
</tr>
<tr>
<td>KANNI</td>
<td>COPLY BOS NELIE T212 TRESA</td>
<td>STEWART</td>
</tr>
<tr>
<td>KANNI</td>
<td>BOS Q75 TEUFL BAAMF DADES (RNAV)–STAR</td>
<td>TAMPA</td>
</tr>
<tr>
<td>KANNI</td>
<td>COPLY BOS BAF MOBBS SAGES V489 COATE</td>
<td>TETERBORO</td>
</tr>
<tr>
<td>KANNI</td>
<td>COPLY BOS NELIE VALRE VALRE–STAR</td>
<td>WESTCHESTER</td>
</tr>
</tbody>
</table>

### VIA KJOHN

<table>
<thead>
<tr>
<th>Inland Navigation Facility/Fix</th>
<th>Non–Common Portion</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>KJOHN</td>
<td>PONCT BIZEX Q75 MXE V378 BAL</td>
<td>ANDREWS</td>
</tr>
<tr>
<td>KJOHN</td>
<td>ALB ACOVE DBABE Q448 PTW J48 MOL FLASK OZZZI (RNAV)–STAR</td>
<td>ATLANTA</td>
</tr>
<tr>
<td>KJOHN</td>
<td>PONCT BIZEX Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>BALTIMORE</td>
</tr>
<tr>
<td>KJOHN</td>
<td>PONCT BIZEX Q75 GSO OBNEE OSPRI (RNAV)–STAR</td>
<td>CHARLESTON, SC</td>
</tr>
<tr>
<td>KJOHN</td>
<td>PONCT BIZEX Q75 GVE LYH CHSLY (RNAV)–STAR</td>
<td>CHARLOTTE</td>
</tr>
<tr>
<td>KJOHN</td>
<td>ALB J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)–STAR</td>
<td>DALLAS/FT. WORTH</td>
</tr>
<tr>
<td>KJOHN</td>
<td>ALB J37 JFK CYN SIE</td>
<td>DOVER</td>
</tr>
<tr>
<td>KJOHN</td>
<td>ALB HYPER (RNAV)–STAR</td>
<td>DULLES</td>
</tr>
<tr>
<td>KJOHN</td>
<td>BIZEX Q75 SLOJO Q83 JEVED Q97 PRMUS CUUDA (RNAV)–STAR</td>
<td>FT. LAUDERDALE</td>
</tr>
<tr>
<td>KJOHN</td>
<td>ALB IGN KINGSTON–STAR</td>
<td>KENNEDY</td>
</tr>
<tr>
<td>KJOHN</td>
<td>ALB DNY LAAYK LVZ V147 MAZIE</td>
<td>MCQUIRE</td>
</tr>
<tr>
<td>KJOHN</td>
<td>BIZEX Q75 SLOJO Q83 JEVED Q97 DEBRL CSTAL (RNAV)–STAR</td>
<td>MIAMI</td>
</tr>
<tr>
<td>KJOHN</td>
<td>HANAA FLOSI (RNAV)–STAR</td>
<td>NEWARK</td>
</tr>
<tr>
<td>KJOHN</td>
<td>BIZEX Q75 SLOJO Q83 ROYCO Q85 LPERD SNFLD (RNAV)–STAR</td>
<td>ORLANDO</td>
</tr>
<tr>
<td>KJOHN</td>
<td>BIZEX Q75 SLOJO Q83 ROYCO Q85 LPERD GTOUT (RNAV)–STAR</td>
<td>ORLANDO</td>
</tr>
<tr>
<td>KJOHN</td>
<td>ALB DNY SPUDS</td>
<td>PHILADELPHIA</td>
</tr>
<tr>
<td>KJOHN</td>
<td>ALB J49 HNK CFB J190 SLT HAYNZ (RNAV)–STAR</td>
<td>PITTSBURGH</td>
</tr>
<tr>
<td>KJOHN</td>
<td>BIZEX Q75 TEUFL BAAMF DADES (RNAV)–STAR</td>
<td>TAMPA</td>
</tr>
</tbody>
</table>
### VIA LACKS

<table>
<thead>
<tr>
<th>Inland Navigation Facility/Fix</th>
<th>Non–Common Portion</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>LACKS</td>
<td>FERNZ OOSH (RNAV)--STAR</td>
<td>BOSTON</td>
</tr>
</tbody>
</table>

### VIA MADIZ

<table>
<thead>
<tr>
<th>Inland Navigation Facility/Fix</th>
<th>Non–Common Portion</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>MADIZ</td>
<td>VIICE (RNAV)--STAR</td>
<td>MIAMI</td>
</tr>
</tbody>
</table>

### VIA MIILS

<table>
<thead>
<tr>
<th>Inland Navigation Facility/Fix</th>
<th>Non–Common Portion</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>MIILS</td>
<td>ENE BAF Q448 PTW J48 MOL FLASK OZZZI (RNAV)--STAR</td>
<td>ATLANTA</td>
</tr>
<tr>
<td>MIILS</td>
<td>LETAQ Q284 TAGUM ECK FNT WYNDE (RNAV)--STAR</td>
<td>CHICAGO</td>
</tr>
<tr>
<td>MIILS</td>
<td>LETAQ DEBUM Q806 BOBTA DERLO DJB J83 APE TIGRR (RNAV)--STAR</td>
<td>CINCINNATI</td>
</tr>
<tr>
<td>MIILS</td>
<td>LETAQ DEBUM Q806 BOBTA DERLO WWSHR Q29 KLYNE PXV J131 LIT FEW WW SEEVR (RNAV)--STAR</td>
<td>DALLAS/FT. WORTH</td>
</tr>
<tr>
<td>MIILS</td>
<td>VILRO Q806 BOBTA TPGUN (RNAV)--STAR</td>
<td>DETROIT</td>
</tr>
<tr>
<td>MIILS</td>
<td>EMJAY J174 SWL CEBEE WETRO ILM OSTNN MAJK CUUDA (RNAV)--STAR</td>
<td>FT. LAUDERDALE</td>
</tr>
<tr>
<td>MIILS</td>
<td>LETAQ DEBUM Q806 BOBTA DERLO WWSHR Q29 KLYNE PXV J131 LIT J180 SWB ZEEKK (RNAV)--STAR</td>
<td>HOUSTON</td>
</tr>
<tr>
<td>MIILS</td>
<td>EMJAY J174 SWL CEBEE WETRO DIW HOAGG BNFSH (RNAV)--STAR</td>
<td>MIAMI</td>
</tr>
<tr>
<td>MIILS</td>
<td>VIVIL ROGSA URVAS DAXES VIBNU</td>
<td>MONTREAL/MIRABEL</td>
</tr>
<tr>
<td>MIILS</td>
<td>ODBOS OMBRE--STAR</td>
<td>MONTREAL/ TRUDEAU</td>
</tr>
<tr>
<td>MIILS</td>
<td>EMJAY J174 SWL CEBEE WETRO ILM AR15 HIBAC ALYNA (RNAV)--STAR</td>
<td>ORLANDO</td>
</tr>
<tr>
<td>MIILS</td>
<td>LIDAG ECK GIU RBS AARCH (RNAV)--STAR</td>
<td>ST. LOUIS*</td>
</tr>
<tr>
<td>MIILS</td>
<td>KAYCC KYLOH NELIE Q75 TEUFL BAAMF DADES (RNAV)--STAR</td>
<td>TAMPA</td>
</tr>
<tr>
<td>MIILS</td>
<td>LETAQ IMEBA Arrival</td>
<td>TORONTO</td>
</tr>
</tbody>
</table>

* NOTE:  
St. Louis route usable only for aircraft at or above FL350.

### VIA MOUGH

<table>
<thead>
<tr>
<th>Inland Navigation Facility/Fix</th>
<th>Non–Common Portion</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>MOUGH</td>
<td>Y497 DRIFT Q439 BRIGS J55 SIE</td>
<td>DOVER</td>
</tr>
<tr>
<td>MOUGH</td>
<td>Y486 CREEL Q430 RBV HYPER (RNAV)--STAR</td>
<td>DULLES</td>
</tr>
<tr>
<td>MOUGH</td>
<td>Y495 CAMRN</td>
<td>KENNEDY</td>
</tr>
<tr>
<td>MOUGH</td>
<td>Y495 OWENZ DRIFT BRIGS JIIMS (RNAV)--STAR</td>
<td>PHILADELPHIA</td>
</tr>
<tr>
<td>MOUGH</td>
<td>Y495 OWENZ MANTA V276 GAMBY</td>
<td>MCGUIRE</td>
</tr>
</tbody>
</table>

### VIA MT

<table>
<thead>
<tr>
<th>Inland Navigation Facility/Fix</th>
<th>Non–Common Portion</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>MT</td>
<td>TVC OBK J73 BNA NEWBB IHAVE KNGGG CHPPR (RNAV)--STAR</td>
<td>ATLANTA</td>
</tr>
<tr>
<td>MT</td>
<td>ALB PWL CMK J75 MXE V378 NUGGY TRISH (RNAV)--STAR</td>
<td>BALTIMORE</td>
</tr>
<tr>
<td>MT</td>
<td>SSM WYNDE (RNAV)--STAR</td>
<td>CHICAGO</td>
</tr>
<tr>
<td>MT</td>
<td>LIDAG Q802 KENLU Q804 DERLO DJB J83 APE TIGRR (RNAV)--STAR</td>
<td>CINCINNATI</td>
</tr>
<tr>
<td>MT</td>
<td>TVC BAE BDF WELTS SFG RZC FSM RRNET SEEVR (RNAV)--STAR</td>
<td>DALLAS/FT. WORTH</td>
</tr>
<tr>
<td>MT</td>
<td>BOBTA TPGUN (RNAV)--STAR</td>
<td>DETROIT</td>
</tr>
<tr>
<td>MT</td>
<td>TVC OBK J101 LIT J180 SWB ZEEKK (RNAV)--STAR</td>
<td>HOUSTON</td>
</tr>
<tr>
<td>MT</td>
<td>OBRET DATAB VIDGO EMPEK SATOT PIGNA</td>
<td>MONTREAL/MIRABEL</td>
</tr>
<tr>
<td>MT</td>
<td>OBRET LAFLEUR Arrival</td>
<td>MONTREAL/ TRUDEAU</td>
</tr>
<tr>
<td>MT</td>
<td>TVC OBK J71 RBS AARCH (RNAV)--STAR</td>
<td>ST. LOUIS</td>
</tr>
<tr>
<td>MT</td>
<td>LIDAG IMEBA-STAR</td>
<td>TORONTO</td>
</tr>
<tr>
<td>Inland Navigation Facility/Fix</td>
<td>Non–Common Portion</td>
<td>Destination</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>--------------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>QUBIS</td>
<td>EMJAY J174 ZIZZI ATR LAFLN SPISY (RNAV)–STAR</td>
<td>ANDREWS</td>
</tr>
<tr>
<td>QUBIS</td>
<td>KJOHN ALB ACOVE DBABE Q448 PTW J48 MOL FLASK OZZZI (RNAV)–STAR</td>
<td>ATLANTA</td>
</tr>
<tr>
<td>QUBIS</td>
<td>KAYCC KYLOH NELIE Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>BALTIMORE</td>
</tr>
<tr>
<td>QUBIS</td>
<td>AJAY OOSHN (RNAV)–STAR</td>
<td>BOSTON</td>
</tr>
<tr>
<td>QUBIS</td>
<td>EMJAY J174 ORF RAPZZ AMYLU (RNAV)–STAR</td>
<td>CHARLESTON, SC</td>
</tr>
<tr>
<td>QUBIS</td>
<td>KAYCC KYLOH NELIE Q75 GVE LYH CHSLY (RNAV)–STAR</td>
<td>CHARLOTTE</td>
</tr>
<tr>
<td>QUBIS</td>
<td>KJOHN ALB J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)–STAR</td>
<td>DALLAS/FT. WORTH</td>
</tr>
<tr>
<td>QUBIS</td>
<td>VILRO Q806 BOBTA TPGUN (RNAV)–STAR</td>
<td>DETROIT</td>
</tr>
<tr>
<td>QUBIS</td>
<td>PQI Q439 BRIGS J121 SIE</td>
<td>DOVER</td>
</tr>
<tr>
<td>QUBIS</td>
<td>KJOHN ALB HYPER (RNAV)–STAR</td>
<td>DULLES</td>
</tr>
<tr>
<td>QUBIS</td>
<td>EMJAY J174 SWL CEBEE WETRO ILM OSTNN MAJIK CUUDA (RNAV)–STAR</td>
<td>FT. LAUDERDALE</td>
</tr>
<tr>
<td>QUBIS</td>
<td>ENE BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)–STAR</td>
<td>HOUSTON</td>
</tr>
<tr>
<td>QUBIS</td>
<td>PQI Q439 DRIFT V312 CYN</td>
<td>MCGUIRE</td>
</tr>
<tr>
<td>QUBIS</td>
<td>EMJAY J174 SWL CEBEE WETRO DIW HOAGG BNFSH (RNAV)–STAR</td>
<td>MIAMI</td>
</tr>
<tr>
<td>QUBIS</td>
<td>KJOHN HANAA FLOSI (RNAV)–STAR</td>
<td>NEWARK</td>
</tr>
<tr>
<td>QUBIS</td>
<td>EMJAY J174 SWL CEBEE WETRO ILM AR15 HIBAC ALYNA (RNAV)–STAR</td>
<td>ORLANDO</td>
</tr>
<tr>
<td>QUBIS</td>
<td>PQI Q439 BRIGS JIIMS (RNAV)–STAR</td>
<td>PHILADELPHIA</td>
</tr>
<tr>
<td>QUBIS</td>
<td>KJOHN ALB J49 HNK CFB J190 SLT HAYNZ (RNAV)–STAR</td>
<td>PITTSBURGH</td>
</tr>
<tr>
<td>QUBIS</td>
<td>EMJAY J174 WARNN ZJAY TAQLE (RNAV)–STAR</td>
<td>RALEIGH–DURHAM</td>
</tr>
<tr>
<td>QUBIS</td>
<td>KJOHN ALB V123 TRESA</td>
<td>STEWART</td>
</tr>
<tr>
<td>QUBIS</td>
<td>KAYCC KYLOH NELIE Q75 TEUFL BAAMF DADES (RNAV)–STAR</td>
<td>TAMPA</td>
</tr>
<tr>
<td>QUBIS</td>
<td>KJOHN ALB V489 COATE</td>
<td>TETERBORO</td>
</tr>
<tr>
<td>QUBIS</td>
<td>KJOHN ALB VALRE–STAR</td>
<td>WESTCHESTER</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Inland Navigation Facility/Fix</th>
<th>Non–Common Portion</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROUND</td>
<td>TVC OBK J73 BNA NEWBB IHAVE KNNGG CHPPR (RNAV)–STAR</td>
<td>ATLANTA</td>
</tr>
<tr>
<td>ROUND</td>
<td>SSM WYNE (RNAV)–STAR</td>
<td>CHICAGO</td>
</tr>
<tr>
<td>ROUND</td>
<td>LIDAG Q802 KENLU Q804 DERLO DJB J83 APE TIGRR (RNAV)–STAR</td>
<td>CINCINNATI</td>
</tr>
<tr>
<td>ROUND</td>
<td>TVC BAE BDF WELTS SFG RZC FSM RREN FSEEVR (RNAV)–STAR</td>
<td>DALLAS/FT. WORTH</td>
</tr>
<tr>
<td>ROUND</td>
<td>YVO BOBTA TPGUN (RNAV)–STAR</td>
<td>DETROIT</td>
</tr>
<tr>
<td>ROUND</td>
<td>TVC OBK J101 LIT J180 SWB ZEEKK (RNAV)–STAR</td>
<td>HOUSTON</td>
</tr>
<tr>
<td>ROUND</td>
<td>TVC OBK J71 RBS AARCH (RNAV)–STAR</td>
<td>ST. LOUIS</td>
</tr>
<tr>
<td>ROUND</td>
<td>LIDAG IMEBA-STAR</td>
<td>TORONTO</td>
</tr>
</tbody>
</table>
# NORTH AMERICAN ROUTES

## VIA SAILE

<table>
<thead>
<tr>
<th>Facility/Fix</th>
<th>Non–Common Portion</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>SAILE</td>
<td>ACK HTO J174 ZIZZI ATR LAFLN SPISY (RNAV)-STAR</td>
<td>ANDREWS</td>
</tr>
<tr>
<td>SAILE</td>
<td>ACK Q430 BYRDD J48 MOL FLASK OZZZI (RNAV)-STAR</td>
<td>ATLANTA</td>
</tr>
<tr>
<td>SAILE</td>
<td>FERNZ OOSHNN (RNAV)-STAR</td>
<td>BOSTON</td>
</tr>
<tr>
<td>SAILE</td>
<td>ACK Q430 RIFLE J174 ORF RAPZZ AMYLU (RNAV)-STAR</td>
<td>CHARLESTON, SC</td>
</tr>
<tr>
<td>SAILE</td>
<td>ACK Q430 SAAME BRNAN Q42 PSYKO KOZAR BONZZ (RNAV)-STAR</td>
<td>DETROIT</td>
</tr>
<tr>
<td>SAILE</td>
<td>ACK JAWZZ Q220 RIFLE Q439 BRIGS J121 SIE</td>
<td>DOVER</td>
</tr>
<tr>
<td>SAILE</td>
<td>ACK Q430 RBV HYPER (RNAV)-STAR</td>
<td>DULLES</td>
</tr>
<tr>
<td>SAILE</td>
<td>ACK Q430 RIFLE J174 SWL CEBEE WETRO ILM OSTNN MAJIK CUUDA (RNAV)-STAR</td>
<td>FT. LAUDERDALE</td>
</tr>
<tr>
<td>SAILE</td>
<td>PLYMM PARCH (RNAV)-STAR</td>
<td>KENNEDY</td>
</tr>
<tr>
<td>SAILE</td>
<td>ACK JAWZZ Q220 RIFLE Q439 DRIFT V312 CYN</td>
<td>MCGUIRE</td>
</tr>
<tr>
<td>SAILE</td>
<td>ACK Q430 RIFLE J174 SWL CEBEE WETRO DIW HOAGG BNFSH (RNAV)-STAR</td>
<td>MIAMI</td>
</tr>
<tr>
<td>SAILE</td>
<td>COPLY BOS NELIE FLOSI (RNAV)-STAR</td>
<td>NEWARK</td>
</tr>
<tr>
<td>SAILE</td>
<td>ACK Q430 RIFLE J174 SWL CEBEE WETRO ILM AR15 HIBAC ALYNA (RNAV)-STAR</td>
<td>ORLANDO</td>
</tr>
<tr>
<td>SAILE</td>
<td>ACK JAWZZ Q220 RIFLE Q439 BRIGS JIIMS (RNAV)-STAR</td>
<td>PHILADELPHIA</td>
</tr>
<tr>
<td>SAILE</td>
<td>ACK Q430 RIFLE J174 WARNN ZJAAY TAQLE (RNAV)-STAR</td>
<td>RALEIGH–DURHAM</td>
</tr>
<tr>
<td>SAILE</td>
<td>COPLY BOS NELIE T212 TRESA</td>
<td>STEWART</td>
</tr>
<tr>
<td>SAILE</td>
<td>ACK Q430 COPES Q75 TEUFL BAAMF DADES (RNAV)-STAR</td>
<td>TAMPA</td>
</tr>
<tr>
<td>SAILE</td>
<td>COPLY BOS BAF MOBB SAGES V489 COATE</td>
<td>TETERBORO</td>
</tr>
<tr>
<td>SAILE</td>
<td>COPLY BOS NELIE VALRE–STAR</td>
<td>WESTCHESTER</td>
</tr>
</tbody>
</table>

## VIA SSM

<table>
<thead>
<tr>
<th>Facility/Fix</th>
<th>Non–Common Portion</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>SSM</td>
<td>GRB J101 BAE J89 OBK J73 BNA NEWBB IHAVE MTHEW CHPPR (RNAV)-STAR</td>
<td>ATLANTA</td>
</tr>
<tr>
<td>SSM</td>
<td>PAITN Arrival</td>
<td>CHICAGO</td>
</tr>
<tr>
<td>SSM</td>
<td>SSM J101 BAE BDF WELTS SGD RZC FSM RRNET SEEVR (RNAV)-STAR</td>
<td>DALLAS/FT. WORTH</td>
</tr>
<tr>
<td>SSM</td>
<td>SSM GEP J114 ONL PORDR AALLE (RNAV)-STAR</td>
<td>DENVER</td>
</tr>
<tr>
<td>SSM</td>
<td>STL J101 LIT J180 SWB ZEEKK (RNAV)-STAR</td>
<td>HOUSTON</td>
</tr>
<tr>
<td>SSM</td>
<td>HHOGS BAINY (RNAV)-STAR</td>
<td>MINNEAPOLIS/ST. PAUL</td>
</tr>
<tr>
<td>SSM</td>
<td>TVC OBK J71 RBS AARCH (RNAV)-STAR</td>
<td>ST. LOUIS</td>
</tr>
<tr>
<td>Facility/Fix</td>
<td>Non–Common Portion</td>
<td>Destination</td>
</tr>
<tr>
<td>-------------</td>
<td>--------------------</td>
<td>-------------</td>
</tr>
<tr>
<td>SYR</td>
<td>SYR J59 PSB SHILO V93 BAL</td>
<td>ANDREWS</td>
</tr>
<tr>
<td>SYR</td>
<td>SYR J59 PSB Q71 GEFFS HVQ ONDRE (RNAV)–STAR</td>
<td>ATLANTA</td>
</tr>
<tr>
<td>SYR</td>
<td>FQM IZZEE TRISH (RNAV)–STAR</td>
<td>BALTIMORE</td>
</tr>
<tr>
<td>SYR</td>
<td>SYR J59 PSB HVQ LNDIZ PARQR (RNAV)–STAR</td>
<td>CHARLOTTE</td>
</tr>
<tr>
<td>SYR</td>
<td>JHW DJB J83 APE TIGRR (RNAV)–STAR</td>
<td>CINCINNATI</td>
</tr>
<tr>
<td>SYR</td>
<td>GONZZ Q29 KLYNE PXV J131 LIT FEWWV SEEVR (RNAV)–STAR</td>
<td>DALLAS/FT. WORTH</td>
</tr>
<tr>
<td>SYR</td>
<td>HAR LRP V210 SPERY</td>
<td>DOVER</td>
</tr>
<tr>
<td>SYR</td>
<td>SYR J59 PSB MAPEL (RNAV)–STAR</td>
<td>DULLES</td>
</tr>
<tr>
<td>SYR</td>
<td>SYR J59 PSB Q71 EMNEM Q103 SLOJO Q83 JEVED Q97 PRMUS CUUDA (RNAV)–STAR</td>
<td>FT. LAUDERDALE</td>
</tr>
<tr>
<td>SYR</td>
<td>JHW Q29 KLYNE PXV J131 LIT J180 SWB ZEEKK (RNAV)–STAR</td>
<td>HOUSTON</td>
</tr>
<tr>
<td>SYR</td>
<td>IGN KINGSTON Arrival</td>
<td>KENNEDY</td>
</tr>
<tr>
<td>SYR</td>
<td>LVZ V147 MAZIE</td>
<td>MGUIRE</td>
</tr>
<tr>
<td>SYR</td>
<td>SYR J59 PSB Q71 EMNEM Q103 SLOJO Q83 JEVED Q97 DEBRL CSTAL (RNAV)–STAR</td>
<td>MIAMI</td>
</tr>
<tr>
<td>SYR</td>
<td>HNK FLOSI Arrival</td>
<td>NEWARK</td>
</tr>
<tr>
<td>SYR</td>
<td>SYR J59 PSB Q71 EMNEM Q103 SLOJO Q83 ROYCO Q85 LPERD SNFLD (RNAV)–STAR</td>
<td>ORLANDO</td>
</tr>
<tr>
<td>SYR</td>
<td>SYR J59 PSB Q71 EMNEM Q103 SLOJO Q83 ROYCO Q85 LPERD GTOUT (RNAV)–STAR</td>
<td>ORLANDO</td>
</tr>
<tr>
<td>SYR</td>
<td>CFB SPUDS (RNAV)–STAR</td>
<td>PHILADELPHIA</td>
</tr>
<tr>
<td>SYR</td>
<td>JHW YNG JESEY (RNAV)–STAR</td>
<td>PITTSBURGH</td>
</tr>
<tr>
<td>SYR</td>
<td>ROD VHP AARCH (RNAV)–STAR</td>
<td>ST. LOUIS</td>
</tr>
<tr>
<td>SYR</td>
<td>SYR J159 PSB Q71 EMNEM Q103 SLOJO Q75 TEUFL BAAMF DADES (RNAV)–STAR</td>
<td>TAMPA</td>
</tr>
</tbody>
</table>
### NORTH AMERICAN ROUTES

#### VIA TAFFY

<table>
<thead>
<tr>
<th>Facility/Fix</th>
<th>Non–Common Portion</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>TAFFY</td>
<td>EMJAY J174 ZIZZI</td>
<td>ANDREWS</td>
</tr>
<tr>
<td></td>
<td>ATR LAFLN SPISY</td>
<td></td>
</tr>
<tr>
<td></td>
<td>RNAV–STAR</td>
<td></td>
</tr>
<tr>
<td>TAFFY</td>
<td>KJOHN ALB ACOVE</td>
<td>ATLANTA</td>
</tr>
<tr>
<td></td>
<td>DBABE Q448 PTW</td>
<td></td>
</tr>
<tr>
<td></td>
<td>J48 MOL FLASK</td>
<td></td>
</tr>
<tr>
<td></td>
<td>OZZZI RNAV–STAR</td>
<td></td>
</tr>
<tr>
<td>TAFFY</td>
<td>KAYCC KYLOH NELIE</td>
<td>BALTIMORE</td>
</tr>
<tr>
<td></td>
<td>Q75 MXE V378</td>
<td></td>
</tr>
<tr>
<td></td>
<td>NUGGY TRISH</td>
<td></td>
</tr>
<tr>
<td></td>
<td>RNAV–STAR</td>
<td></td>
</tr>
<tr>
<td>TAFFY</td>
<td>AJJAY OOSH (RNAV–</td>
<td>BOSTON</td>
</tr>
<tr>
<td></td>
<td>STAR</td>
<td></td>
</tr>
<tr>
<td>TAFFY</td>
<td>EMJAY J174 ORF</td>
<td>CHARLESTON, SC</td>
</tr>
<tr>
<td></td>
<td>RAPZZ AMYLU</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV–STAR)</td>
<td></td>
</tr>
<tr>
<td>TAFFY</td>
<td>KAYCC KYLOH NELIE</td>
<td>CHARLOTTE</td>
</tr>
<tr>
<td></td>
<td>Q75 GVE LYH</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CHSLY RNAV–STAR</td>
<td></td>
</tr>
<tr>
<td>TAFFY</td>
<td>KJOHN ALB J6</td>
<td>DALLAS/FT. WORTH</td>
</tr>
<tr>
<td></td>
<td>HVQ Q68 LITTR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>FEWWW SEEVR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV–STAR)</td>
<td></td>
</tr>
<tr>
<td>TAFFY</td>
<td>VILRO Q806 BOBTA</td>
<td>DETROIT</td>
</tr>
<tr>
<td></td>
<td>TPGUN (RNAV–STAR)</td>
<td></td>
</tr>
<tr>
<td>TAFFY</td>
<td>PQI Q439 BRIGS</td>
<td>DOVER</td>
</tr>
<tr>
<td></td>
<td>J121 SIE</td>
<td></td>
</tr>
<tr>
<td>TAFFY</td>
<td>KJOHN ALB HYPER</td>
<td>DULLES</td>
</tr>
<tr>
<td></td>
<td>(RNAV–STAR)</td>
<td></td>
</tr>
<tr>
<td>TAFFY</td>
<td>EMJAY J174 SWL</td>
<td>FT. LAUDERDALE</td>
</tr>
<tr>
<td></td>
<td>CEBEE WETRO ILM</td>
<td></td>
</tr>
<tr>
<td></td>
<td>OSTMN MAJIK CUUDA</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV–STAR)</td>
<td></td>
</tr>
<tr>
<td>TAFFY</td>
<td>ENE BAF Q448 PTW</td>
<td>HOUSTON</td>
</tr>
<tr>
<td></td>
<td>J48 CSN FANPO</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Q40 AEX DOOBI</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV–STAR)</td>
<td></td>
</tr>
<tr>
<td>TAFFY</td>
<td>ENE Parch Arrival</td>
<td>KENNEDY</td>
</tr>
<tr>
<td>TAFFY</td>
<td>PQI Q439 DRIFT</td>
<td>MCGUIRE</td>
</tr>
<tr>
<td></td>
<td>V312 CYN</td>
<td></td>
</tr>
<tr>
<td>TAFFY</td>
<td>EMJAY J174 SWL</td>
<td>MIAMI</td>
</tr>
<tr>
<td></td>
<td>CEBEE WETRO DIW</td>
<td></td>
</tr>
<tr>
<td></td>
<td>HOAGG BNFSH</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV–STAR)</td>
<td></td>
</tr>
<tr>
<td>TAFFY</td>
<td>KJOHN HANAA FLOSI</td>
<td>NEWARK</td>
</tr>
<tr>
<td></td>
<td>(RNAV–STAR)</td>
<td></td>
</tr>
<tr>
<td>TAFFY</td>
<td>EMJAY J174 SWL</td>
<td>ORLANDO</td>
</tr>
<tr>
<td></td>
<td>CEBEE WETRO ILM</td>
<td></td>
</tr>
<tr>
<td></td>
<td>AR15 HIBAC ALYNA</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV–STAR)</td>
<td></td>
</tr>
<tr>
<td>TAFFY</td>
<td>PQI Q439 BRIGS</td>
<td>PHILADELPHIA</td>
</tr>
<tr>
<td></td>
<td>JIIMS RNAV–STAR</td>
<td></td>
</tr>
<tr>
<td>TAFFY</td>
<td>ENE CTR HNK CFB</td>
<td>PITTSBURGH</td>
</tr>
<tr>
<td></td>
<td>J190 SLT HAYNZ</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV–STAR)</td>
<td></td>
</tr>
<tr>
<td>TAFFY</td>
<td>EMJAY J174 WARNN</td>
<td>RALEIGH–DURHAM</td>
</tr>
<tr>
<td></td>
<td>ZJAAY TAQLE</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV–STAR)</td>
<td></td>
</tr>
<tr>
<td>TAFFY</td>
<td>KJOHN ALB V123</td>
<td>STEWART</td>
</tr>
<tr>
<td></td>
<td>TRESA</td>
<td></td>
</tr>
<tr>
<td>TAFFY</td>
<td>KAYCC KYLOH NELIE</td>
<td>TAMPA</td>
</tr>
<tr>
<td></td>
<td>Q75 TEUFL BAAMF</td>
<td></td>
</tr>
<tr>
<td></td>
<td>DADES (RNAV–STAR)</td>
<td></td>
</tr>
<tr>
<td>TAFFY</td>
<td>KJOHN ALB V489</td>
<td>TETERBORO</td>
</tr>
<tr>
<td></td>
<td>COATE</td>
<td></td>
</tr>
<tr>
<td>TAFFY</td>
<td>KJOHN ALB VALRE–</td>
<td>WESTCHESTER</td>
</tr>
<tr>
<td></td>
<td>STAR</td>
<td></td>
</tr>
</tbody>
</table>

#### VIA TOPPSS

<table>
<thead>
<tr>
<th>Facility/Fix</th>
<th>Non–Common Portion</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOPPS</td>
<td>EMJAY J174 ZIZZI</td>
<td>ANDREWS</td>
</tr>
<tr>
<td></td>
<td>ATR LAFLN SPISY</td>
<td></td>
</tr>
<tr>
<td></td>
<td>RNAV–STAR</td>
<td></td>
</tr>
<tr>
<td>TOPPS</td>
<td>ENE BAF Q448 PTW</td>
<td>ATLANTA</td>
</tr>
<tr>
<td></td>
<td>J48 MOL FLASK</td>
<td></td>
</tr>
<tr>
<td></td>
<td>OZZZI RNAV–STAR</td>
<td></td>
</tr>
<tr>
<td>TOPPS</td>
<td>KAYCC KYLOH NELIE</td>
<td>BALTIMORE</td>
</tr>
<tr>
<td></td>
<td>Q75 MXE V378</td>
<td></td>
</tr>
<tr>
<td></td>
<td>NUGGY TRISH</td>
<td></td>
</tr>
<tr>
<td></td>
<td>RNAV–STAR</td>
<td></td>
</tr>
<tr>
<td>TOPPS</td>
<td>AJJAY OOSH (RNAV–</td>
<td>BOSTON</td>
</tr>
<tr>
<td></td>
<td>STAR</td>
<td></td>
</tr>
<tr>
<td>TOPPS</td>
<td>EMJAY J174 ORF</td>
<td>CHARLESTON, SC</td>
</tr>
<tr>
<td></td>
<td>RAPZZ AMYLU</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV–STAR)</td>
<td></td>
</tr>
<tr>
<td>TOPPS</td>
<td>KAYCC KYLOH NELIE</td>
<td>CHARLOTTE</td>
</tr>
<tr>
<td></td>
<td>Q75 GVE LYH</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CHSLY RNAV–STAR</td>
<td></td>
</tr>
<tr>
<td>TOPPS</td>
<td>YUL LETAK Q824</td>
<td>CHICAGO</td>
</tr>
<tr>
<td></td>
<td>TAGUM ECK FNT</td>
<td></td>
</tr>
<tr>
<td></td>
<td>WYNDE (RNAV–STAR)</td>
<td></td>
</tr>
<tr>
<td>TOPPS</td>
<td>YUL LETAK DEBUM</td>
<td>CINCINNATI</td>
</tr>
<tr>
<td></td>
<td>Q806 BOBTA DERO</td>
<td></td>
</tr>
<tr>
<td></td>
<td>DJB J83 APE TIGRR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV–STAR)</td>
<td></td>
</tr>
<tr>
<td>TOPPS</td>
<td>ENE BAF Q406 BWZ</td>
<td>DALLAS/FT. WORTH</td>
</tr>
<tr>
<td></td>
<td>J6 HVQ Q68 LITTR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>FEWWW SEEVR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV–STAR)</td>
<td></td>
</tr>
<tr>
<td>TOPPS</td>
<td>VILRO Q806 BOBTA</td>
<td>DETROIT</td>
</tr>
<tr>
<td></td>
<td>TPGUN (RNAV–STAR)</td>
<td></td>
</tr>
<tr>
<td>TOPPS</td>
<td>BEEKN Q439 BRIGS</td>
<td>DOVER</td>
</tr>
<tr>
<td></td>
<td>J121 SIE</td>
<td></td>
</tr>
<tr>
<td>TOPPS</td>
<td>ENE BAF HYPER</td>
<td>DULLES</td>
</tr>
<tr>
<td></td>
<td>Arrival</td>
<td></td>
</tr>
<tr>
<td>TOPPS</td>
<td>EMJAY J174 SWL</td>
<td>FT. LAUDERDALE</td>
</tr>
<tr>
<td></td>
<td>CEBEE WETRO ILM</td>
<td></td>
</tr>
<tr>
<td></td>
<td>OSTMN MAJIK CUUDA</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV–STAR)</td>
<td></td>
</tr>
<tr>
<td>TOPPS</td>
<td>ENE BAF Q448 PTW</td>
<td>HOUSTON</td>
</tr>
<tr>
<td></td>
<td>J48 CSN FANPO</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Q40 AEX DOOBI</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV–STAR)</td>
<td></td>
</tr>
<tr>
<td>TOPPS</td>
<td>ENE Parch Arrival</td>
<td>KENNEDY</td>
</tr>
<tr>
<td>TOPPS</td>
<td>BEEKN Q439 DRIFT</td>
<td>MCGUIRE</td>
</tr>
<tr>
<td></td>
<td>V312 CYN</td>
<td></td>
</tr>
<tr>
<td>TOPPS</td>
<td>EMJAY J174 SWL</td>
<td>MIAMI</td>
</tr>
<tr>
<td></td>
<td>CEBEE WETRO DIW</td>
<td></td>
</tr>
<tr>
<td></td>
<td>HOAGG BNFSH</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV–STAR)</td>
<td></td>
</tr>
<tr>
<td>TOPPS</td>
<td>HANAA FLOSI</td>
<td>NEWARK</td>
</tr>
<tr>
<td></td>
<td>(RNAV–STAR)</td>
<td></td>
</tr>
<tr>
<td>TOPPS</td>
<td>EMJAY J174 SWL</td>
<td>ORLANDO</td>
</tr>
<tr>
<td></td>
<td>CEBEE WETRO ILM</td>
<td></td>
</tr>
<tr>
<td></td>
<td>AR15 HIBAC ALYNA</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV–STAR)</td>
<td></td>
</tr>
<tr>
<td>TOPPS</td>
<td>BEEKN Q439 BRIGS</td>
<td>PHILADELPHIA</td>
</tr>
<tr>
<td></td>
<td>JIIMS RNAV–STAR</td>
<td></td>
</tr>
<tr>
<td>TOPPS</td>
<td>ENE CTR HNK CFB</td>
<td>PITTSBURGH</td>
</tr>
<tr>
<td></td>
<td>J190 SLT HAYNZ</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV–STAR)</td>
<td></td>
</tr>
<tr>
<td>TOPPS</td>
<td>EMJAY J174 WARNN</td>
<td>RALEIGH–DURHAM</td>
</tr>
<tr>
<td></td>
<td>ZJAAY TAQLE</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(RNAV–STAR)</td>
<td></td>
</tr>
<tr>
<td>Inland Navigation Facility/Fix</td>
<td>Non–Common Portion</td>
<td>Destination</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>--------------------</td>
<td>----------------------</td>
</tr>
<tr>
<td>TOPPS</td>
<td>ALB V123 TRESA</td>
<td>STEWART</td>
</tr>
<tr>
<td>TOPPS</td>
<td>KAYCC KYLOH NELIE Q75 TEUFL BAAMF DADES (RNAV)–STAR</td>
<td>TAMPA</td>
</tr>
<tr>
<td>TOPPS</td>
<td>ALB V489 COATE</td>
<td>TETERBORO</td>
</tr>
<tr>
<td>TOPPS</td>
<td>VIVIL ROGSA URVAS DAXES VIBNU</td>
<td>MONTREAL/MIRABEL</td>
</tr>
<tr>
<td>TOPPS</td>
<td>ODBOS OMBRE-STAR</td>
<td>MONTREAL/ TRUDEAU</td>
</tr>
<tr>
<td>TOPPS</td>
<td>YUL LETAK IMEBA Arrival</td>
<td>TORONTO</td>
</tr>
<tr>
<td>TOPPS</td>
<td>ALB VALRE–STAR</td>
<td>WESTCHESTER</td>
</tr>
</tbody>
</table>

NE, 8 SEP 2022 to 3 NOV 2022
### Inland Navigation Facility/Fix

<table>
<thead>
<tr>
<th>Facility/Fix</th>
<th>Non–Common Portion</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>TUSKY</td>
<td>FOXBO RIFLE J174 ZIZZI ATR LAFLN SPISY (RNAV)–STAR</td>
<td>ANDREWS</td>
</tr>
<tr>
<td>TUSKY</td>
<td>BOS BAF Q448 PTW J48 MOL FLASK OZZZI (RNAV)–STAR</td>
<td>ATLANTA</td>
</tr>
<tr>
<td>TUSKY</td>
<td>Q475 COPLY Q75 MXE V378 NUGGY TRISH (RNAV)–STAR</td>
<td>BALTIMORE</td>
</tr>
<tr>
<td>TUSKY</td>
<td>EURRO OOSHIN (RNAV)–STAR</td>
<td>BOSTON</td>
</tr>
<tr>
<td>TUSKY</td>
<td>FOXBO RIFLE J174 ORF RAPZZ AMYLU (RNAV)–STAR</td>
<td>CHARLESTON, SC</td>
</tr>
<tr>
<td>TUSKY</td>
<td>Q475 COPLY Q75 GVE LYH CHSLY (RNAV)–STAR</td>
<td>CHARLOTTE</td>
</tr>
<tr>
<td>TUSKY</td>
<td>BOS BAF Q406 BWZ J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)–STAR</td>
<td>DALLAS/FT. WORTH</td>
</tr>
<tr>
<td>TUSKY</td>
<td>GONZZ DONEO TPGUN (RNAV)–STAR</td>
<td>DETROIT</td>
</tr>
<tr>
<td>TUSKY</td>
<td>LARIE Q220 RIFLE Q439 BRIGS J121 SIE</td>
<td>DOVER</td>
</tr>
<tr>
<td>TUSKY</td>
<td>BOS BAF HYPER Arrival</td>
<td>DULLES</td>
</tr>
<tr>
<td>TUSKY</td>
<td>FOXBO RIFLE J174 SWL CEEBE WETRO ILM OSTNN MAJIK CUUDA (RNAV)–STAR</td>
<td>FT. LAUDERDALE</td>
</tr>
<tr>
<td>TUSKY</td>
<td>BOS BAF Q448 PTW J48 CSN FANOPO Q40 AEX DOOBI (RNAV)–STAR</td>
<td>HOUSTON</td>
</tr>
<tr>
<td>TUSKY</td>
<td>PLYMM Parch Arrival</td>
<td>KENNEDY</td>
</tr>
<tr>
<td>TUSKY</td>
<td>LARIE Q220 RIFLE Q439 DRIFT V312 CYN</td>
<td>MCGUIRE</td>
</tr>
<tr>
<td>TUSKY</td>
<td>FOXBO RIFLE J174 SWL CEEBE WETRO DIW HOAGG BNFSH (RNAV)–STAR</td>
<td>MIAMI</td>
</tr>
<tr>
<td>TUSKY</td>
<td>COPLY BOS NELIE FLOSI (RNAV)–STAR</td>
<td>NEWARK</td>
</tr>
<tr>
<td>TUSKY</td>
<td>FOXBO RIFLE J174 SWL CEEBE WETRO ILM AR15 HIBAC ALYNA (RNAV)–STAR</td>
<td>ORLANDO</td>
</tr>
<tr>
<td>TUSKY</td>
<td>LARIE Q220 RIFLE Q439 BRIGS JJIMS (RNAV)–STAR</td>
<td>PHILADELPHIA</td>
</tr>
<tr>
<td>TUSKY</td>
<td>BOS CTR HINK CFB J190 SLT HAYNZ (RNAV)–STAR</td>
<td>PITTSBURGH</td>
</tr>
<tr>
<td>TUSKY</td>
<td>FOXBO RIFLE J174 WARNN ZJAAY TAQLE (RNAV)–STAR</td>
<td>RALEIGH–DURHAM</td>
</tr>
<tr>
<td>TUSKY</td>
<td>COPLY BOS NELIE T212 TRESA</td>
<td>STEWART</td>
</tr>
<tr>
<td>TUSKY</td>
<td>BOS Q75 TEUFL BAAMF DADES (RNAV)–STAR</td>
<td>TAMPA</td>
</tr>
<tr>
<td>TUSKY</td>
<td>COPLY BOS BAF MOBBS SAGES V489 COATE</td>
<td>TETERBORO</td>
</tr>
<tr>
<td>TUSKY</td>
<td>COPLY BOS NELIE VALRE VALRE–STAR</td>
<td>WESTCHESTER</td>
</tr>
</tbody>
</table>

### Inland Navigation Facility/Fix

<table>
<thead>
<tr>
<th>Facility/Fix</th>
<th>Non–Common Portion</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>VANSI</td>
<td>TVC OBK J73 BNA NEWBB IHAVE KNCGG CHPPR (RNAV)–STAR</td>
<td>ATLANTA</td>
</tr>
<tr>
<td>VANSI</td>
<td>SSM Wynde (RNAV)–STAR</td>
<td>CHICAGO</td>
</tr>
<tr>
<td>VANSI</td>
<td>LIDAG Q802 KENLU Q804 DERLO DJB J83 APE TIGRR (RNAV)–STAR</td>
<td>CINCINNATI</td>
</tr>
<tr>
<td>VANSI</td>
<td>TVC BAE BDF WELTS SGF R2C FSM RRNET SEEVR (RNAV)–STAR</td>
<td>DALLAS/FT. WORTH</td>
</tr>
<tr>
<td>VANSI</td>
<td>YVO BOBTA TPGUN (RNAV)–STAR</td>
<td>DETROIT</td>
</tr>
<tr>
<td>VANSI</td>
<td>TVC OBK J101 LIT J180 SWB ZEEKK (RNAV)–STAR</td>
<td>HOUSTON</td>
</tr>
<tr>
<td>VANSI</td>
<td>TVC OBK J71 RBS AARCH (RNAV)–STAR</td>
<td>ST LOUIS</td>
</tr>
<tr>
<td>VANSI</td>
<td>LIDAG IMEBA-STAR</td>
<td>TORONTO</td>
</tr>
<tr>
<td>Inland Navigation Facility/Fix</td>
<td>Non–Common Portion</td>
<td>Destination</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>--------------------</td>
<td>-------------</td>
</tr>
<tr>
<td>VITOL</td>
<td>ACK HTO J174 ZIZZI ATR LAFLN SPISY (RNAV)–STAR</td>
<td>ANDREWS</td>
</tr>
<tr>
<td>VITOL</td>
<td>ACK Q430 BYRDD J48 MOL FLASK OZZZI (RNAV)–STAR</td>
<td>ATLANTA</td>
</tr>
<tr>
<td>VITOL</td>
<td>EURRO O0OSH (RNAV)–STAR</td>
<td>BOSTON</td>
</tr>
<tr>
<td>VITOL</td>
<td>ACK Q430 RIFLE J174 ORF RAPZZ AMYLU (RNAV)–STAR</td>
<td>CHARLESTON, SC</td>
</tr>
<tr>
<td>VITOL</td>
<td>ACK Q430 COPES Q75 GVE LYH CHSLY (RNAV)–STAR</td>
<td>CHARLOTTE</td>
</tr>
<tr>
<td>VITOL</td>
<td>ACK Q430 SAAME J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)–STAR</td>
<td>DALLAS/FT. WORTH</td>
</tr>
<tr>
<td>VITOL</td>
<td>ACK Q430 SAAME BRNAN Q42 PSYKO KOZAR BONZZ (RNAV)–STAR</td>
<td>DETROIT</td>
</tr>
<tr>
<td>VITOL</td>
<td>ACK JAWZZ Q220 RIFLE Q439 BRIGS J121 SIE</td>
<td>DOVER</td>
</tr>
<tr>
<td>VITOL</td>
<td>ACK Q430 RBV HYPER (RNAV)–STAR</td>
<td>DULLES</td>
</tr>
<tr>
<td>VITOL</td>
<td>ACK Q430 RIFLE J174 SWL CEBEE WETRO ILM OSTNN MAIJ CUUDA (RNAV)–STAR</td>
<td>FT. LAUDERDALE</td>
</tr>
<tr>
<td>VITOL</td>
<td>ACK Q430 BYRDD J48 CSN FANPO Q40 AEX DOOBI (RNAV)–STAR</td>
<td>HOUSTON</td>
</tr>
<tr>
<td>VITOL</td>
<td>PLYMM Parch Arrival</td>
<td>KENNEDY</td>
</tr>
<tr>
<td>VITOL</td>
<td>ACK JAWZZ Q220 RIFLE Q439 DRIFT V312 CYN</td>
<td>MCGUIRE</td>
</tr>
<tr>
<td>VITOL</td>
<td>ACK Q430 RIFLE J174 SWL CEBEE WETRO DIW HOAGG BNFSH (RNAV)–STAR</td>
<td>MIAMI</td>
</tr>
<tr>
<td>VITOL</td>
<td>COPLY BOS NELIE FLOSI (RNAV)–STAR</td>
<td>NEWARK</td>
</tr>
<tr>
<td>VITOL</td>
<td>ACK Q430 RIFLE J174 SWL CEBEE WETRO ILM AR15 HIBAC ALYNA (RNAV)–STAR</td>
<td>ORLANDO</td>
</tr>
<tr>
<td>VITOL</td>
<td>ACK JAWZZ Q220 RIFLE Q439 BRIGS JJIMS (RNAV)–STAR</td>
<td>PHILADELPHIA</td>
</tr>
<tr>
<td>VITOL</td>
<td>ACK Q430 RIFLE J174 WARNN ZJAAY TAQLE (RNAV)–STAR</td>
<td>RALEIGH–DURHAM</td>
</tr>
<tr>
<td>VITOL</td>
<td>COPLY BOS NELIE T212 TRESA</td>
<td>STEWART</td>
</tr>
<tr>
<td>VITOL</td>
<td>ACK Q430 COPES Q75 TEUFL BAAMF DADES (RNAV)–STAR</td>
<td>TAMPA</td>
</tr>
<tr>
<td>VITOL</td>
<td>COPLY BOS BAF MOBBS SAGES V489 COATE</td>
<td>TETERBORO</td>
</tr>
<tr>
<td>VITOL</td>
<td>COPLY BOS NELIE VALRE VALRE–STAR</td>
<td>WESTCHESTER</td>
</tr>
</tbody>
</table>

NE, 8 SEP 2022 to 3 NOV 2022
### VIA WHALE

<table>
<thead>
<tr>
<th>Non–Common Portion</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>WHALE LARIE JAWZZ SEY J174 ZIZZI ATR LAFLN SPISY (RNAV)--STAR</td>
<td>ANDREWS</td>
</tr>
<tr>
<td>WHALE BOS BAF Q448 PTW J48 MOL FLASK OZZZI (RNAV)--STAR</td>
<td>ATLANTA</td>
</tr>
<tr>
<td>WHALE BOS Q75 MXE V378 NUGGY TRISH (RNAV)--STAR</td>
<td>BALTIMORE</td>
</tr>
<tr>
<td>WHALE EURRO OOSHNN (RNAV)--STAR</td>
<td>BOSTON</td>
</tr>
<tr>
<td>WHALE ACK Q430 RIFLE J174 ORF PAPZZ AMYLU (RNAV)--STAR</td>
<td>CHARLESTON, SC</td>
</tr>
<tr>
<td>WHALE BOS Q75 GVE LYH CHSLY (RNAV)--STAR</td>
<td>CHARLOTTE</td>
</tr>
<tr>
<td>WHALE BOS BAF Q406 BWZ J6 HVQ Q68 LITTR SEEVR (RNAV)--STAR</td>
<td>DALLAS/FT. WORTH</td>
</tr>
<tr>
<td>WHALE CAM Q822 GONZQ DONEO TPGUN (RNAV)--STAR</td>
<td>DETROIT</td>
</tr>
<tr>
<td>WHALE LARIE Q220 RIFLE Q439 BRIGS J121 SIE</td>
<td>DOVER</td>
</tr>
<tr>
<td>WHALE BOS BAF HYPER Arrival</td>
<td>DULLES</td>
</tr>
<tr>
<td>WHALE ACK Q430 RIFLE J174 SWL CEBEE WETRO ILM OSTNN MAJIK CUUDA (RNAV)--STAR</td>
<td>FT. LAUDERDALE</td>
</tr>
<tr>
<td>WHALE BOS BAF Q448 PTW J48 CSN FANO PO Q40 AEX DOOBI (RNAV)--STAR</td>
<td>HOUSTON</td>
</tr>
<tr>
<td>WHALE PLYMM Parch Arrival</td>
<td>KENNEDY</td>
</tr>
<tr>
<td>WHALE LARIE Q220 RIFLE Q439 DRIFT V312 CYN</td>
<td>MCGUIRE</td>
</tr>
<tr>
<td>WHALE ACK Q430 RIFLE J174 SWL CEBEE WETRO DIW HOAGG BNFSH (RNAV)--STAR</td>
<td>MIAMI</td>
</tr>
<tr>
<td>WHALE COPLY BOS NELIE FLOSI (RNAV)--STAR</td>
<td>NEWARK</td>
</tr>
<tr>
<td>WHALE ACK Q430 RIFLE J174 SWL CEBEE WETRO ILM AR15 HIBAC ALYNA (RNAV)--STAR</td>
<td>ORLANDO</td>
</tr>
<tr>
<td>WHALE LARIE Q220 RIFLE Q439 BRIGS JIIMS (RNAV)--STAR</td>
<td>PHILADELPHIA</td>
</tr>
<tr>
<td>WHALE BOS CTR HINK CFJ J190 SLT HAYNZ (RNAV)--STAR</td>
<td>PITTSBURGH</td>
</tr>
<tr>
<td>WHALE ACK Q430 RIFLE J174 WARNN J2AAY TAQLE (RNAV)--STAR</td>
<td>RALEIGH--DURHAM</td>
</tr>
<tr>
<td>WHALE COPLY BOS NELIE T121 TRESA</td>
<td>STEWART</td>
</tr>
<tr>
<td>WHALE ACK Q430 COPES Q75 TEEFL BAAMF DADES (RNAV)--STAR</td>
<td>TAMPA</td>
</tr>
<tr>
<td>WHALE COPLY BOS BAF MOBBS SAGES V489 COATE</td>
<td>TETERBORO</td>
</tr>
<tr>
<td>WHALE COPLY BOS NELIE VALRE VALRE--STAR</td>
<td>WESTCHESTER</td>
</tr>
</tbody>
</table>

### VIA YBC

<table>
<thead>
<tr>
<th>Non–Common Portion</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>YBC POLTY Q804 DERLO DJB J83 APE SPAEY HLRRY OONDRE (RNAV)--STAR</td>
<td>ATLANTA</td>
</tr>
<tr>
<td>YBC VBS KAPUX HOCKE FNT WYNDE (RNAV)--STAR</td>
<td>CHICAGO</td>
</tr>
<tr>
<td>YBC POLTY Q804 DERLO DJB J83 APE TIGR--STAR</td>
<td>CINCINNATI</td>
</tr>
<tr>
<td>YBC POLTY Q804 DERLO WWHSR Q29 KLYNE PXX LIT FEWWW SEEVR (RNAV)--STAR</td>
<td>DALLAS/FT WORTH</td>
</tr>
<tr>
<td>YBC VBS KENLU BOBTA TPGUN (RNAV)--STAR</td>
<td>DETROIT</td>
</tr>
<tr>
<td>YBC VBS KAPUX AXISS SPICA SPICA--STAR</td>
<td>DETROIT</td>
</tr>
<tr>
<td>YBC POLTY Q804 DERLO WWHSR Q29 KLYNE PXX J131 LIT J180 SWB ZEEKK (RNAV)--STAR</td>
<td>HOUSTON</td>
</tr>
<tr>
<td>YBC CATOG VEPSU DIRECT</td>
<td>MONTREAL/MIRABEL</td>
</tr>
<tr>
<td>YBC OMBRE OMBRE Arrival</td>
<td>MONTREAL/ TRUDEAU</td>
</tr>
<tr>
<td>YBC LIDAG ECK GIJ RBS AARCH (RNAV)--STAR</td>
<td>ST. LOUIS</td>
</tr>
<tr>
<td>YBC POLTY IMEBA Arrival</td>
<td>TORONTO</td>
</tr>
<tr>
<td>Inland Navigation Facility/Fix</td>
<td>Non–Common Portion</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>YRI</td>
<td>POLTY Q804 DERLO DJB J83 APE SPAYD HLRRY ONDRE (RNAV)–STAR</td>
</tr>
<tr>
<td>YRI</td>
<td>KAPUX HOCHE FNT WYNDE (RNAV)–STAR</td>
</tr>
<tr>
<td>YRI</td>
<td>POLTY Q804 DERLO DJB J83 APE TIGRR (RNAV)–STAR</td>
</tr>
<tr>
<td>YRI</td>
<td>POLTY Q804 DERLO WWSHR Q29 KLYNE PXV LIT FEWWW SEEV (RNAV)–STAR</td>
</tr>
<tr>
<td>YRI</td>
<td>BOBTA TPGUN (RNAV)–STAR</td>
</tr>
<tr>
<td>YRI</td>
<td>KAPUX AXXIS SPICA SPICA–STAR</td>
</tr>
<tr>
<td>YRI</td>
<td>POLTY Q804 DERLO WWSHR Q29 KLYNE PXV J131 LIT J180 SWB ZEEKK (RNAV)–STAR</td>
</tr>
<tr>
<td>YRI</td>
<td>CATOG VEPSU DIRECT</td>
</tr>
<tr>
<td>YRI</td>
<td>OMBRE Ombre Arrival</td>
</tr>
<tr>
<td>YRI</td>
<td>LIDAG ECK GIJ RBS AARCH (RNAV)–STAR</td>
</tr>
<tr>
<td>YRI</td>
<td>POLTY IMEBA Arrival</td>
</tr>
<tr>
<td>STATE</td>
<td>CITY</td>
</tr>
<tr>
<td>-------</td>
<td>----------------</td>
</tr>
<tr>
<td>CT</td>
<td>WINDSOR LOCKS</td>
</tr>
<tr>
<td>MA</td>
<td>HYANNIS</td>
</tr>
<tr>
<td>MD</td>
<td>FREDERICK</td>
</tr>
<tr>
<td>ME</td>
<td>MILLINOCKET</td>
</tr>
<tr>
<td>ME</td>
<td>PORTLAND</td>
</tr>
<tr>
<td>ME</td>
<td>PRESQUE ISLE</td>
</tr>
<tr>
<td>ME</td>
<td>WATERVILLE</td>
</tr>
<tr>
<td>NJ</td>
<td>WILDWOOD</td>
</tr>
<tr>
<td>NY</td>
<td>BINGHAMTON</td>
</tr>
<tr>
<td>NY</td>
<td>JAMESTOWN</td>
</tr>
<tr>
<td>NY</td>
<td>NEW YORK</td>
</tr>
<tr>
<td>NY</td>
<td>WATERTOWN</td>
</tr>
<tr>
<td>PA</td>
<td>BUTLER</td>
</tr>
<tr>
<td>VA</td>
<td>CHARLOTTESVILLE</td>
</tr>
<tr>
<td>VA</td>
<td>RICHMOND</td>
</tr>
<tr>
<td>VT</td>
<td>BARRE/MONTPELIER</td>
</tr>
<tr>
<td>WV</td>
<td>CHARLESTON</td>
</tr>
</tbody>
</table>
In support of the Federal Aviation Administration’s Runway Incursion Program, selected towered airport diagrams have been published in the Airport Diagram section of the Chart Supplement. Diagrams will be listed alphabetically by associated city and airport name. Airport diagrams, depicting runway and taxiway configurations, will assist both VFR and IFR pilots in ground taxi operations. The airport diagrams in this publication are the same as those published in the U.S. Terminal Procedures Publications. For additional airport diagram legend information see the U.S. Terminal Procedures Publication.

NOTE: Some text data published under the individual airport in the front portion of the Chart Supplement may be more current than the data published on the Airport Diagrams. The airport diagrams are updated only when significant changes occur.

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Available pilot controlled lighting (PCL) systems are indicated as follows:

1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g., ⫸, ⫹, ⫺.
2. Approach lighting systems that do not bear a system identification are indicated with a negative "②" beside the name.

A star (*) indicates non-standard PCL, consult Chart Supplement, e.g., ②.

To activate lights, use frequency indicated in the communication section of the chart with a ② or the appropriate lighting system identification e.g., UNICOM 122.8 ②, ②, ②.

<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/headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

Terrain is scaled within the neat lines (planview boundaries) and does not accurately 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 Stops
- Tanks
- Obstructions
- Airport Beacon
- Runway Radar Reflectors
- Bridges
- Control Tower

**Legend**
- **UNI**-directional
- **BI**-directional
- Jet Barrier
- U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.
- Approach light symbols are shown in the Flight Information Handbook.
- Airport diagram scales are variable.
- True/magnetic North orientation may vary from diagram to diagram.
- Coordinate values are shown in 1 or 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.

**SCOPE**
Airports 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>DANBURY</td>
<td>HS 1</td>
<td>Maintain 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</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 D missing Twy S may enter Rwy 33.</td>
</tr>
<tr>
<td>DOVER</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 btn 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 btn 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>HS 1</td>
<td>Maintain vigilance on Twy K crossing Rwy 16L–34R to flw markings leading towards Twy B3.</td>
</tr>
<tr>
<td>MANASSAS RGNL/HARRY P DAVIS FLD (HEF)</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 1</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 2</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>PORTLAND</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>PORTLAND INTL JETPORT (PWM)</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>
</tbody>
</table>
CITY/AIRPORT | HOT SPOT | DESCRIPTION
--- | --- | ---
MARYLAND
EASTON | HS 1 | Acft taxiing southbound on Twy A to Rwy 33 inadvertently miss the turn onto Twy B and enter Rwy 33 without a clearance. Twy A and Twy B intersection in close proximity to the rwy.
FREDERICK | HS 1 | Eastbound tfc on Twy E and North and Southbound tfc on Twy A must remain alert for tfc exiting Rwy 05–23 at Twy E.
 | HS 2 | Northbound tfc on Twy A must remain alert as to not miss Twy B when taxiing to Rwy 30 and Southeast bound tfc on Twy B as not to miss Twy A when taxiing to Rwy 23.
 | HS 3 | Northbound tfc on Twy A need to be alert as not to miss Twy B and inadvertently taxi onto Rwy 30.
 | HS 4 | Southeast bound tfc on Twy B need to be alert as not to miss Twy A and inadvertently taxi onto Rwy 23.
HAGERSTOWN | HS 1 | Maint vigilance congestion area and close proximity to rws.
MASSACHUSETTS
BEDFORD | HS 1 | Pilots become confused with the wide expanse of pavement and convergence of numerous twys.
BEVERLY | HS 1 | Prepare to hold short of Rwy 16–34 immediately after exiting the East Ramp.
 | HS 2 | Acft taxiing SE on Twy E fail to turn on Twy H and enter Rwy 27 without authorization.
BOSTON | HS 1 | Maint vigilance when taxiing on Rwy 15L–33R approaching Rwy 04L–22R.
 | HS 2 | Taxiing on Twy N approaching Rwy 15R–33L.
 | HS 3 | Maint vigilance on Twy E and Twy K when approaching Rwy 04L–22R.
 | HS 4 | Maint vigilance on Twy C when approaching Rwy 09–27. Maint vigilance on Twy D when approaching Rwy 15R–33L.
 | HS 1 | Maintain vigilance approaching Rwy 05–23 hold lines.
 | HS 2 | Maintain vigilance on Twy A; hold line to Rwy 14–32 appears quickly.
 | HS 3 | Maintain vigilance approaching Rwy 05–23 hold lines.
NANTUCKET | HS 1 | Maint vigilance while taxiing. High tfc area.
 | HS 2 | Maint vigilance while taxiing. High tfc area.
 | HS 3 | Maint vigilance while taxiing. High tfc area.
 | HS 4 | Maint vigilance Twy H and Twy E. High tfc area.
WESTFIELD/SPRINGFIELD | HS 1 | Maint vigilance departing ramp. Twy A and Twy B complex int in close proximity to rws.
 | HS 2 | Unusual lctn for rwy hold posn marking on Twy A for Rwy 15.
NEW HAMPSHIRE
LEBANON | HS 1 | Rwy hold position marking for Rwy 25 on Twy B is further down the twy than most pilots would expect. When taxiing to Rwy 25 on Twy B the hold line will appear before you expect it.
 | HS 2 | North Ramp and Twy B between Twy B1 and Twy B2 area not visible from the twr.
 | HS 3 | Acft routinely back taxi on Rwy 18–36.
<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NEW JERSEY</strong></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>Act 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>Act southbound on Twy H may be required to hold short of Rwy 36 Apch Zone when Rwy 36 or Rwy 18 in use. Rwy 36 Apch Zone is prior to Rwy 36 Hold Short Line.</td>
</tr>
<tr>
<td>MC GUIRE FLD (JOINT BASE MC GUIRE DIX LAKEHURST) (WRI)</td>
<td>HS 2</td>
<td>Act 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><strong>NEW YORK</strong></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 STEWART INTL (SWF)</td>
<td>HS 1</td>
<td>Northbound tfc on Twy C sometimes encounter tfc on Twy A.</td>
</tr>
<tr>
<td>NEW YORK</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>Act 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>CITY/AIRPORT</td>
<td>HOT SPOT</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>-------------------------------------</td>
<td>----------</td>
<td>-------------</td>
</tr>
<tr>
<td><strong>PENNSYLVANIA</strong></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>HARRISBURG</td>
<td>HS 2</td>
<td>Rwy 08 ILS Critical Area hold line pavement marking is NSTD.</td>
</tr>
<tr>
<td>HARRISBURG</td>
<td>HS 3</td>
<td>Twy C at Rwy 30. Entrance to Twy B is difficult to see from Twy C due to large pavement area.</td>
</tr>
<tr>
<td>HARRISBURG</td>
<td>HS 1</td>
<td>Acft taxiing westbound on Twy G inadvertently miss the turn onto Twy A and enter Rwy 13–31 w/o authorization. Twy A and Twy G int in close proximity to the rwy.</td>
</tr>
<tr>
<td>PHILADELPHIA</td>
<td>HS 1</td>
<td>Acft taxiing on Twy D must remain alert to not enter Rwy 08–26 w/o proper clearance.</td>
</tr>
<tr>
<td>PHILADELPHIA</td>
<td>HS 2</td>
<td>Tfc taxiing south on Twy Y must be alert to not miss the turn at Twy S and enter onto Rwy 09R–27L.</td>
</tr>
<tr>
<td>PHILADELPHIA</td>
<td>HS 3</td>
<td>Maint vigilance, Twy E apch hold to protect Rwy 26 ovn.</td>
</tr>
<tr>
<td>PHILADELPHIA</td>
<td>HS 4</td>
<td>Maint vigilance Twy K and Twy D close int to Rwy 35 and 27R.</td>
</tr>
<tr>
<td>PITTSBURGH</td>
<td>HS 1</td>
<td>Wide pavement int multiple rwys.</td>
</tr>
<tr>
<td>ALLEGHENY CO</td>
<td>HS 2</td>
<td>Wide pavement int with ramps, twys, and rwy.</td>
</tr>
<tr>
<td>READING RGNL/Carl A SPAATZ FLD</td>
<td>HS 1</td>
<td>Hold lines on Twy B for Rwy 31 and Rwy 36 can be confusing due to close proximity.</td>
</tr>
<tr>
<td>READING RGNL/Carl A SPAATZ FLD</td>
<td>HS 2</td>
<td>Area along Twy H from Twy D to Rwy 18 hold line not visible from ATCT.</td>
</tr>
<tr>
<td>READING RGNL/Carl A SPAATZ FLD</td>
<td>HS 3</td>
<td>Area along Twy A from terminal ramp to Rwy 36 hold line not visible from ATCT.</td>
</tr>
<tr>
<td>READING RGNL/Carl A SPAATZ FLD</td>
<td>HS 4</td>
<td>Maint vigilance confusing twy configuration near adj ramp.</td>
</tr>
<tr>
<td>WILLIAMSPORT RGNL/IPT</td>
<td>HS 1</td>
<td>Tfc approaching the Rwy 27 and Rwy 30 Hold Line on Twy B must remain alert so as not to mistake that Hold Line as applying to a single rwy only. The Hold Line applies to Rwy 27 and Rwy 30.</td>
</tr>
<tr>
<td>PROVIDENCE</td>
<td>HS 1</td>
<td>Main vigilance at Twy M and Twy C due to vast amount of pavement and multiple rwy hold lines in close proximity of rwy.</td>
</tr>
<tr>
<td>PROVIDENCE</td>
<td>HS 3</td>
<td>Twy M at the int of Twy B use extra vigilance due to vast amount of pavement and multiple hold lines in close proximity of rwy.</td>
</tr>
<tr>
<td>PROVIDENCE</td>
<td>HS 4</td>
<td>Maint vigilance dep northwest ramp. Twy S is immed adj to NW ramp. Acft could inadvertently enter Rwy 16–34.</td>
</tr>
<tr>
<td>PROVIDENCE</td>
<td>HS 5</td>
<td>Maint vigilance hold short for Rwy 34 not where expected.</td>
</tr>
<tr>
<td>RHODE ISLAND</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PROVIDENCE</td>
<td>HS 1</td>
<td>Wrong rwy departure risk. Pilots instructed to depart Rwy 19 mistakenly depart wrong rwy – Rwy 15.</td>
</tr>
<tr>
<td>PROVIDENCE</td>
<td>HS 2</td>
<td>Maint vigilance on Twy C approaching Rwy 01–19 hold lines.</td>
</tr>
<tr>
<td>PROVIDENCE</td>
<td>HS 3</td>
<td>Maint vigilance Twy B in close proximity to Rwy 01–19.</td>
</tr>
<tr>
<td>VERMONT</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

NE, 8 SEP 2022 to 3 NOV 2022
<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>NEWPORT NEWS</td>
<td>HS 1</td>
<td>Maintain vigilance. Due to the large pavement area at the int of Rwy 07–25 and Rwy 02–20, pilots can easily become disoriented through the int.</td>
</tr>
<tr>
<td>NEWPORT NEWS/WILLIAMSBURG INTL (PHF)</td>
<td>HS 2</td>
<td>Wrong rwy departure risk. Pilots instructed to depart Rwy 07 or Rwy 02 may mistakenly depart the adjacent rwy due to the close proximity of the thlds.</td>
</tr>
<tr>
<td>RICHMOND</td>
<td>HS 1</td>
<td>Wrong rwy departure risk. Pilots instructed to depart Rwy 20 or Rwy 16 mistakenly depart the adjacent rwy due to close proximity of thlds. Acft ldg Rwy 34 unable to exit Twy C expect to cross the departure end of Rwy 02 to clear the rwy.</td>
</tr>
<tr>
<td>ROANOKE</td>
<td>HS 1</td>
<td>Northbound tfc on Twy A for Rwy 24 sometimes fail to make the turn at Twy B and enter Rwy 06–24 without a clearance.</td>
</tr>
<tr>
<td>HUNTINGTON</td>
<td>HS 1</td>
<td>Maintain vigilance. Twy A does not lead to the end of Rwy 12. Full length departures rqr rwy crossing.</td>
</tr>
<tr>
<td>WEST VIRGINIA</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**CITY/AIRPORT**

**HOT SPOT**

**DESCRIPTION**

**NE, 8 SEP 2022 to 3 NOV 2022**
NE. 8 SEP 2022 to 3 NOV 2022
AIRPORT DIAGRAM

NE, 8 SEP 2022 to 3 NOV 2022

AIRPORT DIAGRAM

ATLANTIC CITY INTL (ACY)
ATLANTIC CITY, NEW JERSEY

AL-669 (FAA)

586
AIRPORT DIAGRAMS

Baltimore/Washington Int'l Thurgood Marshall (BWI)
AL-804 (FAA)
Baltimore, Maryland

20366

D-ATIS
115.1  127.8
Baltimore Tower
119.4  257.8
GND CON
121.9
CLNC DEL
118.05
CPDLC
PDC

324 A

Rwy 10-28
PCN 105 F/A/W/T
S-80, D-220, 2D-1020, 2D/2D2-1340
Rwy 15L-33R
PCN 15 F/A/W/T
S-30, D-45
Rwy 15R-33L
PCN 70 F/A/W/T
S-80, D-220, 2D-675, 2D/2D2-890

January 2020
Annual Rate of Change
0.0° E

Elev 139
De-icing Area
Alternate De-Icing Pad

U.S.
Customs

TWR 285

DE-ICE

FIELD
Elev 143

Mid-field Cargo Complex

Fire Station

Apron

Elev 150

20366

Field Elev 143

AsDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

Runway Status Lights in operation.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

76°41' W

76°40' W

Non Movement Area

NE, 8 SEP 2022 to 3 NOV 2022
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

FIELD ELEV 1636

EMAS

SRE BLDG

HANGARS

NORTH RAMP

TANK 1701

TWR/BCN 1687

TERMINAL

WEST RAMP GENERAL AVIATION PARKING

RWY 10-28
PCN 32 F/D/X/T
S-81, D-103, 2D-168

RWY 16-34
PCN 45 F/D/X/T
S-112, D-147, 2D-221

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 01-19
PCN 23 F/A/X/T
S-30, D-40, 2D-60
RWY 15-33
PCN 39 F/A/X/T
S-100, D-175, 2D-355
AIRPORT DIAGRAM
CHARLOTTESVILLE-ALBEMARLE (CHO)
CHARLOTTESVILLE, VIRGINIA

ATIS
118.425
CHARLOTTESVILLE TOWER *
124.5 338.275
GND CON
121.9 338.275

JANUARY 2020
ANNUAL RATE OF CHANGE
0.0° W

TERMINAL
TWR 685
FIRE STATION
HANGARS

RWY 03-21
PCN 65 F/C/X/T
S-120, D-228, 2D-368

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM
22139
CHARLOTTESVILLE, VIRGINIA
CHARLOTTESVILLE-ALBEMARLE (CHO)

NE. 8 SEP 2022 to 3 NOV 2022
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

AIRPORT DIAGRAM

ATIS
126.65
REPUBLIC TOWER
118.8 279.65
GND CON
121.6 269.6
CLNC DEL
128.25

EMAS ELEV 78

MAIN TERMINAL

TANK

BLAST PAD 150 X 150

FIELD ELEV 81

TWR 199

LAHSO

Rwy 01-19
PCN 76 F/C/X/T
S-45, D-60

Rwy 14-32
PCN 51 F/B/X/T
S-45, D-60

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE, 8 SEP 2022 to 3 NOV 2022

FARMINGDALE, NEW YORK
REPUBLIC (FRG)
AIRPORT DIAGRAM

FREDERICK MUNI (FDK)
FREDERICK, MARYLAND

ATTIS
124.875
FREDERICK TOWER
132.4
GND CON
121.975
CLNC DEL
121.975
(When Tower Closed) 126.9

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE, 8 SEP 2022 to 3 NOV 2022
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NE, 8 SEP 2022 to 3 NOV 2022
AIRPORT DIAGRAM

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY

Runway Status Lights in Operation.
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.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

ATIS
119.05
PORTLAND TOWER
120.9 257.8
GND CON
121.9
CINC DEL
121.9

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° E

200 X 275

FIELD ELEV 76

AIRPORT DIAGRAM

PORTLAND INTL JETPORT (PWM)
PORTLAND, MAINE

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

Hudson Valley RGNL (POU)
Poughkeepsie, New York

Ne, 8 Sep 2022 to 3 Nov 2022

AIRPORT DIAGRAM

AL-286 (FAA)

DUTCHESS COUNTY TOWER
124.0 269.15
GND CON
121.8
CLNC DEL
121.8

ATIS
126.75

AIRFIELD MAINTENANCE

GENERAL AVIATION RAMP

AIRPORT DIAGRAM

22083

February 2020
ANNUAL RATE OF CHANGE
0.0° E

FIRE STATION/SRE

ELEV 156

ELEV 153

ELEV 152

ELEV 147

HS 1

HS 2

Rwy 06-24
PCN 42 F/D/W/T
S-50, D-60, 2D-110

Rwy 15-33
PCN 26 F/D/W/T
S-35, D-45, 2D-80

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

Terminal

FIELD ELEV 164

College

TWR 217

73°53.5'W

73°53.0'W

73°52.5'W

41°37.0'N

41°37.5'N

41°38.0'N

AIRPORT DIAGRAM

22083

POUGHKEEPSIE, NEW YORK

HUDSON VALLEY RGNL (POU)
AIRPORT DIAGRAM

ATIS
118.7
GRIFFISS TOWER *
118.1 291.7
GND CON
121.9

FIELD ELEV 504

RWY 15-33
PCN 71 F/B/W/T
S-100, D-240, 2D-500

11500 X 200

ELEV 498

APRON 1
APRON 2
APRON 3
APRON 4

TWR 598
FIRE STATION

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

75°25'W
75°24'W

AIRPORT DIAGRAM

GRIFFISS INTL (RME)
ROME, NEW YORK

NE. 8 SEP 2022 to 3 NOV 2022
AIRPORT DIAGRAM

ATIS
126.775
TRENTON TOWER *
120.7 257.8
GND CON
121.9 257.8
CINC DEL
121.9 257.8

FIELD
ELEV
213

EMAS
R-5

CORPORATE
AVIATION
HANGARS

TERMINAL
BUILDING
RAMP

EMAS

CAT 1 HOLD

EMAS

ELEV
192

GENERAL AVIATION
PARKING

TWR
276

400' X 150

500' X 150

350' C

0.3% UP

0.9% UP

CAT 1 HOLD

EMAS

ELEV
160

068.8'

GENERAL AVIATION
PARKING

PCN 24 F/A/X/T
S-120, D-180, 2D-320

PCN 41 F/A/X/T
S-120, D-180, 2D-320

Rwy 06-24

Rwy 16-34

NJ STATE
POLICE

ELEV
174

EMAS

JANUARY 2020
ANNUAL RATE OF CHANGE
0.0° E

NJ NATIONAL
GUARD

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

TRENTON MERCER (TTN)
TRENTON, NEW JERSEY

NE, 8 SEP 2022 to 3 NOV 2022
AIRPORT DIAGRAM

WALLOPS FLIGHT FACILITY (WAL)
WALLOPS ISLAND, VIRGINIA

ASOS
119.175
WALLOPS TOWER *
126.5 306.975
GND CON
127.875 269.325
CLNC DEL
121.7

FIELD
ELEV
31

ELEV
31

ELEV
34

ELEV
35

ELEV
19

01

8005 X 200

TWR

FIRE STATION
WATER TANKS

101.7°

281.8°

241

JANUARY 2020
ANNUAL RATE OF CHANGE
0.0° E

Rwy 04-22
S-57, D-115, 25-146, 2D-225
Rwy 10-28
S-57, D-115, 2D-225
Rwy 17-35
S-15, D-40, 2D-75

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

RONALD REAGAN WASHINGTON NTL (DCA)

WASHINGTON, D.C.

FIELD ELEV 14

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

LEFT-HAND TURN-OFFS FROM RWY 33 TO TAXIWAY K PROHIBITED.

NOTE: PROHIBITED AREA (P-56) 1.5 NM NORTH OF DCA.
AVOID SURFACE TO 18,000 MSL.

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

NE, 8 SEP 2022 to 3 NOV 2022
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-SL120005, /OV PDZ-PSP.

3. **/TM – Time**: When conditions occurred or were encountered.
   - Use 4 digits in UTC.
   - Examples: /TM 1645, /TM 0915

4. **/FL - Altitude/Flight Level**
   - Use 3 digits for hundreds of feet. If not known, use UNKN.
   - Examples: /FL095, /FL310, /FLUNKN

5. **/TP - Type aircraft**: Required if reporting Turbulence or Icing
   - No more than 4 characters, use UNKN if the type is not known.
   - Examples: /TP P28A, /TP RV8, /TP B738, /TP UNKN

6. **/SK – Sky Condition/Cloud layers**:
   - Report cloud coverage using contractions: FEW, SCT, BKN, OVC, SKC
   - Report bases in hundreds of feet: BKN005, SCT015, OVC200
   - If bases are unknown, use UNKN
   - Report cloud tops in hundreds of feet: TOP120
   - Examples: /SK BKN035, /SK SCT UNKN-TOP125, /SK OVC095-TOP125/ SKC

7. **/WX - Weather**: Flight visibility is always reported first. Append FV reported with SM.
   - Report visibility using 2 digits: FV01SM, FV10SM
   - Unrestricted visibility use FV99SM.
   - Use standard weather contractions e.g.: RA, SH, TS, HZ, FG, -, +
   - Examples: /WX FV01SM +SHRA, /WX FV10 SM -RA BR.

8. **/TA - Air temperature (Celsius)**: Required when reporting icing
   - 2 digits, unless below zero, then prefix digits with M.
   - Examples: /TA 15, /TA 04 /TA M06

9. **/WV - Wind**: Direction in 3 digits, speed in 3 or 4 digits, followed by KT.
   - Examples: /WV 270045KT, /WV 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, /LGT 060, /TB MOD BLO 090, / TB NEG

11. **/IC - Icing**:
    - Report intensity using TRACE, LGT, MOD or SEV
    - Report type using RIME,CLR, or MX
    - Include altitude only if different than /FL.
    - Use NEG if icing not encountered.
    - Examples: /IC LGT-MOD RIME, /IC SEV CLR 028-045, /IC NEG

12. **/RM - Remarks**: Use to report phenomena that does not fit in any other field.
    - Report the most hazardous element first.
    - Name of geographic location from /OV field fix.
    - Examples: /RM LLWS +/-15KT SFC-003 DURC RWY22 JFK
    - /RM MNWAVE, /RM DURC, /RM DURD, /RM MULLAN PASS
    - /RM BA RWY 02L BA MEDIUM TO POOR 3IN DRY SN OVER COMPACTED

### Examples of Completed PIREPS

<table>
<thead>
<tr>
<th>UA</th>
<th>/OV RFD /TM 1315 /FL160 /TP PA44 /SK OVC025-TOP095/OVC150 /TA M12 /TB INTMT LGT CHOP</th>
</tr>
</thead>
<tbody>
<tr>
<td>UA</td>
<td>/OV DHT360001-AMA /TM 2116 /FL050 /TP PA32 /SK BKN090 /WX FV05SM –RA /TA 04 /TB LGT /IC NEG</td>
</tr>
<tr>
<td>UUA</td>
<td>/OV PDZ010018 /TM 1520 /FL125 /TP C172 /WX 270048KT TB SEV 055-085 /RM CAJON PASS</td>
</tr>
</tbody>
</table>

*NE, 8 SEP 2022 to 3 NOV 2022*
# PIREP FORM

| 3 or 4 letter Identifier | ___ ___ ___ ___ | 1. UA | UUA | Routine | Urgent |
|--------------------------|----------------|-------|-------|

- **2. /OV** Location
- **3. /TM** Time
- **4. /FL** Altitude/Flight Level
- **5. /TP** Aircraft Type

Items 1 through 5 are mandatory for all PIREPs

- **6. /SK** Sky Condition
- **7. /WX** Flight Visibility & Weather
- **8. /TA** Temperature (Celsius)
- **9. /WV** Wind
- **10. /TB** Turbulence
- **11. /IC** Icing
- **12. /RM** Remarks

FAA Form 7110-2 (W/19) Supersedes Previous Edition

NE, 8 SEP 2022 to 3 NOV 2022